PENNSYLVANIA MOTOR VEHICLE CODE

AN ANALYSIS OF THE EFFECTIVENESS AND PUBLIC AWARENESS OF THE PENALTIES FOR VIOLATIONS

FEBRUARY 2005

General Assembly of the Commonwealth of Pennsylvania
JOINT STATE GOVERNMENT COMMISSION
108 Finance Building
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The release of this report should not be interpreted as an endorsement by the members of the Executive Committee of the Joint State Government Commission of all the findings, recommendations and conclusions contained in this report.

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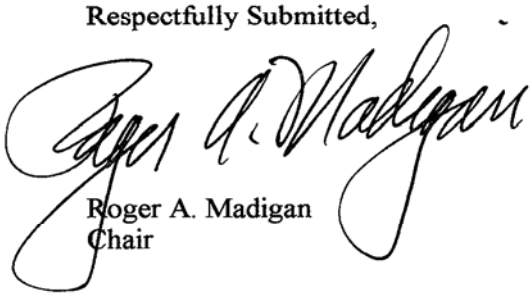
The Joint State Government Commission is pleased to present this staff report on the Commonwealth's Vehicle Code, culminating a study undertaken pursuant to Senate Resolution 150 of 2003, Printer's Number 1190.

The Commission recognizes with gratitude the assistance of the Pennsylvania Department of Transportation, the Pennsylvania State Police, the Fraternal Order of Police, the Pennsylvania AAA Federation, the Administrative Office of Pennsylvania Courts, the traffic courts of Philadelphia and Pittsburgh and The Center for Survey Research, The Pennsylvania State University, Harrisburg.

Respectfully Submitted,



Roger A. Madigan
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INTRODUCTION

This is the report of findings of the Joint State Government Commission as directed by Senate Resolution 150 of 2003, Printer's Number 1190.

Senate Resolution 150 of 2003, directed the Joint State Government Commission to collect and analyze relevant data to determine the effectiveness of penalties in Title 75 of the Pennsylvania Consolidated Statutes known as the "Vehicle Code" (referred to herein also as 75 Pa.C.S. or Title 75) in reducing violations and improving the level of safety on public roads and highways in the Commonwealth and to determine the level of public awareness of these penalties. Senate Resolution 150 of 2003 also directed the Commission to undertake a comprehensive review of 75 Pa.C.S. to determine its internal consistency and its consistency with the vehicle laws of Pennsylvania's neighboring states.

As indicated in the Resolution, Commission staff sought the cooperation of the Pennsylvania Department of Transportation (PennDOT), the Pennsylvania State Police (PSP), the Administrative Office of Pennsylvania Courts (AOPC) and others it deemed necessary for collecting and supplying data needed for this review and analysis. Commission staff obtained data on Vehicle Code violations from the AOPC, the PSP, PennDOT and the traffic courts of Philadelphia and Pittsburgh. In addition, over the course of this study, Commission staff met with representatives of PennDOT, the PSP, the Pennsylvania AAA Federation and the Fraternal Order of Police (FOP) to obtain

observations and input on the status of Pennsylvania's motor vehicle law, including its overall effectiveness and the public's general level of knowledge in this regard.

Commission staff focused its attention on moving violations, while acknowledging that there is some gray area in what constitutes a "moving" violation. Although the Commonwealth's Vehicle Code is comprehensive, including laws governing the use and operation of bicycles, snowmobiles and off-road motorized vehicles, as well as laws regarding parking and pedestrians, the staff focused primarily on the laws pertaining to passenger vehicles, commercial vehicles, including tractor-trailers, and vehicles used in agriculture. Each discrete section of the study required a certain narrowing of focus in order to generate meaningful results and findings, and each approach is discussed in its respective chapter of this report.

In sum, Commission staff reviewed data on traffic violations, interviewed representatives of the aforementioned entities, analyzed the Vehicle Code of Pennsylvania and reviewed the motor vehicle laws of New Jersey, New York, Ohio, West Virginia, Delaware and Maryland. In addition, the Commission enlisted the assistance of The Center for Survey Research (CSR), The Pennsylvania State University, Harrisburg to conduct a survey to gauge the public's knowledge of the Commonwealth's motor vehicle laws and to assess the effectiveness of those laws.

The findings of the Commission follow.

DATA ANALYSIS

PENNSYLVANIA TRAFFIC VIOLATIONS

Staff of the Joint State Government Commission collected statistical data on motor vehicle violations in Pennsylvania from 1998 through 2003 from the AOPC, the traffic court of Philadelphia, and the traffic court of Pittsburgh. Data covering some of this same period of time was also obtained from PennDOT and the PSP. The Commission focused its attention on nearly 500 provisions of 75 Pa.C.S. which, in its estimation, were "moving violations". The moving violations were examined by section and subsection for any penalty changes which occurred during the six-year period of 1998 through 2003.

Moving violations which were repealed or amended under 75 Pa.C.S. are presented in this report based on the section and subsection assigned to the offense at the time the data was gathered. For instance, the offense of driving under the influence of alcohol or controlled substance was relocated from § 3731 to § 3802 of 75 Pa.C.S. in 2004, but is denoted as § 3731 in the tables which follow. Some sections of the law contain numerous subsections or clauses. In some of these instances, the violations were analyzed in the aggregate rather than by their respective subcategory. Again, an example of this is driving under the influence of alcohol or controlled substance which captures discrete variables in separate subcategories (e.g. level of alcohol in the driver's system or

whether the driver is a minor, to name a few). In regard to this particular area of law, citations issued were accounted for under the rubric of § 3731 as a whole.

In addition, some violations were predominantly recorded by the arresting authority and/or the courts under the general rule for the section of law rather than by specific subcategory. In such instances, Commission staff determined that considering these violations in the aggregate was the best option.

On average, 1,952,272 total violations are cited under 75 Pa.C.S. each year. Total violations include criminal and traffic violations. Criminal violations are felony, misdemeanor or escalating summary charges arising from a single criminal incident. Traffic violations are summary charges. An individual may account for multiple violations in the same year or even from a single incident. Further, the data includes all cited violations, regardless of the eventual disposition of the case.

To narrow the focus of this study, the following offenses under 75 Pa.C.S. were removed:

- Those directed at pedestrians.
- Those regarding a government agency (e.g. PennDOT), government personnel, or professionals or entities such as police officers, auto dealers, mechanics, inspection stations, salvors, and messenger services.
- 75 Pa.C.S. Chapters 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, and 99, pertaining to the Pennsylvania Turnpike Commission, special funds, and various taxes.

The remaining offenses were individually examined, and any that were considered to be non-moving offenses were excluded from further review.

The following vehicle types were also removed from consideration:

- Street cars
- Pedalcycles
- EPAMDs (Electric Personal Assistive Mobility Device)
- Snowmobiles
- ATVs

Using the above criteria, it was determined that an average of 1,749,509 moving violations are cited per year. This is about 90 percent of the total violations cited each year. The following references to "moving violations" refer to this particular subset of total violations.

There are 14 provisions in Title 75 which account for approximately 83 percent of the 1,749,509 average annual moving violations, with § 3362 (speeding), § 3111(a) (disregarding a traffic control device), and § 4703 (operation of a vehicle without certification of inspection) accounting for over half of that percentage.

Most of these provisions underwent at least one penalty change during the period 1998 through 2003.

Of the moving violations which experienced penalty changes, some changes affected an entire section of law while others pertained only to a specific subcategory of the section. Penalty changes also affected some offenses only as they occurred in certain situations such as work zones or emergency response areas. In nearly all instances, the

change to the law made the penalty more punitive in nature. Collectively, the moving violations which experienced penalty changes at some point during the six-year period increased in total number of violations cited every year except 2002 to 2003. See Table A. (All tables referred to in this chapter appear at the end of the chapter). Conversely, total violations for those sections of the law which did not undergo a penalty change decreased every year except 2000 to 2001.

There were 46 penalty changes in 43 of the designated moving violations during the six-year period. See the first section of Table B. Multiple penalty changes which occurred within the same offense were considered separately, yielding a total of 46 penalty changes during the period. In addition, penalty changes occurred at various times throughout the calendar year. Thus, the first year which reflected a minimum of six months of data subsequent to the penalty change was examined. Most years examined contained 10 to 12 months of data after the penalty was changed. Examining the violations cited in the year after the penalty change, it was determined that 24 (or 52 percent) of the offenses reflected an increase in total violations, 18 (or 39 percent) reflected a decrease, and 4 (or 9 percent) remained the same.

Penalty changes also affected some offenses occurring in certain specific situations. Changes to 75 Pa.C.S. § 3326(c) affected offenses occurring in active work zones, and changes to 75 Pa.C.S. § 3327(e) affected offenses occurring in emergency response areas. See the second and third sections of Table B. It should be noted that violations cited in these circumstances represent only a small percentage of the total violations each year. It is helpful in the overall context of this study to note whether

these changes had any affect on the statistics for moving violation citations in the aggregate because in 2003, PennDOT performed maintenance on over 6,000 miles of their nearly 40,000 (approximately 15 percent) miles of roadway.[1] There were 45 provisions of law affected by the penalty change to the provision on active work zones. Examining the number of violations cited in the year after the penalty change, 16 (or 36 percent) of these provisions showed an increase in total violations, 28 (or 62 percent) showed a decrease, and 1 (or 2 percent) remained unchanged. There were 32 provisions of law affected by the penalty change for offenses occurring in emergency response areas. Examining the number of violations cited in the year after the penalty change, 20 (or 63 percent) of theses provisions reflected an increase in total violations and 12 (or 37 percent) reflected a decrease.

For the years 1998 through 2003 in the aggregate, Title 75 violations decreased from the previous year's violation figures three times and increased two times. See Table C. Total violations peaked at 2,024,308 in 2001 and reached a six-year low of 1,827,646 in 2003. The largest percentage change was a nine percent decrease in 2003 from the previous year's total of 2,008,436 violations cited.

As mentioned previously, data was gathered from more than one source. Upon examination of these sources separately, significant decreases in violations cited were noted within the jurisdiction of the Philadelphia Traffic Court for each year, except 2001. The remainder of the State experienced a decrease in violations cited from 2002 to 2003

[1] Pennsylvania Department of Transportation, 2003 Annual Report, available at ftp://ftp.dot.state.pa.us/public/pdf/AnnualRpt04/FullAnnRpt.pdf (last visited February 3, 2005).

only. The annual decreases in Philadelphia should be noted as the observer considers the total violations cited or their percentage change.

AVERAGE VIOLATION COST

The average cost for a violation of Pennsylvania motor vehicle law is comprised of the fine itself, costs (which include court operation and maintenance costs), and other fees and surcharges (this includes charges attributed to the Emergency Medical Services Act, Catastrophic Loss Benefits Continuation Fund, and the Judicial Computer Project). These are calculated separately for criminal and for traffic violations. As noted previously, criminal violations are felony, misdemeanor or escalating summary charges arising from a single criminal incident. Traffic violations are summary charges.

The average cost per criminal violation in Pennsylvania was $336 in 2003, which is about $77 higher than the average cost in 1998. In Pennsylvania, the average cost per traffic violation was $135 in 2003, which is identical to the average cost in 1998. Even though the average costs per traffic violation were the same, the average amount of fines paid actually decreased during the six-year period while other fees and surcharges increased. This does not necessarily indicate that fines, themselves, have decreased over time because other factors such as the possibility that violators were charged with less costly offenses or that there were fewer occurrences of second and subsequent violations may account for the apparent downward trend.

EDUCATION AND ENFORCEMENT

The Commission found that even the moving violations which did not undergo a penalty change, during the period 1998 through 2003, fluctuated annually in regard to the number of citations issued. See Table D. Thus, factors other than penalty changes must be considered when examining the possible reasons for an increase or decrease in violations cited each year.

As noted in the Introduction to this report, Commission staff met with representatives from PennDOT, the PSP, the Pennsylvania AAA Federation and the FOP to obtain information about each entity's perception of the status of motor vehicle and driver regulation throughout the Commonwealth.

Succinctly put, the common theme of these meetings was that education of the public about the Commonwealth's vehicle laws, and visible enforcement, appear to be two of the most critical and effective means for controlling the total number of violations that occur each year. The PSP and PennDOT, in particular, regularly engage in public education and awareness campaigns, and the PSP and local police are continuously involved in enforcement efforts. These factors may affect the number of traffic violations occurring from year to year and often lead to the counter-intuitive result of an increase in total violations within a specific provision of the motor vehicle law shortly after the penalty for a violation thereof has been increased – at least on a short-term basis. The likely explanation of such an apparent anomaly is that heightened enforcement may have occurred shortly after the change in the law, leading to an increase in citations for violations of that particular provision. It is also possible that public education programs

or targeted campaigns, which are accompanied by enforcement efforts, may result in a similar increase in violations cited for the same reason. Despite an increase in citations there may be a short-term deterrent effect as long as enforcement efforts are a visual presence on the road.

However, the 1991 book *Traffic Safety and the Driver*, by Dr. Leonard Evans, suggests that a short-term change in driver behavior resulting from enforcement intervention or other initiatives is often followed by a reversion to prior levels. He states that "one main reason why crash rates tend to drift back to prior levels after the introduction of interventions is that the objective risk of detection is small. The intervention is introduced with much publicity, convincing motorists that if they transgress, they will be subject to well advertised penalties. Later, people observe…that there is not a policeman at every corner …."[2]

Another expert in the field of driver behavior, Lawrence Lonero, adds: "Enforcement presence has dramatic short-range effects. Even an empty threat can have a big effect for a while."[3]

Lonero expounds further as follows:

> External personal motivators are those imposed on us from outside. These include such things as feedback, approval, incentives, and disincentives. The last, in the form of threatened punishment, has traditionally been the main way to influence drivers' motives. This is not

[2] Leonard Evans, *Traffic Safety and the Driver*, (1991) Chapter 8 available at http:www.scienceservingsociety.com/tsd/CHO8.htm (last visited January 26, 2005).

[3] Lawrence P. Lonero, *Risk Mortality: Why Drivers Take the Risk They Do*, (2000) p. 8, a paper presented at the World Traffic Safety Symposium, New York Auto Show, April 1998, available at http://www.drivers.com/article/182/ (last visited January 19, 2005).

> good, since punishment is a notoriously poor motivator, unless it is swift, reasonable, severe, and very certain. Of these, certainty is the most important; you can increase the severity of a penalty with no effect if the chances of getting caught are low...For example, if the fine for a speeding violation is $100 but the chances of receiving it is one in a thousand times that we speed, then we act as if the risk of penalty was pretty close to zero. External motivators can be very powerful (as is a gun to the head), but their effect on behavior is often temporary.[4]

Thus, one can see that it is difficult to draw many conclusions on the effect of a penalty or its enforcement from citation data alone.

Another means for attempting to influence driver behavior is through education. It is likely that many, if not most, drivers have seen the public service announcements on television, or posters in public places, urging them to obey posted speed limits or to refrain from driving after consuming alcohol. In Pennsylvania, such campaigns are typically sponsored by PennDOT or the PSP, and it is possible that these efforts cause noticeable changes in the number of violations during the periods of time in which they are run, but it is also possible that the effect on the data is not as expected. In other words, if a more focused enforcement effort accompanies a particular educational campaign, the result may actually be an increase in the number of recorded violations, giving the impression that the educational campaign failed to achieve its desired outcome. Again, the numbers alone may be deceptive.

[4] Id. at 6.

Lonero notes that while most educational efforts lack the critical components of two-way interaction and feedback necessary for real behavior-change potential, "if properly designed and targeted they have a strong role to play in broader programs."[5] Thus, it appears that the most effective approach to legislative attempts to reduce violations and, in turn, improve safety on the roads, may be found in "enforcement, reinforcement, and education."[6]

In sum, it appears that educating drivers and sustained, visible enforcement may, as the representatives of PennDOT, the PSP, the FOP and the Pennsylvania AAA Federation asserted in their meetings with Commission staff, be some of the most important components to influencing driver behavior. While the data on violations is interesting and is a vital piece in the attempt to gain a better understanding of driver behavior, alone, it may not allow for a complete and accurate evaluation of the best means for modifying driver behavior.

It is difficult to draw conclusions of any certainty from the data alone. Thus, the survey conducted as part of this study, and addressed in the following chapter, was an attempt to supplement, and is a necessary complement to, the data reviewed by the Commission in its effort to gauge the public's awareness of motor vehicle law and to determine the most effective means for deterring infractions of the Pennsylvania Vehicle Code.

[5] Id. at 9.
[6] Id. at 8.

TABLE A

TITLE 75 MOVING VIOLATIONS WITH AND WITHOUT PENALTY CHANGES FROM 1998-2003 BY YEAR AND PERCENTAGE CHANGE FOR ALL ARRESTING AGENCIES IN PENNSYLVANIA

Section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
Moving Violations												
AOPC												
With penalty changes	1,032,548	--	1,042,744	1.0	1,092,917	4.8	1,124,149	2.9	1,137,656	1.2	1,042,169	-8.4
With no penalty changes	309,161	--	323,718	4.7	337,046	4.1	334,240	-0.8	345,195	3.3	340,504	-1.4
Philadelphia and Pittsburgh Traffic Court[1]												
With penalty changes	117,192	--	108,758	a	107,450	-1.2	118,517	10.3	131,774	11.2	115,894	b
With no penalty changes	295,323	--	244,215	a	217,483	-10.9	234,910	8.0	202,126	-14.0	141,362	b
Total												
With penalty changes	1,149,740	--	1,151,502	0.2	1,200,367	4.2	1,242,666	3.5	1,269,430	2.2	1,158,063	-8.8
With no penalty changes	604,484	--	567,933	-6.0	554,529	-2.4	569,150	2.6	547,321	-3.8	481,866	-12.0

1. DUI data was added to the Traffic Court data from other levels of the court system for Pittsburgh and Philadelphia.

a. No data from Pittsburgh Traffic Court for 1998.

b. Data from Pittsburgh Traffic Court for 2003 includes only January to March. Data is reported under AOPC for the remainder of 2003.

SOURCE: Data provided by the Administrative Office of Pennsylvania Courts, Pittsburgh Traffic Court, and the Philadelphia Traffic Court.

TABLE B

TITLE 75 MOVING VIOLATIONS WITH PENALTY CHANGES
FROM 1998-2003 BY YEAR AND PERCENTAGE CHANGE
FOR ALL ARRESTING AGENCIES IN PENNSYLVANIA

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
1371	(a)	8,600	--	8,020	-6.7	7,140	-11.0	6,135	-14.1	8,059	31.4	6,041	-25.0
1543	(b)	9,035	--	9,891	9.5	10,635	7.5	10,705	0.7	10,689	-0.1	11,168	4.5
1571	(a)(1)	1,283	--	1,251	-2.5	1,244	-0.6	1,318	5.9	1,325	0.5	1,288	-2.8
1571	(a)(5)	0	--	0	--	0	--	0	--	0	--	37	--
1611		0	--	0	--	1	--	0	-100.0	1	--	0	-100.0
1612	(a)	47	--	40	-14.9	54	35.0	44	-18.5	55	25.0	46	-16.4
3105	(g)	0	--	0	--	0	--	0	--	0	--	1	--
3112	(a)(3)(ii)	2,481	--	2,312	-6.8	2,313	0.0	2,519	8.9	2,561	1.7	2,712	5.9
3113		11	--	14	27.3	238	1,600.0	16	-93.3	21	31.3	20	-4.8
3326	(c)	47	--	34	-27.7	20	-41.2	28	40.0	57	103.6	31	-45.6
3327		0	--	0	--	0	--	0	--	22	--	100	354.5
3341	(a)	122	--	192	57.4	166	-13.5	173	4.2	126	-27.2	97	-23.0
3341	(b)	134	--	194	44.8	151	-22.2	133	-11.9	79	-40.6	63	-20.3
3342	(b)	57	--	46	-19.3	47	2.2	40	-14.9	21	-47.5	33	57.1
3342	(e)	20	--	45	125.0	10	-77.8	0	-100.0	4	--	2	-50.0
3345	(a)	1,538	--	1,720	11.8	1,697	-1.3	1,642	-3.2	1,749	6.5	1,870	6.9
3345	(f)(1)	9	--	12	33.3	5	-58.3	4	-20.0	3	-25.0	1	-66.7
3346		0	--	4	--	5	25.0	6	20.0	12	100.0	9	-25.0
3542	(a)	349	--	538	54.2	477	-11.3	385	-19.3	431	11.9	508	17.9
3549	(a)	2	--	0	-100.0	2	--	0	-100.0	1	--	0	-100.0
3365		3,846	--	4,009	4.2	4,730	18.0	4,736	0.1	4,919	3.9	3,817	-22.4
3709	(a)	1,357	--	1,369	0.9	1,418	3.6	1,432	1.0	1,395	-2.6	1,295	-7.2
3709	(b)	80	--	52	-35.0	66	26.9	63	-4.5	67	6.3	51	-23.9
3716	(a)	189	--	238	25.9	245	2.9	202	-17.6	192	-5.0	197	2.6
3718		1,798	--	2,077	15.5	2,343	12.8	2,387	1.9	2,614	9.5	2,504	-4.2
3732		159	--	186	17.0	183	-1.6	183	0.0	183	0.0	109	-40.4
3735		124	--	129	4.0	130	0.8	117	-10.0	154	31.6	76	-50.6
3735.1		244	--	343	40.6	394	14.9	411	4.3	403	-1.9	302	-25.1
3742.1		499	--	577	15.6	690	19.6	686	-0.6	781	13.8	735	-5.9
4107	(b)(2)	41,721	--	42,239	1.2	55,155	30.6	59,380	7.7	67,962	14.5	34,462	-49.3
4107	(b)(2.1)	0	--	0	--	0	--	0	--	0	--	2,648	--
4107	(b.1)	0	--	0	--	0	--	69	--	425	515.9	633	48.9
4309	(a)	0	--	0	--	0	--	0	--	0	--	85	--
4571	(d)	47	--	37	-21.3	53	43.2	47	-11.3	52	10.6	25	-51.9
4571	(e)	6	--	8	33.3	7	-12.5	8	14.3	9	12.5	7	-22.2
4572		42	--	51	21.4	41	-19.6	52	26.8	67	28.8	45	-32.8
4581	(a)(1)	4,607	--	4,048	-12.1	3,774	-6.8	4,305	14.1	4,502	4.6	4,232	-6.0
4581	(a)(1.1)	0	--	0	--	0	--	0	--	0	--	297	--
4703		118,028	--	116,223	-1.5	121,349	4.4	137,382	13.2	133,833	-2.6	124,354	-7.1
4704	(b)(1)	1,852	--	1,902	2.7	2,150	13.0	2,117	-1.5	2,071	-2.2	2,156	4.1

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
6128		0	--	0	--	0	--	0	--	0	--	0	--
6503	(a.1)	0	--	0	--	0	--	0	--	0	--	0	--
6503.1		0	--	172	--	314	82.6	271	-13.7	242	-10.7	173	-28.5
Penalty changes that only affected offenses occurring in active work zones and safety corridors referred to in section 3326(c).													
3102		1,572	--	1,547	-1.6	1,494	-3.4	1,544	3.3	1,535	-0.6	1,442	-6.1
3111	(a)	200,688	--	220,511	9.9	231,504	5.0	251,895	8.8	270,525	7.4	258,171	-4.6
3112	(a)	1,783	--	1,733	-2.8	1,834	5.8	1,727	-5.8	1,592	-7.8	1,516	-4.8
3112	(a)(1)(i)	145	--	173	19.3	171	-1.2	194	13.5	189	-2.6	146	-22.8
3112	(a)(1)(ii)	25	--	24	-4.0	42	75.0	42	0.0	54	28.6	49	-9.3
3112	(a)(2)(i)	41	--	34	-17.1	22	-35.3	29	31.8	21	-27.6	27	28.6
3112	(a)(3)(i)	55,163	--	53,274	-3.4	52,678	-1.1	52,246	-0.8	52,231	0.0	55,317	5.9
3112	(a)(3)(ii)	2,481	--	2,312	-6.8	2,313	0.0	2,519	8.9	2,561	1.7	2,712	5.9
3112	(b)	46	--	99	115.2	71	-28.3	60	-15.5	110	83.3	58	-47.3
3112	(c)(2)	21	--	20	-4.8	17	-15.0	25	47.1	35	40.0	25	-28.6
3114	(a)(1)	1,067	--	1,056	-1.0	1,070	1.3	1,038	-3.0	1,092	5.2	1,197	9.6
3114	(a)(2)	12	--	35	191.7	15	-57.1	10	-33.3	17	70.0	21	23.5
3302		532	--	533	0.2	521	-2.3	508	-2.5	488	-3.9	425	-12.9
3303	(a)(1)	1,146	--	1,121	-2.2	1,121	0.0	1,185	5.7	1,269	7.1	1,365	7.6
3303	(a)(2)	105	--	107	1.9	96	-10.3	93	-3.1	144	54.8	94	-34.7
3303	(b)(1)	0	--	1	--	0	-100.0	5	--	2	-60.0	2	0.0
3304	(a)	426	--	385	-9.6	319	-17.1	335	5.0	329	-1.8	307	-6.7
3304	(a)(1)	378	--	385	1.9	324	-15.8	347	7.1	406	17.0	333	-18.0
3304	(a)(2)	723	--	408	-43.6	374	-8.3	352	-5.9	257	-27.0	318	23.7
3304	(b)	1,231	--	1,122	-8.9	1,082	-3.6	1,173	8.4	1,249	6.5	1,335	6.9
3305		1,076	--	978	-9.1	931	-4.8	958	2.9	927	-3.2	890	-4.0
3306	(a)(1)	1,075	--	945	-12.1	945	0.0	838	-11.3	965	15.2	873	-9.5
3306	(a)(2)	920	--	789	-14.2	763	-3.3	749	-1.8	771	2.9	667	-13.5
3306	(a)(3)	40	--	23	-42.5	52	126.1	16	-69.2	25	56.3	24	-4.0
3307	(a)	631	--	537	-14.9	512	-4.7	463	-9.6	499	7.8	485	-2.8
3307	(b)	2,790	--	2,504	-10.3	2,405	-4.0	2,208	-8.2	2,054	-7.0	1,856	-9.6
3309	(1)	13,248	--	13,601	2.7	15,227	12.0	16,386	7.6	17,295	5.5	17,888	3.4
3309	(2)	204	--	235	15.2	212	-9.8	260	22.6	284	9.2	254	-10.6
3309	(3)	931	--	1,246	33.8	1,919	54.0	1,466	-23.6	1,112	-24.1	1,109	-0.3
3309	(4)	342	--	240	-29.8	207	-13.8	259	25.1	391	51.0	281	-28.1
3310	(a)	7,844	--	7,451	-5.0	7,304	-2.0	7,620	4.3	7,579	-0.5	7,422	-2.1
3310	(b)	29	--	26	-10.3	31	19.2	19	-38.7	27	42.1	15	-44.4
3310	(c)	9	--	6	-33.3	7	16.7	6	-14.3	9	50.0	4	-55.6
3323	(a)	750	--	725	-3.3	755	4.1	743	-1.6	668	-10.1	680	1.8
3323	(b)	69,578	--	63,742	-8.4	62,699	-1.6	60,207	-4.0	56,690	-5.8	60,115	6.0
3323	(c)	640	--	614	-4.1	669	9.0	590	-11.8	742	25.8	702	-5.4
3326	(a)	55	--	50	-9.1	30	-40.0	48	60.0	61	27.1	75	23.0
3326	(b)	13	--	12	-7.7	9	-25.0	10	11.1	11	10.0	17	54.5
3361		30,882	--	32,838	6.3	31,732	-3.4	30,560	-3.7	33,619	10.0	34,644	3.0
3362		415,736	--	399,486	-3.9	411,746	3.1	410,075	-0.4	397,501	-3.1	336,098	-15.4
3702	(a)	1,197	--	1,317	10.0	1,429	8.5	1,356	-5.1	1,313	-3.2	1,355	3.2

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
3702	(b)	461	--	406	-11.9	373	-8.1	358	-4.0	324	-9.5	306	-5.6
3714		50,194	--	53,149	5.9	55,667	4.7	59,583	7.0	62,398	4.7	59,647	-4.4
3731[b]		76,185	--	78,483	3.0	82,493	5.1	85,235	3.3	93,975	10.3	95,366	1.5
3736	(a)	9,668	--	10,007	3.5	10,503	5.0	11,191	6.6	11,598	3.6	11,185	-3.6
Penalty changes that only affected offenses occurring in emergency response areas referred to in section 3327(e).													
3102		1,572	--	1,547	-1.6	1,494	-3.4	1,544	3.3	1,535	-0.6	1,442	-6.1
3111	(a)	200,688	--	220,511	9.9	231,504	5.0	251,895	8.8	270,525	7.4	258,171	-4.6
3114	(a)(1)	1,067	--	1,056	-1.0	1,070	1.3	1,038	-3.0	1,092	5.2	1,197	9.6
3114	(a)(2)	12	--	35	191.7	15	-57.1	10	-33.3	17	70.0	21	23.5
3302		532	--	533	0.2	521	-2.3	508	-2.5	488	-3.9	425	-12.9
3303	(a)(1)	1,146	--	1,121	-2.2	1,121	0.0	1,185	5.7	1,269	7.1	1,365	7.6
3303	(a)(2)	105	--	107	1.9	96	-10.3	93	-3.1	144	54.8	94	-34.7
3303	(b)(1)	0	--	1	--	0	-100.0	5	--	2	-60.0	2	0.0
3304	(a)	426	--	385	-9.6	319	-17.1	335	5.0	329	-1.8	307	-6.7
3304	(a)(1)	378	--	385	1.9	324	-15.8	347	7.1	406	17.0	333	-18.0
3304	(a)(2)	723	--	408	-43.6	374	-8.3	352	-5.9	257	-27.0	318	23.7
3304	(b)	1,231	--	1,122	-8.9	1,082	-3.6	1,173	8.4	1,249	6.5	1,335	6.9
3305		1,076	--	978	-9.1	931	-4.8	958	2.9	927	-3.2	890	-4.0
3306	(a)(1)	1,075	--	945	-12.1	945	0.0	838	-11.3	965	15.2	873	-9.5
3306	(a)(2)	920	--	789	-14.2	763	-3.3	749	-1.8	771	2.9	667	-13.5
3306	(a)(3)	40	--	23	-42.5	52	126.1	16	-69.2	25	56.3	24	-4.0
3307	(a)	631	--	537	-14.9	512	-4.7	463	-9.6	499	7.8	485	-2.8
3307	(b)	2,790	--	2,504	-10.3	2,405	-4.0	2,208	-8.2	2,054	-7.0	1,856	-9.6
3310	(a)	7,844	--	7,451	-5.0	7,304	-2.0	7,620	4.3	7,579	-0.5	7,422	-2.1
3310	(b)	29	--	26	-10.3	31	19.2	19	-38.7	27	42.1	15	-44.4
3310	(c)	9	--	6	-33.3	7	16.7	6	-14.3	9	50.0	4	-55.6
3312		257	--	211	-17.9	156	-26.1	156	0.0	137	-12.2	169	23.4
3323	(a)	750	--	725	-3.3	755	4.1	743	-1.6	668	-10.1	680	1.8
3323	(b)	69,578	--	63,742	-8.4	62,699	-1.6	60,207	-4.0	56,690	-5.8	60,115	6.0
3323	(c)	640	--	614	-4.1	669	9.0	590	-11.8	742	25.8	702	-5.4
3325	(a)	1,027	--	1,123	9.3	1,256	11.8	1,217	-3.1	1,274	4.7	1,125	-11.7
3361		30,882	--	32,838	6.3	31,732	-3.4	30,560	-3.7	33,619	10.0	34,644	3.0
3707		16	--	16	0.0	13	-18.8	12	-7.7	9	-25.0	12	33.3
3710		504	--	201	-60.1	320	59.2	273	-14.7	540	97.8	421	-22.0
3714		50,194	--	53,149	5.9	55,667	4.7	59,583	7.0	62,398	4.7	59,647	-4.4
3731[b]		76,185	--	78,483	3.0	82,493	5.1	85,235	3.3	93,975	10.3	95,366	1.5
3736	(a)	9,668	--	10,007	3.5	10,503	5.0	11,191	6.6	11,598	3.6	11,185	-3.6

a. No data from Pittsburgh Traffic Court for 1998.

b. DUI data was added to the Traffic Court data from other levels of the court system for Pittsburgh and Philadelphia.

SOURCE: Data provided by the Administrative Office of Pennsylvania Courts, Pittsburgh Traffic Court, and the Philadelphia Traffic Court.

TABLE C

TITLE 75 TOTAL VIOLATIONS FROM 1998-2003 BY YEAR AND PERCENTAGE CHANGE FOR ALL ARRESTING AGENCIES IN PENNSYLVANIA

Section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
Total Violations												
AOPC	1,469,706	--	1,491,148	1.5	1,563,175	4.8	1,591,927	1.8	1,609,360	1.1	1,526,919	-5.1
Philadelphia Traffic Court[1]	500,399	--	414,579	-17.2	375,630	-9.4	409,601	9.0	372,284	-9.1	297,706	-20.0
Pittsburgh Traffic Court[1]	0	--	17,051	a	21,555	26.4	22,780	5.7	26,792	17.6	3,021	b
Total	1,970,105	--	1,922,778	-2.4	1,960,360	2.0	2,024,308	3.3	2,008,436	-0.8	1,827,646	-9.0

1. DUI data was added to the Traffic Court data from other levels of the court system for Pittsburgh and Philadelphia.

a. No data from Pittsburgh Traffic Court for 1998.

b. Data from Pittsburgh Traffic Court for 2003 includes only January to March. Data is reported under AOPC for the remainder of 2003.

SOURCE: Data provided by the Administrative Office of Pennsylvania Courts, Pittsburgh Traffic Court, and the Philadelphia Traffic Court.

TABLE D

TITLE 75 MOVING VIOLATIONS WITH NO PENALTY CHANGES FROM 1998-2003 BY YEAR AND PERCENTAGE CHANGE FOR ALL ARRESTING AGENCIES IN PENNSYLVANIA

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
1301	(a)	97,045	--	91,748	-5.5	85,014	-7.3	82,389	-3.1	72,468	-12.0	61,307	-15.4
1303	(a)	122	--	112	-8.2	100	-10.7	101	1.0	105	4.0	101	-3.8
1303	(b)	2	--	3	50.0	1	-66.7	8	700.0	1	-87.5	1	0.0
1303	(c)	1	--	0	-100.0	4	--	1	-75.0	0	-100.0	0	--
1311	(b)	17,228	--	13,676	-20.6	11,707	-14.4	12,868	9.9	12,209	-5.1	11,406	-6.6
1315		2	--	3	50.0	1	-66.7	2	100.0	6	200.0	4	-33.3
1332	(a)	3,738	--	3,693	-1.2	3,918	6.1	4,251	8.5	3,669	-13.7	2,975	-18.9
1332	(b)	1,349	--	1,334	-1.1	1,440	7.9	1,260	-12.5	1,074	-14.8	1,157	7.7
1333	(a)	442	--	361	-18.3	281	-22.2	331	17.8	245	-26.0	126	-48.6
1333	(b)	9	--	5	-44.4	6	20.0	1	-83.3	6	500.0	3	-50.0
1336	(a)	55	--	64	16.4	40	-37.5	56	40.0	50	-10.7	53	6.0
1336	(b)	19	--	8	-57.9	6	-25.0	4	-33.3	6	50.0	8	33.3
1336	(c)	56	--	32	-42.9	27	-15.6	40	48.1	35	-12.5	24	-31.4
1336	(d)(1)	0	--	0	--	0	--	0	--	1	--	0	-100.0
1336	(e)	5	--	4	-20.0	8	100.0	6	-25.0	3	-50.0	5	66.7
1336	(f)	0	--	0	--	0	--	0	--	2	--	3	50.0
1337	(a)	7	--	10	42.9	14	40.0	10	-28.6	7	-30.0	18	157.1
1338		8	--	5	-37.5	1	-80.0	4	300.0	5	25.0	12	140.0
1340	(b)	7	--	15	114.3	10	-33.3	9	-10.0	8	-11.1	10	25.0
1344	(a)	35	--	32	-8.6	27	-15.6	25	-7.4	25	0.0	28	12.0
1501	(a)	119,093	--	104,498	-12.3	96,292	-7.9	97,657	1.4	83,938	-14.0	66,798	-20.4
1501	(b)	20	--	16	-20.0	14	-12.5	15	7.1	18	20.0	12	-33.3
1501	(c)	104	--	89	-14.4	104	16.9	96	-7.7	100	4.2	100	0.0
1504	(a)	1,227	--	1,236	0.7	1,075	-13.0	974	-9.4	969	-0.5	971	0.2
1505	(a)	138	--	197	42.8	186	-5.6	226	21.5	172	-23.9	169	-1.7
1505	(b)(1)	424	--	632	49.1	645	2.1	753	16.7	742	-1.5	574	-22.6
1505	(b)(2)	138	--	209	51.4	258	23.4	267	3.5	278	4.1	233	-16.2
1505	(b)(3)	0	--	0	--	17	--	44	158.8	52	18.2	62	19.2
1505	(c)	228	--	228	0.0	278	21.9	296	6.5	278	-6.1	301	8.3
1505	(d)	10	--	10	0.0	7	-30.0	7	0.0	15	114.3	6	-60.0
1511	(a)	11,781	--	10,262	-12.9	9,476	-7.7	10,594	11.8	11,302	6.7	9,744	-13.8
1512	(a)	56	--	66	17.9	50	-24.2	47	-6.0	58	23.4	52	-10.3
1512	(b)	574	--	599	4.4	517	-13.7	498	-3.7	409	-17.9	418	2.2
1532	(b)	12	--	8	-33.3	8	0.0	11	37.5	5	-54.5	3	-40.0
1542	(a)	2	--	56	2,700.0	36	-35.7	44	22.2	38	-13.6	18	-52.6
1542	(b)(1)	40	--	16	-60.0	30	87.5	10	-66.7	14	40.0	4	-71.4
1542	(b)(4)	2	--	2	0.0	1	-50.0	0	-100.0	2	--	0	-100.0
1543		406	--	554	36.5	579	4.5	525	-9.3	561	6.9	600	7.0
1543	(a)	74,234	--	76,240	2.7	79,917	4.8	79,911	0.0	79,410	-0.6	72,397	-8.8
1553	(f)(1)	44	--	49	11.4	50	2.0	39	-22.0	53	35.9	64	20.8

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
1553	(f)(3)	18	--	12	-33.3	20	66.7	17	-15.0	21	23.5	20	-4.8
1554	(h)(1)	16	--	13	-18.8	16	23.1	19	18.8	21	10.5	12	-42.9
1554	(h)(2)	9	--	10	11.1	11	10.0	11	0.0	12	9.1	3	-75.0
1571	(a)(2)	51	--	42	-17.6	35	-16.7	39	11.4	42	7.7	40	-4.8
1571	(a)(3)	207	--	190	-8.2	181	-4.7	184	1.7	196	6.5	148	-24.5
1571	(a)(4)	90	--	149	65.6	154	3.4	275	78.6	242	-12.0	313	29.3
1571	(a.1)	0	--	0	--	0	--	0	--	1	--	3	200.0
1573	(a)	396	--	372	-6.1	382	2.7	339	-11.3	376	10.9	336	-10.6
1574	(a)	9,314	--	8,151	-12.5	7,225	-11.4	7,972	10.3	8,136	2.1	7,158	-12.0
1575	(a)	7,464	--	8,550	14.5	8,533	-0.2	8,902	4.3	9,437	6.0	8,963	-5.0
1606	(a)	310	--	321	3.5	328	2.2	432	31.7	400	-7.4	418	4.5
1606	(c)(1)(i)	15	--	27	80.0	28	3.7	21	-25.0	28	33.3	19	-32.1
1606	(c)(1)(ii)	126	--	135	7.1	111	-17.8	171	54.1	175	2.3	148	-15.4
1606	(c)(1)(iii)	28	--	34	21.4	57	67.6	46	-19.3	39	-15.2	24	-38.5
1606	(c)(2)	3	--	3	0.0	4	33.3	9	125.0	16	77.8	22	37.5
1606	(d)(5)	0	--	0	--	0	--	1	--	5	400.0	4	-20.0
1784		56	--	35	-37.5	50	42.9	61	22.0	53	-13.1	52	-1.9
1785		64	--	49	-23.4	55	12.2	34	-38.2	41	20.6	52	26.8
1786	(a)	1,756	--	1,684	-4.1	1,591	-5.5	1,435	-9.8	1,353	-5.7	1,353	0.0
1786	(f)	96,868	--	83,253	-14.1	76,565	-8.0	78,596	2.7	67,640	-13.9	51,499	-23.9
1945	(a)	1	--	2	100.0	1	-50.0	0	-100.0	2	--	0	-100.0
2102	(a)(1)	34	--	14	-58.8	14	0.0	25	78.6	18	-28.0	19	5.6
2102	(a)(3)	26	--	40	53.8	41	2.5	30	-26.8	30	0.0	30	0.0
2102	(a)(4)	0	--	9	--	7	-22.2	9	28.6	3	-66.7	1	-66.7
2102	(c)(1)	0	--	0	--	0	--	0	--	0	--	8	--
2102	(d)	1,930	--	2,104	9.0	1,979	-5.9	2,447	23.6	2,358	-3.6	2,660	12.8
2102	(e)	237	--	108	-54.4	121	12.0	157	29.8	245	56.1	167	-31.8
2103	(a.1)	1	--	2	100.0	0	-100.0	0	--	3	--	1	-66.7
3103	(a)	0	--	0	--	0	--	1	--	0	-100.0	1	--
3103	(b)	1	--	0	-100.0	0	--	1	--	4	300.0	0	-100.0
3105	(a)	1	--	2	100.0	1	-50.0	1	0.0	1	0.0	1	0.0
3105	(b)(2)	0	--	0	--	1	--	0	-100.0	0	--	0	--
3105	(b)(3)	1	--	2	100.0	1	-50.0	0	-100.0	0	--	0	--
3105	(d)	3	--	16	433.3	7	-56.3	1	-85.7	4	300.0	6	50.0
3105	(e)	0	--	3	--	2	-33.3	1	-50.0	1	0.0	2	100.0
3107	(a)(2)	1	--	1	0.0	0	-100.0	0	--	1	--	1	0.0
3107	(c)	0	--	0	--	0	--	0	--	0	--	1	--
3115		134	--	87	-35.1	134	54.0	135	0.7	108	-20.0	130	20.4
3301	(a)	6,213	--	6,189	-0.4	6,319	2.1	6,745	6.7	7,340	8.8	7,220	-1.6
3301	(b)	40	--	57	42.5	34	-40.4	28	-17.6	33	17.9	22	-33.3
3308	(a)	276	--	296	7.2	303	2.4	348	14.9	390	12.1	386	-1.0
3308	(b)	7,574	--	7,644	0.9	7,242	-5.3	7,453	2.9	7,766	4.2	8,042	3.6
3308	(c)	56	--	40	-28.6	58	45.0	54	-6.9	57	5.6	49	-14.0
3311	(a)	1,665	--	1,538	-7.6	1,253	-18.5	1,217	-2.9	1,227	0.8	1,353	10.3
3311	(b)	52	--	37	-28.8	42	13.5	42	0.0	96	128.6	49	-49.0
3313	(a)	49	--	46	-6.1	108	134.8	215	99.1	268	24.7	159	-40.7

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
3313	(b)	19	--	25	31.6	41	64.0	121	195.1	62	-48.8	51	-17.7
3313	(d)	0	--	11	--	1,010	9,081.8	1,849	83.1	1,477	-20.1	1,213	-17.9
3313	(d)(1)	0	--	0	--	0	--	2	--	81	3,950.0	234	188.9
3313	(d)(2)	0	--	0	--	0	--	0	--	9	--	36	300.0
3314	(a)	499	--	440	-11.8	388	-11.8	315	-18.8	292	-7.3	287	-1.7
3321	(a)	602	--	631	4.8	543	-13.9	630	16.0	573	-9.0	678	18.3
3321	(b)(1)	64	--	49	-23.4	45	-8.2	56	24.4	59	5.4	72	22.0
3321	(b)(2)	2	--	6	200.0	2	-66.7	4	100.0	7	75.0	10	42.9
3321	(b)(3)	0	--	1	--	0	-100.0	1	--	2	100.0	1	-50.0
3322		5,905	--	6,061	2.6	5,809	-4.2	5,917	1.9	5,749	-2.8	5,862	2.0
3324		2,971	--	3,028	1.9	2,922	-3.5	2,825	-3.3	2,823	-0.1	2,734	-3.2
3331	(a)	1,297	--	1,321	1.9	1,284	-2.8	1,223	-4.8	1,191	-2.6	1,231	3.4
3331	(b)	2,251	--	2,041	-9.3	1,973	-3.3	1,951	-1.1	1,958	0.4	1,900	-3.0
3331	(c)	7,171	--	6,844	-4.6	8,384	22.5	8,264	-1.4	9,676	17.1	9,643	-0.3
3331	(d)(1)	110	--	131	19.1	136	3.8	169	24.3	88	-47.9	80	-9.1
3331	(d)(2)	340	--	373	9.7	354	-5.1	292	-17.5	230	-21.2	230	0.0
3332	(a)	753	--	884	17.4	941	6.4	716	-23.9	738	3.1	756	2.4
3332	(b)	141	--	158	12.1	274	73.4	177	-35.4	145	-18.1	132	-9.0
3333		586	--	593	1.2	565	-4.7	586	3.7	523	-10.8	447	-14.5
3334	(a)	7,395	--	7,098	-4.0	7,504	5.7	7,875	4.9	8,547	8.5	8,249	-3.5
3334	(b)	2,307	--	2,376	3.0	2,376	0.0	2,875	21.0	2,945	2.4	2,843	-3.5
3334	(c)	11	--	8	-27.3	12	50.0	15	25.0	8	-46.7	29	262.5
3334	(d)	53	--	141	166.0	211	49.6	235	11.4	97	-58.7	79	-18.6
3335	(a)	114	--	147	28.9	93	-36.7	106	14.0	107	0.9	146	36.4
3335	(b)	19	--	49	157.9	63	28.6	18	-71.4	13	-27.8	22	69.2
3336	(1)	3	--	0	-100.0	6	--	0	-100.0	2	--	9	350.0
3336	(2)	0	--	1	--	2	100.0	1	-50.0	2	100.0	5	150.0
3336	(3)	0	--	1	--	1	0.0	0	-100.0	0	--	5	--
3343	(a)	2	--	0	-100.0	1	--	4	300.0	1	-75.0	2	100.0
3343	(b)	1	--	6	500.0	1	-83.3	3	200.0	1	-66.7	4	300.0
3343	(c)	1	--	0	-100.0	0	--	0	--	0	--	0	--
3343	(d)	0	--	0	--	2	--	0	-100.0	0	--	0	--
3344		395	--	362	-8.4	381	5.2	340	-10.8	320	-5.9	326	1.9
3345	(b)	64	--	122	90.6	145	18.9	144	-0.7	181	25.7	140	-22.7
3345	(c)	1	--	2	100.0	1	-50.0	4	300.0	3	-25.0	3	0.0
3345	(d)	3	--	2	-33.3	4	100.0	13	225.0	6	-53.8	1	-83.3
3345	(f)	3	--	2	-33.3	2	0.0	5	150.0	4	-20.0	3	-25.0
3345	(i)	3	--	0	-100.0	1	--	1	0.0	1	0.0	2	100.0
3363		10	--	6	-40.0	11	83.3	7	-36.4	5	-28.6	8	60.0
3364	(a)	220	--	251	14.1	193	-23.1	208	7.8	224	7.7	223	-0.4
3364	(b)	11	--	19	72.7	14	-26.3	10	-28.6	8	-20.0	13	62.5
3364	(c)	9	--	8	-11.1	8	0.0	4	-50.0	11	175.0	7	-36.4
3367	(b)	556	--	539	-3.1	619	14.8	979	58.2	827	-15.5	830	0.4
3522	(a)	19	--	16	-15.8	12	-25.0	13	8.3	13	0.0	22	69.2
3522	(b)	1	--	0	-100.0	2	--	3	50.0	1	-66.7	5	400.0
3522	(c)	2	--	4	100.0	3	-25.0	1	-66.7	0	-100.0	1	--

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
3522	(d)	2	--	2	0.0	0	-100.0	2	--	2	0.0	1	-50.0
3523	(a)	5	--	4	-20.0	3	-25.0	6	100.0	4	-33.3	5	25.0
3523	(b)	24	--	17	-29.2	30	76.5	17	-43.3	22	29.4	43	95.5
3523	(c)	20	--	18	-10.0	29	61.1	25	-13.8	17	-32.0	38	123.5
3523	(d)	0	--	0	--	3	--	0	-100.0	2	--	4	100.0
3523	(e)	0	--	1	--	0	-100.0	0	--	2	--	3	50.0
3524	(a)	4	--	6	50.0	1	-83.3	3	200.0	6	100.0	4	-33.3
3524	(b)	44	--	42	-4.5	40	-4.8	35	-12.5	45	28.6	20	-55.6
3525	(a)	1,180	--	1,010	-14.4	945	-6.4	1,000	5.8	1,029	2.9	864	-16.0
3525	(b)	283	--	250	-11.7	259	3.6	247	-4.6	224	-9.3	224	0.0
3526		0	--	0	--	0	--	0	--	0	--	5	--
3542	(c)	5	--	3	-40.0	4	33.3	4	0.0	7	75.0	10	42.9
3546	(a)	119	--	91	-23.5	67	-26.4	102	52.2	361	253.9	129	-64.3
3547		9	--	4	-55.6	7	75.0	4	-42.9	5	25.0	7	40.0
3703	(a)	402	--	370	-8.0	373	0.8	434	16.4	402	-7.4	475	18.2
3704		252	--	293	16.3	287	-2.0	235	-18.1	252	7.2	217	-13.9
3705		152	--	177	16.4	169	-4.5	144	-14.8	145	0.7	154	6.2
3706	(a)	5	--	5	0.0	4	-20.0	4	0.0	4	0.0	6	50.0
3706	(b)	0	--	6	--	3	-50.0	1	-66.7	2	100.0	4	100.0
3708		65	--	58	-10.8	81	39.7	57	-29.6	68	19.3	62	-8.8
3709	(c)	4	--	0	-100.0	4	--	2	-50.0	6	200.0	5	-16.7
3711	(a)	432	--	402	-6.9	347	-13.7	293	-15.6	281	-4.1	241	-14.2
3716	(b)	3	--	10	233.3	12	20.0	4	-66.7	12	200.0	12	0.0
3716	(c)	17	--	18	5.9	21	16.7	22	4.8	26	18.2	32	23.1
3717	(a)	589	--	606	2.9	775	27.9	889	14.7	902	1.5	818	-9.3
3717	(b)	320	--	292	-8.8	399	36.6	434	8.8	392	-9.7	340	-13.3
3717	(c)	377	--	333	-11.7	377	13.2	363	-3.7	466	28.4	504	8.2
3717	(d)	120	--	88	-26.7	74	-15.9	80	8.1	69	-13.8	75	8.7
3719	(a)	0	--	230	--	238	3.5	243	2.1	202	-16.9	147	-27.2
3719	(b)(1)	0	--	278	--	238	-14.4	221	-7.1	218	-1.4	157	-28.0
3733	(a)	3,107	--	3,184	2.5	3,455	8.5	3,595	4.1	3,563	-0.9	3,633	2.0
3733	(b)	90	--	113	25.6	138	22.1	182	31.9	279	53.3	303	8.6
3734		451	--	500	10.9	479	-4.2	520	8.6	484	-6.9	473	-2.3
3742	(a)	924	--	974	5.4	986	1.2	964	-2.2	1,021	5.9	937	-8.2
3743	(a)	2,562	--	2,676	4.4	2,905	8.6	2,922	0.6	3,178	8.8	3,239	1.9
3744	(a)	2,574	--	3,096	20.3	3,292	6.3	3,473	5.5	3,680	6.0	3,534	-4.0
3744	(b)	102	--	158	54.9	105	-33.5	128	21.9	116	-9.4	138	19.0
3744	(c)	15	--	15	0.0	13	-13.3	10	-23.1	6	-40.0	18	200.0
3745	(a)	6,198	--	6,329	2.1	7,027	11.0	7,175	2.1	7,462	4.0	7,871	5.5
3746	(a)	759	--	904	19.1	940	4.0	812	-13.6	793	-2.3	740	-6.7
3746	(a)(1)	573	--	595	3.8	706	18.7	780	10.5	825	5.8	767	-7.0
3746	(a)(2)	1,936	--	1,953	0.9	2,348	20.2	2,398	2.1	2,571	7.2	2,645	2.9
3746	(b)	16	--	18	12.5	11	-38.9	18	63.6	19	5.6	12	-36.8
3748		883	--	996	12.8	982	-1.4	1,019	3.8	970	-4.8	916	-5.6
4302		3,121	--	3,210	2.9	3,244	1.1	3,497	7.8	3,739	6.9	4,183	11.9
4303	(a)	4,271	--	4,078	-4.5	4,449	9.1	4,859	9.2	5,132	5.6	5,517	7.5

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
4303	(b)	6,379	--	6,792	6.5	7,421	9.3	8,263	11.3	8,464	2.4	9,208	8.8
4303	(c)	187	--	200	7.0	215	7.5	273	27.0	327	19.8	245	-25.1
4303	(d)	191	--	150	-21.5	180	20.0	349	93.9	639	83.1	348	-45.5
4303	(f)	90	--	62	-31.1	68	9.7	68	0.0	87	27.9	80	-8.0
4303	(g)(1)	0	--	0	--	0	--	2	--	1	-50.0	1	0.0
4303	(g)(2)	0	--	0	--	0	--	0	--	0	--	1	--
4303	(g)(3)	0	--	1	--	0	-100.0	0	--	1	--	0	-100.0
4304		20	--	8	-60.0	11	37.5	8	-27.3	9	12.5	17	88.9
4305	(a)	613	--	891	45.4	1,166	30.9	912	-21.8	567	-37.8	586	3.4
4305	(b)(1)	12	--	21	75.0	8	-61.9	12	50.0	14	16.7	13	-7.1
4305	(b)(2)	0	--	0	--	0	--	0	--	1	--	0	-100.0
4305	(c)	2	--	14	600.0	4	-71.4	14	250.0	6	-57.1	6	0.0
4306	(a)	909	--	838	-7.8	835	-0.4	832	-0.4	836	0.5	807	-3.5
4306	(b)	321	--	299	-6.9	282	-5.7	289	2.5	244	-15.6	262	7.4
4307	(a)	83	--	74	-10.8	61	-17.6	91	49.2	145	59.3	68	-53.1
4307	(e)	3	--	1	-66.7	2	100.0	0	-100.0	1	--	0	-100.0
4308		6	--	3	-50.0	2	-33.3	2	0.0	2	0.0	4	100.0
4525	(c)	687	--	630	-8.3	491	-22.1	475	-3.3	368	-22.5	439	19.3
4551	(b)	121	--	100	-17.4	97	-3.0	152	56.7	91	-40.1	90	-1.1
4581	(a)(2)	16,414	--	13,791	-16.0	14,820	7.5	20,626	39.2	30,066	45.8	23,917	-20.5
4581	(a)(3)	0	--	8	--	21	162.5	41	95.2	42	2.4	60	42.9
4701		103	--	83	-19.4	131	57.8	121	-7.6	82	-32.2	96	17.1
4704	(b)(2)	738	--	1,004	36.0	1,167	16.2	1,097	-6.0	1,096	-0.1	1,137	3.7
4704	(b)(3)	50	--	23	-54.0	26	13.0	17	-34.6	35	105.9	36	2.9
4704	(c)(1)	0	--	0	--	0	--	0	--	0	--	2	--
4705		1	--	5	400.0	5	0.0	4	-20.0	9	125.0	6	-33.3
4706	(c)	505	--	324	-35.8	201	-38.0	279	38.8	379	35.8	300	-20.8
4706	(c)(5)	843	--	702	-16.7	993	41.5	1,452	46.2	1,668	14.9	1,507	-9.7
4728		57	--	56	-1.8	74	32.1	67	-9.5	60	-10.4	59	-1.7
4730	(a)(1)	3,957	--	7,812	97.4	10,170	30.2	8,120	-20.2	6,354	-21.7	4,208	-33.8
4730	(a)(2)	4,784	--	5,829	21.8	6,338	8.7	4,589	-27.6	3,679	-19.8	2,448	-33.5
4901	(a)	595	--	641	7.7	650	1.4	750	15.4	970	29.3	1,070	10.3
4902	(a)	656	--	689	5.0	607	-11.9	582	-4.1	649	11.5	508	-21.7
4902	(b)	518	--	390	-24.7	276	-29.2	379	37.3	461	21.6	368	-20.2
4903	(a)	1,609	--	1,706	6.0	1,728	1.3	2,302	33.2	2,641	14.7	2,439	-7.6
4903	(b)	670	--	411	-38.7	440	7.1	460	4.5	528	14.8	696	31.8
4903	(c)	98	--	64	-34.7	49	-23.4	49	0.0	49	0.0	30	-38.8
4903	(c)(1)	266	--	254	-4.5	279	9.8	253	-9.3	195	-22.9	139	-28.7
4903	(c)(2)	47	--	38	-19.1	58	52.6	54	-6.9	46	-14.8	51	10.9
4903	(c)(3)	0	--	3	--	2	-33.3	1	-50.0	1	0.0	0	-100.0
4903	(c)(4)	0	--	0	--	1	--	1	0.0	0	-100.0	0	--
4903	(c.1)	122	--	162	32.8	153	-5.6	153	0.0	104	-32.0	75	-27.9
4903	(c.2)	16	--	6	-62.5	9	50.0	23	155.6	13	-43.5	4	-69.2
4904	(a)	26	--	32	23.1	42	31.3	35	-16.7	26	-25.7	27	3.8
4904	(b)	0	--	2	--	1	-50.0	0	-100.0	3	--	0	-100.0
4904	(c)	0	--	1	--	2	100.0	1	-50.0	2	100.0	2	0.0

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
4904	(d)	0	--	3	--	1	-66.7	1	0.0	1	0.0	0	-100.0
4904	(e)	3	--	4	33.3	1	-75.0	1	0.0	2	100.0	3	50.0
4905	(a)	30	--	33	10.0	22	-33.3	27	22.7	20	-25.9	29	45.0
4905	(b)	10	--	10	0.0	10	0.0	10	0.0	16	60.0	13	-18.8
4905	(c)	7	--	12	71.4	9	-25.0	6	-33.3	14	133.3	16	14.3
4905	(d)	203	--	170	-16.3	174	2.4	150	-13.8	176	17.3	245	39.2
4905	(e)	139	--	126	-9.4	159	26.2	257	61.6	302	17.5	309	2.3
4907	(a)	140	--	70	-50.0	58	-17.1	45	-22.4	52	15.6	27	-48.1
4907	(b)	539	--	577	7.1	492	-14.7	452	-8.1	300	-33.6	240	-20.0
4907	(c)	0	--	0	--	0	--	1	--	0	-100.0	3	--
4907	(d)	32	--	45	40.6	31	-31.1	24	-22.6	18	-25.0	10	-44.4
4908	(a)	26	--	31	19.2	151	387.1	98	-35.1	118	20.4	68	-42.4
4908	(a)(1)	2	--	4	100.0	3	-25.0	4	33.3	9	125.0	0	-100.0
4908	(a)(3)	73	--	68	-6.8	60	-11.8	40	-33.3	26	-35.0	8	-69.2
4908	(a)(4)	1	--	0	-100.0	3	--	0	-100.0	0	--	0	--
4908	(b)(1)	1	--	4	300.0	2	-50.0	1	-50.0	0	-100.0	1	--
4909	(a)	2	--	4	100.0	8	100.0	3	-62.5	7	133.3	1	-85.7
4921	(a)	1,695	--	1,691	-0.2	1,733	2.5	2,206	27.3	1,792	-18.8	1,374	-23.3
4921	(b)	7	--	7	0.0	5	-28.6	8	60.0	4	-50.0	1	-75.0
4921	(b)(1)	0	--	1	--	1	0.0	1	0.0	1	0.0	1	0.0
4921	(b)(3)	2	--	9	350.0	2	-77.8	5	150.0	7	40.0	6	-14.3
4921	(b)(6)	2	--	1	-50.0	2	100.0	2	0.0	3	50.0	0	-100.0
4921	(c)	0	--	3	--	3	0.0	0	-100.0	0	--	0	--
4921	(c.2)	0	--	0	--	0	--	0	--	1	--	0	-100.0
4921	(d)	3	--	1	-66.7	4	300.0	3	-25.0	3	0.0	7	133.3
4922	(a)	51	--	72	41.2	76	5.6	80	5.3	71	-11.3	73	2.8
4923	(a)(1)	0	--	0	--	0	--	1	--	7	600.0	11	57.1
4924	(a)	109	--	128	17.4	162	26.6	109	-32.7	150	37.6	133	-11.3
4924	(b)	154	--	102	-33.8	105	2.9	110	4.8	116	5.5	130	12.1
4924	(c)	1	--	0	-100.0	0	--	1	--	1	0.0	0	-100.0
4925	(a)	42	--	26	-38.1	36	38.5	36	0.0	33	-8.3	32	-3.0
4941	(a)	1,991	--	1,897	-4.7	2,276	20.0	1,726	-24.2	1,190	-31.1	1,126	-5.4
4941	(b)	4	--	6	50.0	7	16.7	20	185.7	7	-65.0	7	0.0
4941	(c)	81	--	55	-32.1	68	23.6	91	33.8	103	13.2	184	78.6
4942	(a)	1,192	--	1,209	1.4	1,024	-15.3	1,128	10.2	1,301	15.3	1,181	-9.2
4942	(b)	20	--	30	50.0	20	-33.3	21	5.0	27	28.6	35	29.6
4942	(c)	155	--	191	23.2	155	-18.8	237	52.9	256	8.0	223	-12.9
4943	(a)	143	--	145	1.4	142	-2.1	158	11.3	180	13.9	195	8.3
4943	(a)(1)	0	--	0	--	0	--	0	--	0	--	16	--
4943	(a)(2)	374	--	260	-30.5	189	-27.3	168	-11.1	140	-16.7	138	-1.4
4943	(b)(1)	566	--	561	-0.9	514	-8.4	348	-32.3	302	-13.2	200	-33.8
4943	(b)(2)	17	--	21	23.5	13	-38.1	13	0.0	11	-15.4	7	-36.4
4943	(b)(3)	67	--	50	-25.4	37	-26.0	24	-35.1	27	12.5	31	14.8
4943	(c)	56	--	76	35.7	64	-15.8	59	-7.8	49	-16.9	61	24.5
4943	(e)(1)	177	--	111	-37.3	149	34.2	169	13.4	143	-15.4	146	2.1
4944		13	--	2	-84.6	0	-100.0	3	--	2	-33.3	6	200.0

Section	Sub-section	1998[a]	% Change	1999	% Change	2000	% Change	2001	% Change	2002	% Change	2003	% Change
4945	(a)	7	--	21	200.0	20	-4.8	10	-50.0	10	0.0	7	-30.0
4945	(b)	16	--	11	-31.3	3	-72.7	1	-66.7	1	0.0	1	0.0
4945	(c)	3	--	0	-100.0	1	--	1	0.0	1	0.0	0	-100.0
4962	(a)	8	--	9	12.5	9	0.0	15	66.7	12	-20.0	2	-83.3
4962	(b)	10	--	3	-70.0	9	200.0	6	-33.3	2	-66.7	5	150.0
4962	(f.1)(2)	0	--	0	--	0	--	1	--	0	-100.0	0	--
4970	(a)	0	--	0	--	1	--	0	-100.0	1	--	0	-100.0
4973	(b)	0	--	1	--	1	0.0	1	0.0	3	200.0	1	-66.7
4973	(e)	0	--	1	--	0	-100.0	1	--	0	-100.0	2	--
4976		0	--	0	--	0	--	1	--	0	-100.0	0	--
4977	(1)	0	--	0	--	1	--	0	-100.0	0	--	1	--
6110	(a)	1,161	--	953	-17.9	812	-14.8	1,000	23.2	5,911	491.1	7,300	23.5
6110	(b)(2)	140	--	124	-11.4	161	29.8	167	3.7	134	-19.8	191	42.5
6110	(b)(2)(i)	15	--	15	0.0	42	180.0	32	-23.8	28	-12.5	14	-50.0
6110	(b)(2)(ii)	3	--	1	-66.7	3	200.0	5	66.7	5	0.0	9	80.0
6110	(b)(2)(iii)	2	--	4	100.0	2	-50.0	6	200.0	3	-50.0	3	0.0
6111	(a)	72	--	71	-1.4	57	-19.7	99	73.7	92	-7.1	132	43.5
6308	(a)	20,039	--	16,009	-20.1	13,287	-17.0	14,278	7.5	11,956	-16.3	8,995	-24.8
6308	(b)	52	--	34	-34.6	132	288.2	29	-78.0	22	-24.1	15	-31.8
6309.2		1	--	1	0.0	4	300.0	3	-25.0	2	-33.3	2	0.0
6311		40	--	64	60.0	73	14.1	80	9.6	95	18.8	122	28.4
6502	(a)	12	--	12	0.0	7	-41.7	10	42.9	10	0.0	15	50.0
6502	(b)	1,293	--	1,650	27.6	2,686	62.8	4,119	53.4	1,086	-73.6	4,914	352.5
6503		326	--	428	-18.8	311	23.1	272	18.8	258	10.5	288	-42.9
7111		9	--	15	66.7	24	60.0	9	-62.5	6	-33.3	2	-66.7
7121		490	--	268	-45.3	536	100.0	316	-41.0	1,770	460.1	845	-52.3
7122	(1)	293	--	418	42.7	555	32.8	489	-11.9	1,812	270.6	613	-66.2
7122	(2)	47	--	112	138.3	75	-33.0	24	-68.0	266	1,008.3	24	-91.0
7122	(3)	553	--	876	58.4	950	8.4	851	-10.4	1,025	20.4	1,605	56.6
7122	(4)	19	--	29	52.6	6	-79.3	20	233.3	3	-85.0	11	266.7
7122	(5)	19	--	18	-5.3	11	-38.9	16	45.5	4	-75.0	11	175.0
8306	(a)	342	--	340	-0.6	319	-6.2	202	-36.7	303	50.0	311	2.6
8306	(b)	5	--	0	-100.0	6	--	2	-66.7	2	0.0	0	-100.0

a. No data from Pittsburgh Traffic Court for 1998.

SOURCE: Data provided by the Administrative Office of Pennsylvania Courts, Pittsburgh Traffic Court, and the Philadelphia Traffic Court.

JOINT STATE GOVERNMENT COMMISSION TRAFFIC SURVEY (JSGCTS)

OVERVIEW

Senate Resolution 150 of 2003, Printer's Number 1190, directed "…the Joint State Government Commission to collect and analyze all data it deems relevant to determine the effectiveness of Vehicle Code penalties in reducing violations and improving the level of safety on public roads and highways in this Commonwealth and to determine the level of public awareness of those penalties." While Commission staff was able to gather data regarding the number of traffic violations and the fines issued for each of these violations, this data was only a first step in fulfilling the directive of Senate Resolution 150. Thus, Commission staff surveyed the general public on a number of traffic related issues to gain a better understanding of the public's awareness of various motor vehicle fines and penalties as well as to determine the efficacy of various fines and penalties in deterring individuals from committing traffic violations.

Since it would be infeasible to ask questions on every traffic violation in the Commonwealth's Vehicle Code (75 Pa.C.S.), a few high profile, relatively common violations were selected to be included in the Joint State Government Commission Traffic Survey (JSGCTS). These violations were:

- driving under the influence of alcohol;[7]

[7] 75 Pa.C.S. §3802.

- speeding at the rates of 10, 20, and 30 miles per hour over the posted speed limit;[8]
- failing to stop at a stop sign;[9] and
- failing to stop at a red traffic light.[10]

For each of these violations, survey participants were asked questions pertaining to:

- how frequently they commit the violation (regardless of whether they have ever been caught committing the violation);
- whether they believe committing the violation increases the chance they will be involved in an accident;
- how strongly safety concerns deter them from committing the violation;
- how likely they believe they will be stopped by a law enforcement officer for committing the violation;
- how strongly concerns about being stopped by a law enforcement officer deter them from committing the violation;
- what they believe the penalties are for committing the violation; and
- how strongly various possible penalties deter them from committing the violation.

Furthermore, for questions pertaining to drinking and driving and speeding, individuals were also asked if they had seen or heard any public service announcements

[8] 75 Pa.C.S §3362.
[9] 75 Pa.C.S. §3323.
[10] 75 Pa.C.S. §3112.

(PSAs) regarding the dangers or penalties associated with committing the particular violation and were then asked how strongly these announcements deterred them from committing the violation.

In order to get a better idea of whom the survey respondents were, several demographic questions were asked. Information regarding the following demographic data was gathered from each survey respondent:

- age (within given categories);
- county of residence;
- race;
- whether the individual is Hispanic (or Latino);
- education level;
- annual household income of the individual (within given ranges);
- number of people living in the household;
- gender;
- number of years (within given ranges) he or she had been driving;
- how often the individual drives; and
- whether the individual's job requires him to drive a vehicle during work hours, and if so, whether he has a commercial driver's license and the kind of vehicle that he drives while at work.

BACKGROUND AND METHODOLOGY

Survey Design And Implementation

The Commission contracted with the Center for Survey Research (CSR), The Pennsylvania State University, Harrisburg to administer a random phone survey of licensed drivers in Pennsylvania. In addition to actually administering the JSGCTS, CSR also assisted the Commission staff in the survey design and wording of particular questions and provided Commission staff with guidance on analysis of the final data. Below is a detailed explanation of how the JSGCTS was implemented.[11]

After both the Commission and CSR staff had finalized the wording of the survey questions and the survey design, the survey instrument was submitted to the Pennsylvania State University's Office of Research Protections for final approval. Please see appendix B for a copy of the final survey instrument. After the Office of Research Protections approved the survey instrument, CSR staff entered the survey questions into computer-assisted telephone interviewing (CATI) software, known as Voxco Interviewer version 4.5.

Interviewing[12]

Before starting the interview process, each Center interviewer was trained in proper data collection techniques through a formalized training class, which included

[11] It should be noted that although the staff of CSR was extremely helpful in assisting Commission staff with survey design and in providing guidance on the analysis of the final data, Commission staff was primarily responsible for the final survey analysis.

[12] CSR staff provided the majority of the description of the interviewing process.

role-playing and feedback in addition to the technical methodology of interviewing. Moreover, each interviewer was trained to become familiar with the survey instrument.

A working draft of the survey instrument was pre-tested with a small sample of respondents before full field interviewing began. This process provided detail regarding the effectiveness, efficiency and validity of the questionnaire, along with an indication of the thoroughness of the instrument. Pre-testing increases the likelihood that the questions provide accurate data and decreases the likelihood of collecting unusable data – which makes it an integral component of questionnaire design. The pre-test findings were incorporated into the final questionnaire.

The survey interviewing took place from April 16, 2004 through June 5, 2004, and the bulk of the interviewing for this survey took place on weekdays from 9 a.m. to 8 p.m. and on Saturdays from 10 a.m. to 3 p.m. Follow-up calls to households that did not answer or that had a busy signal or an answering machine were scheduled at varying times, included mornings and afternoons, depending upon the times that previous contacts had been attempted. Because these callbacks are the principal means by which response rates are increased, the Center attempted a total of seven contacts to identify a number's actual disposition. In total, 1,020 individuals[13] were successfully contacted and completed the interview process and 1,550 individuals either refused to take part in the

[13] These 1,020 individuals included 34 individuals who were later removed from the survey sample. There were 30 individuals that stated they drove less than a few times a year or never, and since the survey's primary goal was to measure driver behavior, these individuals were not asked to complete the survey and therefore are not included in the results. The remaining 4 individuals were removed because they refused to provide their age group. As will be explained in the next section, since survey responses were weighted depending on the person's age group and gender, these 4 individuals' results could not be included. Therefore, there were a total of 986 useable survey responses included in the survey results.

survey or hung-up on the interviewer before the interview took place. Therefore, the final cooperation rate for the survey was 40 percent (1,020 / (1,020 +1,550) = 40%).

Sample Design[14]

The sample consisted of telephone numbers, from households with at least one registered vehicle and one person over the age of 18 years, selected at random from all of Pennsylvania's 1,933 telephone exchanges. The random-digit-dialing (RDD) telephone sample frame was constructed by the Marketing Systems Groups (MSG) of Fort Washington, Pennsylvania.

The default methodology for generating random-digit-dialing telephone samples in the MSG system provides for a single-stage, equal probability of selection method (EPSEM) sample of residential telephone numbers. In other words, for each and every RDD sample selected, MSG ensures an equal and known probability of selection for all residential telephone numbers. The structure of the database and the sampling methodology itself obviate the need to ensure representative telephone samples. Thus, Marketing Systems Group RDD samples deliver the full statistical value of each interview without the reduction in precision normally associated with clustering effects.

MSG random-digit-dialing samples achieve their statistical efficiency through the highly structured master exchange database (MED) in combination with a single-stage systematic sampling procedure. The MED's basic structure contains eighteen independent strata: nine census divisions split by metro and non-metro county definitions. Within each regional metro stratum, exchanges are ordered from those serving largest

[14] CSR staff provided the majority of the description of the sample design.

Metropolitan Statistical Area/Primary Metropolitan Statistical Area (MSA/PMSA), to those serving the smallest. Within each MSA/PMSA, exchanges are then ordered by those serving the county (or counties) containing the central city, followed by those serving the remaining non-central city county (or counties). And within each county, exchanges are ordered numerically, lowest to highest. For the nine-metro strata, exchanges associated with each county are ordered in a serpentine fashion within the state. The sample assigns to each and every number within an interval and, consequently, to each and every possible area code, exchange, and four-digit suffix, a known and equal probability of being selected.

To ensure that each member of a sampled household had an equal probability of being interviewed, the last-birthday method of respondent selection was utilized. This second-stage sampling methodology is employed to enhance the reliability, validity and confidence in the survey data. Second-stage sampling is required to eliminate biases which arise from interviewing the person who answers the telephone.

The sampling methodology employed at both the exchange and household levels ensured that every telephone household in Pennsylvania had an equal chance of selection and that every adult within each sampled household had an equal probability of being interviewed. This procedure is the most rigorous methodology and plays a key role in producing sample estimates that accurately reflect true population values.

Weighting The Data

As detailed above, a significant effort was made to ensure that the 986 individual respondents successfully surveyed were a representative sample of the licensed driver population. However, when the demographics of the sample population were compared to the licensed driver population, significant differences were still present. Therefore, it was necessary to weight the data based on the survey respondents age group and gender.

Table 1 below shows the number of Pennsylvania licensed drivers in 2002 (population) and the number of Pennsylvania licensed survey respondents (sample) by age group and gender. Table 2 shows the percentage of the total population within each age group and gender category. As Table 2 shows, the surveyed population has significantly different age and gender demographics than the Pennsylvania licensed driver population as a whole.

TABLE 1

NUMBER OF PENNSYLVANIA LICENSED DRIVERS IN 2002 AND NUMBER OF SURVEY RESPONDENTS BY GENDER AND AGE GROUP

Age group	Number of PA licensed drivers in 2002 (population)[1]			Number of survey respondents (sample)		
	Male	Female	Total	Male	Female	Total
18 to 24	456,114	426,691	882,805	15	20	35
25 to 34	672,712	663,388	1,336,100	30	52	82
35 to 44	852,534	854,920	1,707,454	46	81	127
45 to 54	846,791	842,786	1,689,577	68	106	174
55 to 64	579,146	581,532	1,160,678	57	123	180
65 or older	704,843	745,206	1,450,049	146	242	388
Total	4,112,140	4,114,523	8,226,663	362	624	986

1. Data on the number of Pennsylvania licensed drivers in 2002 was found at the United States Department of Transportation, Federal Highway Administration's website: http://www.fhwa.dot.gov/policy/ohim/hs02/dl.htm on July 27, 2004.

TABLE 2

PERCENT OF TOTAL PENNSYLVANIA LICENSED DRIVERS IN 2002 AND PERCENT OF SURVEY RESPONDENTS IN EACH GENDER AND AGE GROUP CATEGORY

Age group	Percent of total PA licensed drivers in 2002 (population) [1]			Percent of total survey respondents (sample)		
	Male	Female	Total	Male	Female	Total
18 to 24	5.5%	5.2%	10.7%	1.5%	2.0%	3.5%
25 to 34	8.2	8.1	16.2	3.0	5.3	8.3
35 to 44	10.4	10.4	20.8	4.7	8.2	12.9
45 to 54	10.3	10.2	20.5	6.9	10.8	17.6
55 to 64	7.0	7.1	14.1	5.8	12.5	18.3
65 or older	8.6	9.1	17.6	14.8	24.5	39.4
Total	50.0	50.0	100.0	36.7	63.3	100.0

1. Data on the number of Pennsylvania licensed drivers in 2002 was found at the United States Department of Transportation, Federal Highway Administration's website: http://www.fhwa.dot.gov/policy/ohim/hs02/dl.htm on July 27, 2004.

In order for the survey results to more accurately reflect the thoughts and opinions of Pennsylvania licensed drivers as a whole, a weight needed to be applied to each survey respondent's results to ensure the percentage of each sample gender and age group category was equal to the actual percentage of Pennsylvania licensed drivers in each category respectively.

For example, as shown in Table 2, males age 65 years or older are 8.6% of the total licensed driver population in Pennsylvania. However, among survey respondents, this group accounts for 14.8 percent of the survey respondents. In order to correct this imbalance, all male survey respondents, age 65 years or older, needed to have a weight applied to their results. For this example, the weight is calculated as follows:

Weight = P/S, where

P is the number of licensed males, age 65 or older divided by the total number of licensed drivers; and

S is the number of surveyed males, age 65 or older divided by the total number of survey respondents.

So, P = 704,843 / 8,226,663 = 0.085677874,

S = 146 / 986 = 0.148073022, and

Weight = 0.085677874 / 0.148073022 = 0.57862.

The weight of 0.57862 is essentially applied in the following way: Instead of the responses of the 146 males, age 65 years or older counting for 146 responses, their

responses are each weighted by 0.57862 so that this particular gender and age group category only counts for a little over 84 responses (0.57862 x 146 = 84.5).

The weighting procedure explained for males, age 65 or older can be generalized so that it can be used for all gender and age group categories. The general formula is shown below:

Weight = P/S, where

P is the number of licensed individuals within the particular gender and age group category divided by the total number of licensed drivers; and

S is the number of surveyed individuals within the particular gender and age group category divided by the total number of survey respondents.

Table 3 below displays the calculated weights applied to each of the gender and age group categories. Unless otherwise noted, all survey data shown in this report is weighted data, using the weights shown in Table 3.

TABLE 3

WEIGHTS APPLIED TO EACH SURVEY
RESPONSE BY GENDER AND AGE GROUP

	Weights applied	
Age	Male	Female
18 to 24	3.64448	2.55704
25 to 34	2.68758	1.52904
35 to 44	2.22130	1.26501
45 to 54	1.49252	0.95294
55 to 64	1.21777	0.56666
65 or older	0.57862	0.36907

Survey Error

There are two types of errors associated with surveys, systematic error and random error. Systematic error occurs when the sample is not randomly selected from the total population, while random error (sometimes called unsystematic error) is the error that occurs because of sampling variability. Both are described in greater detail below.

Systematic Error

As stated before, systematic error occurs when the sample is not randomly selected from the total population. Unfortunately, systematic error cannot be measured and therefore is often ignored. However, it is important to understand how systematic error can be introduced into opinion polls and how, if left uncorrected, can vastly skew the results of a survey.

Example of systematic error: Systematic error is best explained using an example. Suppose a researcher wants to know what percentage of Americans, age 18 years and older, work on the first shift. The researcher decides to randomly telephone 1,000 Americans and ask them if they work, and if they do, what times during the day they work. The researcher then hires a few interviewers to make the phone calls. Each interviewer begins making the phone calls the following Monday morning at 9a.m. and works 9a.m. to 5p.m., Monday through Friday, until 1,000 people are contacted. The researcher instructs the interviewers that if they reach an answering machine, no one answers, or they get a busy signal, they should simply call the next person on their list. Within two weeks, the interviewers have successfully interviewed 1,000 Americans. The researcher then tallies the results and finds that only 5 percent of Americans, age 18 and older, work on the first shift. The researcher believes that this number is probably too low, and wonders what went wrong.

The researcher in this example made a few major mistakes and as a consequence, his results contain substantial systematic error. Probably his most prominent error was that he only made calls from 9 a.m. to 5 p.m., Monday through Friday, and if no one was home, he instructed his interviewers to simply call the next number on their list. Unfortunately, most first shift workers would not be home when the phone calls were made and, therefore, did not have a chance to be interviewed. So, even though he was randomly calling households throughout the United States, he was not giving every American over the age of 18 an equal chance of being interviewed. There are a number of ways the researcher could have decreased his systematic error.

Most likely, he would have seen the biggest decrease in systematic error by simply making some of his calls during the evenings or on weekends. This is one example of a way in which the researcher could have increased the chance that he did indeed *randomly* survey the population, and therefore, decreased the systematic error.

Systematic error within the JSGCTS: In personal opinion telephone surveys, there are several populations who are often under-represented in the results. These groups include:

- individuals who do not have a phone;
- individuals who are difficult to contact because they are not home very often (for various reasons);
- individuals who live in households containing more than one adult;[15]
- individuals who have trouble hearing or have trouble communicating on the phone;
- individuals who do not speak English;
- individuals who refuse to participate in the survey (either by hanging up on the interviewer, or by telling the interviewer that they do not want to participate); and

[15] This statement can be explained with a short example. Suppose there are two households, one with one adult, and one with two adults. Although both houses have an equal chance of being contacted, if either household is selected, the adult living alone will have twice as much chance of being surveyed than the adults living in the household with two adults. (When the interviewer contacts the household with more than one adult, he is probably only going to survey one of the two members of the household; whereas if the interviewer contacts the household with one adult, he is assured of surveying that one adult.)

- individuals within a household who do not normally answer the phone.

While it is nearly impossible to avoid all systematic error when surveying a certain population, there are ways to lessen the impact of systematic error. The JSGCTS employed a number of these techniques to minimize potential systematic error. First, survey questions were written and reviewed extensively to ensure that survey respondents were not confused by the questions and to lessen the likelihood of an individual refusing to finish the questionnaire due to confusion over its wording. Second, in order to make sure that all adults in the household had an equal chance of being interviewed and to make sure that those who do not normally answer the phone within a household were not under-represented, interviewers asked to "speak to the person age 18 years of age or older who last celebrated a birthday and is a licensed driver in Pennsylvania." Third, potential survey participants were contacted up to seven times before they were categorized as "not able to be contacted" to lessen the likelihood of under-representing individuals who are not home very often. Fourth, if the potential survey respondent was not available to answer the survey questions, the interviewer set up a time to call the potential survey respondent back at a more convenient time in an effort to reduce the likelihood that individuals who are not home very often were not under-represented in the survey.

Even after applying all of the methods listed above to minimize the potential systematic error, there was still a chance that some systematic error did exist. Therefore, as was explained in the previous section, survey respondents' answers to the

questions were weighted based on their age and gender in an attempt to further minimize the systematic error present and lessen the likelihood that no age group and gender category was over- or under-represented in the survey results.

Random Error

As touched upon earlier, random error is the error that occurs because of sampling variability. For example, if a fair coin is tossed 10 times, one would expect that five tosses would result in "heads," and five would result in "tails". However, anyone who has tried this relatively easy experiment knows that there is a possibility that four or six (or even three or seven) coin tosses may result in heads. If the coin is indeed a fair coin, then over a very large number of coin tosses, one would expect to see roughly 50 percent result in heads and 50 percent result in tails. In smaller samples (such as tossing a coin 10, 100, or even 1,000 times), heads and tails may not exactly be split evenly. Any variation from the expected results (i.e., 50 percent heads and 50 percent tails) is known as random error.

Unlike systematic error, random error can be calculated using statistical formulas and tables normally found in a basic statistics book. Random error is usually the error that researchers show when they present data. This error is normally presented in survey data as a confidence interval given a certain confidence level. A confidence interval is normally expressed as a positive or negative percentage around an estimated percentage value. The confidence level is also expressed as a percentage and represents how often the true percentage of the population falls within that confidence interval. In

most cases, the confidence level is arbitrarily set,[16] and in most opinion surveys, a 95 percent confidence level is used.

It is easiest to explain confidence intervals and confidence levels using a short example. Suppose you had a confidence interval of $\pm$3.1 percent and a confidence level of 95 percent. Also, suppose that 47.2 percent of your sample chooses a particular answer to a question. You can be 95 percent confident that if you had asked the question of the entire relevant population, between 44.1 percent (47.2 percent -3.1 percent) and 50.3 percent (47.2 percent + 3.1 percent) would have chosen that answer.

A number of items can affect the size of the confidence interval including the sample size, confidence level, and percentage of respondents answering a question in a certain way. The larger the sample size, the smaller the confidence interval, and the larger the confidence level expressed as a percentage, the larger the confidence interval. However, both of these relationships are not linear. For example, doubling the sample size will not cut the confidence interval in half. The size of the confidence interval also depends on the percentage of the sample that picks a particular answer. If 95 percent of the sample responded "Yes" and 5 percent said "No," the chances of error are more remote than if 51 percent said "Yes" and 49 percent said "No". In other words, it is easier to be more certain of the results when the answers are at the extremes than when there appears to be a true split among the respondents.

[16] It is possible to select the confidence interval and calculate the confidence level based on the selected confidence interval, but this is somewhat rare in opinion surveys.

Confidence interval (random error) associated with the JSGCTS: Below is the calculation used in this report for finding the confidence interval based on the sample size.

Confidence interval = critical Z value x sqrt[{percent x (1-percent)}/sample size][17]

=1.960 x sqrt[{percent x (1-percent)}/sample size]

= 1.960 x sqrt[{0.5 x (1-0.5)}/sample size]

= 1.960 x 0.5 x sqrt(1/sample size)

= 0.980 x sqrt(1/sample size)

The *critical Z value* was found to be 1.960 by using the confidence level of 95 percent and looking up the corresponding *critical Z value* on a normal distribution table in a basic statistics book.[18] The *percent* is the percentage of the sample that picks a particular answer expressed as a decimal. Since this percentage technically changes for each question within the survey, it was beneficial to select one figure to be used for all calculations. The value of 0.5 (or 50 percent expressed as a decimal) was used because it represented the worst-case percentage. That is, the confidence interval is at its largest when the *percent* equals 0.5.

After plugging in 1.960 for the *critical Z value* and 0.5 for the *percent*, the only variable needed to calculate the confidence intervals is the sample size. The sample size varies depending of what is being analyzed. In survey questions where all 986

[17] This formula is assuming that the population size is infinitely large. "Sqrt" stands for square root.

[18] If a 90 percent confidence interval was used, the critical Z value would be 1.645, and if a 99 percent confidence interval was use, the critical Z value would be 2.576.

survey respondents were asked a particular question, the overall confidence interval is $\pm$3.1 percent.[19] The confidence intervals on data broken down by various demographics such as gender, age, education, and household income are much larger. For example, all data divided by gender has a confidence interval of $\pm$5.2 percent for males and $\pm$3.9 percent for females.[20] For an estimation of the various other demographic breakdown confidence intervals, either use Table 4 below and locate the sample size closest to the number of survey respondents within the particular demographic group or use the formula above to calculate the confidence interval directly.

[19] This confidence interval was found by inserting 986 as the sample size in the above formula. This confidence interval calculation assumes a 95 percent confidence level.

[20] These two confidence intervals are found by plugging in the number of males (362) and females (624) into the above formula. These confidence interval calculations assume a 95 percent confidence level.

TABLE 4

CONFIDENCE INTERVALS BASED ON VARIOUS SAMPLE SIZES ASSUMING A 95 PERCENT CONFIDENCE LEVEL AND A LARGE POPULATION

Sample Size	Corresponding confidence interval (±%)	Sample Size (Cont.)	Corresponding confidence interval (±%) (Cont.)
25	±19.6%	425	±4.8%
50	13.9	450	4.6
75	11.3	475	4.5
100	9.8	500	4.4
125	8.8	525	4.3
150	8.0	550	4.2
175	7.4	575	4.1
200	6.9	600	4.0
225	6.5	650	3.8
250	6.2	700	3.7
275	5.9	750	3.6
300	5.7	800	3.5
325	5.4	850	3.4
350	5.2	900	3.3
375	5.1	950	3.2
400	4.9	1,000	3.1

Note: The calculation of the confidence interval assumes the sample percentage (percent) is 50 percent (or 0.5). The following formula was used to create this table (where sqrt stands for square root):

Confidence interval = critical Z value x sqrt[{percent x (1-percent)}/sample size]
=1.960 x sqrt[{percent x (1-percent)}/sample size]
= 1.960 x sqrt[{0.5 x (1-0.5)}/sample size]
= 0.980 x sqrt(1/sample size)

Total Survey Error

By definition, the total survey error is simply systematic error plus random error. As mentioned before, in the JSGCTS, the random error is ±3.1 percent for responses given by all survey respondents (given a 95 percent confidence level). The random error for responses given by subsets of the population, such as a particular gender or age group, are greater than ±3.1 percent and can be calculated using the formula given in the *Random Error* subsection above. Although it is possible that some systematic error within the survey data does exist, because of reasons discussed in the *Systematic Error* subsection above, and for the purposes of this report, it will be assumed that the systematic error present in the data is minimal and therefore is assumed to be zero. Thus, the total error (or survey error) in the data shown in this report is simply equal to the random error.

SUMMARY OF RESULTS

The JSGCTS was completed in the Spring of 2004. This section of the report summarizes some of the observations found in the results of the survey, and is divided into four subsections: drinking and driving, speeding, failing to stop at a stop sign, and failing to stop at a red traffic light. All data summarized in this section, as well as more detailed tables and survey results, can be found in Appendix A of this report.

Drinking and Driving

General Impressions Of The Dangers Of Drinking And Driving

There have been countless studies in recent years focusing on the dangers of drinking and driving. According to the Pennsylvania Driver's Manual, in Pennsylvania, about 40 percent of all traffic deaths are caused by individuals who are drinking and driving.[21] Based on the survey results, it appears that most drivers have gotten the message that it is dangerous to drink and drive.

When survey respondents were asked the following question: *Do you believe drinking and driving increases the chance that an individual will be involved in a traffic accident?*, 97.8 percent of all respondents responded in the affirmative.[22] Although there were slight differences on how various genders, age groups, and those of different levels of education answered this question, no real significant differences were found.[23]

Prevalence Of Drinking And Driving Among Pennsylvania Licensed Drivers

In order to get an idea of how many people have actually driven while under the influence of alcohol, survey respondents were asked how often they believed they had

[21] Pennsylvania Department of Transportation, *Pennsylvania Driver's Manual: English Version*, January 2004, page 60, http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/padriversman.pdf (last visited September 27, 2004).

[22] Please see Appendix A, Q14 for more detailed information. Joint State Government Commission Traffic Survey (JSGCTS), 2004.

[23] Ibid.

driven with a blood alcohol level (BAL) at, or above, the State's legal limit of 0.08 percent within the past year.[24]

When survey respondents were asked this question, 89.3 percent of them indicated that within the past year, they had never driven with a BAL above the legal limit, and an additional 7.1 percent stated that they had not driven with a BAL at or above 0.08 percent very often in the past year.[25] When the results of this question were examined by gender, age group, and educational background, the following was observed:

- Approximately 94.1 percent of females stated that they had not driven with a BAL at or above 0.08 percent within the past year, compared to 84.4 percent of males.[26]
- In general, older respondents (particularly respondents 55 to 64 years old and those over 65 years old) were much more likely than younger respondents (those 18 to 24 years old, 25 to 34 years old, 35 to 44 years old, and 45 to 54 year old) to state that they had not driven with a BAL at or about 0.08 percent.[27]
- Respondents with less education (those with less than a high school degree, those with a high school degree or GED and those who had some college) were more likely to respond that, within the past year, they had never driven with a BAL at or above 0.08 percent than

[24] See Appendix B, Q06 for the exact wording of the question. JSGCTS, 2004.
[25] More detailed information is available in Appendix A, Q06. JSGCTS, 2004.
[26] Ibid.
[27] Ibid.

more educated respondents (those with at least a two-year degree or higher).[28] However, the difference between the groups was fairly insignificant, with one exception. Nearly all (98.7 percent) of the respondents with less than a high school education stated that they had never driven with a BAL of 0.08 percent or higher within the past year.[29] The percentage of those in the remaining educational background groups stating they had never driven with a BAL of 0.08 percent or higher within the past year ranged from 84.9 percent to 90.3 percent.[30]

Possible Deterrents To Drinking And Driving

As stated previously, despite slight differences in responses according to an individual's gender, age, or educational background, the vast majority of respondents agreed that drinking and driving increases the likelihood of an accident. Nevertheless, on average, slightly more than 85,000 citations are issued for drinking and driving every year in Pennsylvania.[31] It is also possible that many individuals have driven while intoxicated but have gone undetected. However, as noted previously, the majority of survey respondents stated that, in the past year, they believed that they had not driven

[28] Ibid.

[29] However, only 57 survey respondents indicated that they had less then a high school education, thus it is quite possible that this figure is an anomaly. The survey error associated with the group with less than a high school education is $\pm$ 13.0 percent (the highest survey error of any of the educational background groups). More information regarding the survey error can be found in the Survey Mythology section of this report as well as in the first two pages of Appendix A of this report.

[30] More detailed information is available in Appendix A, Q06. JSGCTS, 2004.

[31] Data provided by the Administrative Office of Pennsylvania Courts, Philadelphia Traffic Court, and Pittsburgh Traffic Court for 1998-2003, to the Joint State Government Commission as detailed in Table B of the chapter titled *Data Analysis*, herein.

with a BAL at or above the State's legal limit. Presumably, there must be one or more reasons why the majority of individuals would choose not to drink and drive including, but not limited to, fear of an accident, being stopped by the police, being required to pay fines or endure other penalties, or perhaps, being aware of public service announcements explaining the dangers and consequences of drinking and driving. Thus, a series of questions pertaining to what may deter someone from drinking and driving was asked of the survey respondents in order to determine the most effective means of keeping individuals from drinking and driving. More specifically, survey respondents were asked to rate how strongly they believed various fines, penalties, and other possible deterrents kept them from drinking and driving. These possible deterrents were as follows:

- the belief that drinking and driving increases the chance of an accident (asked only of those who stated they believed drinking and driving increases the chance of a traffic accident);[32]
- PSAs or news segments about the dangers or penalties associated with drinking and driving (asked only of those who stated they had seen or heard PSAs or news segments about drinking and driving in the past year);[33]
- the chance of being stopped by the police for drinking and driving;[34]
- a ticket totaling less than 200 dollars;[35]
- a ticket totaling between 200 and 499 dollars;[36]

[32] See Appendix B, Q15 for the exact wording of the question. JSGCTS, 2004.
[33] Ibid., Q17.
[34] Ibid., Q19.
[35] Ibid., Q21.

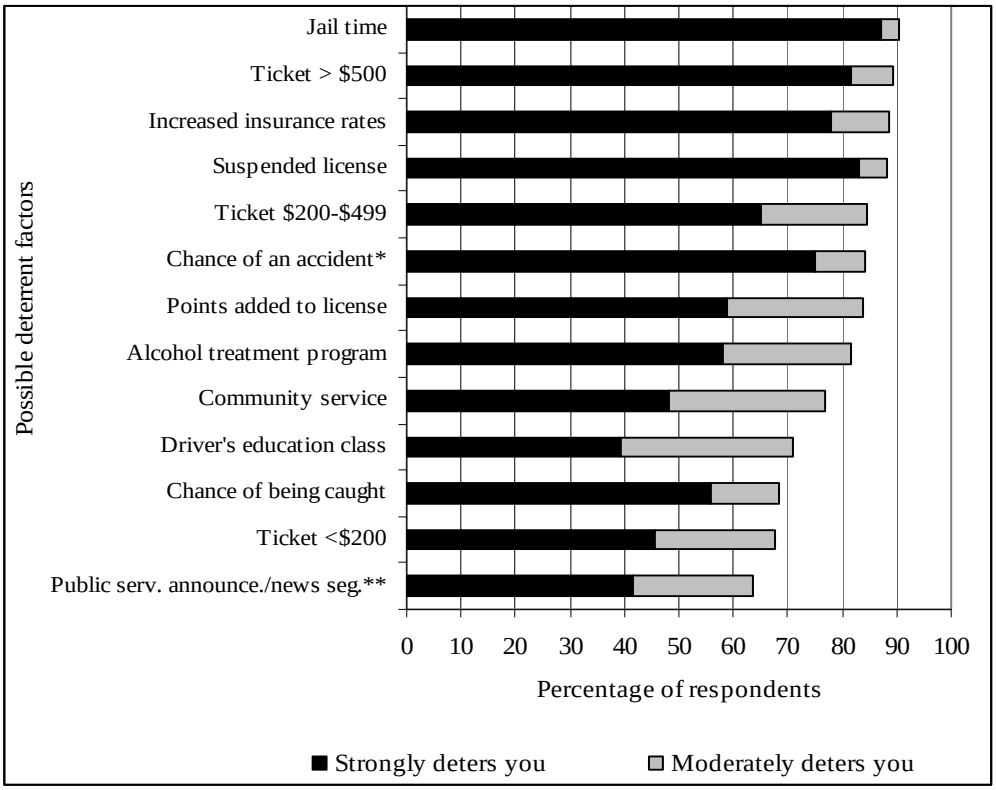
- a ticket totaling 500 dollars or more;[37]
- jail time;[38]
- a suspended license;[39]
- points added to license;[40]
- community service;[41]
- driver education classes;[42]
- an alcohol treatment program;[43] and
- increased insurance rates.[44]

With each of the possible deterrent factors listed above, survey respondents were asked whether the factor *strongly deters you*, *moderately deters you*, or *has little or no effect on you*.

[36] Ibid., Q22.
[37] Ibid., Q23.
[38] Ibid., Q24.
[39] Ibid., Q25.
[40] Ibid., Q26.
[41] Ibid., Q27.
[42] Ibid., Q28.
[43] Ibid., Q29.
[44] Ibid., Q30.

FIGURE 1

SUMMARY OF POSSIBLE DETERRENTS
TO DRINKING AND DRIVING
(How strongly each factor deters survey
respondents from drinking and driving)



* Includes only those who stated they believed drinking and driving increases the chance that an individual will be involved in a traffic accident.

** Includes only those who stated they had seen or heard a public service announcement or news segment about drinking and driving in the past year.

SOURCE: JSGCTS, 2004.

As Figure 1 shows, the five strongest deterrents to drinking and driving addressed in the survey are receiving jail time, receiving a ticket totaling more than $500, being charged higher insurance rates, having one's driver's license suspended, and receiving a ticket totaling between $200 and $499.[45] About 90.3 percent of survey respondents stated that receiving jail time for drinking and driving either strongly or moderately deterred them from drinking and driving.[46] Similarly, 89.5 percent, 88.7 percent, 88.4 percent, and 84.4 percent of survey respondents stated that receiving a ticket totaling more than $500, being charged higher insurance rates, having their driver's license suspended, and receiving a ticket totaling between $200 and $499 strongly or moderately deterred them.[47] Figure 1 provides further detail on how survey respondents answered questions pertaining to the effectiveness of certain factors in keeping them from drinking and driving.[48]

Caution should be used when considering the effectiveness of PSAs and news reports on drinking and driving compared to the other deterrents in Figure 1. Even though only 63.7 percent of surveyed individuals (who stated they had seen a PSA or news report on drinking and driving) stated that a PSA or news report deterred them from drinking and driving,[49] PSAs and news reports are some of the common means to inform the general public of the dangers and penalties associated with drinking and driving. Therefore, although PSAs and news reports may not directly deter individuals from drinking and driving, they may still be valuable deterrents to drinking and driving

[45] More detailed information is available in Appendix A, Q22-25 and Q30. JSGCTS, 2004.
[46] Ibid., Q24.
[47] Ibid., Q22-Q23, Q25, and Q30.
[48] Ibid., Q15, Q17, Q19, and Q21-Q30.
[49] Ibid., Q17.

because they reach a wide audience and may be the best way to communicate information about penalty changes and information about the dangers of drinking and driving to the general public.

Additionally, in order for fines and penalties to be deterrents, an individual must believe there is a chance of being caught if he or she commits the violation. In this regard, when survey respondents were asked about the likelihood that someone in violation of Pennsylvania's drinking and driving laws will be stopped by the police in Pennsylvania, 18.8 percent stated that it was very likely, 50.0 percent stated that it was somewhat likely, 24.9 percent stated it was not very likely, 5.4 percent stated it was highly unlikely, and 1.1 percent either did not know or refused to answer the question.[50]

Public Awareness Of Fines And Penalties For Drinking And Driving

The Pennsylvania Driver's Manual, a source which provides guidance to driver's on the rules of the road in Pennsylvania and a source to which most, if not all, Pennsylvania licensed drivers have likely been exposed, concisely summarizes the penalties for a first offense violation of driving under the influence of alcohol (which is referred to throughout this report and the JSGCTS as "drinking and driving") which appear within 75 Pa.C.S., Chapter 38 (driving after imbibing alcohol or utilizing drugs). The Pennsylvania Driver's Manual notes that someone found guilty of drinking and driving (first offense) could be penalized, generally, as follows:

[50] See Appendix B, Q18 for the exact wording of the question. More detailed information is available in Appendix A, Q18. JSGCTS, 2004.

- loss of license for 30 days (if accepted into the Accelerated Rehabilitative Disposition (ARD) program)[51] or one year if convicted of drinking and driving;
- be sentenced to jail for 72 hours or more;
- pay a fine between $300 and $5,000 and other related fees and other costs;[52]
- undergo alcohol and drug evaluation and if necessary, be ordered to undergo alcohol and drug rehabilitation treatment; and/or
- be required to attend an Alcohol Highway Safety School.[53]

The severity of the penalty imposed is subject to many variables such as whether the offender was a minor, whether the offender was operating a commercial vehicle, and whether the offense resulted in an accident involving bodily injury, to name a few.

When survey respondents were asked an open-ended question regarding the penalties for a first offense drinking and driving violation in Pennsylvania,[54] the following results were found:

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[51] The ARD program is another option for qualified, first time offenders which provides some alternatives to the traditional punitive measures under the law and may allow some individuals (with certain exceptions) who successfully complete the program to have the offense expunged from their driving record in the future.

[52] Other fees include a $10 fee to support the emergency medical services (EMS), a $25 fee to support EMS for individuals admitted into the ARD program, $50 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[53] Pennsylvania Department of Transportation, *Pennsylvania Driver's Manual: English Version*, January 2004, page 61, http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/padriversman.pdf (09/27/04).

- 0.5 percent of respondents stated that no fine/ticket would be issued, 20.4 percent stated that the ticket would cost less than $200, 22.1 percent stated that the ticket would cost between $200 and $499, 31.4 percent stated that the ticket issued would cost $500 or more, 1.1 percent stated that a ticket would be issued but that they did not know how much the ticket would be, 3.9 percent did not specifically mention that a ticket would be issued, and 20.5 percent did not know, or were not sure, whether a ticket would be issued and if it was, what the ticket would cost.[55]
- Respondents also stated various non-monetary penalties they believed someone could receive if convicted drinking and driving (first offense) in Pennsylvania.[56] The top five responses were as follows: 21.5 percent believed that the offender could lose his driver's license, 6.7 percent believed points could be added to the offender's driver's license, 3.6 percent believed the offender could be required to take a driver's education class, 3.3 percent believed that the offender could be required to serve jail time, and 2.9 percent believed the offender could be required to enter an alcohol treatment program.[57] Other non-monetary penalties mentioned included: community service, being placed on probation, being issued a warning, increased insurance rates, having to take/re-take a driving test, and receiving

[54] See Appendix B, Q20 for the exact wording of the question. JSGCTS, 2004.
[55] More detailed information is available in Appendix A, Q20A. JSGCTS, 2004.
[56] Ibid., Q20B.
[57] Ibid.

little or no non-monetary penalty.[58] Approximately 42.5 percent of respondents did not state a non-monetary penalty, and 20.6 percent stated that they did not know what the non-monetary penalties would be for someone convicted of a first offense drinking and driving violation in Pennsylvania.[59]

Speeding

General Impressions Of The Dangers Of Speeding

When survey respondents were asked if they believed speeding at a rate of 30 miles per hour over the posted speed limit increases the chance of an accident, the vast majority (98.2 percent) answered the question in the affirmative.[60] When survey respondents were asked a similar question about speeding at a rate of 20 miles per hour over the speed limit, the vast majority still answered in the affirmative (92.4 percent of survey respondents answered "yes").[61] However, when survey respondents were asked if they believed speeding at a rate of 10 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident, only 56.0 percent answered in the affirmative.[62] In all three of these situations, females were slightly more likely to believe that speeding increases the chance of an accident.[63] No

[58] Ibid.
[59] Ibid.
[60] See Appendix B, Q34 for the exact wording of the question. More detailed information is available in Appendix A, Q34. JSGCTS, 2004.
[61] Ibid., Q33.
[62] Ibid., Q32.
[63] Ibid., Q32-Q34.

clear pattern of answers emerged in regard to the respondent's age group or educational background.[64]

Prevalence Of Speeding Among Pennsylvania Licensed Drivers

Survey respondents were also asked approximately how often they had driven a vehicle at the rate of 10, 20, and 30 miles per hour over the posted speed limit within the past year.[65] Respondents were given the following choices: *quite often*, *occasionally*, *not very often*, or *never*. Below is a brief summary of how survey respondents, overall, responded to each question.

- When respondents were asked how often they had driven 10 miles per hour over the speed limit within the past year, 24.1 percent stated they had done so quite often, 38.7 percent stated they had done so occasionally, 19.4 percent stated they had not done so very often, and 17.3 percent stated they had never driven 10 miles per hour over the posted speed limit within the past year.[66]
- When respondents were asked how often they had driven 20 miles per hour over the speed limit within the past year, 2.9 percent stated they had done so quite often, 11.0 percent stated they had done so occasionally, 24.0 percent stated they had not done so very often, and 61.4 percent stated they had

[64] Ibid.
[65] See Appendix B, Q11-Q13 for the exact wording of the questions. JSGCTS, 2004.
[66] More detailed information is available in Appendix A, Q11. JSGCTS, 2004.

never driven 20 miles per hour over the posted speed limit within the past year.[67]

- When respondents were asked how often they had driven 30 miles per hour over the speed limit within the past year, 0.5 percent stated they had done so quite often, 2.6 percent stated they had done so occasionally, 8.5 percent stated they had not done so very often, and 87.1 percent stated they had never driven 30 miles per hour over the posted speed limit within the past year.[68]

In general, males were much more likely than females to admit that they had driven 10, 20, and 30 miles per hour over the speed limit either quite often or occasionally.[69] Those in the younger age categories (18 to 24 years, 25 to 34 years, and 35 to 44 years) were also much more likely than those in the older age categories (45 to 54 years, 55 to 64 years, and 65 years or older) to admit that they had driven 10, 20, and 30 miles per hour over the speed limit either quite often or occasionally.[70] Somewhat surprising was that those with at least a four-year college degree or more education were more likely to admit to speeding than those with less education.[71] However, the difference between the various educational background demographic groups was relatively minimal.[72]

[67] Ibid., Q12.
[68] Ibid., Q13.
[69] Ibid., Q11-Q13.
[70] Ibid.
[71] Ibid.
[72] Ibid.

Possible Deterrents To Speeding

It is not unusual for an increase in accidents and injuries associated with speeding to lead to a demand for harsher penalties and increased enforcement.

In order to determine what actually deters individuals from speeding, a series of questions pertaining to possible deterrents was asked of the survey respondents. Specifically, survey respondents were asked to rate how strongly they believed various fines, penalties, and other factors kept them from speeding. These possible factors included the following:

- the belief that speeding increases the chance of an accident (asked only of those who stated they believed speeding at a rate of 10, 20, or 30 miles per hour over the speed limit increases the chance of a traffic accident);[73]
- PSAs or news reports about the dangers or penalties associated with speeding (asked only of those who stated they had seen or heard a public service announcement or news report about speeding in the past year);[74]
- the chance of being stopped by the police;[75]
- a ticket totaling less than 50 dollars;[76]
- a ticket totaling between 50 and 99 dollars;[77]
- a ticket totaling between 100 and 149 dollars;[78]
- a ticket totaling 150 dollars or more;[79]

[73] See Appendix B, Q35 for the exact wording of the question. JSGCTS, 2004.
[74] Ibid., Q37.
[75] Ibid., Q41.
[76] Ibid., Q45.
[77] Ibid., Q46.
[78] Ibid., Q47.

- points against a driving record;[80]
- a suspended license;[81] and
- increased insurance rates.[82]

With each of the possible deterrent factors listed above, survey respondents were asked whether the factor *strongly deters you, moderately deters you,* or *has little or no effect on you*. As Figure 2 shows, the five most effective deterrents against speeding addressed in the survey are having one's driver's license suspended, receiving a ticket greater than or equal to $150, being charged higher insurance rates, having points added to one's driving record, and receiving a ticket between $100 and $149.[83] About 96.8 percent of survey respondents stated that having one's driver's license suspended for speeding either strongly or moderately deterred them from speeding.[84] Similarly, 96.2 percent, 96.1 percent, 92.7 percent, and 92.4 percent of survey respondents stated that receiving a ticket totaling more than $150, being charged higher insurance rates, having points added to one's driver's license, and receiving a ticket totaling between $100 and $149 strongly or moderately deterred them respectively.[85] Figure 2 provides further detail on how survey respondents answered questions pertaining to the strength of certain factors as a deterrent to speeding.[86]

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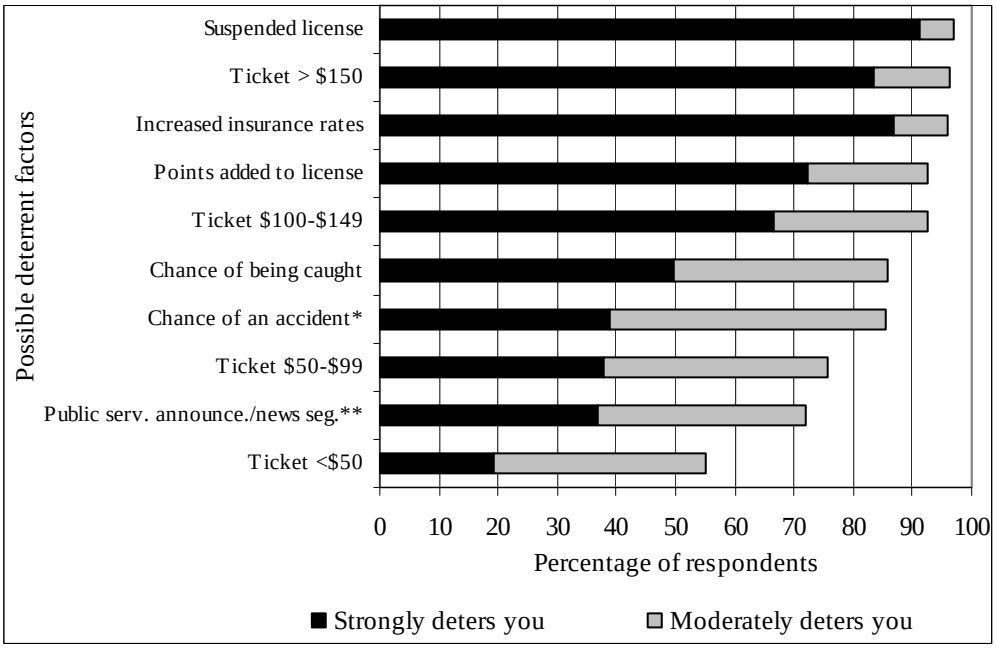
[79] Ibid., Q48.
[80] Ibid., Q49.
[81] Ibid., Q50.
[82] Ibid., Q51.
[83] More detailed information is available in Appendix A, Q35, Q37, Q41, and Q45-Q51. JSGCTS, 2004.
[84] Ibid., Q50.
[85] Ibid., Q47-Q49 and Q51.
[86] Ibid.

Similar to the caveat noted in the drinking and driving section of this report, caution should be used when evaluating the effectiveness of PSAs and news reports in deterring individuals from speeding compared to the other deterrents listed in Figure 2. Even though only 72.0 percent of individuals surveyed (who stated they had seen a PSA or news report on speeding) stated that a PSA or news report strongly or moderately deterred them from speeding, PSAs and news reports are an obvious, common means for disseminating to the general public the dangers and penalties associated with speeding. Thus, while PSAs and news reports may not directly deter individuals from speeding, they should probably not be discounted as tools in the effort to discourage speeding.

FIGURE 2

SUMMARY OF POSSIBLE DETERRENTS
TO SPEEDING
(How strongly each factor deters survey
respondents from speeding)



* Includes only those who stated they believe speeding 10, 20, or 30 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident.
** Includes only those who stated they had seen or heard a public service announcement or news report about speeding in the past year.

SOURCE: JSGCTS, 2004.

Additionally, although the survey did not directly ask survey respondents how strongly *serving jail time* or *having to do community service* would deter them from speeding, a number of respondents indicated that jail time or community service would deter them from speeding in response to the open-ended question: "*Is there anything else that would deter you?*."[87] While it is impossible to know with certainty how

[87] See Appendix B, Q52 for the exact wording of the question. More detailed information is available in Appendix A, Q52. JSGCTS, 2004.

strongly survey respondents would have stated that either *serving jail time* or *having to do community service* would deter them from speeding, it is very likely that a vast majority would have stated that *serving jail time* would have been a very strong deterrent (possibly exceeding *receiving a suspended license* as the strongest deterrent mentioned).[88] This reasoning is based on the survey responses in regard to the issue of drinking and driving noted previously in this report and the apparent effectiveness of such a punishment as a deterrent to survey respondents when such a punishment was specifically offered as a choice in a list of defined options.

It is intuitive that in order for fines and penalties to act as deterrents, an individual must believe there is a chance of being caught for committing a violation of the law. When survey respondents were asked what they thought the chances were that someone speeding at a rate of 10 miles per hour over the speed limit would be stopped by the police in Pennsylvania, 11.0 percent stated that it was very likely, 37.5 percent stated that it was somewhat likely, 35.9 percent stated it was not very likely, 15.5 percent stated it was highly unlikely, and 0.1 percent either did not know or refused to answer the question.[89] When a similar question was asked regarding the chances of being caught by police for speeding at a rate of 20 miles per hour over the speed limit in Pennsylvania, 48.0 percent stated that it was very likely, 43.5 percent stated that it was somewhat likely, 6.5 percent stated that it was not very likely, 1.9 percent stated

[88] This hypothesis is based on how strongly jail time deterred individuals from drinking and driving.

[89] See Appendix B, Q38 for the exact wording of the question. More detailed information is available in Appendix A, Q38. JSGCTS, 2004.

that it was highly unlikely, and 0.1 percent did not know.[90] Finally, when a similar question was asked about the likelihood of being caught by police for speeding at a rate of 30 miles per hour over the speed limit in Pennsylvania, 79.9 percent stated that it was very likely, 16.3 percent stated that it was somewhat likely, 2.6 percent stated that it was not very likely, 1.1 percent stated that it was highly unlikely, and fewer than 0.1 percent did not know.[91]

Public Awareness Of Fines And Penalties For Speeding

Speeding 10 miles per hour over the posted speed limit: According to 75 Pa.C.S., someone found guilty of speeding 10 miles per hour over the posted speed limit in Pennsylvania could be penalized as follows for a first offense:

- pay a fine of $52.50 for violating a maximum speed limit of 65 miles per hour or $45 for violating any other maximum speed limit[92] (both fines doubled in an active construction zone[93]) and other related fees and other costs;[94] and
- receive 2 points on his or her driver's license.[95]

[90] Ibid., Q39.
[91] Ibid., Q40.
[92] 75 Pa.C.S. §3362 (c).
[93] 75 Pa.C.S. §3326 (c).
[94] Other fees include a $10 fee to support the emergency medical services (EMS), $30 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.
[95] 75 Pa.C.S. §1535 (a).

When survey respondents were asked an open-ended question pertaining to what they believed the penalties were for someone convicted of a first offense of speeding at the rate of 10 miles per hour over the posted speed limit in Pennsylvania,[96] the following results were found:

- Less than 0.1 percent of respondents stated that no fine/ticket would be issued, 1.8 percent stated that the ticket would cost less than $50, 18.1 percent stated that the ticket would cost between $50 and $99, 33.6 percent stated that the ticket would cost between $100 and $149, 27.9 percent stated that the ticket would cost between $150 and $299, 2.7 percent stated that the ticket issued would cost $300 or more, 0.5 percent stated that a ticket would be issued but that they did not know how much the ticket would cost, 2.4 percent did not specifically mention that a ticket would be issued, and 12.9 percent did not know, or were not sure, whether a ticket would be issued and, if it was, what the ticket would cost.[97]
- Respondents also mentioned various non-monetary penalties someone could receive if convicted of speeding 10 miles per hour over the posted speed limit (first offense) in Pennsylvania.[98] The top five responses were as follows: 18.0 percent believed that points could be added to the offender's driving record, 3.3 percent believed the offender could receive a warning, 0.9 percent believed the offender could have to pay court costs in addition to

[96] See Appendix B, Q42 for the exact wording of the question. JSGCTS, 2004.
[97] More detailed information is available in Appendix A, Q42A. JSGCTS, 2004.
[98] Ibid., Q42B.

the ticket costs, 0.6 percent believed an offender could be required to take a driver's education class, and 0.6 percent believed that the offender could have his driver's license suspended.[99] Other non-monetary penalties mentioned included: having to pay higher insurance rates and having to perform community service.[100] Approximately 63.9 percent of respondents did not state a non-monetary penalty, and 12.7 percent stated that they did not know what the non-monetary penalties would be for someone convicted of speeding 10 miles per hour over the posted speed limit (first offense) in Pennsylvania.[101]

Speeding 20 miles per hour over the posted speed limit: According to 75 Pa.C.S., someone found guilty of speeding 20 miles per hour over the posted speed limit for the first time in Pennsylvania, could be penalized as follows:

- pay a fine of $72.50 for violating a maximum speed limit of 65 miles per hour or $65 for violating any other maximum speed limit[102] (both fines doubled in an active construction zone[103]) and other related fees and costs;[104]

[99] Ibid.
[100] Ibid.
[101] Ibid.
[102] 75 Pa.C.S. §3362 (c).
[103] 75 Pa.C.S. §3326 (c).
[104] Other fees include a $10 fee to support the emergency medical services (EMS), $40 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

- receive four points against his driver's record; and [105]
- receive a suspended license for 15 days if the violation occurs in an active construction zone.[106]

When survey respondents were asked an open-ended question pertaining to what they believed the penalties were for a first offense conviction for speeding at a rate of 20 miles per hour over the posted speed limit in Pennsylvania,[107] the following results were found:

- About 0.1 percent of respondents stated that the ticket issued would cost less than $50, 3.8 percent stated that the ticket would cost between $50 and $99, 15.8 percent stated that the ticket would cost between $100 and $149, 47.4 percent stated that the ticket would cost between $150 and $299, 15.6 percent stated that the ticket issued would cost $300 or more, 0.7 percent stated that a ticket would be issued but that they did not know how much the ticket would cost, 0.7 percent did not specifically mention that a ticket would be issued, and 16.0 percent did not know, or were not sure, whether a ticket would be issued and, if it was, what the ticket would cost.[108]
- Respondents also stated various non-monetary penalties for a first offense of speeding 20 miles per hour over the posted speed limit in Pennsylvania.[109] The top five responses were: 21.2 percent believed that points may be added

[105] 75 Pa.C.S. §1535 (a).
[106] 75 Pa.C.S. §1535 (e).
[107] See Appendix B, Q43 for the exact wording of the question. JSGCTS, 2004.
[108] More detailed information is available in Appendix A, Q43A. JSGCTS, 2004.
[109] Ibid., Q43B.

to the offender's driver's license, 4.3 percent believed that the offender could have his license suspended, 1.7 percent believed the offender could have to take a driver's education class, 0.6 percent believed the offender could receive a warning, and 0.5 percent believed the offender may be required to pay higher insurance rates.[110] Other non-monetary penalties mentioned included: having to pay court costs in addition to the ticket costs, being placed on probation, and having to perform community service.[111] Approximately 56.0 percent of respondents did not state a non-monetary penalty, and 16.1 percent stated that they did not know what the non-monetary penalties would be for a first offense conviction for speeding 20 miles per hour over the posted speed limit in Pennsylvania.[112]

Speeding 30 miles per hour over the posted speed limit: According to 75 Pa.C.S., someone found guilty of a first offense of speeding at a rate of 30 miles per hour over the posted speed limit in Pennsylvania, could receive any or all of the following penalties:

- pay a fine of $92.50 for violating a maximum speed limit of 65 miles per hour or $85 for violating any other maximum speed limit[113] (both double in an active construction zone[114]) and other related fees and other costs;[115]

[110] Ibid.
[111] Ibid.
[112] Ibid.
[113] 75 Pa.C.S. §3362 (c).
[114] 75 Pa.C.S. §3326 (c).
[115] Other fees include a $10 fee to support the emergency medical services (EMS), $50 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System

- receive 5 points against his driver's record; and [116]
- receive a suspended license for 15 days if the violation occurs in an active construction zone.[117]

When survey respondents were asked an open-ended question pertaining to what they believed the penalties were for someone convicted of first offense speeding at a rate of 30 miles per hour over the posted speed limit in Pennsylvania,[118] the following results were found:

- About 0.1 percent of respondents stated that the ticket issued would cost less than $50, 0.6 percent stated that the ticket would cost between $50 and $99, 4.6 percent stated that the ticket would cost between $100 and $149, 31.3 percent stated that the ticket would cost between $150 and $299, 41.7 percent stated that the ticket would cost $300 or more, 1.2 percent stated that a ticket would be issued but that they did not know how much the ticket would cost, 2.6 percent did not specifically mention that a ticket would be issued, and 17.9 percent did not know, or were not sure, whether a ticket would be issued and if it was, what the ticket would cost.[119]

Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 1 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[116] 75 Pa.C.S. §1535 (a).

[117] 75 Pa.C.S. §1535 (e).

[118] See Appendix B, Q44 for the exact wording of the question. JSGCTS, 2004.

[119] More detailed information is available in Appendix A, Q44A. JSGCTS, 2004.

- Respondents also mentioned various non-monetary penalties someone could receive if convicted of first offense speeding at a rate of 30 miles per hour over the posted speed limit in Pennsylvania.[120] The top five responses were as follows: 19.4 percent believed that the offender could have his driver's license suspended, 16.8 percent of respondents believed that points could be added to the offender's driving record, 2.7 percent believed that the offender could be required to take a driver's education class, 1.6 percent believed that the offender could receive jail time, and 0.7 percent believed that the offender could be charged with reckless driving.[121] Other non-monetary penalties mentioned included: having to take/retake a driver's test, having to perform community service, having to pay court costs in addition to ticket costs, receiving a warning, having to pay higher insurance rates, and having one's automobile insurance revoked.[122] Approximately 46.4 percent of respondents did not state a non-monetary penalty, and 17.6 percent stated that they did not know what the non-monetary penalties would be for a first offense conviction of speeding at a rate of 30 miles per hour over the posted speed limit in Pennsylvania.[123]

[120] Ibid., Q44B.
[121] Ibid.
[122] Ibid.
[123] Ibid.

Failing To Stop At A Stop Sign

General Impressions Of The Dangers Of Failing To Stop At A Stop Sign

When survey respondents were asked if they believed that failing to stop or slow down at a stop sign increases the chance that an individual will be involved in an accident, the vast majority (97.9 percent) answered the question in the affirmative.[124] However, when survey respondents were asked if they believed slowing down, but not completely stopping, at a stop sign increases the chance of an accident, the percentage of respondents answering "yes" fell to 81.4 percent.[125] In both questions, females were slightly more likely than males to believe that failing to stop at a stop sign increases the chance of an accident.[126] Although slight differences were seen among survey respondents based on age and educational background, no clear pattern emerged to indicate whether younger respondents were more or less likely than older respondents, or respondents with less education were more or less likely than more educated respondents to believe that failing to stop or slow down at a stop sign increases the chance of an accident.[127]

Prevalence Of Failing To Stop At A Stop Sign Among Pennsylvania Licensed Drivers

Survey respondents were asked approximately how often they had slowed down, but not completely stopped at a stop sign and how often they had failed to stop

[124] See Appendix B, Q54 for the exact wording of the question. More detailed information is available in Appendix A, Q54. JSGCTS, 2004.
[125] Ibid., Q53.
[126] More detailed information is available in Appendix A, Q53-Q54.
[127] Ibid.

or slow down at a stop sign within the past year.[128] Respondents were given the following choices: *quite often*, *occasionally*, *not very often*, or *never*. Below is a brief summary of how survey respondents, overall, responded to the two questions.

- When respondents were asked how often they had slowed down, but not completely stopped at a stop sign within the past year, 6.7 percent stated they had done so quite often, 23.5 percent stated they had done so occasionally, 33.1 percent stated they had not done so very often, and 36.7 percent stated they had never slowed down, without coming to a complete stop, at a stop sign.[129]
- When respondents were asked how often they had failed to stop or slow down at a stop sign within the past year, 1.7 percent stated that they had done so quite often, 6.4 percent stated they had done so occasionally, 11.9 percent stated they had not done so very often, and 80.0 percent stated they had never failed to slow down or stop at a stop sign.[130]

Similar to drinking and driving and speeding, males were more likely than females to admit that they had failed to stop at a stop sign.[131] For the most part, those in the younger age groups (18 to 24 years, 25 to 34 years, and 35 to 44 years) were also more likely than those in the older age groups (45 to 54 years, 55 to 64 years, and 65 years or older) to admit that they had failed to stop at a stop sign.[132] The only major

[128] See Appendix B, Q07-Q08 for exact wording of the questions. JSGCTS, 2004.
[129] More detailed information is available in Appendix A, Q07. JSGCTS, 2004.
[130] Ibid., Q08.
[131] Ibid., Q07-Q08.
[132] Ibid.

exception to this statement was among 18 to 24 year olds.[133] For this question, none of the 18 to 24 year olds responded that they had committed this violation *quite often*. However, since only 35 respondents fit into the age category of 18 to 24, it is quite possible that this figure is an anomaly.[134]

Possible Deterrents To Failing To Stop At A Stop Sign

In order to determine what actually deters individuals from failing to stop at a stop sign, a series of questions were asked about this subject. More specifically, survey respondents were asked to rate how strongly they believed various fines, penalties, and other possible factors deterred them from running a stop sign.[135] These possible factors were as follows:

- the belief that slowing down, but not completely stopping at a stop sign, increases the chance of an accident (asked only of those who stated they believed slowing down, but not completely stopping, at a stop sign increases the chance of a traffic accident);[136]
- the belief that not stopping or slowing down at a stop sign increases the chance of an accident (asked only of those who stated they believed not

[133] Ibid., Q08.

[134] Recall that the survey error associated with 18 to 24 year olds is $\pm$16.6 percent (the largest error associated with any demographic group shown in this report). More information regarding the survey error can be found in the Survey Methodology section of this report as well as the first two pages of Appendix A of this report.

[135] See Appendix B, Q57-Q58, Q65-Q66, and Q71-Q78 for the exact wording of the questions. JSGCTS, 2004.

[136] In Figure 3 below, this deterrent is listed as "chance of an accident (rolling stop)." See Appendix B, Q57 for the exact wording of the questions. JSGCTS, 2004.

stopping or slowing down at a stop sign increases the chance of a traffic accident);[137]

- the chance of being stopped by the police for slowing down, but not completely stopping at a stop sign;[138]
- the chance of being stopped by the police for failing to stop or slow down at a stop sign;[139]
- a ticket totaling less than 50 dollars;[140]
- a ticket totaling between 50 and 99 dollars;[141]
- a ticket totaling between 100 and 149 dollars;[142]
- a ticket totaling between 150 and 199 dollars;[143]
- a ticket totaling 200 dollars or more;[144]
- points added to a drivers license;[145]
- suspended license;[146] and
- increased insurance rates.[147]

With each of the possible deterrent factors listed above, survey respondents were asked whether the factor *strongly deters you, moderately deters you,* or *has little*

[137] In Figure 3 below, this deterrent is listed as "chance of an acc. (not slowing down)." See Appendix B, Q58 for the exact wording of the questions. JSGCTS, 2004.

[138] In Figure 3 below, this deterrent is listed as "chance of being caught. (rolling stop)." See Appendix B, Q65 for the exact wording of the questions. JSGCTS, 2004.

[139] In Figure 3 below, this deterrent is listed as "chance of being caught. (not slowing down)." See Appendix B, Q66 for the exact wording of the questions. JSGCTS, 2004.

[140] See Appendix B, Q71 for the exact wording of the questions. JSGCTS, 2004.

[141] Ibid., Q72.

[142] Ibid., Q73.

[143] Ibid., Q74.

[144] Ibid., Q75.

[145] Ibid., Q76.

[146] Ibid., Q77.

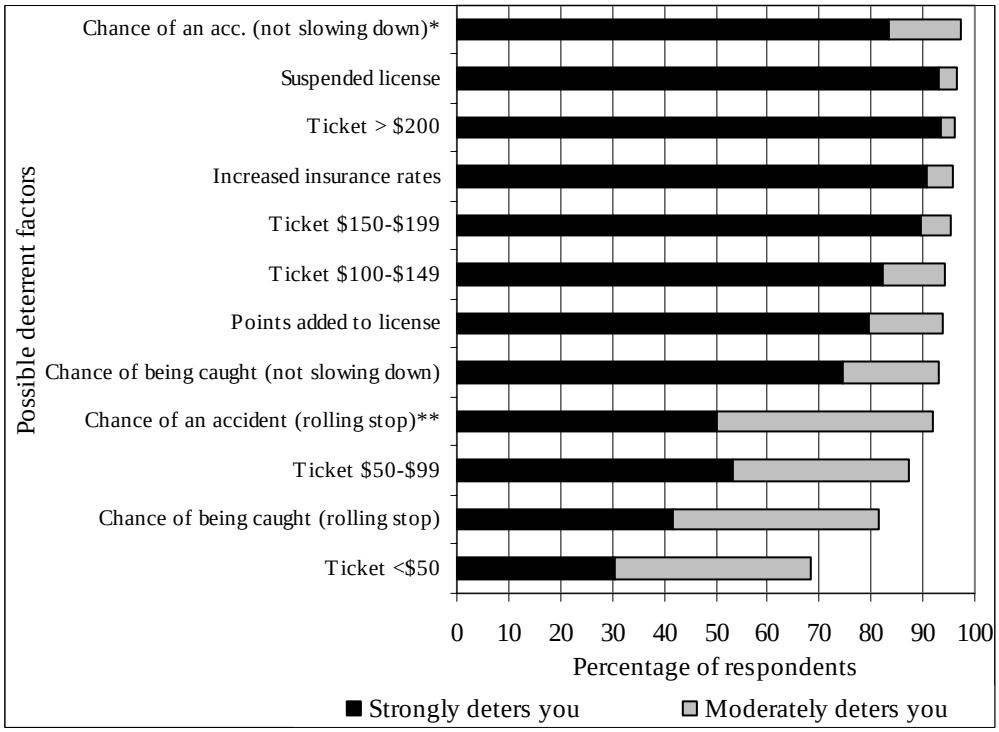
[147] Ibid., Q78.

or no effect on you. As Figure 3 shows, the five strongest deterrents to failing to stop at a stop sign addressed in the survey are the increased chance of an accident caused by not slowing or stopping at a stop sign, receiving a suspended license, receiving a ticket greater than or equal to $200, being charged a higher insurance rate, and receiving a ticket between $150 and $199 dollars.[148] About 97.2 percent of survey respondents stated that the increased chance of an accident caused by not slowing or stopping at a stop sign either strongly or moderately deterred them from failing to stop at a stop sign.[149] Similarly, 96.5 percent, 96.2 percent, 95.6 percent, and 95.3 percent of survey respondents stated that receiving a suspended license, receiving a ticket greater than or equal to $200, being charged higher insurance rates, and receiving a ticket between $150 and $199 dollars, respectively, strongly or moderately deterred them.[150] Figure 3 provides further detail on how survey respondents answered questions pertaining to various deterrents to failing to stop at a stop sign.[151]

[148] Ibid., Q57-Q58, Q65-Q66, and Q71-Q78.
[149] Ibid., Q58.
[150] Ibid., Q74-Q75 and Q77-Q78.
[151] Ibid., Q57-Q58, Q65-Q66, and Q71-Q78.

FIGURE 3

SUMMARY OF POSSIBLE DETERRENTS
TO FAILING TO STOP AT A STOP SIGN
(How strongly each factor deters survey
respondents from failing to stop at a stop sign)



* Includes only those who stated they believed not stopping or slowing down at a stop sign increases the chance that an individual will be involved in a traffic accident.

** Includes only those who stated they believed slowing down, but not completely stopping at a stop sign, increases the chance that an individual will be involved in a traffic accident.

SOURCE: JSGCTS, 2004.

Although the survey did not directly ask survey respondents how strongly *serving jail time* or *having to do community service* would deter them from failing to stop at a stop sign, a number of survey respondents indicated that jail time or community service would deter them from failing to stop at a stop sign as a response to the open-ended question: "*Is there anything else that would deter you?*"[152] While it would be impossible to know for sure how strongly survey respondents would have stated that either *serving jail time* or *having to do community service* would deter them from failing to stop at a stop sign, it is very likely a majority would have indicated that *serving jail time* would have been a very strong deterrent (possibly nearing the top of the list as the strongest deterrent mentioned). This reasoning is based on survey responses received in regard to the issue of drinking and driving noted previously in this report and the apparent effectiveness of such a punishment as a deterrent among respondents when such a punishment was specifically offered as a choice in a list of defined options.

Furthermore, in order for fines and penalties to be deterrents, individuals must believe that there is a likelihood of being caught for committing a violation. When survey respondents were asked what they thought the chances are that someone who slows down, but does not completely stop, at a stop sign will be stopped by the police in Pennsylvania, 16.8 percent stated that it was very likely, 38.9 percent stated that it was somewhat likely, 31.9 percent stated it was not very likely, 12.1 percent stated it

[152] Ibid., Q79.

was highly unlikely, and 0.3 percent did not know.[153] When a similar question was asked regarding the chances of being caught by police for not stopping or slowing down at a stop sign in Pennsylvania, 46.4 percent stated that it was very likely, 34.0 percent stated that it was somewhat likely, 13.1 percent stated that it was not very likely, 6.4 percent stated that it was highly unlikely, and 0.1 percent did not know.[154]

Public Awareness Of Fines And Penalties For Failing To Stop At A Stop Sign

According to 75 Pa.C.S., a person found guilty of failing to stop at a stop sign for the first time in Pennsylvania could be penalized as follows:

- pay a fine of $25[155] ($50 in a construction zone[156] or emergency response area[157]) and other related fees and other costs; and[158]
- receive 3 points against his driving record.[159]

When survey respondents were asked an open-ended question pertaining to what they believed the penalties were for a first offense conviction of failing to stop at a stop sign in Pennsylvania,[160] the following results were found:

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[153] See Appendix B, Q61 for the exact wording of the question. More detailed information is available in Appendix A, Q61. JSGCTS, 2004.

[154] See Appendix B, Q62 for the exact wording of the question. More detailed information is available in Appendix A, Q62. JSGCTS, 2004.

[155] 75 Pa.C.S. §6502.

[156] 75 Pa.C.S. §3326 (c).

[157] 75 Pa.C.S. §3327 (e).

[158] Other fees include a $10 fee to support the emergency medical services (EMS), $30 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[159] 75 Pa.C.S. §1535 (a).

- 0.2 percent of respondents stated that no fine/ticket would be issued, 5.8 percent stated that the ticket would cost less than $50, 42.1 percent stated that the ticket would cost between $50 and $99, 22.2 percent stated that the ticket would cost between $100 and $149, 6.5 percent stated that the ticket issued would cost between $150 and $199, 3.4 percent stated that the ticket issued would cost $200 or more, 0.6 percent stated that a ticket would be issued but that they did not know how much the ticket would cost, 3.0 percent did not specifically mention that a ticket would be issued, and 16.3 percent did not know, or were not sure, whether a ticket would be issued and, if it was, what the ticket would cost.[161]
- Respondents also noted various non-monetary penalties for a first offense conviction for failing to stop at a stop sign in Pennsylvania.[162] The top five responses in regard to non-monetary penalties were as follows: 11.8 percent believed that points might be added to the offenders driver's license, 3.6 percent believed a warning could be issued, 0.5 percent believed the offender may be required to pay court costs in addition to ticket costs, 0.4 percent believed the offender could be required to take a driver's education class, and 0.1 percent believed that the offender's insurance rates could increase.[163] Other non-monetary penalties mentioned included having to

[160] See Appendix B, Q69 for the exact wording of the question. JSGCTS, 2004.
[161] More detailed information is available in Appendix A, Q69A. JSGCTS, 2004.
[162] Ibid., Q69B.
[163] Ibid.

perform community service and suspension of driver's license.[164] Approximately 67.4 percent of respondents did not state a non-monetary penalty, and 16.3 percent stated that they did not know what the non-monetary penalties would be for a first offense conviction in Pennsylvania for failing to stop at a stop sign.[165]

Failing To Stop At A Red Traffic Light

General Impressions Of The Dangers Of Failing To Stop At A Red Traffic Light

When survey respondents were asked if they believed entering an intersection with a traffic light after the traffic light has just recently turned red increases the likelihood that an individual will be involved in an accident, the vast majority (97.2 percent) of survey respondents answered the question in the affirmative.[166] However, when survey respondents were asked if they believed entering an intersection with a traffic light when the traffic light is in the process of turning from yellow to red increases the likelihood of an accident, the percentage of respondents answering "yes" fell to 74.1 percent.[167] In both instances, females were slightly more likely than males to believe that failing to stop at a red light increases the chance of an accident (although the differences were very slight).[168] Although slight differences were seen among

[164] Ibid.
[165] Ibid.
[166] See Appendix B, Q56 for the exact wording of the question. More detailed information is available in Appendix A, Q56. JSGCTS, 2004.
[167] Ibid., Q55.
[168] More detailed information is available in Appendix A, Q55-Q56.

survey respondents based on age and educational background, no clear pattern emerged to indicate whether younger respondents were more or less likely than older respondents, or respondents with less education were more or less likely than more educated respondents, to believe that failing to stop at a red light increases the chance of an accident.[169]

Prevalence Of Failing To Stop At A Red Traffic Light Among Pennsylvania Licensed Drivers

Survey respondents were asked approximately how often within the past year, they entered an intersection with a traffic light when the traffic light was turning from yellow to red and how often they had entered an intersection with a traffic light when the traffic light had recently turned red.[170] Respondents were given the following choices: *quite often*, *occasionally*, *not very often*, or *never*. Below is a brief summary of how survey respondents overall responded to the two questions.

- When respondents were asked how often, over the course of the past year, they had entered an intersection with a traffic light when the traffic light was turning from yellow to red, 7.4 percent stated that they had done so quite often, 35.6 percent stated they had done so occasionally, 35.8 percent stated they had not done so very often, and 21.2 percent stated they had never entered an intersection with a traffic light when the traffic light was turning from yellow to red.[171]

[169] Ibid.
[170] See Appendix B, Q09-Q10 for exact wording of the questions. JSGCTS, 2004.
[171] More detailed information is available in Appendix A, Q09. JSGCTS, 2004.

- When respondents were asked how often, within the past year, they had entered an intersection with a traffic light when the traffic light had just turned red, 0.9 percent stated that they had done so quite often, 3.5 percent stated that they had done so occasionally, 13.6 percent stated that they had not done so very often, and 81.7 percent stated they had never entered an intersection with a traffic light when the traffic light had recently turned red.[172]

While males were slightly more likely than females to admit that they had *quite often* or *occasionally* either entered an intersection with a traffic light when the traffic light was turning from yellow to red or when the traffic light had recently turned red, the differences the between the genders was negligible.[173] When survey respondents were asked how often they had entered an intersection with a traffic light when the traffic light was turning from yellow to red, younger survey respondents were more likely to respond that they had committed this infraction than were older respondents.[174] However, when respondents were asked how often they had entered an intersection with a traffic light when the traffic light had just turned red, no clear pattern emerged to indicate whether younger respondents were more or less likely than older respondents to indicate that they had committed this violation.[175] Although slight differences were found among survey respondents based on individual educational background, no clear pattern emerged to indicate whether respondents with less education were more or less

[172] Ibid., Q10.
[173] Ibid., Q09-Q10.
[174] Ibid., Q09.
[175] Ibid., Q10

likely than more educated respondents to indicate that they had, *quite often* or *occasionally*, either entered an intersection with a traffic light when the traffic light was turning from yellow to red or when the traffic light had just turned red.[176]

Possible Deterrents To Failing To Stop At A Red Traffic Light

In order to determine what actually deters individuals from failing to stop at a red light, a series of questions pertaining to this issue was asked of survey respondents. More specifically, survey respondents were asked to rate how strongly they believed various fines, penalties, and other factors deterred them from failing to stop at a red light.[177] These factors included the following:

- the belief that entering an intersection with a traffic light when the traffic light is turning from yellow to red increases the chance of an accident (asked only of those who stated they believed entering an intersection with a traffic light when the traffic light is turning from yellow to red increases the chance of a traffic accident);[178]
- the belief that entering an intersection with a traffic light when the traffic light has just turned red increases the chance of an accident (asked only of those who stated they believed entering an intersection with a traffic light

[176] Ibid., Q09-Q10.

[177] See Appendix B, Q59-Q60, Q67-Q68, and Q80-Q87 for the exact wording of the questions. JSGCTS, 2004.

[178] In Figure 4, this deterrent is listed as "chance of an acc. (yellow to red light)." See Appendix B, Q59 for the exact wording of the questions. JSGCTS, 2004.

when the traffic light has just turned red increases the chance of a traffic accident);[179]

- the chance of being stopped by the police for entering an intersection with a traffic light when the traffic light is turning from yellow to red;[180]
- the chance of being stopped by the police for entering an intersection with a traffic light when the traffic light has just turned red;[181]
- a ticket totaling less than 50 dollars;[182]
- a ticket totaling between 50 and 99 dollars;[183]
- a ticket totaling between 100 and 149 dollars;[184]
- a ticket totaling between 150 and 199 dollars;[185]
- a ticket totaling 200 dollars or more;[186]
- points added to a license;[187]
- a suspended license;[188] and
- increased insurance rates.[189]

For each of the possible deterrent factors listed above, survey respondents were asked whether the factor *strongly deters you*, *moderately deters you*, or *has little or no*

[179] In Figure 3, this deterrent is listed as "chance of an accident (red light)." See Appendix B, Q60 for the exact wording of the questions. JSGCTS, 2004.
[180] In Figure 4, this deterrent is listed as "chance of being caught (yellow to red light)." See Appendix B, Q67 for the exact wording of the questions. JSGCTS, 2004.
[181] In Figure 4, this deterrent is listed as "chance of being caught (red light)." See Appendix B, Q68 for the exact wording of the questions. JSGCTS, 2004.
[182] See Appendix B, Q80 for the exact wording of the questions. JSGCTS, 2004.
[183] Ibid., Q81.
[184] Ibid., Q82.
[185] Ibid., Q83.
[186] Ibid., Q84.
[187] Ibid., Q85.
[188] Ibid., Q86.
[189] Ibid., Q87.

effect on you. As Figure 4 shows, the five strongest deterrents to failing to stop at a red light that were addressed in the survey were increasing the chance of getting into an accident by entering an intersection with a traffic light when the light had just turned red, increasing the chance of having an accident by entering an intersection with a traffic light when the light was turning from yellow to red, increasing the chance of being stopped by the police for failing to stop at a traffic light that has just turned red, having one's license suspended, and receiving a ticket of $200 or more.[190] About 98.7 percent of survey respondents stated that increasing the chance of getting into an accident by entering an intersection with a traffic light when the light had just turned red either strongly or moderately deterred them from failing to stop at a red light.[191] Similarly, 96.8 percent, 95.5 percent, 95.2 percent, and 94.7 percent of survey respondents stated that increasing the chance of getting into an accident by entering an intersection with a traffic light when the light was turning from yellow to red, increasing the chance of being stopped by the police for failing to stop at a traffic light that has just turned red, having their license suspended, and receiving a ticket of $200 or more, respectively, strongly or moderately deterred them.[192] Figure 4 provides further detail on how survey respondents answered questions pertaining to how strongly certain factors deterred them from failing to stop at a red light.

Additionally, although the survey did not directly ask survey respondents how strongly *serving jail time* or *having to do community service* would deter them from

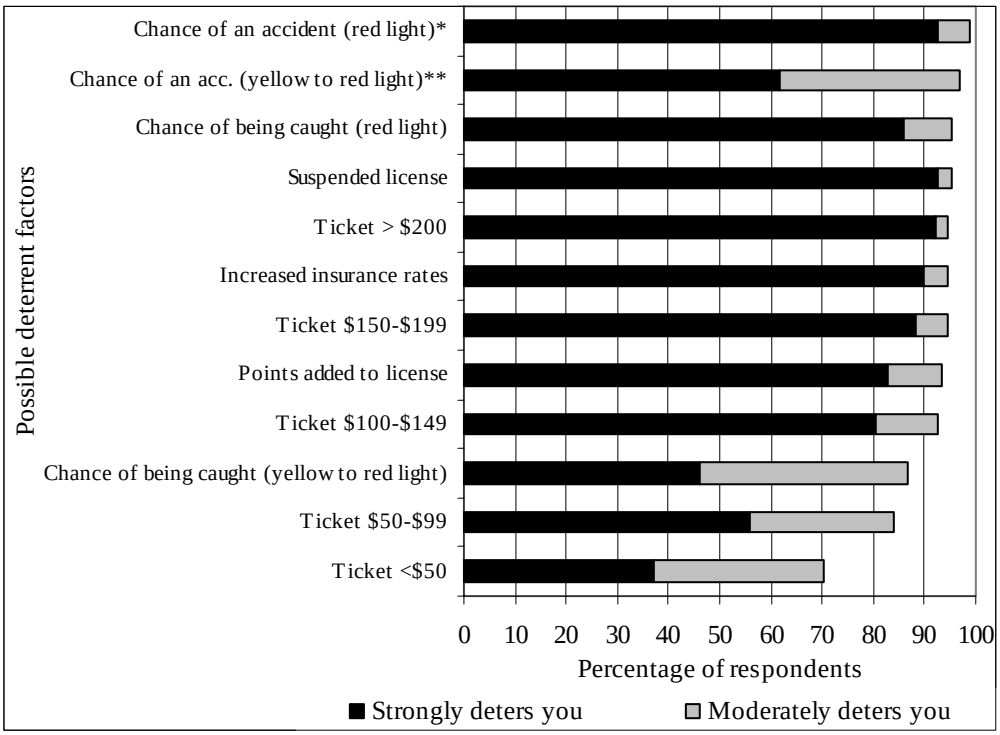
[190] More detailed information is available in Appendix A, Q59-Q60, Q67-Q68, and Q80-Q87.
[191] Ibid., Q60.
[192] Ibid., Q59, Q68, Q84, and Q86.

failing to stop at a red light, a significant number of survey respondents indicated that jail time or community service would deter them from failing to stop at a red light under the open-ended question "*Is there anything else that would deter you?.*"[193] While it would be impossible to know with certainly how strongly survey respondents would have stated that either *serving jail time* or *having to do community service* would deter them from failing to stop at a red light, it is very likely that a majority would have stated that *serving jail time* would have been a very strong deterrent (possibly coming close to the top of the list as the strongest deterrent mentioned). This reasoning is based on survey responses received in regard to the issue of drinking and driving noted previously in this report and the apparent effectiveness of such a punishment as a deterrent among respondents when such a punishment was specifically offered as a choice in a list of defined options.

[193] Ibid., Q88.

FIGURE 4

SUMMARY OF POSSIBLE DETERRENTS
TO FAILING TO STOP AT A RED LIGHT
(How strongly each factor deters survey
respondents from failing to stop at a red light)



* Includes only those who stated they believed entering an intersection with a traffic light when the traffic light has just turned red increases the chance that an individual will be involved in a traffic accident.
** Includes only those who stated they believed entering an intersection with a traffic light when the traffic light is turning from yellow to red increases the chance that an individual will be involved in a traffic accident.

SOURCE: JSGCTS, 2004.

Furthermore, for fines and penalties to be deterrents, individuals must believe that there is a chance of being caught if they commit the violation. When survey respondents were asked what they thought the chances were that someone entering an intersection with a traffic light, when the traffic light was turning from yellow to red, would be stopped by the police in Pennsylvania, 18.3 percent stated that it was very likely, 43.0 percent stated that it was somewhat likely, 28.7 percent stated it was not

very likely, 9.7 percent stated it was highly unlikely, and 0.3 percent did not know.[194] When a similar question was asked regarding the chances of being caught by police in Pennsylvania for entering an intersection with a traffic light when the traffic light had just turned red, 56.7 percent stated that it was very likely, 31.1 percent stated that it was somewhat likely, 7.5 percent stated that it was not very likely, 4.6 percent stated that it was highly unlikely, and 0.1 percent did not know.[195]

Public Awareness Of Fines And Penalties For Failing To Stop At A Red Traffic Light

According to 75 Pa.C.S., someone found guilty of failing to stop at a red light for the first time in Pennsylvania could be penalized as follows:

- pay a fine of $25[196] ($50 in a construction zone[197]) and other related fees and other costs; and[198]
- receive three points against his or her driver's license.[199]

[194] See Appendix B, Q63 for the exact wording of the question. More detailed information is available in Appendix A, Q63. JSGCTS, 2004.

[195] See Appendix B, Q64 for the exact wording of the question. More detailed information is available in Appendix A, Q64. JSGCTS, 2004.

[196] 75 Pa.C.S. §6502.

[197] 75 Pa.C.S. §3326 (c).

[198] Other fees include a $10 fee to support the emergency medical services (EMS), $30 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee to the Judicial Computer System Augmentation Account to support the initial startup and the ongoing operation of the Statewide judicial computer system, and an average of $27 for court costs. Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506 (a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[199] 75 Pa.C.S. §1535 (a).

When survey respondents were asked an open-ended question pertaining to their understanding of the penalties for a first offense conviction for running a red light in Pennsylvania,[200] the following results were found:

- 0.1 percent of respondents stated that no fine/ticket would be issued, 1.6 percent stated that the ticket issued would cost less than $50, 23.5 percent stated that the ticket would cost between $50 and $99, 29.8 percent stated that the ticket would cost between $100 and $149, 14.4 percent stated that the ticket would cost between $150 and $199, 13.4 percent stated that the ticket would cost $200 or more, 0.3 percent stated that a ticket would be issued but that they did not know how much the ticket would cost, 0.7 percent did not specifically mention that a ticket would be issued, and 16.2 percent did not know or were not sure whether a ticket would be issued and, if it was, what the ticket would cost.[201]
- Respondents also stated various non-monetary penalties for a first offense of failing to stop at a red light in Pennsylvania.[202] The top five responses were as follows: 17.6 percent of respondents believed that points may be added to their driver's license, 1.2 percent believed they may receive a warning, 0.6 percent believed they may be required to take a driver's education class, 0.5 percent believed they may be required to pay court costs in addition to the cost of the ticket, and 0.3 percent believed that they could see their

[200] See Appendix B, Q70 for the exact wording of the question. JSGCTS, 2004.
[201] More detailed information is available in Appendix A, Q70A. JSGCTS, 2004.
[202] Ibid., Q70B.

insurance rates increase.[203] Other non-monetary penalties mentioned included having to do community service and having one's driver's license suspended.[204] Approximately 63.9 percent of respondents did not state a non-monetary penalty, and 16.2 percent stated that they did not know what the non-monetary penalties would be for a first offense conviction of failing to stop at a red light in Pennsylvania.[205]

CONCLUSION AND FINDINGS

As stated before, the reasoning behind surveying Pennsylvania's general population concerning various traffic violations was to gather data to "…determine the effectiveness of Vehicle Code penalties in reducing violations and improving the level of safety on public roads and highways in this Commonwealth."[206] The results of the survey show that, in general, the fines and penalties currently in place in Pennsylvania would deter the majority of individuals from committing the violations addressed in the survey. However, the public must be aware of what the penalties are and that violators will be caught and charged accordingly. In other words, the public must be aware of the law and believe that penalties will be enforced in order for those penalties to have a deterrent effect. The survey shows that overall the general public is not very well informed as to what the penalties are for various traffic violations and many believe

[203] Ibid.
[204] Ibid.
[205] Ibid.
[206] Pennsylvania Senate Resolution 150 of 2003, Printers' Number 1190.

(either correctly or incorrectly) that their chances of being caught committing the various violations addressed in the survey are not very likely or are in fact, highly unlikely.

Drinking And Driving

Survey respondents stated that strong deterrents against drinking and driving included serving jail time, paying large fines, having to pay higher insurance rates, and having their license suspended. With the exception of having to pay higher insurance rates, Pennsylvania law already includes all of these penalties for those caught drinking and driving. Many survey respondents did not know what the penalties were for drinking and driving. Over one-fifth of survey respondents thought that the total ticket amount for drinking and driving was less than $200, and another fifth of respondents did not know what the ticket amount would be (if a ticket was even issued). According to the Pennsylvania Driver's Manual summary of penalties for those convicted of drinking and driving, the fine will be between $300 and $5,000, plus other fees and costs.[207]

Furthermore, only about one-fifth of respondents thought that someone could have his or her driver's license suspended for drinking and driving, and less than four percent of respondents believed an individual convicted of drinking and driving could face any of the following penalties: having to take a driver's education class, having to serve jail time, or having to enter an alcohol treatment program. All of these penalties

[207] Pennsylvania Department of Transportation, *Pennsylvania Driver's Manual: English Version*, January 2004, page 61, http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/padriversman.pdf (09/27/2004).

are possible consequences of drinking and driving as noted previously.[208] Over 40 percent of respondents did not even mention a non-monetary penalty for drinking and driving, and an additional one-fifth of respondents were not sure, or did not know, what the non-monetary penalties would be for drinking and driving.

In addition to survey respondents not fully understanding the penalties for drinking and driving, many did not believe the chances of being caught drinking and driving were very high. Over 30 percent of respondents stated that it was either not very likely, or was highly unlikely, that someone in violation of Pennsylvania's drinking and driving laws would be stopped by the police.[209]

Speeding

Survey respondents stated that strong deterrents to speeding included having their license suspended, paying moderate to large fines, paying higher insurance rates, and having points assessed against their license. With the exception of having to pay higher insurance rates, Pennsylvania law already includes all of these penalties for those caught speeding. However, receiving a suspended license only occurs when an individual is caught traveling at 11 miles per hour or more over the posted speed limit in an active construction zone and may occur when an individual is caught traveling at an excessive rate of speed (31 miles per hour or more over the posted speed limit).[210] Some of the survey respondents either did not know, or underestimated, what the

[208] More detailed information is available in Appendix A, Q70B. JSGCTS, 2004; and Pennsylvania Department of Transportation, *Pennsylvania Driver's Manual: English Version*, January 2004, page 61, http://www.dmv.state.pa.us/pdotforms/pa_forms_manuals/padriversman.pdf (09/27/2004).

[209] More detailed information is available in Appendix A, Q18. JSGCTS, 2004.

[210] 75 Pa.C.S. §1535 (e) and 75 Pa.C.S. §1538 (d).

penalties were for speeding. When compared to the responses to questions about drinking and driving, a much higher percentage of survey respondents either knew the penalties for speeding or believed they were more severe than they actually are.[211] This fact may be due, in part, to more people being charged annually with speeding violations than with drinking and driving violations. Thus, it is possible that the survey respondent, or someone with whom the survey respondent may be familiar, had been caught speeding at some time and, therefore, the survey respondent may have more knowledge of the penalties for speeding than of the penalties for drinking and driving.

Furthermore, in order for the penalties for speeding to be effective, the general public must believe that there is a reasonable probability that if they speed, they will be caught. Many of the survey respondents do believe that there is a high probability an individual who is traveling 20 mph or 30 mph over the speed limit will be stopped by the police in Pennsylvania. When survey respondents were asked what they thought the chances were that someone would be stopped by the police for traveling 20 mph over the posted speed limit, over 91 percent stated that it was very likely or somewhat likely.[212] When a similar question was asked regarding the chances of being caught by police for speeding at a rate of 30 mph over the posted speed limit, over 96 percent stated that it was very or somewhat likely.[213] When a similar question was asked regarding the likelihood of being stopped by the police for traveling 10 mph over the posted speed limit, a little less than 50 percent of survey respondents stated that it was

[211] More detailed information is available in Appendix A, Q42A, Q42B, Q43A, Q43B, Q44A, and A44B as well as in the Summary of Traffic Survey Results chapter, Speeding section, Public Awareness of Speeding Fines and Penalties subsection of this report. JSGCTS, 2004.

[212] More detailed information is available in Appendix A, Q39. JSGCTS, 2004.

[213] Ibid., Q40.

very or somewhat likely.[214] While somewhat speculative, it is possible that this result may be due to a perception that speeding at a rate of 10 mph over the posted speed limit may be taken less seriously by the police than other types of vehicle law violations. However, the survey instrument did not explore such possible motivations among the respondents.

Failing To Stop At A Stop Sign

Survey respondents stated that strong deterrents to failing to stop at a stop sign included the increased likelihood of an accident, having their license suspended, paying moderate to high ticket costs and having to pay higher insurance rates. Current Pennsylvania law states that individuals found guilty of failing to stop at a stop sign pay a fine of $25 plus approximately $77 in other fees.[215] In addition, three points are assessed against the offender's driving record.[216] Almost half (48.1 percent) of the survey respondents stated they believed the total ticket amount for failing to stop at a stop sign was less than $100, and an additional 16.3 percent did not know, or were not sure, whether a ticket would be issued and if it was, how much the total ticket would

[214] Ibid., Q38.

[215] The other fees include a $10 fee for the Emergency Medical Services Fund, a $30 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee for the Judicial Computer System Augmentation Account, and roughly $27 for court costs. 75 Pa.C.S. §6502; Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506(a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[216] The fine is doubled in an active construction zone or emergency response area. 75 Pa.C.S. §1535(a), §3326(c), and §3327(e).

cost.[217] Additionally, only 11.8 percent of respondents believed that points may be assessed against an individual's driver's license for failing to stop at a stop sign.[218]

Furthermore, in order for the penalties for failing to stop at a stop sign to be effective, the general public must believe that there is a reasonable probability that if they fail to stop at a stop sign, they will be caught. Many of the survey respondents do believe that there is a high probability an individual, who either fails to slow or to come to a stop at a stop sign, will be stopped by the police in Pennsylvania. When survey respondents were asked about the likelihood that someone would be stopped by the police for not slowing down or stopping at a stop sign, over 80 percent stated that it was very likely or somewhat likely.[219] However, when asked a similar question regarding the likelihood of being stopped by the police for slowing down, but not completely stopping, at a stop sign, slightly more than 56 percent of survey respondents stated that it was very or somewhat likely.[220]

Failing To Stop At A Red Traffic Light

Survey respondents stated that strong deterrents to failing to stop at a red traffic light included an increased likelihood of having an accident, an increased possibility of being caught by police, receiving a suspended license, paying high ticket costs, and having to pay higher insurance rates. Current Pennsylvania law states that individuals

[217] More detailed information is available in Appendix A, Q69A as well as in the Summary of Traffic Survey Results chapter, Failing to Stop at a Stop Sign section, Public Awareness of Failing to Stop at Stop Signs Fines and Penalties subsection of this report. JSGCTS, 2004.

[218] More detailed information is available in Appendix A, Q69B as well as in the Summary of Traffic Survey Results chapter, Failing to Stop at a Stop Sign section, Public Awareness of Failing to Stop at Stop Signs Fines and Penalties subsection of this report. JSGCTS, 2004.

[219] More detailed information is available in Appendix A, Q62. JSGCTS, 2004.

[220] Ibid., Q61.

found guilty of failing to stop at a red traffic light pay a fine of $25 plus approximately $77 in other fees.[221] In addition, three points are added to the individual's driving record.[222] In total, about a quarter of the survey respondents stated they believed the total ticket amount for failing to stop at a red light was less than $100, and an additional 16.2 percent did not know, or were not sure, whether a ticket would be issued and if it was, how much the total ticket would cost. [223] Additionally, only 17.6 percent of respondents believed that points might be added to an individual's license for failing to stop at a red light.[224]

Furthermore, in order for the penalties for failing to stop at a red light to be effective, the general public must believe that there is a reasonable probability that if they fail to stop at a red light, they will be caught. Many of the survey respondents do believe that there is a high probability an individual who enters an intersection with a traffic light, when the traffic light has just turned red, will be stopped by the police in Pennsylvania. When survey respondents were asked what they thought the chances were that someone would be stopped by the police for entering an intersection with a traffic light, when the traffic light had just turned red, 88 percent stated that it was very

[221] The other fees include a $10 fee for the Emergency Medical Services Fund, a $30 fee for the Catastrophic Loss Benefits Continuation Fund, a $10 fee for the Judicial Computer System Augmentation Account, and roughly $27 for court costs. 75 Pa.C.S. §6502; Pennsylvania Emergency Medical Services Act of 1985, Section 14 (a) and (b); 75 Pa.C.S. §6506(a); 42 Pa.C.S. §3732 (a) and §3733 (a.1); and data on court costs from 1998 through 2003 provided by the Administrative Office of Pennsylvania Courts to the Joint State Government Commission.

[222] 75 Pa.C.S. §1535(a).

[223] More detailed information is available in Appendix A, Q70A as well as in the Summary of Traffic Survey Results chapter, Failing to Stop at a Stop Sign section, Public Awareness of Failing to Stop at Stop Signs Fines and Penalties subsection of this report. JSGCTS, 2004.

[224] More detailed information is available in Appendix A, Q70B as well as in the Summary of Traffic Survey Results chapter, Failing to Stop at a Stop Sign section, Public Awareness of Failing to Stop at Stop Signs Fines and Penalties subsection of this report. JSGCTS, 2004.

likely or somewhat likely.[225] However, when asked a similar question regarding the chances of being stopped by the police for entering an intersection with a traffic light, when the traffic light was turning from yellow to red, slightly more than 61 percent of survey respondents stated that it was very or somewhat likely.[226] While somewhat speculative, this result may be due to a perception that "trying to beat the light" may be regarded less seriously by law enforcement than other types of vehicle law violations. In this instance, the driver may also feel more comfortable that he could argue that stopping in time was an impossibility and, thus, it is possible that the driver may actually feel more emboldened when it comes to this sort of violation of the law. However, the survey instrument did not explore such possible motivations among the respondents.

Conclusions

Overall, it appears that the fines and penalties currently applicable under Pennsylvania to the various traffic violations addressed in the survey do adequately deter individuals from committing the specified offenses. However, in some cases, a stronger effort needs to be made to ensure that the general public knows the penalties for the various common and serious traffic offenses. After all, if the general public is unaware that a penalty exists for a particular traffic offense, the penalty loses its effectiveness as a deterrent. Furthermore, in order for penalties for traffic violations to be fully effective, members of the general public need to believe they will be caught if

[225] More detailed information is available in Appendix A, Q64. JSGCTS, 2004.
[226] Ibid., Q63.

they violate the law. Therefore, in addition to adequately publicizing fines and penalties for various traffic offenses, law enforcement must ensure that the general public is also aware that chances are good that individuals who do not obey the rules of the road will be caught.

TITLE 75 – INTERNAL CONSISTENCY AND COMPARISON WITH NEIGHBORING STATES

Senate Resolution 150 of 2003 directed the Joint State Government Commission to undertake a comprehensive review of the Commonwealth's Vehicle Code (75 Pa.C.S.) to determine its internal consistency and its consistency with the motor vehicle laws of neighboring states.

In order to conduct this review of internal consistency in a manageable way that would yield meaningful results, the Commission narrowed its focus to what it determined to be moving violations. While acknowledging that this was not a clearly defined set of statutes and penalties, Commission staff was required to make judgment calls at the margins. Furthermore, staff examined which types of vehicles were most likely to be cited and determined that its efforts were best utilized if it targeted those statutes effecting passenger vehicles, tractor-trailers and certain farm vehicles.

Subsequently, and in regard to its review of the consistency of Pennsylvania motor vehicle laws to the motor vehicle laws of the Commonwealth's six neighboring states, those laws that were the most violated (i.e., on average, accounting for one percent or more of the total cited annual violations) and others which were cited less frequently, but were the most serious in nature, such as homicide by vehicle for example, were included in this part of the analysis, while those cited less frequently or not considered "serious offenses" were culled from the list of offenses to be reviewed.

In the end, although unscientific and relatively subjective in nature, each analysis proved to be more fruitful and more valuable than a review of each and every law in the Pennsylvania Vehicle Code and the laws of the six other states involved.

INTERNAL CONSISTENCY

In reviewing Title 75 for internal consistency, Commission staff reviewed its initial list of "moving violations" to see if any areas of the Vehicle Code seemed to be notably inconsistent within similar areas of the law, trying not to impose individual judgments about the subjective appropriateness of a penalty for a particular offense when viewed in relation to a completely different and unrelated area of the Vehicle Code. Staff was also mindful that the legislation which created each penalty may have intended the outcome it achieved and that there may be a justification which belies the apparent inconsistency.

The staff's review of the internal consistency of the Pennsylvania Vehicle Code yielded four areas of note: 1) the difference in penalties for the unauthorized use of various license plates (dealer plates, handicapped plates, school bus plates, business plates, antique plates and farm plates) covered in 75 Pa.C.S. §§ 1336-1344 (a); 2) the difference in the penalty for overtaking a school bus [75 Pa.C.S. §3345 (a)] versus overtaking a school bus used to transport the disabled [75 Pa.C.S. §3345 (f.1)]; 3) the penalty for careless driving (75 Pa.C.S. §3714) as compared to the penalty for reckless driving [75 Pa.C.S. §3736 (a)]; and 4) the incongruity between the list of offenses for which fines are to be doubled in 75 Pa.C.S. §3326 (duty of driver in construction and

maintenance areas) and the list of offenses for which fines are to be doubled in §3327 (duty of driver in emergency response areas).

The penalty for the unauthorized use of various kinds of license plates in the Commonwealth is a summary offense. However, the fine varies by type of plate. While the fine is $25.00 for a violation of Sections 1337 (a) (improper use of business plates), 1340 (b) (improper use of antique plates), and 1343 (use of school bus/school vehicle plates), the fine for violating §1336 (f) (improper use of dealer registration plates) is a fine of no more than $100, the fine for violating §1338 (improper use of handicapped plates) is $100, and the fine for a violation of §1344 (a) (improper use of farm plates) is $50.

Another area of note is 75 Pa.C.S. §3345. Section 3345 (a) states that no vehicle shall overtake a school bus which is stopped with its red signal lights activated. §3345 (f.1) addresses the same issue, with the same prohibition, in regard to a school bus being used to transport disabled persons. While the fine for violating either subsection is the same, the total penalty for violating § 3345 (a) includes five points against the violator's driving record and a 60-day license suspension. The penalty for a violation of §3345 (f.1) does not include points or a license suspension.

Section 3714 of Title 75 addresses the offense of careless driving. A violation of this section is a summary offense ($25 fine) and three points assessed against the violator's driving record. Reckless driving [§3736 (a)], apparently a more serious violation of the Commonwealth's motor vehicle laws, given its designation in Chapter 37 subchapter B as a "serious offense," does carry a higher fine (i.e., $200). However,

a violation of the Commonwealth's reckless driving law does not carry an assessment of points against the violator's driving record.

One final area of note in regard to the internal consistency of Title 75 is the difference between §3326 (duty of driver in construction and maintenance areas or on highway safety corridors) and §3327 (duty of driver in emergency response areas). Both sections include a list of other Title 75 offenses which will result in the violator being fined double what he otherwise would be fined for committing one of the noted offenses outside of the respective special area (i.e., construction and maintenance areas, highway corridors, and emergency response areas). Although there are a number of enumerated offenses which differ between 75 Pa.C.S. §3326 and 75 Pa.C.S. §3327, some of the differences seem to be uniquely related to the umbrella provision itself. For example, fines are doubled in emergency response areas for violations of §3325 (relating to duty of driver on approach of emergency vehicle) and section 3707 (driving or stopping close to fire apparatus). These same sections do not garner double fines under 75 Pa.C.S. §3326 (duty of driver in construction and maintenance areas or on highway safety corridors), and this seems to be consistent with the purpose of the law. However, certain other provisions of law such as 75 Pa.C.S. §3702 (limitations on backing) and 75 Pa.C.S. §3362 (maximum speed limits) are subject to doubled fines under 75 Pa.C.S. §3326 but not under 75 Pa.C.S. §3327. On the other hand, 75 Pa.C.S. §3312 (limited access highway entrances and exits) and 75 Pa.C.S. §3710 (stopping at intersection or crossing to prevent obstruction) are provisions of law for which fines are doubled under 75 Pa.C.S. §3327 but not under 75 Pa.C.S. §3326.

The list of offenses between the two sections is otherwise essentially identical. Although such differences between 75 Pa.C.S. §3326 and §3327 may have been intended, the Commission notes them here because it is not, on its face, immediately apparent why some of these differences exist.

COMPARISON WITH NEIGHBORING STATES

As directed by Senate Resolution 150 of 2003, the Commission also compared 75 Pa.C.S. to the vehicle laws of each of the six states which border Pennsylvania. Thus, staff reviewed the vehicle statutes of Delaware,[227] Maryland[228], New Jersey[229], New York[230], Ohio[231] and West Virginia[232] over the course of the study, and prior to the end of 2004, to obtain a sense of the overall comparison with Pennsylvania vehicle law and to detect areas in which Pennsylvania law arguably stood apart from the rest.

For the sake of performing a meaningful comparison, the Commission narrowed its focus in this area to a subset of offenses which included those moving violations most frequently violated in Pennsylvania (i.e., those that, on average, accounted for one percent or more of the total moving violations), the specially classified serious offenses and other offenses of note as determined by staff (such as seat belt and child safety seat violations). The focus of the analysis was on those offenses found in Pennsylvania law

[227] Online Delaware Code *Title 21 Motor Vehicle*, available at http://www.delcode.state.de.us/.

[228] Michie's Code of Maryland Online *Criminal Law* and *Transportation* http://198.187.128.12/maryland/lpext.dll?f=templates&fn=fs-main.htm&2.0

[229] N.J. STAT ANN. §§ 39:1–39: End (West 2003).

[230] N.Y. [Vehicle and Traffic Law] §§ 1-End (Consol. 2004).

[231] OHIO REV. CODE ANN. § 4301.01 (Baldwin 1999) and OHIO REV. CODE ANN; § 4509.01. (Baldwin 1999).

[232] Miche's West Virginia Code Annotated. Volume 6, Chapters 17-17G.

to determine how those laws compare with the laws of each of the Commonwealth's six neighbor states. Thus, it is possible that the laws found in those six states which do not have a comparable provision in Pennsylvania law may not have come to the attention of Commission staff as part of this study.

As a result of this analysis, the Commission identified seven areas, in which, in the aggregate, Pennsylvania differed notably from the six states with which it shares a common border.

One specific example of a penalty in which Pennsylvania appears, in the aggregate, to differ from its neighbors is the penalty for driving while the driver's operating privilege is suspended or revoked [75 Pa.C.S. §1543 (a)]. A violation of this provision of the Commonwealth's vehicle law carries a fine of $200. In each of Pennsylvania's six neighboring states, the range of possible fines is up to $500, or in the instance of Maryland and Delaware, up to $1,000, with the fine in New Jersey set specifically at no less than $500. In addition, four of the six states provide for the possibility of jail time for a first offense, Maryland being the most punitive by allowing imprisonment for up to one year. Delaware provides for the possibility of imprisonment for a period of 30 days to six months for this violation.

Another area of vehicle law in which Pennsylvania appears to differ from its neighbors is in regard to the penalty for operating a vehicle without the required financial responsibility [75 Pa.C.S. §1786 (f)] – in other words, operating a vehicle without the legally mandated insurance coverage. In Pennsylvania, a violation of this provision is a summary offense with a fine of $300. A violation of this provision in the

Commonwealth's neighboring states typically carries the possibility of higher fines, in some cases up to $1,000 or even $5,000, such as in West Virginia. In addition, some of Pennsylvania's neighbors include the possibility of imprisonment or community service for a first offense as well as the suspension of certain specified licenses (e.g. commercial driver's licenses).

Upon making the comparison between Pennsylvania vehicle law and that of the Commonwealth's neighboring states, the Commission noted two particular provisions of law in which Pennsylvania seems to be the only state of the seven to proscribe the particular offense and/or specify a penalty for its violation. Those two provisions are the use of vehicle hazard lights at railroad crossings [75 Pa. C.S. §3342 (e)], which requires that certain vehicles use their hazard lights upon reaching a railroad crossing, and the provision of law which prohibits a driver under 18 years of age from carrying more passengers than the number of seatbelts in the vehicle [75 Pa.C.S. §4581 (a) (3)]. In regard to the latter, Pennsylvania seems to be the only state among all seven which has such a provision on books. As to the former, Maryland addresses the need for certain vehicles to make stops at railroad crossings and the need for school busses to use their flashing red lights at such crossings but seems to make no provision for the use of vehicle hazard lights by other vehicles which are also required to stop. Staff found no similar provisions in any of the other neighboring states. Thus, in regard to these two areas of law, Pennsylvania appears to stand apart from the rest with its prohibitions and penalties.

Section 3714 of Title 75 defines, and establishes a penalty for, "careless" driving. Not all of Pennsylvania's neighbors have such a provision on their books. Delaware and Maryland do (although Maryland identifies it as negligent driving). However, Pennsylvania's penalty for this offense does not appear to differ substantially from those states which have such a provision. This section is mentioned not for the difference in penalty but for the fact that Pennsylvania is one of the states which classifies careless driving as an offense, while some of the others do not.

Almost a natural follow-up to "careless" driving is "reckless" driving. Reckless driving [75 Pa.C.S. §3736 (a)] is defined and penalized by each state, including Pennsylvania. The offense of reckless driving is noted in this report because a violation of this particular provision of the Pennsylvania Vehicle Code carries with it a $200 fine while a similar violation in the Commonwealth's neighboring states typically carries a more punitive fine and in some cases the possibility of imprisonment. In Maryland, this offense carries a fine of up to $1,000 and six points assessed against the driver's record. In New York, this violation, at its most punitive, can carry with it imprisonment and a one-year license suspension.

The last area of note identified by Commission staff was in the area of seat belt violations [75 Pa.C.S. §4581 (a) (2)]. Failure to use a seat belt in Pennsylvania is a secondary offense (i.e., it can be cited only if in addition to another violation) with a fine of $10. In some of Pennsylvania's neighboring states, this is a primary offense (i.e., a driver can be stopped and cited for violating this provision alone) and carries more punitive fines ranging from $25 to $50.

Although each state's vehicle laws vary slightly and the organization and terminology of the law may be different, for the offenses examined, in the aggregate, Pennsylvania's vehicle code seems to be fairly similar to those of its neighboring states. Furthermore, because a comparison of laws can result in some very subjective determinations in regard to consistency, the above areas of difference are noted purely because they stood out to Commission staff conducting the review. This is not to say that someone conducting a similar analysis would find the same violations worthy of note. Thus, the reader is urged to be mindful of this caveat when considering the observations above.

FINDINGS

Based on the analysis of data pertaining to violations of 75 Pa.C.S, the survey (JSGCTS) conducted in conjunction with CSR, and a review of 75 Pa.C.S. for internal consistency as well as comparability to the motor vehicle laws of Delaware, Maryland, New Jersey, New York, Ohio and West Virginia, as detailed in the preceding chapters, the Commission makes the following findings:

- Violations of just 14 provisions of 75 Pa.C.S. account for nearly 83 percent of the approximate annual average of 1,749,509 total moving violations in Pennsylvania, with violations of 75 Pa.C.S. sections 3362 (speeding), 3111 (a) (disregarding a traffic control device), and 4703 (operation of a vehicle without certification of inspection) accounting for over half of that 83 percent.
- Increasing the penalty for a particular provision of 75 Pa.C.S. often, perhaps counter-intuitively, seems to result in a short-term increase in the number of violations cited. This may be due to an increase in enforcement immediately following a change in the law.
- Analysis of data in regard to changes in the number of vehicle code violations per year, in and of itself, explains very little about driver behavior and the best means for achieving compliance with the Commonwealth's vehicle laws.

- Pennsylvania motor vehicle law, generally, provides the kinds of penalties which deter drivers from committing violations. However, often drivers do not know the penalty for violating a specific provision of the law and do not believe that the law will be enforced.
- Visible, sustained enforcement, along with efforts to educate the driving public about the Commonwealth's vehicle laws and penalties, are probably the best methods to deter infractions of Pennsylvania's Vehicle Code.
- With a few exceptions, 75 Pa.C.S. generally appears to be internally consistent.
- With a few exceptions, Pennsylvania motor vehicle law is reasonably similar to that of the six states which border the Commonwealth (i.e., Delaware, Maryland, New Jersey, New York, Ohio, and West Virginia).

APPENDICES

APPENDIX A: SURVEY DATA

This appendix contains the survey responses gathered from the Joint State Government Commission Traffic Survey.[233] Unless otherwise noted, all data presented in this appendix has been weighted by age group and gender as described in the *Survey Methodology* section of this report. The survey error associated with the survey results is ±3.1 percent for the percentages of all survey participants answering various questions in a certain way and greater than ±3.1 percent for sub-populations, such as responses given by a particular gender, educational background, household income, or age group.[234] For questions that were asked of all survey respondents, Table 5 shows the survey error associated with various sub-populations. For questions that were only asked of some of the survey respondents, please refer to the *Survey Methodology* section of this report in order to calculate the survey error. Unless otherwise noted, all 986 survey participants were asked each question.

[233] The majority of the survey responses are categorized by gender, age group, and educational background. Where applicable, categorizations based on household income are also included. Additional information and categories are available through the Joint State Government Commission.
[234] See the *Survey Methodology* section of this report for more information.

TABLE 5
NUMBER OF SURVEY RESPONDENTS AND
95 PERCENT CONFIDENCE INTERVAL (SURVEY ERROR)
BY GENDER, AGE GROUP, EDUCATIONAL BACKGROUND,
AND ANNUAL HOUSEHOLD INCOME

	Number of survey respondents[1]	95 Percent confidence interval (survey error)[2] (±%)
Gender		
Male	624	±3.9%
Female	362	5.2
Age group		
18 to 24	35	16.6
25 to 34	82	10.8
35 to 44	127	8.7
45 to 54	174	7.4
55 to 64	180	7.3
65 or older	388	5.0
Educational Background		
Less than high school	57	13.0
High school diploma or GED	374	5.1
Some College	225	6.5
Two-year technical degree	101	9.8
Four-year college degree	129	8.6
Post graduate work	99	9.8
Refused (vol.)	1	--
Household income		
Under $15,000	105	9.6
$15,000 to $24,999	178	7.3
$25,000 to $34,999	170	7.5
$35,000 to $49,999	147	8.1
$50,000 to $64,999	112	9.3
$65,000 to $80,000	77	11.2
Over $80,000	86	10.6
Don't know/not sure (vol.)	28	--
Refused (vol.)	83	--
Total	986	3.1

1. The number of survey respondents is the actual (not weighted) number of survey respondents that successfully completed the survey.
2. The survey error is calculated using the following formula: survey error = 0.980 x sqrt (1/sample size). For more detail on how this calculation is done, please refer to the *Survey Methodology* section of this report.

SURVEY RESULTS BY QUESTION

Q01: Approximately how many years have you been driving?

	30 or more years	Between 10 and 29 years	Between 5 and 9 years	Less than 5 years	Total
Gender					
Male	46.9%	37.2%	6.5%	9.4%	100.0%
Female	47.6	36.5	7.9	8.0	100.0
Total	47.2	36.8	7.2	8.7	100.0

Q02: Within the last year, how often did you drive a motor vehicle such as a car, truck, SUV, motorcycle or van?

	Almost every day	A few days a week	A few days a month	A few times a year	Total
Gender					
Male	92.5%	6.6%	0.4%	0.6%	100.0%
Female	82.4	13.8	2.7	1.1	100.0
Age group					
18 to 24 years	94.1	5.9	0.0	0.0	100.0
25 to 34 years	91.9	6.2	1.0	1.0	100.0
35 to 44 years	93.0	5.3	0.0	1.7	100.0
45 to 54 years	91.3	6.4	1.9	0.5	100.0
55 to 64 years	84.2	15.0	0.8	0.0	100.0
65 years or older	70.8	23.0	5.0	1.2	100.0
Educational background					
Less than high school	70.4	23.4	4.9	1.4	100.0
H.S. diploma or GED	84.5	13.4	1.7	0.4	100.0
Some college	90.4	8.6	0.9	0.2	100.0
Two-yr. technical deg.	88.1	9.0	2.6	0.3	100.0
Four-yr. college deg.	91.6	4.5	1.4	2.4	100.0
Post graduate work	91.3	6.6	0.0	2.1	100.0
Total	87.4	10.2	1.5	0.8	100.0

Q03: If you are employed, does your job require you to drive a vehicle on public roadways on a regular basis during work hours?

	Yes	No (or No, because I'm not employed)	Don't know/not sure (vol.)	Total
Gender				
Male	32.6%	67.4%	0.0%	100.0%
Female	20.2	79.7	0.1	100.0
Age group				
18 to 24 years	21.0	79.0	0.0	100.0
25 to 34 years	30.2	69.8	0.0	100.0
35 to 44 years	39.6	60.4	0.0	100.0
45 to 54 years	31.9	68.1	0.0	100.0
55 to 64 years	23.8	75.8	0.4	100.0
65 years or older	6.2	93.8	0.0	100.0
Educational background				
Less than high school	20.1	79.9	0.0	100.0
H.S. diploma or GED	22.6	77.4	0.0	100.0
Some college	28.2	71.8	0.0	100.0
Two-yr. technical deg.	34.8	65.2	0.0	100.0
Four-yr. college deg.	25.6	74.1	0.4	100.0
Post graduate work	29.5	70.5	0.0	100.0
Total	26.4	73.6	0.1	100.0

Q04: *{Asked only of those whose job required them to drive during work hours}* Do you currently have a commercial driver's license or CDL?[1]

	Yes	No	Total
Gender			
Male	29.1%	70.9%	100.0%
Female	18.8	81.2	100.0
Total	25.2	74.8	100.0

1. Only 192 respondents were asked this question, including 93 males and 99 females.

Q05: *{Asked only of those whose job required them to drive during work hours}* I'm going to list a variety of different vehicle types. Please tell me what type most closely resembles the vehicle you are most likely to drive during your work hours?[1]

	Car, van, pick-up truck, or SUV	18-wheel tractor trailer	Other large truck	Bus	Other vehicle	Total
Gender						
Male	84.1%	5.5%	5.2%	2.0%	3.2%	100.0%
Female	92.8	1.0	0.0	4.7	1.5	100.0
Total	87.4	3.7	3.2	3.0	2.6	100.0

1. Only 192 respondents were asked this question, including 93 males and 99 females.

Now, I'm going to read a list of driving behaviors. Please note that although there are questions about driving violations or offenses, all responses are recorded without names or other identifiers. Keeping in mind that all answers will be kept confidential and anonymous, please tell me approximately how often you have participated in each of these behaviors within the past year. Yours choices for the following questions will be quite often, occasionally, not very often or never.

- **Q06: Driving with a blood alcohol level just at or above the State's legal limit of .08.**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Gender						
Male	1.0%	4.4%	9.8%	84.4%	0.3%	100.0%
Female	0.0	1.2	4.4	94.1	0.3	100.0
Age group						
18 to 24 years	3.4	2.4	5.9	88.3	0.0	100.0
25 to 34 years	0.0	7.7	1.7	90.7	0.0	100.0
35 to 44 years	0.0	1.1	13.0	85.3	0.6	100.0
45 to 54 years	0.7	3.9	11.4	83.2	0.7	100.0
55 to 64 years	0.0	0.9	6.8	92.3	0.0	100.0
65 years or older	0.0	1.0	1.2	97.8	0.0	100.0

- **Q06 (Continued): Driving with a blood alcohol level just at or above the State's legal limit of .08.**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	0.0%	0.0%	1.3%	98.7%	0.0%	100.0%
H.S. diploma or GED	0.0	3.8	5.9	90.3	0.0	100.0
Some college	1.5	1.3	6.4	90.2	0.5	100.0
Two-yr. technical deg.	1.3	4.4	9.4	84.9	0.0	100.0
Four-yr. college deg.	0.0	2.9	10.0	86.1	1.0	100.0
Post graduate work	0.0	2.4	8.9	88.7	0.0	100.0
Total	0.5	2.8	7.1	89.3	0.3	100.0

- **Q07: Slowing down, but not completely stopping at a stop sign**

	Quite often	Occasionally	Not very often	Never	Total
Gender					
Male	8.4%	27.2%	34.3%	30.2%	100.0%
Female	4.9	19.9	31.9	43.3	100.0
Age group					
18 to 24 years	15.2	29.3	37.9	17.6	100.0
25 to 34 years	10.8	23.0	39.5	26.8	100.0
35 to 44 years	6.2	27.3	35.4	31.1	100.0
45 to 54 years	5.1	27.9	33.6	33.4	100.0
55 to 64 years	4.3	16.9	32.2	46.7	100.0
65 years or older	2.0	16.4	21.5	60.1	100.0
Educational background					
Less than high school	10.3	6.6	34.3	48.8	100.0
H.S. diploma or GED	4.5	22.7	27.5	45.3	100.0
Some college	8.7	28.0	33.6	29.8	100.0
Two-yr. technical deg.	8.6	18.4	29.6	43.4	100.0
Four-yr. college deg.	3.6	25.3	42.6	28.5	100.0
Post graduate work	10.2	27.0	42.0	20.8	100.0
Total	6.7	23.5	33.1	36.7	100.0

- **Q08: Not stopping or slowing down at a stop sign**

	Quite often	Occasionally	Not very often	Never	Total
Gender					
Male	1.8%	7.2%	15.7%	75.3%	100.0%
Female	1.6	5.6	8.1	84.7	100.0
Age group					
18 to 24 years	0.0	9.7	17.6	72.7	100.0
25 to 34 years	4.5	7.9	16.5	71.0	100.0
35 to 44 years	3.4	8.4	7.6	80.6	100.0
45 to 54 years	0.5	6.5	14.1	78.9	100.0
55 to 64 years	0.9	3.8	12.8	82.4	100.0
65 years or older	0.3	2.5	6.1	91.0	100.0
Educational background					
Less than high school	1.4	8.2	15.0	75.4	100.0
H.S. diploma or GED	0.9	7.9	10.1	81.1	100.0
Some college	1.3	4.8	14.9	79.0	100.0
Two-yr. technical deg.	5.2	8.4	7.3	79.1	100.0
Four-yr. college deg.	0.0	4.6	12.6	82.8	100.0
Post graduate work	4.4	4.3	14.6	76.8	100.0
Total	1.7	6.4	11.9	80.0	100.0

- **Q09: Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Gender						
Male	9.4%	34.5%	37.3%	18.7%	0.1%	100.0%
Female	5.4	36.6	34.3	23.7	0.0	100.0
Age group						
18 to 24 years	24.5	34.5	24.5	16.6	0.0	100.0
25 to 34 years	8.1	47.1	29.4	15.3	0.0	100.0
35 to 44 years	7.9	28.6	40.7	22.7	0.0	100.0
45 to 54 years	7.0	40.4	38.3	14.3	0.0	100.0
55 to 64 years	1.7	34.0	38.1	26.2	0.0	100.0
65 years or older	0.8	29.3	38.1	31.4	0.3	100.0

- **Q09 (Continued): Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	6.1%	24.5%	34.1%	35.4%	0.0%	100.0%
H.S. diploma or GED	4.6	36.0	37.1	22.3	0.0	100.0
Some college	12.4	34.5	33.6	19.5	0.0	100.0
Two-yr. technical deg.	3.2	39.3	32.9	24.6	0.0	100.0
Four-yr. college deg.	10.9	33.7	38.6	16.4	0.4	100.0
Post graduate work	5.7	40.1	36.3	17.9	0.0	100.0
Total	7.4	35.6	35.8	21.2	0.1	100.0

- **Q10: Entering an intersection with a traffic light when the traffic light has just turned red**

	Quite often	Occasionally	Not very often	Never	Don't know/ not sure (vol.)	Refused (vol.)	Total
Gender							
Male	0.5%	4.3%	16.7%	78.4%	0.0%	0.0%	100.0%
Female	1.2	2.6	10.6	85.0	0.4	0.3	100.0
Age group							
18 to 24 years	2.4	0.0	25.9	71.7	0.0	0.0	100.0
25 to 34 years	1.0	8.6	16.8	72.7	0.0	1.0	100.0
35 to 44 years	0.0	2.3	10.8	86.2	0.6	0.0	100.0
45 to 54 years	1.2	2.9	15.8	80.1	0.0	0.0	100.0
55 to 64 years	0.9	4.7	8.0	86.4	0.0	0.0	100.0
65 years or older	0.4	1.8	8.6	88.7	0.4	0.0	100.0
Educational background							
Less than high school	0.9	1.4	12.6	85.1	0.0	0.0	100.0
H.S. diploma or GED	0.4	2.0	7.9	89.2	0.0	0.4	100.0
Some college	1.1	4.3	17.8	76.6	0.2	0.0	100.0
Two-yr. technical deg.	1.3	7.0	12.1	78.3	1.4	0.0	100.0
Four-yr. college deg.	1.8	4.0	15.9	78.4	0.0	0.0	100.0
Post graduate work	0.0	2.4	23.3	74.3	0.0	0.0	100.0
Total	0.9	3.5	13.6	81.7	0.2	0.2	100.0

- Q11: Going 10 miles per hour over the posted speed limit

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Gender						
Male	26.9%	42.1%	17.9%	12.4%	0.7%	100.0%
Female	21.3	35.3	20.8	22.3	0.4	100.0
Age group						
18 to 24 years	46.9	39.0	6.9	7.3	0.0	100.0
25 to 34 years	33.7	41.9	16.0	8.4	0.0	100.0
35 to 44 years	23.5	41.2	17.8	15.8	1.7	100.0
45 to 54 years	22.8	32.9	21.3	23.0	0.0	100.0
55 to 64 years	17.0	42.0	22.0	18.6	0.4	100.0
65 years or older	9.2	36.8	27.5	25.8	0.7	100.0
Educational background						
Less than high school	20.9	25.1	27.4	23.8	2.7	100.0
H.S. diploma or GED	20.1	35.2	21.8	22.8	0.2	100.0
Some college	25.5	39.1	19.5	15.9	0.0	100.0
Two-yr. technical deg.	20.7	45.8	15.9	16.6	1.1	100.0
Four-yr. college deg.	30.6	42.7	15.0	10.1	1.5	100.0
Post graduate work	31.6	42.0	17.5	8.9	0.0	100.0
Total	24.1	38.7	19.4	17.3	0.5	100.0

- Q12: Going 20 miles per hour over the posted speed limit

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Gender						
Male	5.2%	12.5%	26.1%	55.2%	1.0%	100.0%
Female	0.6	9.4	21.9	67.7	0.3	100.0
Age group						
18 to 24 years	6.9	10.3	53.1	29.7	0.0	100.0
25 to 34 years	4.3	14.6	26.1	55.0	0.0	100.0
35 to 44 years	4.3	10.8	20.6	61.4	2.8	100.0
45 to 54 years	1.2	14.2	21.5	63.0	0.0	100.0
55 to 64 years	1.3	9.3	20.5	68.9	0.0	100.0
65 years or older	0.7	5.7	14.2	78.9	0.5	100.0

- **Q12 (Continued): Going 20 miles per hour over the posted speed limit**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	0.0%	6.0%	33.4%	59.2%	1.4%	100.0%
H.S. diploma or GED	2.0	7.2	20.6	70.1	0.1	100.0
Some college	4.4	13.6	23.8	58.1	0.0	100.0
Two-yr. technical deg.	2.4	9.7	25.6	59.3	3.0	100.0
Four-yr. college deg.	4.2	14.3	27.8	52.1	1.5	100.0
Post graduate work	2.4	16.8	25.2	55.5	0.0	100.0
Total	2.9	11.0	24.0	61.4	0.7	100.0

- **Q13: Going 30 miles per hour over the posted speed limit**

	Quite often	Occasionally	Not very often	Never	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender							
Male	0.9%	3.3%	11.9%	82.1%	1.7%	0.0%	100.0%
Female	0.0	1.9	5.1	92.0	0.9	0.1	100.0
Age group							
18 to 24 years	0.0	6.9	16.2	76.9	0.0	0.0	100.0
25 to 34 years	0.0	3.6	9.8	84.9	1.7	0.0	100.0
35 to 44 years	1.1	1.9	11.9	81.7	3.4	0.0	100.0
45 to 54 years	0.0	0.7	8.0	90.5	0.7	0.0	100.0
55 to 64 years	0.0	3.0	6.0	90.2	0.8	0.0	100.0
65 years or older	1.3	1.8	1.3	95.0	0.4	0.2	100.0
Educational background							
Less than high school	0.0	1.3	8.2	90.5	0.0	0.0	100.0
H.S. diploma or GED	1.0	1.6	7.6	89.2	0.6	0.1	100.0
Some college	0.0	3.8	11.5	84.7	0.0	0.0	100.0
Two-yr. technical deg.	0.0	1.3	9.6	85.2	3.9	0.0	100.0
Four-yr. college deg.	0.4	5.0	8.3	82.9	3.4	0.0	100.0
Post graduate work	0.6	1.7	3.7	92.4	1.6	0.0	100.0
Total	0.5	2.6	8.5	87.1	1.3	a	100.0

a. Rounds to less than 0.1 percent.

For the next series of questions, I want you to think only about driving under the influence of alcohol commonly called drinking and driving.

Q14: Do you believe drinking and driving increases the chance that an individual will be involved in a traffic accident?

	Yes	No	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender					
Male	96.4%	2.4%	1.2%	0.0%	100.0%
Female	99.2	0.5	0.2	0.1	100.0
Age group					
18 to 24 years	100.0	0.0	0.0	0.0	100.0
25 to 34 years	98.3	1.7	0.0	0.0	100.0
35 to 44 years	96.1	2.8	1.1	0.0	100.0
45 to 54 years	100.0	0.0	0.0	0.0	100.0
55 to 64 years	96.6	2.2	1.3	0.0	100.0
65 years or older	96.5	1.8	1.5	0.2	100.0
Educational background					
Less than high school	100.0	0.0	0.0	0.0	100.0
H.S. diploma or GED	97.1	1.9	0.9	0.0	100.0
Some college	99.4	0.2	0.5	0.0	100.0
Two-yr. technical deg.	99.5	0.0	0.5	0.0	100.0
Four-yr. college deg.	96.6	1.9	1.2	0.3	100.0
Post graduate work	95.6	4.4	0.0	0.0	100.0
Total	97.8	1.5	0.7	a	100.0

a. Rounds to less than 0.1 percent.

Q15: *{Asked only of those who stated they believed drinking and driving increases the chance that an individual will be involved in a traffic accident}* How strongly does this belief deter you from drinking and driving?[1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	65.9%	15.0%	17.8%	1.3%	0.0%	100.0%
Female	83.7	3.7	10.9	1.4	0.3	100.0

Q15 (Continued): ***{Asked only of those who stated they believed drinking and driving increases the chance that an individual will be involved in a traffic accident}*** **How strongly does this belief deter you from drinking and driving?**[1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	82.4%	12.7%	4.8%	0.0%	0.0%	100.0%
25 to 34 years	80.8	6.1	13.2	0.0	0.0	100.0
35 to 44 years	81.0	9.8	9.2	0.0	0.0	100.0
45 to 54 years	66.1	14.1	18.2	1.2	0.5	100.0
55 to 64 years	80.2	5.9	13.1	0.8	0.0	100.0
65 years or older	63.9	6.3	23.7	5.6	0.4	100.0
Educational background						
Less than high school	82.5	8.2	8.0	1.4	0.0	100.0
H.S. diploma or GED	68.5	12.9	16.1	2.3	0.2	100.0
Some college	83.3	4.7	11.5	0.5	0.0	100.0
Two-yr. technical deg.	76.3	6.8	16.1	0.8	0.0	100.0
Four-yr. college deg.	73.8	11.1	12.7	1.7	0.7	100.0
Post graduate work	73.2	8.7	18.2	0.0	0.0	100.0
Total	74.9	9.3	14.3	1.3	0.2	100.0

1. Only 964 respondents were asked this question, including 347 males and 617 females; 35, 18 to 24 year olds; 81, 25 to 34 year olds; 123, 35 to 44 year olds; 174, 45 to 54 year olds; 175, 55 to 64 year olds; and 376, 65 year olds or older; 57 with less than a high school education; 364 with a high school diploma or GED; 222 with some college; 100 with a two-year technical degree; 125 with a four-year college degree; and 96 with post graduate work.

Q16: Within the last year, have you seen or heard any public service announcements or news segments about the danger or penalties associated with drinking and driving?

	Yes	No	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender					
Male	88.2%	11.3%	0.5%	0.0%	100.0%
Female	91.4	6.3	2.2	0.1	100.0

Q16 (Continued): Within the last year, have you seen or heard any public service announcements or news segments about the danger or penalties associated with drinking and driving?

	Yes	No	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group					
18 to 24 years	82.4%	17.6%	0.0%	0.0%	100.0%
25 to 34 years	92.8	5.3	1.9	0.0	100.0
35 to 44 years	86.4	13.0	0.6	0.0	100.0
45 to 54 years	92.3	4.6	3.1	0.0	100.0
55 to 64 years	92.4	6.8	0.8	0.0	100.0
65 years or older	90.4	8.3	1.1	0.2	100.0
Educational background					
Less than high school	79.6	16.8	3.6	0.0	100.0
H.S. diploma or GED	93.8	5.6	0.5	0.0	100.0
Some college	88.3	10.7	1.0	0.0	100.0
Two-yr. technical deg.	86.8	11.1	2.1	0.0	100.0
Four-yr. college deg.	88.8	7.3	3.6	0.3	100.0
Post graduate work	88.9	11.1	0.0	0.0	100.0
Total	89.8	8.8	1.4	a	100.0

a. Rounds to less than 0.1 percent.

Q17: *{Asked only of those who stated they had seen or heard a public service announcement or new segment about drinking and driving in the past year}* How strongly do these public service announcements or news segments deter you from drinking and driving?[1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	33.9%	25.1%	39.7%	1.2%	0.1%	100.0%
Female	49.1	19.3	30.9	0.6	0.1	100.0

Q17 (Continued): *{Asked only of those who stated they had seen or heard a public service announcement or news segment about drinking and driving in the past year}* How strongly do these public service announcements or news segments deter you from drinking and driving?[1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	35.6%	57.3%	7.1%	0.0%	0.0%	100.0%
25 to 34 years	38.1	20.9	41.0	0.0	0.0	100.0
35 to 44 years	42.1	24.7	31.9	1.3	0.0	100.0
45 to 54 years	36.2	21.7	41.6	0.5	0.0	100.0
55 to 64 years	51.5	12.4	34.7	1.4	0.0	100.0
65 years or older	46.2	9.3	42.1	1.8	0.6	100.0
Educational background						
Less than high school	50.7	23.2	26.1	0.0	0.0	100.0
H.S. diploma or GED	45.8	19.8	33.4	0.8	0.1	100.0
Some college	43.4	28.4	28.0	0.2	0.0	100.0
Two-yr. technical deg.	46.9	17.1	36.0	0.0	0.0	100.0
Four-yr. college deg.	29.6	25.3	42.0	2.7	0.5	100.0
Post graduate work	28.7	16.3	53.4	1.6	0.0	100.0
Total	41.6	22.1	35.2	0.9	0.1	100.0

1. Only 896 respondents were asked this question, including 322 males and 574 females; 29, 18 to 24 year olds; 76, 25 to 34 year olds; 111, 35 to 44 year olds; 161, 45 to 54 year olds; 167, 55 to 64 year olds; and 352, 65 year olds or older; 50 with less than a high school education; 349 with a high school diploma or GED; 201 with some college; 92 with a two-year technical degree; 114 with a four-year college degree; and 90 with post graduate work.

Q18: In your personal opinion, what do you think the chances are that someone who is drinking and driving will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender							
Male	20.7%	47.2%	24.4%	6.1%	1.6%	0.0%	100.0%
Female	16.8	52.8	25.4	4.6	0.3	0.1	100.0

Q18 (Continued): In your personal opinion, what do you think the chances are that someone who is drinking and driving will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group							
18 to 24 years	12.7%	54.5%	23.4%	9.3%	0.0%	0.0%	100.0%
25 to 34 years	24.7	44.7	26.3	4.3	0.0	0.0	100.0
35 to 44 years	16.9	56.4	20.6	4.0	2.2	0.0	100.0
45 to 54 years	18.6	50.8	26.7	3.4	0.5	0.0	100.0
55 to 64 years	15.7	53.0	24.5	6.4	0.0	0.4	100.0
65 years or older	21.8	41.2	27.5	7.0	2.4	0.0	100.0
Educational background							
Less than high school	20.3	53.7	19.7	4.9	1.4	0.0	100.0
H.S. diploma or GED	19.7	50.4	23.3	5.6	0.9	0.2	100.0
Some college	19.8	54.9	19.1	5.8	0.5	0.0	100.0
Two-yr. technical deg.	31.6	42.9	18.9	4.2	2.4	0.0	100.0
Four-yr. college deg.	9.0	48.8	35.3	6.2	0.7	0.0	100.0
Post graduate work	10.8	45.4	39.7	3.7	0.4	0.0	100.0
Total	18.8	50.0	24.9	5.4	1.0	0.1	100.0

Q19: How strongly do the chances of being stopped by the police for drinking and driving deter you from drinking and driving?

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	51.6%	14.7%	31.8%	1.6%	0.2%	100.0%
Female	59.8	10.9	28.0	0.9	0.3	100.0
Age group						
18 to 24 years	69.7	20.0	10.3	0.0	0.0	100.0
25 to 34 years	53.6	17.7	28.7	0.0	0.0	100.0
35 to 44 years	55.4	13.0	31.6	0.0	0.0	100.0
45 to 54 years	54.8	14.2	29.9	1.2	0.0	100.0
55 to 64 years	59.9	7.2	30.3	2.2	0.4	100.0
65 years or older	47.4	6.6	40.7	4.0	1.3	100.0

Q19 (Continued): How strongly do the chances of being stopped by the police for drinking and driving deter you from drinking and driving?

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	63.5%	19.4%	15.7%	1.4%	0.0%	100.0%
H.S. diploma or GED	57.6	12.2	28.6	1.2	0.4	100.0
Some college	62.2	12.8	23.7	1.1	0.2	100.0
Two-yr. technical deg.	56.7	7.9	35.0	0.3	0.0	100.0
Four-yr. college deg.	52.6	12.7	31.9	2.3	0.7	100.0
Post graduate work	32.2	18.6	48.2	1.0	0.0	100.0
Total	55.7	12.8	29.9	1.3	0.3	100.0

(Open-ended question) Using you best guess, please tell me what you believe the total ticket amount and other penalties are for someone who is convicted of drinking and driving for the first time in Pennsylvania but was not involved in an accident. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q20A: Total ticket amount**

	No ticket ($0)	<$200	$200-$499	$500 or more	Non-specific ticket amount	No fine stated	Don't know/ not sure (vol.)	Total
Gender								
Male	0.8%	18.6%	21.6%	37.6%	1.2%	4.5%	15.6%	100.0%
Female	0.3	22.2	22.6	25.1	1.0	3.4	25.5	100.0
Age group								
18 to 24 years	0.0	16.6	30.7	37.6	0.0	3.4	11.7	100.0
25 to 34 years	0.0	16.8	25.6	40.5	0.0	2.9	14.4	100.0
35 to 44 years	1.1	17.0	20.1	43.2	1.1	5.7	11.8	100.0
45 to 54 years	0.5	13.9	23.1	36.3	1.7	3.2	21.4	100.0
55 to 64 years	0.0	28.6	24.1	19.3	2.1	2.1	23.8	100.0
65 years or older	1.2	31.3	13.1	9.1	1.3	5.6	38.4	100.0

- **Q20A (Continued): Total ticket amount**

	No ticket ($0)	<$200	$200-$499	$500 or more	Non-specific ticket amount	No fine stated	Don't know/ not sure (vol.)	Total
Educational background								
Less than high school	0.0%	27.8%	18.8%	28.4%	0.0%	1.4%	23.6%	100.0%
H.S. diploma or GED	0.1	16.9	20.3	31.4	0.6	3.3	27.4	100.0
Some college	0.5	21.6	25.1	33.1	1.0	5.1	13.6	100.0
Two-yr. technical deg.	0.8	19.0	15.4	40.0	1.0	3.2	20.6	100.0
Four-yr. college deg.	0.0	22.9	28.1	28.7	1.2	4.5	14.6	100.0
Post graduate work	3.0	25.4	21.6	21.5	3.7	4.7	20.1	100.0
Total	0.5	20.4	22.1	31.4	1.1	3.9	20.5	100.0

- **Q20B: Other non-monetary penalties**[1]

	Loss of license	Points added to license	Driver's education	Jail time	Alcohol treatment program	Comm. service	Probation
Gender							
Male	23.3%	6.5%	3.4%	4.0%	2.8%	2.1%	1.5%
Female	19.7	6.9	3.7	2.7	3.0	2.1	1.0
Age group							
18 to 24 years	15.5	9.7	0.0	3.4	8.3	0.0	0.0
25 to 34 years	25.3	5.5	3.6	1.7	3.6	2.9	0.0
35 to 44 years	29.6	10.7	3.4	4.2	2.3	5.1	1.7
45 to 54 years	22.0	5.3	7.9	6.0	3.6	1.2	2.9
55 to 64 years	20.3	7.6	2.5	0.8	0.0	0.9	0.0
65 years or older	12.5	2.1	1.7	2.6	1.0	1.3	1.8
Educational background							
Less than high school	19.6	19.6	3.1	3.6	0.0	0.0	0.0
H.S. diploma or GED	22.8	3.5	2.1	2.3	1.7	1.1	1.5
Some college	21.5	6.9	5.0	4.4	3.1	2.8	1.3
Two-yr. technical deg.	18.6	7.5	2.9	3.4	2.2	6.1	1.1
Four-yr. college deg.	23.8	6.3	4.3	2.3	3.6	1.6	0.9
Post graduate work	18.1	11.9	5.4	5.7	7.8	1.0	1.7
Total	21.5	6.7	3.6	3.3	2.9	2.1	1.3

- Q20B (Continued): Other non-monetary penalties[1]

	Warning	Increased insurance rates	Take driver's test	Minimal penalty or no penalty	Other	No non-monetary penalty stated	Don't know/not sure (vol.)
Gender							
Male	1.1%	1.1%	1.1%	0.8%	0.1%	45.6%	15.7%
Female	1.1	0.5	0.0	0.3	0.7	39.4	25.5
Age group							
18 to 24 years	0.0	0.0	0.0	0.0	0.0	56.2	11.7
25 to 34 years	1.0	1.0	1.7	0.0	1.0	46.7	14.4
35 to 44 years	1.1	1.1	1.1	1.7	0.0	41.9	11.8
45 to 54 years	0.0	1.9	0.0	0.0	0.5	36.8	21.4
55 to 64 years	1.7	0.0	0.0	0.0	0.8	45.3	23.8
65 years or older	2.7	0.0	0.3	1.2	0.3	35.5	38.7
Educational background							
Less than high school	0.9	0.0	0.0	0.0	0.0	34.3	24.9
H.S. diploma or GED	0.6	0.4	0.0	0.7	0.4	41.5	27.4
Some college	0.7	0.9	1.4	0.5	0.5	45.5	13.6
Two-yr. technical deg.	1.0	1.3	0.0	0.0	0.0	45.7	20.6
Four-yr. college deg.	2.4	1.7	1.5	0.0	0.4	44.4	14.6
Post graduate work	2.1	0.0	0.0	2.0	1.0	35.6	20.1
Total	1.1	0.8	0.6	0.6	0.4	42.5	20.6

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning a non-monetary penalty were included under "No non-monetary penalty stated."

Note: All percentages are based on the percent of total survey respondents, not solely on the total responses regarding non-monetary penalties.

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from drinking and driving. After I read each penalty, please respond with whether it would strongly deter you, moderately deter you, or have little or no effect on you.

- **Q21: A ticket totaling less than 200 dollars**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	35.9%	26.4%	36.4%	0.8%	0.5%	100.0%
Female	55.2	18.2	25.4	0.5	0.7	100.0
Age group						
18 to 24 years	48.3	43.4	8.3	0.0	0.0	100.0
25 to 34 years	39.2	18.7	41.2	0.0	1.0	100.0
35 to 44 years	42.2	21.7	35.0	1.1	0.0	100.0
45 to 54 years	40.6	23.4	36.0	0.0	0.0	100.0
55 to 64 years	53.4	19.2	27.0	0.0	0.4	100.0
65 years or older	53.2	14.6	27.5	2.5	2.2	100.0
Educational background						
Less than high school	52.6	30.5	14.6	2.3	0.0	100.0
H.S. diploma or GED	45.9	21.3	31.5	0.3	0.9	100.0
Some college	48.7	25.6	25.1	0.5	0.0	100.0
Two-yr. technical deg.	44.1	22.5	30.6	1.9	1.0	100.0
Four-yr. college deg.	43.8	16.0	39.6	0.0	0.7	100.0
Post graduate work	37.6	23.4	38.0	1.0	0.0	100.0
Household income						
Under $15,000	65.3	6.8	25.3	0.5	2.1	100.0
$15,000 to $24,999	50.0	24.0	25.3	0.5	0.2	100.0
$25,000 to $34,999	42.7	28.7	27.1	0.6	0.8	100.0
$35,000 to $49,999	45.8	24.8	29.0	0.0	0.4	100.0
$50,000 to $64,999	40.9	18.3	40.4	0.4	0.0	100.0
$65,000 to $80,000	39.9	20.2	37.7	0.4	1.7	100.0
Over $80,000	36.8	22.9	38.5	1.9	0.0	100.0
Total	45.5	22.3	30.9	0.7	0.6	100.0

- Q22: A ticket totaling between 200 and 499 dollars

	Strongly deters you[1]	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	59.2%	23.8%	15.9%	0.7%	0.5%	100.0%
Female	70.9	14.8	13.0	0.6	0.8	100.0
Age group						
18 to 24 years	79.0	18.6	2.4	0.0	0.0	100.0
25 to 34 years	58.8	26.1	14.1	0.0	1.0	100.0
35 to 44 years	62.5	21.0	15.3	1.1	0.0	100.0
45 to 54 years	60.4	19.6	19.6	0.5	0.0	100.0
55 to 64 years	69.5	16.7	13.3	0.0	0.4	100.0
65 years or older	67.3	12.8	15.7	1.7	2.4	100.0
Educational background						
Less than high school	82.2	4.5	12.4	0.9	0.0	100.0
H.S. diploma or GED	65.2	18.3	15.3	0.3	1.0	100.0
Some college	70.6	17.6	11.3	0.5	0.0	100.0
Two-yr. technical deg.	66.6	16.2	13.5	2.7	1.0	100.0
Four-yr. college deg.	54.6	26.6	18.1	0.0	0.7	100.0
Post graduate work	57.4	26.7	15.6	0.4	0.0	100.0
Household income						
Under $15,000	73.6	7.5	16.8	0.0	2.1	100.0
$15,000 to $24,999	74.3	12.7	12.0	0.6	0.5	100.0
$25,000 to $34,999	66.0	20.4	12.2	0.6	0.8	100.0
$35,000 to $49,999	65.2	20.4	13.3	0.6	0.4	100.0
$50,000 to $64,999	59.6	25.5	14.9	0.0	0.0	100.0
$65,000 to $80,000	57.4	25.8	14.7	0.4	1.7	100.0
Over $80,000	53.4	24.1	20.6	1.9	0.0	100.0
Total	65.1	19.3	14.4	0.6	0.6	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $200 dollars "would strongly deter them from drinking and driving" would also respond that a ticket totaling between $200 and $499 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q23: A ticket totaling 500 dollars or more**

	Strongly deters you[1]	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	79.3%	9.9%	9.8%	0.6%	0.5%	100.0%
Female	84.3	5.5	8.8	0.6	0.9	100.0
Age group						
18 to 24 years	88.3	9.3	2.4	0.0	0.0	100.0
25 to 34 years	82.3	7.9	8.9	0.0	1.0	100.0
35 to 44 years	83.1	10.7	5.1	1.1	0.0	100.0
45 to 54 years	77.1	7.9	14.6	0.5	0.0	100.0
55 to 64 years	83.2	7.7	8.7	0.0	0.4	100.0
65 years or older	80.1	2.7	13.2	1.4	2.6	100.0
Educational background						
Less than high school	91.1	1.8	5.3	0.9	0.9	100.0
H.S. diploma or GED	82.2	7.4	9.2	0.1	1.0	100.0
Some college	85.2	7.4	6.8	0.5	0.0	100.0
Two-yr. technical deg.	80.5	4.7	11.2	2.7	1.0	100.0
Four-yr. college deg.	73.8	13.0	12.5	0.0	0.7	100.0
Post graduate work	81.3	7.6	10.7	0.4	0.0	100.0
Household income						
Under $15,000	84.9	5.2	7.8	0.0	2.1	100.0
$15,000 to $24,999	88.6	2.3	8.2	0.2	0.7	100.0
$25,000 to $34,999	84.7	3.7	10.2	0.6	0.8	100.0
$35,000 to $49,999	83.8	6.9	8.2	0.6	0.4	100.0
$50,000 to $64,999	83.6	5.5	10.9	0.0	0.0	100.0
$65,000 to $80,000	71.8	17.7	8.3	0.4	1.7	100.0
Over $80,000	68.5	17.0	12.6	1.9	0.0	100.0
Total	81.8	7.7	9.3	0.6	0.7	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $200 or between $200 and $499 "would strongly deter them from drinking and driving" would also respond that a ticket totaling $500 or more "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q24: Jail time**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	85.2%	4.4%	8.3%	1.7%	0.5%	100.0%
Female	89.1	1.9	7.6	0.6	0.8	100.0
Age group						
18 to 24 years	94.1	3.4	2.4	0.0	0.0	100.0
25 to 34 years	89.5	3.4	4.5	1.7	1.0	100.0
35 to 44 years	91.0	2.2	5.7	1.1	0.0	100.0
45 to 54 years	84.2	3.1	11.5	1.2	0.0	100.0
55 to 64 years	87.9	3.4	8.3	0.0	0.4	100.0
65 years or older	79.1	3.8	12.7	2.1	2.4	100.0
Educational background						
Less than high school	90.2	4.1	3.1	1.8	0.9	100.0
H.S. diploma or GED	86.3	3.1	8.6	1.1	0.9	100.0
Some college	89.8	3.7	5.9	0.5	0.0	100.0
Two-yr. technical deg.	82.6	6.2	7.6	2.7	1.0	100.0
Four-yr. college deg.	86.6	1.2	10.5	1.0	0.7	100.0
Post graduate work	89.7	0.6	9.2	0.4	0.0	100.0
Total	87.2	3.1	7.9	1.1	0.6	100.0

- **Q25: Suspended license**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	80.8%	5.9%	12.3%	0.7%	0.4%	100.0%
Female	85.4	4.7	9.0	0.2	0.8	100.0

- Q25 (Continued): Suspended license

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	91.7%	5.9%	2.4%	0.0%	0.0%	100.0%
25 to 34 years	86.6	3.6	8.9	0.0	1.0	100.0
35 to 44 years	82.8	6.5	9.6	1.1	0.0	100.0
45 to 54 years	80.3	5.6	14.1	0.0	0.0	100.0
55 to 64 years	85.7	3.8	10.0	0.0	0.4	100.0
65 years or older	76.1	5.7	14.9	1.3	2.1	100.0
Educational background						
Less than high school	90.8	1.4	6.1	0.9	0.9	100.0
H.S. diploma or GED	82.3	5.2	11.3	0.2	0.9	100.0
Some college	85.9	5.0	8.8	0.3	0.0	100.0
Two-yr. technical deg.	80.2	6.1	10.7	1.9	1.0	100.0
Four-yr. college deg.	79.8	6.9	12.6	0.0	0.7	100.0
Post graduate work	84.3	4.0	11.6	0.0	0.0	100.0
Total	83.1	5.3	10.6	0.5	0.6	100.0

- Q26: Points added to license

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	54.6%	27.7%	16.4%	1.0%	0.4%	100.0%
Female	63.3	22.2	12.8	0.7	1.0	100.0
Age group						
18 to 24 years	65.9	31.7	2.4	0.0	0.0	100.0
25 to 34 years	52.1	28.5	18.4	0.0	1.0	100.0
35 to 44 years	54.0	33.6	11.3	1.1	0.0	100.0
45 to 54 years	58.5	21.0	19.3	0.7	0.5	100.0
55 to 64 years	68.4	15.8	15.0	0.4	0.4	100.0
65 years or older	59.9	19.2	16.5	2.4	2.1	100.0

- **Q26 (Continued): Points added to license**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	67.5%	20.6%	8.7%	2.3%	0.9%	100.0%
H.S. diploma or GED	60.1	23.3	15.0	0.7	0.9	100.0
Some college	60.0	27.7	12.0	0.3	0.0	100.0
Two-yr. technical deg.	58.0	20.0	18.3	1.9	1.8	100.0
Four-yr. college deg.	51.9	30.7	15.4	1.4	0.7	100.0
Post graduate work	60.7	23.2	16.1	0.0	0.0	100.0
Total	59.0	24.9	14.6	0.9	0.7	100.0

- **Q27: Community service**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	42.1%	32.1%	24.6%	0.7%	0.5%	100.0%
Female	54.4	24.8	19.6	0.4	0.8	100.0
Age group						
18 to 24 years	46.2	38.6	15.2	0.0	0.0	100.0
25 to 34 years	48.6	30.4	20.1	0.0	1.0	100.0
35 to 44 years	53.6	30.3	15.0	1.1	0.0	100.0
45 to 54 years	39.5	32.3	28.2	0.0	0.0	100.0
55 to 64 years	57.0	17.7	24.5	0.4	0.4	100.0
65 years or older	46.4	22.2	27.5	1.5	2.4	100.0
Educational background						
Less than high school	67.3	19.1	10.5	2.3	0.9	100.0
H.S. diploma or GED	54.5	23.2	21.2	0.2	0.9	100.0
Some college	48.5	30.4	20.4	0.7	0.0	100.0
Two-yr. technical deg.	48.8	25.5	22.8	1.9	1.0	100.0
Four-yr. college deg.	30.5	42.9	25.9	0.0	0.7	100.0
Post graduate work	42.9	28.9	28.2	0.0	0.0	100.0
Total	48.3	28.4	22.1	0.5	0.6	100.0

- **Q28: Driver education class**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	32.9%	36.0%	29.8%	0.9%	0.4%	100.0%
Female	45.8	27.5	25.1	0.8	0.8	100.0
Age group						
18 to 24 years	33.1	45.9	21.0	0.0	0.0	100.0
25 to 34 years	39.7	30.2	29.2	0.0	1.0	100.0
35 to 44 years	39.2	35.5	23.7	1.7	0.0	100.0
45 to 54 years	36.3	34.0	29.7	0.0	0.0	100.0
55 to 64 years	43.8	24.6	29.9	1.3	0.4	100.0
65 years or older	43.0	23.3	29.7	1.9	2.1	100.0
Educational background						
Less than high school	46.5	36.8	8.5	7.4	0.9	100.0
H.S. diploma or GED	47.2	23.3	28.1	0.5	0.9	100.0
Some college	38.2	39.5	21.9	0.5	0.0	100.0
Two-yr. technical deg.	36.5	36.7	23.9	1.9	1.0	100.0
Four-yr. college deg.	29.2	30.5	39.7	0.0	0.7	100.0
Post graduate work	29.4	37.1	33.2	0.4	0.0	100.0
Total	39.4	31.7	27.5	0.9	0.6	100.0

- **Q29: Alcohol treatment program**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	51.3%	27.9%	19.4%	1.0%	0.4%	100.0%
Female	64.7	19.2	14.7	0.6	0.8	100.0

- **Q29 (Continued): Alcohol treatment program**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	70.7%	23.4%	5.9%	0.0%	0.0%	100.0%
25 to 34 years	57.6	26.3	15.1	0.0	1.0	100.0
35 to 44 years	59.6	25.6	13.8	1.1	0.0	100.0
45 to 54 years	51.8	25.2	23.1	0.0	0.0	100.0
55 to 64 years	57.4	21.7	20.0	0.4	0.4	100.0
65 years or older	56.5	18.4	20.1	2.9	2.1	100.0
Educational background						
Less than high school	68.2	14.6	12.7	3.6	0.9	100.0
H.S. diploma or GED	57.9	23.7	16.8	0.7	0.9	100.0
Some college	65.3	18.7	15.4	0.5	0.0	100.0
Two-yr. technical deg.	55.0	26.1	16.0	1.9	1.0	100.0
Four-yr. college deg.	48.7	29.5	21.1	0.0	0.7	100.0
Post graduate work	53.1	27.4	19.1	0.4	0.0	100.0
Total	58.0	23.6	17.0	0.8	0.6	100.0

- **Q30: Increased insurance rates**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	74.9%	12.1%	11.8%	0.7%	0.5%	100.0%
Female	81.2	9.0	8.6	0.4	0.8	100.0
Age group						
18 to 24 years	94.1	3.4	2.4	0.0	0.0	100.0
25 to 34 years	74.4	18.4	6.2	0.0	1.0	100.0
35 to 44 years	78.3	11.6	9.0	1.1	0.0	100.0
45 to 54 years	77.0	7.7	15.3	0.0	0.0	100.0
55 to 64 years	76.4	13.6	9.6	0.0	0.4	100.0
65 years or older	74.0	7.3	14.6	1.7	2.4	100.0

- **Q30 (Continued): Increased insurance rates**

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	89.1%	1.8%	6.0%	2.3%	0.9%	100.0%
H.S. diploma or GED	77.1	11.2	10.3	0.4	1.1	100.0
Some college	81.6	8.4	9.7	0.3	0.0	100.0
Two-yr. technical deg.	77.2	7.1	12.9	1.9	1.0	100.0
Four-yr. college deg.	70.4	18.3	10.7	0.0	0.7	100.0
Post graduate work	80.5	10.5	9.0	0.0	0.0	100.0
Household income						
Under $15,000	79.8	7.7	11.1	0.0	1.3	100.0
$15,000 to $24,999	82.1	9.1	8.1	0.2	0.5	100.0
$25,000 to $34,999	74.7	13.3	10.8	0.4	0.8	100.0
$35,000 to $49,999	78.1	8.9	12.6	0.0	0.4	100.0
$50,000 to $64,999	76.8	13.3	9.9	0.0	0.0	100.0
$65,000 to $80,000	76.5	13.4	7.9	0.4	1.7	100.0
Over $80,000	73.4	10.9	13.5	2.2	0.0	100.0
Total	78.1	10.6	10.2	0.5	0.6	100.0

- **Q31 (Open-ended question): Is there anything else that would deter you?**

Of the survey respondents who responded to this question, most indicated that their conscience or moral values deter them from drinking and driving. Many of these respondents stated that the fear of having an accident in which they kill or injure themselves or others is enough to deter them from drinking and driving. Other survey respondents indicated that losing their vehicles (having their vehicle impounded or confiscated for a long period of time) or losing their automobile insurance would deter them. Still others stated that they are currently deterred from drinking and driving because they would lose their jobs if they were convicted of drinking and driving.

Some of the more creative, less stated deterrents included: having to do community service in a hospital caring for others who have been hurt in drinking and driving accidents; making the drunk driver (not the insurance company) pay for damages as a result of an accident caused by drinking and driving; and having his or her picture and/or name appear in the local newspaper or on local billboards if convicted. Additionally, a few of the survey respondents, aged 18 to 24, even

mentioned that the fear of their parents finding out about the violation deterred them from drinking and driving.

For the next series of questions, I want you to think only about speeding.

Q32: Do you believe speeding 10 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident?

	Yes	No	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender					
Male	52.4%	43.5%	4.1%	0.1%	100.0%
Female	59.7	35.9	4.4	0.0	100.0
Age group					
18 to 24 years	56.6	43.4	0.0	0.0	100.0
25 to 34 years	51.7	45.5	2.9	0.0	100.0
35 to 44 years	49.7	45.2	5.1	0.0	100.0
45 to 54 years	52.7	42.7	4.6	0.0	100.0
55 to 64 years	65.0	28.6	6.4	0.0	100.0
65 years or older	63.9	30.7	5.1	0.3	100.0
Educational background					
Less than high school	54.7	40.8	4.5	0.0	100.0
H.S. diploma or GED	59.3	36.6	4.2	0.0	100.0
Some college	52.3	44.2	3.5	0.0	100.0
Two-yr. technical deg.	51.8	43.9	4.3	0.0	100.0
Four-yr. college deg.	57.8	37.0	5.2	0.0	100.0
Post graduate work	57.1	38.0	4.9	0.0	100.0
Total	56.0	39.7	4.3	0.1	100.0

Q33: Do you believe speeding 20 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident?

	Yes[1]	No	Don't know/not sure (vol.)	Total
Gender				
Male	89.5%	9.1%	1.4%	100.0%
Female	95.2	3.5	1.2	100.0
Age group				
18 to 24 years	90.7	9.3	0.0	100.0
25 to 34 years	93.1	6.0	1.0	100.0
35 to 44 years	92.6	6.8	0.6	100.0
45 to 54 years	89.5	7.8	2.7	100.0
55 to 64 years	94.9	3.4	1.7	100.0
65 years or older	93.8	4.9	1.3	100.0
Educational background				
Less than high school	97.3	2.7	0.0	100.0
H.S. diploma or GED	93.1	6.1	0.8	100.0
Some college	90.1	6.7	3.2	100.0
Two-yr. technical deg.	91.3	8.7	0.0	100.0
Four-yr. college deg.	92.1	7.2	0.6	100.0
Post graduate work	94.7	3.6	1.7	100.0
Total	92.4	6.3	1.3	100.0

1. It was assumed that respondents who earlier stated that speeding 10 miles per hour over the posted speed limit increased the chance that an individual would be involved in a traffic accident would also respond that speeding 20 miles per hour over the posted speed limit increased the chance that an individual would be involved in a traffic accident. Therefore, although these individuals were not actually asked this question, they were included under the response "yes".

Q34: Do you believe speeding 30 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident?

	Yes[1]	No	Don't know/not sure (vol.)	Total
Gender				
Male	97.0%	2.4%	0.6%	100.0%
Female	99.3	0.3	0.4	100.0

Q34 (Continued): Do you believe speeding 30 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident?

	Yes[1]	No	Don't know/not sure (vol.)	Total
Age group				
18 to 24 years	96.6%	3.4%	0.0%	100.0%
25 to 34 years	97.4	2.6	0.0	100.0
35 to 44 years	97.8	1.1	1.1	100.0
45 to 54 years	98.8	0.7	0.5	100.0
55 to 64 years	99.2	0.0	0.8	100.0
65 years or older	98.7	1.0	0.3	100.0
Educational background				
Less than high school	100.0	0.0	0.0	100.0
H.S. diploma or GED	98.0	1.2	0.8	100.0
Some college	98.6	1.4	0.0	100.0
Two-yr. technical deg.	100.0	0.0	0.0	100.0
Four-yr. college deg.	95.4	3.6	1.1	100.0
Post graduate work	98.7	0.6	0.6	100.0
Total	98.2	1.3	0.5	100.0

1. It was assumed that respondents who earlier stated that speeding 10 or 20 miles per hour over the posted speed limit increased the chance that an individual would be involved in a traffic accident would also respond that speeding 30 miles per hour over the posted speed limit increased the chance that an individual would be involved in a traffic accident. Therefore, although these individuals were not actually asked this question, they were included under the response "yes".

Q35: *{Asked only of those who believed speeding 10, 20, or 30 miles per hour over the posted speed limit increases the chance that an individual would be involved in a traffic accident.}* How strongly does this belief that speeding increases the chance of an accident deter you from speeding?[1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	31.1%	51.4%	17.3%	0.1%	0.1%	100.0%
Female	46.4	42.1	11.0	0.5	0.0	100.0

Q35 (Continued): ***{Asked only of those who believed speeding 10, 20, or 30 miles per hour over the posted speed limit increases the chance that an individual would be involved in a traffic accident.}*** **How strongly does this belief that speeding increases the chance of an accident deter you from speeding?** [1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	17.1%	65.7%	17.1%	0.0%	0.0%	100.0%
25 to 34 years	32.7	46.7	20.7	0.0	0.0	100.0
35 to 44 years	30.7	54.9	14.4	0.0	0.0	100.0
45 to 54 years	33.6	52.3	14.1	0.0	0.0	100.0
55 to 64 years	53.4	35.5	11.1	0.0	0.0	100.0
65 years or older	61.4	28.2	8.4	1.6	0.3	100.0
Educational background						
Less than high school	60.6	27.0	10.7	1.8	0.0	100.0
H.S. diploma or GED	47.7	42.1	9.7	0.3	0.2	100.0
Some college	36.4	49.3	14.2	0.2	0.0	100.0
Two-yr. technical deg.	36.4	47.8	15.8	0.0	0.0	100.0
Four-yr. college deg.	24.8	55.1	20.1	0.0	0.0	100.0
Post graduate work	25.8	52.3	21.2	0.6	0.0	100.0
Total	38.9	46.7	14.1	0.3	0.1	100.0

1. Only 973 respondents were asked this question, including 353 males and 620 females; 34, 18 to 24 year olds; 80, 25 to 34 year olds; 125, 35 to 44 year olds; 172, 45 to 54 year olds; 178, 55 to 64 year olds; and 384, 65 year olds or older; 57 with less than a high school education; 369 with a high school diploma or GED; 223 with some college; 101 with a two-year technical degree; 125 with a four-year college degree; 97 with post graduate work; and 1 who refused to state his or her educational background.

Q36: Within the last year, have you seen or heard any public service announcements or news segments about the dangers or penalties associated with speeding?

	Yes	No	Don't know/not sure (vol.)	Total
Gender				
Male	39.2%	58.8%	2.0%	100.0%
Female	42.8	54.1	3.1	100.0

Q36 (Continued): Within the last year, have you seen or heard any public service announcements or news segments about the dangers or penalties associated with speeding?

	Yes	No	Don't know/not sure (vol.)	Total
Age group				
18 to 24 years	33.5%	63.1%	3.4%	100.0%
25 to 34 years	36.1	62.9	1.0	100.0
35 to 44 years	37.0	61.8	1.2	100.0
45 to 54 years	37.5	59.5	3.1	100.0
55 to 64 years	46.5	49.2	4.3	100.0
65 years or older	54.6	42.4	3.0	100.0
Educational background				
Less than high school	54.1	42.3	3.6	100.0
H.S. diploma or GED	47.5	49.7	2.8	100.0
Some college	39.1	59.2	1.7	100.0
Two-yr. technical deg.	34.7	61.8	3.4	100.0
Four-yr. college deg.	36.0	61.4	2.6	100.0
Post graduate work	31.6	66.3	2.1	100.0
Total	41.0	56.4	2.5	100.0

Q37: *{Asked only of those who stated they had seen or heard a public service announcement or news segment about speeding in the past year}* How strongly did these public service announcements or news segments deter you from speeding? [1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	31.3%	31.5%	36.6%	0.6%	100.0%
Female	41.6	38.8	19.6	0.0	100.0
Age group					
18 to 24 years	7.2	75.3	17.5	0.0	100.0
25 to 34 years	15.2	42.4	42.4	0.0	100.0
35 to 44 years	37.6	33.9	28.5	0.0	100.0
45 to 54 years	30.7	39.6	29.7	0.0	100.0
55 to 64 years	48.9	28.2	22.9	0.0	100.0
65 years or older	56.5	18.7	23.6	1.2	100.0

Q37: *{Asked only of those who stated they had seen or heard a public service announcement or news segment about speeding in the past year}* How strongly did these public service announcements or news segments deter you from speeding? [1]

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Educational background					
Less than high school	59.6%	21.9%	18.5%	0.0%	100.0%
H.S. diploma or GED	41.1	33.0	25.6	0.3	100.0
Some college	38.5	36.0	24.8	0.6	100.0
Two-yr. technical deg.	33.3	52.1	14.6	0.0	100.0
Four-yr. college deg.	25.2	36.4	38.4	0.0	100.0
Post graduate work	12.7	31.5	55.8	0.0	100.0
Total	36.7	35.3	27.7	0.3	100.0

1. Only 449 respondents were asked this question, including 162 males and 287 females; 13, 18 to 24 year olds; 31, 25 to 34 year olds; 44, 35 to 44 year olds; 66, 45 to 54 year olds; 82, 55 to 64 year olds; and 213, 65 year olds or older; 31 with less than a high school education; 196 with a high school diploma or GED; 97 with some college; 35 with a two-year technical degree; 54 with a four-year college degree; and 36 with post graduate work.

Q38: In your personal opinion, what do you think the chances are that someone who is speeding 10 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/ not sure (vol.)	Refused (vol.)	Total
Gender							
Male	9.5%	36.2%	36.8%	17.5%	0.0%	0.0%	100.0%
Female	12.5	38.7	34.9	13.7	0.1	0.1	100.0
Age group							
18 to 24 years	9.3	40.0	30.7	20.0	0.0	0.0	100.0
25 to 34 years	8.1	36.8	42.4	12.7	0.0	0.0	100.0
35 to 44 years	15.6	37.9	30.3	16.1	0.0	0.0	100.0
45 to 54 years	7.4	45.2	36.1	11.3	0.0	0.0	100.0
55 to 64 years	9.6	32.0	38.1	20.3	0.0	0.0	100.0
65 years or older	14.5	31.3	37.5	16.1	0.4	0.2	100.0

Q38 (Continued): In your personal opinion, what do you think the chances are that someone who is speeding 10 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/ not sure (vol.)	Refused (vol.)	Total
Educational background							
Less than high school	13.3%	31.0%	31.7%	24.0%	0.0%	0.0%	100.0%
H.S. diploma or GED	12.6	43.1	31.5	12.6	0.1	0.1	100.0
Some college	9.2	40.9	33.3	16.6	0.0	0.0	100.0
Two-yr. technical deg.	15.4	30.1	41.7	12.8	0.0	0.0	100.0
Four-yr. college deg.	9.0	34.4	35.2	21.1	0.3	0.0	100.0
Post graduate work	5.3	24.5	54.9	15.3	0.0	0.0	100.0
Total	11.0	37.5	35.9	15.6	0.1	a	100.0

a. Rounds to less than 0.1 percent.

Q39: What do you think the chances are that someone who is speeding 20 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don’t know/not sure (vol.)	Total
Gender						
Male	50.6%	42.3%	5.3%	1.8%	0.0%	100.0%
Female	45.4	44.7	7.7	2.1	0.1	100.0
Age group						
18 to 24 years	45.9	48.3	2.4	3.4	0.0	100.0
25 to 34 years	49.8	45.7	3.6	1.0	0.0	100.0
35 to 44 years	56.8	35.0	7.6	0.6	0.0	100.0
45 to 54 years	46.2	48.8	4.0	0.9	0.0	100.0
55 to 64 years	40.5	47.7	9.3	2.5	0.0	100.0
65 years or older	45.2	39.1	11.1	4.2	0.4	100.0

Q39 (Continued): What do you think the chances are that someone who is speeding 20 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	51.8%	25.6%	15.9%	6.7%	0.0%	100.0%
H.S. diploma or GED	52.5	37.4	6.7	3.3	0.1	100.0
Some college	45.8	49.3	4.1	0.8	0.0	100.0
Two-yr. Technical deg.	53.0	42.3	4.8	0.0	0.0	100.0
Four-yr. College deg.	36.7	54.0	7.3	1.8	0.3	100.0
Post graduate work	45.6	45.0	8.9	0.4	0.0	100.0
Total	48.0	43.5	6.5	1.9	0.1	100.0

Q40: What do you think the chances are that someone who is speeding 30 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Gender						
Male	81.4%	15.7%	2.3%	0.6%	0.0%	100.0%
Female	78.4	16.9	3.0	1.6	0.1	100.0
Age group						
18 to 24 years	84.8	15.2	0.0	0.0	0.0	100.0
25 to 34 years	82.1	16.0	0.0	1.9	0.0	100.0
35 to 44 years	78.5	16.9	4.0	0.6	0.0	100.0
45 to 54 years	82.3	14.2	3.1	0.5	0.0	100.0
55 to 64 years	77.3	18.5	2.5	1.7	0.0	100.0
65 years or older	75.8	17.4	4.7	1.8	0.2	100.0

Q40 (Continued): What do you think the chances are that someone who is speeding 30 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	89.3%	8.5%	0.0%	2.3%	0.0%	100.0%
H.S. diploma or GED	78.2	15.7	3.8	2.2	0.1	100.0
Some college	81.8	16.7	1.2	0.4	0.0	100.0
Two-yr. Technical deg.	89.4	8.1	2.5	0.0	0.0	100.0
Four-yr. College deg.	68.0	27.4	3.8	0.8	0.0	100.0
Post graduate work	83.7	14.6	1.7	0.0	0.0	100.0
Total	79.9	16.3	2.6	1.1	0.0	100.0

a. Rounds to less than 0.1 percent.

Q41: How strongly do the chances of being stopped by the police for speeding deter you from speeding?

	Strongly deters you	Moderately deters you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	45.8%	36.9%	17.0%	0.3%	100.0%
Female	53.6	35.1	11.1	0.2	100.0
Age group					
18 to 24 years	31.7	55.5	12.7	0.0	100.0
25 to 34 years	42.3	38.3	19.4	0.0	100.0
35 to 44 years	55.7	32.8	11.5	0.0	100.0
45 to 54 years	42.7	43.8	12.8	0.7	100.0
55 to 64 years	61.6	27.0	11.4	0.0	100.0
65 years or older	59.2	23.8	16.5	0.6	100.0
Educational background					
Less than high school	48.2	42.4	8.6	0.9	100.0
H.S. diploma or GED	53.5	31.3	15.1	0.1	100.0
Some college	50.2	36.3	13.3	0.2	100.0
Two-yr. technical deg.	46.7	42.9	10.4	0.0	100.0
Four-yr. college deg.	43.3	38.8	16.9	1.0	100.0
Post graduate work	48.7	37.0	14.3	0.0	100.0
Total	49.7	36.0	14.0	0.3	100.0

(Open-ended question): Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of speeding 10 miles per hour over the speed limit for the first time in Pennsylvania. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q42A: Total ticket amount**

	No ticket ($0)	<$50	$50-$99	$100-$149	$150-$299	$300 or more	Non-specific ticket amount	No fine stated	Don't know/ not sure	Total
Gender										
Male	0.0%	1.3%	15.9%	35.6%	31.9%	3.0%	0.2%	3.1%	8.9%	100.0%
Female	0.1	2.3	20.2	31.6	24.0	2.5	0.7	1.8	16.9	100.0
Age group										
18 to 24 years	0.0	0.0	15.2	36.6	34.1	3.4	2.4	2.4	5.9	100.0
25 to 34 years	0.0	0.0	14.4	36.8	34.5	1.9	0.0	1.7	10.8	100.0
35 to 44 years	0.0	1.7	17.8	44.0	26.0	5.1	0.0	1.2	4.2	100.0
45 to 54 years	0.0	1.9	14.2	34.9	33.5	2.1	0.0	3.4	9.9	100.0
55 to 64 years	0.0	2.1	21.8	30.1	27.1	1.3	0.0	0.9	16.7	100.0
65 years or older	0.2	4.2	25.1	18.1	14.7	2.1	1.1	4.7	29.8	100.0
Educational background										
Less than high school	0.0	3.1	19.4	30.6	14.8	2.9	0.0	10.6	18.7	100.0
H.S. diploma or GED	0.0	1.5	17.2	30.4	27.8	2.6	0.3	3.2	17.2	100.0
Some college	0.2	1.4	21.3	34.3	28.4	4.2	0.2	0.6	9.5	100.0
Two-yr. technical deg.	0.0	1.3	16.2	38.4	32.8	1.1	0.0	0.6	9.7	100.0
Four-yr. college deg.	0.0	1.3	20.0	33.5	27.8	2.3	2.2	4.0	8.9	100.0
Post graduate work	0.0	4.5	12.3	40.3	27.4	2.3	0.0	0.6	12.6	100.0
Total	a	1.8	18.1	33.6	27.9	2.7	0.5	2.4	12.9	100.0

a. Rounds to less than 0.1 percent.

- **Q42B: Other non-monetary penalties**[1]

	Points added to license	Warning	Court costs (in addition to ticket costs)	Driver's education	Loss of license
Gender					
Male	18.4%	3.3%	1.5%	0.6%	0.6%
Female	17.6	3.2	0.4	0.5	0.5

- Q42B (Continued): Other non-monetary penalties[1]

	Points added to license	Warning	Court costs (in addition to ticket costs)	Driver's education	Loss of license
Age group					
18 to 24 years	13.1%	4.8%	0.0%	0.0%	0.0%
25 to 34 years	16.5	1.7	0.0	0.0	0.0
35 to 44 years	23.9	2.3	2.2	0.0	0.6
45 to 54 years	23.1	3.2	0.5	1.5	0.0
55 to 64 years	20.3	2.6	2.2	0.8	0.4
65 years or older	7.6	5.6	0.5	0.8	2.1
Educational background					
Less than high school	17.9	11.9	2.9	0.0	0.9
H.S. diploma or GED	16.2	3.6	0.1	0.7	0.2
Some college	17.5	2.2	0.2	0.0	0.2
Two-yr. technical deg.	11.0	0.6	3.8	1.6	1.6
Four-yr. college deg.	24.5	6.1	0.7	0.9	0.7
Post graduate work	25.0	0.0	2.0	0.0	1.3
Total	18.0	3.3	0.9	0.6	0.6

- Q42B (Continued): Other non-monetary penalties[1]

	Increased insurance rates	Community service	Other	No non-monetary penalties stated	Don't know/not sure
Gender					
Male	0.5%	0.0%	0.1%	67.1%	8.4%
Female	0.1	0.4	0.4	60.6	17.1
Age group					
18 to 24 years	0.0	0.0	0.0	76.2	5.9
25 to 34 years	1.7	0.0	0.0	71.1	9.1
35 to 44 years	0.0	0.0	0.0	67.9	4.2
45 to 54 years	0.0	0.5	0.5	60.9	10.4
55 to 64 years	0.4	0.4	0.4	57.4	16.7
65 years or older	0.0	0.2	0.5	53.5	29.8

- **Q42B (Continued): Other non-monetary penalties**[1]

	Increased insurance rates	Community service	Other	No non-monetary penalties stated	Don't know/not sure
Educational background					
Less than high school	0.0%	2.3%	0.0%	46.9%	18.7%
H.S. diploma or GED	0.0	0.0	0.1	62.4	16.7
Some college	0.2	0.0	0.5	70.1	9.5
Two-yr. technical deg.	0.0	0.0	0.0	73.7	9.7
Four-yr. college deg.	0.0	0.3	0.0	59.6	8.9
Post graduate work	2.9	0.6	1.0	55.2	12.6
Total	0.3	0.2	0.3	63.9	12.7

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning a non-monetary penalty were included under "No non-monetary penalty stated."

Note: All percentages are based on the percent of total survey respondents, not solely on the total responses regarding non-monetary penalties.

(Open-ended question): Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of speeding 20 miles per hour over the speed limit for the first time in Pennsylvania. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q43A: Total ticket amount**

	<$50	$50-$99	$100-$149	$150-$299	$300 or more	Non-specific ticket amount	No fine stated	Don't know/not sure	Total
Gender									
Male	0.1%	3.0%	16.2%	52.2%	15.9%	0.2%	0.5%	11.9%	100.0%
Female	0.1	4.6	15.5	42.6	15.3	1.2	0.8	20.1	100.0
Age group									
18 to 24 years	0.0	0.0	24.5	42.4	22.4	2.4	0.0	8.3	100.0
25 to 34 years	0.0	1.0	14.4	56.7	16.3	1.0	0.0	10.8	100.0
35 to 44 years	0.0	3.6	10.7	60.2	18.9	0.0	1.2	5.4	100.0
45 to 54 years	0.0	0.9	17.1	47.6	17.1	0.0	1.2	16.0	100.0
55 to 64 years	0.0	5.1	14.7	46.3	11.0	0.4	0.0	22.6	100.0
65 years or older	0.5	11.2	17.4	27.3	8.8	1.3	0.9	32.6	100.0

- **Q43A (Continued): Total ticket amount**

	<$50	$50-$99	$100-$149	$150-$299	$300 or more	Non-specific ticket amount	No fine stated	Don't know/ not sure	Total
Educational background									
Less than high school	0.0%	8.6%	15.2%	47.4%	7.9%	1.4%	0.9%	18.7%	100.0%
H.S. diploma or GED	0.3	3.0	15.0	45.2	13.1	0.5	1.4	21.5	100.0
Some college	0.0	3.0	20.7	44.3	18.9	0.3	0.5	12.3	100.0
Two-yr. technical deg.	0.0	2.7	15.1	55.1	13.5	0.0	0.0	13.6	100.0
Four-yr. college deg.	0.0	3.8	13.5	54.6	15.4	2.2	0.0	10.6	100.0
Post graduate work	0.0	7.8	11.6	42.6	22.9	0.6	0.0	14.5	100.0
Total	0.1	3.8	15.8	47.4	15.6	0.7	0.7	16.0	100.0

- **Q43B: Other non-monetary penalties**[1]

	Points added to license	Loss of license	Driver's education	Warning	Increased insurance rates	Court costs (in addition to ticket costs)
Gender						
Male	18.9%	5.8%	1.7%	0.1%	0.7%	0.6%
Female	23.6	2.9	1.7	1.1	0.4	0.1
Age group						
18 to 24 years	22.8	0.0	0.0	0.0	0.0	0.0
25 to 34 years	19.4	4.5	0.0	0.0	1.7	0.0
35 to 44 years	29.7	5.6	2.3	1.2	0.0	1.1
45 to 54 years	24.5	3.6	2.7	0.0	0.5	0.0
55 to 64 years	18.9	6.4	1.6	0.4	0.8	0.0
65 years or older	10.1	4.5	2.5	1.6	0.3	0.5
Educational background						
Less than high school	26.6	7.4	0.0	0.9	0.0	0.0
H.S. diploma or GED	17.2	5.5	2.2	0.6	0.4	0.3
Some college	20.8	3.2	1.8	1.4	0.2	0.0
Two-yr. technical deg.	13.0	3.4	2.9	0.0	0.0	1.9
Four-yr. college deg.	26.4	3.9	0.9	0.0	0.4	0.0
Post graduate work	38.0	3.3	0.0	0.0	2.9	0.0
Total	21.2	4.3	1.7	0.6	0.5	0.3

- Q43B (Continued): Other non-monetary penalties[1]

	Probation	Community service	Other	No non-monetary penalties stated	Don't know/not sure
Gender					
Male	0.3%	0.1%	1.1%	60.9%	12.2%
Female	0.3	0.4	0.3	51.2	20.0
Age group					
18 to 24 years	0.0	0.0	0.0	68.9	8.3
25 to 34 years	0.0	0.0	0.0	63.7	10.8
35 to 44 years	0.6	0.0	1.7	55.1	5.4
45 to 54 years	0.7	0.5	0.0	54.9	16.7
55 to 64 years	0.0	0.4	1.8	50.4	22.6
65 years or older	0.0	0.5	0.5	48.2	32.4
Educational background					
Less than high school	0.0	2.3	3.0	43.4	18.7
H.S. diploma or GED	0.4	0.0	1.4	53.3	21.4
Some college	0.0	0.0	0.0	61.4	12.3
Two-yr. technical deg.	0.0	0.0	0.5	67.4	13.6
Four-yr. college deg.	0.9	0.7	0.0	56.5	11.6
Post graduate work	0.0	0.6	0.0	43.3	14.5
Total	0.3	0.3	0.7	56.0	16.1

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning non-monetary penalties were included under "No non-monetary penalty stated."

Note: All percentages are based on the percent of total survey respondents, not solely on the total responses regarding non-monetary penalties.

(Open-ended question): Please use you best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of speeding 30 miles per hour over the speed limit for the first time in Pennsylvania. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q44A: Total ticket amount**

	<$50	$50-$99	$100-$149	$150-$299	$300 or more	Non-specific ticket amount	No fine stated	Don't know/ not sure	Total
Gender									
Male	0.1%	0.4%	2.1%	33.8%	47.7%	0.2%	2.7%	12.9%	100.0%
Female	0.1	0.9	7.1	28.8	35.7	2.2	2.4	22.8	100.0
Age group									
18 to 24 years	0.0	0.0	2.4	45.9	41.0	4.8	0.0	5.9	100.0
25 to 34 years	0.0	0.0	2.9	34.5	49.0	0.0	4.5	9.1	100.0
35 to 44 years	0.0	0.6	3.1	31.1	51.1	0.6	3.4	10.1	100.0
45 to 54 years	0.0	0.0	2.8	30.3	45.9	0.5	2.6	17.9	100.0
55 to 64 years	0.0	1.3	6.6	27.0	35.4	2.0	1.8	25.9	100.0
65 years or older	0.5	1.8	9.8	24.4	24.4	1.1	2.0	36.1	100.0
Educational background									
Less than high school	0.0	2.6	4.5	38.7	30.9	0.0	3.8	19.6	100.0
H.S. diploma or GED	0.1	0.5	5.5	29.9	37.1	0.8	3.2	23.0	100.0
Some college	0.0	0.7	3.4	34.0	44.6	1.2	2.9	13.1	100.0
Two-yr. technical deg.	0.0	0.3	5.7	28.8	46.4	1.0	3.0	14.8	100.0
Four-yr. college deg.	0.0	0.9	2.9	31.7	47.1	2.8	1.5	13.1	100.0
Post graduate work	0.6	0.0	5.6	29.2	42.4	1.2	0.0	21.0	100.0
Total	0.1	0.6	4.6	31.3	41.7	1.2	2.6	17.9	100.0

- **Q44B: Other non-monetary penalties**[1]

	Loss of license	Points added to license	Driver's education	Jail time	Charged with reckless driving	Retake driver's test	Comm. service
Gender							
Male	25.3%	13.1%	1.8%	2.1%	1.2%	0.3%	0.1%
Female	13.5	20.4	3.7	1.1	0.2	0.5	0.6

- **Q44B (Continued): Other non-monetary penalties**[1]

	Loss of license	Points added to license	Driver's education	Jail time	Charged with reckless driving	Retake driver's test	Comm. service
Age group							
18 to 24 years	16.2%	16.9%	2.4%	2.4%	0.0%	0.0%	0.0%
25 to 34 years	27.7	11.2	3.8	0.0	1.7	0.0	0.0
35 to 44 years	22.5	25.2	1.7	4.5	1.1	1.2	0.0
45 to 54 years	14.5	22.3	2.4	0.7	0.5	0.7	0.5
55 to 64 years	19.7	11.6	4.2	1.8	0.9	0.0	0.8
65 years or older	15.6	9.5	2.4	0.2	0.0	0.0	1.0
Educational background							
Less than high school	16.7	21.0	0.9	3.0	0.0	0.0	2.3
H.S. diploma or GED	20.4	13.3	1.6	1.2	0.3	0.7	0.3
Some college	17.7	17.6	2.8	1.5	1.3	0.0	0.0
Two-yr. technical deg.	14.0	13.8	1.6	4.0	0.0	0.0	0.3
Four-yr. college deg.	24.6	18.4	6.1	1.5	0.0	1.0	0.5
Post graduate work	20.2	27.2	3.9	0.0	2.9	0.0	0.6
Total	19.4	16.8	2.7	1.6	0.7	0.4	0.4

- **Q44B (Continued): Other non-monetary penalties**[1]

	Court costs (in addition to ticket costs)	Warning	Increased insurance rates	Loss of insurance	No non-monetary penalties stated	Don't know/not sure
Gender						
Male	0.5%	0.2%	0.0%	0.2%	49.3%	12.4%
Female	0.2	0.3	0.4	0.0	43.5	22.7
Age group						
18 to 24 years	0.0	0.0	0.0	0.0	61.0	5.9
25 to 34 years	0.0	0.0	0.0	0.0	53.8	7.4
35 to 44 years	1.1	0.0	0.0	0.0	46.0	10.1
45 to 54 years	0.0	0.0	0.5	0.0	45.6	17.9
55 to 64 years	0.4	0.4	0.8	0.9	41.0	25.9
65 years or older	0.2	1.1	0.0	0.0	36.5	35.9

- **Q44B (Continued): Other non-monetary penalties[1]**

	Court costs (in addition to ticket costs)	Warning	Increased insurance rates	Loss of insurance	No non-monetary penalties stated	Don't know/not sure
Educational background						
Less than high school	0.0%	0.0%	0.0%	0.0%	38.9%	19.6%
H.S. diploma or GED	0.1	0.0	0.3	0.3	43.5	22.2
Some college	0.2	0.5	0.2	0.0	51.3	13.1
Two-yr. technical deg.	1.9	0.5	0.0	0.0	53.7	14.8
Four-yr. college deg.	0.0	0.4	0.4	0.0	46.4	12.8
Post graduate work	0.0	0.0	0.0	0.0	39.3	21.0
Total	0.3	0.2	0.2	0.1	46.4	17.6

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning a non-monetary penalty were included under "No non-monetary penalty stated."
Note: All percentages are based on the percent of total survey respondents, not solely on the total responses regarding non-monetary penalties.

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from speeding. After I read each penalty, please respond with whether it would strongly deter you, moderately deter you, or have little or no effect on you.

- **Q45: A ticket totaling less than 50 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/ not sure (vol.)	Refused (vol.)	Total
Gender						
Male	13.6%	34.6%	51.6%	0.1%	0.1%	100.0%
Female	24.7	37.5	37.6	0.3	0.0	100.0
Age group						
18 to 24 years	5.9	43.8	50.3	0.0	0.0	100.0
25 to 34 years	13.4	31.1	55.5	0.0	0.0	100.0
35 to 44 years	13.1	39.3	47.5	0.0	0.0	100.0
45 to 54 years	14.8	36.0	48.7	0.5	0.0	100.0
55 to 64 years	22.5	35.1	42.4	0.0	0.0	100.0
65 years or older	42.0	32.7	24.5	0.5	0.3	100.0

- **Q45 (Continued): A ticket totaling less than 50 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/ not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	37.0%	36.2%	24.6%	2.3%	0.0%	100.0%
H.S. diploma or GED	24.6	31.1	44.4	0.0	0.0	100.0
Some college	17.8	40.7	41.1	0.4	0.0	100.0
Two-yr. technical deg.	17.0	35.0	48.0	0.0	0.0	100.0
Four-yr. college deg.	9.2	35.9	54.5	0.0	0.4	100.0
Post graduate work	11.8	44.3	43.9	0.0	0.0	100.0
Household income						
Under $15,000	33.8	29.2	37.0	0.0	0.0	100.0
$15,000 to $24,999	28.2	39.9	31.3	0.6	0.0	100.0
$25,000 to $34,999	23.2	35.1	41.6	0.0	0.0	100.0
$35,000 to $49,999	15.3	42.9	41.8	0.0	0.0	100.0
$50,000 to $64,999	17.8	32.6	49.6	0.0	0.0	100.0
$65,000 to $80,000	7.7	42.4	49.9	0.0	0.0	100.0
Over $80,000	3.0	34.3	62.2	0.0	0.5	100.0
Total	19.1	36.0	44.6	0.2	0.1	100.0

- **Q46: A ticket totaling between 50 and 99 dollars**

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	30.5%	39.9%	29.3%	0.2%	0.1%	100.0%
Female	45.4	35.9	18.1	0.6	0.0	100.0
Age group						
18 to 24 years	26.9	52.1	21.0	0.0	0.0	100.0
25 to 34 years	24.4	41.4	34.2	0.0	0.0	100.0
35 to 44 years	34.7	37.9	26.8	0.6	0.0	100.0
45 to 54 years	31.7	39.8	28.0	0.5	0.0	100.0
55 to 64 years	41.0	40.3	18.7	0.0	0.0	100.0
65 years or older	65.9	21.7	11.0	1.1	0.3	100.0

- Q46 (Continued): A ticket totaling between 50 and 99 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	56.9%	31.8%	9.1%	2.3%	0.0%	100.0%
H.S. diploma or GED	42.7	30.8	26.0	0.5	0.0	100.0
Some college	38.1	42.6	18.8	0.6	0.0	100.0
Two-yr. technical deg.	34.2	44.0	21.8	0.0	0.0	100.0
Four-yr. college deg.	26.0	40.0	33.6	0.0	0.4	100.0
Post graduate work	34.2	44.5	21.3	0.0	0.0	100.0
Household income						
Under $15,000	54.6	27.9	17.5	0.0	0.0	100.0
$15,000 to $24,999	48.9	34.8	14.5	1.8	0.0	100.0
$25,000 to $34,999	42.2	34.7	23.1	0.0	0.0	100.0
$35,000 to $49,999	41.2	33.2	25.6	0.0	0.0	100.0
$50,000 to $64,999	35.1	37.8	27.1	0.0	0.0	100.0
$65,000 to $80,000	29.4	51.5	18.7	0.4	0.0	100.0
Over $80,000	14.8	48.8	35.9	0.0	0.5	100.0
Total	37.9	37.9	23.7	0.4	0.1	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 dollars "would strongly deter them from speeding" would also respond that a ticket totaling between $50 and $99 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- Q47: A ticket totaling between 100 and 149 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	59.4%	31.3%	9.1%	0.1%	0.1%	100.0%
Female	74.0	20.1	5.5	0.3	0.0	100.0

- Q47 (Continued): A ticket totaling between 100 and 149 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	67.3%	29.3%	3.4%	0.0%	0.0%	100.0%
25 to 34 years	60.0	30.2	9.8	0.0	0.0	100.0
35 to 44 years	62.1	29.6	8.4	0.0	0.0	100.0
45 to 54 years	61.1	31.2	7.2	0.5	0.0	100.0
55 to 64 years	67.2	26.1	6.8	0.0	0.0	100.0
65 years or older	84.2	8.2	6.5	0.8	0.3	100.0
Educational background						
Less than high school	86.4	9.6	1.8	2.3	0.0	100.0
H.S. diploma or GED	66.5	25.1	8.5	0.0	0.0	100.0
Some college	68.2	26.1	5.2	0.6	0.0	100.0
Two-yr. technical deg.	70.7	19.0	10.3	0.0	0.0	100.0
Four-yr. college deg.	57.8	32.7	9.1	0.0	0.4	100.0
Post graduate work	63.5	32.4	4.1	0.0	0.0	100.0
Household income						
Under $15,000	76.0	18.1	5.9	0.0	0.0	100.0
$15,000 to $24,999	77.0	19.1	3.3	0.6	0.0	100.0
$25,000 to $34,999	66.7	29.7	3.7	0.0	0.0	100.0
$35,000 to $49,999	68.8	23.7	7.5	0.0	0.0	100.0
$50,000 to $64,999	63.4	27.6	9.0	0.0	0.0	100.0
$65,000 to $80,000	64.2	26.5	8.8	0.4	0.0	100.0
Over $80,000	45.2	40.5	13.7	0.0	0.5	100.0
Total	66.7	25.7	7.3	0.2	0.1	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 or between $50 and $99 "would strongly deter them from speeding" would also respond that a ticket totaling between $100 and $149 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q48: A ticket totaling 150 dollars or more**

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	77.9%	17.6%	4.3%	0.1%	0.1%	100.0%
Female	89.4	7.5	2.7	0.3	0.0	100.0
Age group						
18 to 24 years	89.7	10.3	0.0	0.0	0.0	100.0
25 to 34 years	83.5	11.3	5.3	0.0	0.0	100.0
35 to 44 years	78.5	17.2	4.3	0.0	0.0	100.0
45 to 54 years	78.9	18.6	1.9	0.5	0.0	100.0
55 to 64 years	85.5	10.8	3.7	0.0	0.0	100.0
65 years or older	90.1	3.9	4.9	0.8	0.3	100.0
Educational background						
Less than high school	95.1	0.9	1.8	2.3	0.0	100.0
H.S. diploma or GED	83.6	11.2	5.2	0.0	0.0	100.0
Some college	85.0	12.5	1.9	0.6	0.0	100.0
Two-yr. technical deg.	80.4	14.5	5.1	0.0	0.0	100.0
Four-yr. college deg.	78.3	18.1	3.2	0.0	0.4	100.0
Post graduate work	87.1	12.3	0.6	0.0	0.0	100.0
Household income						
Under $15,000	91.6	3.8	4.6	0.0	0.0	100.0
$15,000 to $24,999	93.3	3.8	2.3	0.6	0.0	100.0
$25,000 to $34,999	89.6	9.5	0.9	0.0	0.0	100.0
$35,000 to $49,999	82.3	15.9	1.8	0.0	0.0	100.0
$50,000 to $64,999	77.3	17.4	5.2	0.0	0.0	100.0
$65,000 to $80,000	85.8	10.8	3.0	0.4	0.0	100.0
Over $80,000	68.2	24.8	6.5	0.0	0.5	100.0
Total	83.6	12.6	3.5	0.2	0.1	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50, between $50 and $99, or between $100 and $149 "would strongly deter them from speeding" would also respond that a ticket totaling $150 or more "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q49: Points added to a license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	68.2%	23.1%	8.2%	0.4%	0.1%	100.0%
Female	76.7	17.4	5.5	0.3	0.1	100.0
Age group						
18 to 24 years	69.7	30.3	0.0	0.0	0.0	100.0
25 to 34 years	67.9	22.3	9.8	0.0	0.0	100.0
35 to 44 years	74.9	17.3	7.7	0.0	0.0	100.0
45 to 54 years	69.3	24.9	5.3	0.5	0.0	100.0
55 to 64 years	75.1	14.7	10.2	0.0	0.0	100.0
65 years or older	76.8	14.9	6.3	1.4	0.5	100.0
Educational background						
Less than high school	85.3	6.9	4.6	3.1	0.0	100.0
H.S. diploma or GED	76.5	16.1	6.9	0.3	0.1	100.0
Some college	72.0	21.3	6.4	0.4	0.0	100.0
Two-yr. technical deg.	74.1	19.3	6.6	0.0	0.0	100.0
Four-yr. college deg.	62.4	31.0	6.2	0.0	0.4	100.0
Post graduate work	65.6	24.4	10.0	0.0	0.0	100.0
Total	72.4	20.3	6.8	0.3	0.1	100.0

- **Q50: Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	90.5%	6.5%	2.5%	0.4%	0.1%	100.0%
Female	92.2	4.4	3.0	0.3	0.1	100.0

- **Q50 (Continued): Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	96.6%	3.4%	0.0%	0.0%	0.0%	100.0%
25 to 34 years	92.8	4.5	2.6	0.0	0.0	100.0
35 to 44 years	89.2	6.8	4.0	0.0	0.0	100.0
45 to 54 years	90.6	7.0	1.9	0.5	0.0	100.0
55 to 64 years	91.1	5.5	3.3	0.0	0.0	100.0
65 years or older	90.2	4.2	3.6	1.4	0.5	100.0
Educational background						
Less than high school	87.8	8.2	1.8	2.3	0.0	100.0
H.S. diploma or GED	91.2	5.4	3.0	0.3	0.1	100.0
Some college	93.6	3.2	2.6	0.6	0.0	100.0
Two-yr. technical deg.	95.2	3.9	1.0	0.0	0.0	100.0
Four-yr. college deg.	87.3	9.2	3.1	0.0	0.4	100.0
Post graduate work	88.9	6.7	4.4	0.0	0.0	100.0
Total	91.3	5.5	2.8	0.3	0.1	100.0

- **Q51: Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	83.9%	11.6%	4.2%	0.2%	0.1%	100.0%
Female	90.0	6.9	2.5	0.5	0.1	100.0
Age group						
18 to 24 years	96.6	3.4	0.0	0.0	0.0	100.0
25 to 34 years	83.2	13.2	3.6	0.0	0.0	100.0
35 to 44 years	84.7	11.0	4.3	0.0	0.0	100.0
45 to 54 years	89.1	8.5	1.5	0.9	0.0	100.0
55 to 64 years	84.3	11.1	4.6	0.0	0.0	100.0
65 years or older	86.7	6.5	5.2	1.1	0.5	100.0

- **Q51 (Continued): Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	86.5%	6.6%	4.6%	2.3%	0.0%	100.0%
H.S. diploma or GED	87.7	8.0	3.7	0.5	0.1	100.0
Some college	87.5	8.6	3.5	0.4	0.0	100.0
Two-yr. technical deg.	88.6	8.5	2.9	0.0	0.0	100.0
Four-yr. college deg.	82.8	14.3	2.5	0.0	0.4	100.0
Post graduate work	87.1	9.8	3.0	0.0	0.0	100.0
Household income						
Under $15,000	87.3	5.2	7.0	0.0	0.5	100.0
$15,000 to $24,999	88.9	7.1	2.8	1.2	0.0	100.0
$25,000 to $34,999	89.3	10.3	0.5	0.0	0.0	100.0
$35,000 to $49,999	85.0	9.5	5.5	0.0	0.0	100.0
$50,000 to $64,999	84.4	14.5	1.1	0.0	0.0	100.0
$65,000 to $80,000	90.4	8.3	1.3	0.0	0.0	100.0
Over $80,000	81.3	12.7	5.5	0.0	0.5	100.0
Total	86.9	9.2	3.3	0.4	0.1	100.0

- **Q52: Is there anything else that would deter you?**

Of the survey respondents who responded to this question, most indicated that the fear of having an accident that injured or killed someone was a deterrent to speeding. Along these same lines, other survey respondents indicated that bad weather, an abundance of deer on the roadway at night, and poor road conditions deter them from speeding for fear of having an accident. Additionally, a number of respondents stated that being required to serve jail time or having to do community service would deter them from speeding.

Some of the more creative, less stated deterrents included: having his or her name put in the local newspaper if caught speeding; having to place a bumper sticker on his or her car for one year that states the driver of the car had been convicted of speeding, and having his or her car impounded. Additionally, a few of the survey respondents even mentioned that the fear of their spouses or parents (in the case of mostly younger survey respondents) finding out deterred them from speeding.

For the next series of questions, I want you to think only about intersections with stop signs or traffic lights. I'm going to list a few different traffic violations that can occur at intersections with stop signs or traffic signals. After I read each violation, please tell me whether or not committing the particular violation increases the chance that an individual will be involved in a traffic accident by responding yes or no.

- **Q53: Slowing down, but not completely stopping at a stop sign**

	Yes	No	Don't know/not sure (vol.)	Total
Gender				
Male	80.1%	18.4%	1.5%	100.0%
Female	82.6	15.7	1.7	100.0
Age group				
18 to 24 years	71.7	24.8	3.4	100.0
25 to 34 years	86.1	13.9	0.0	100.0
35 to 44 years	76.5	22.9	0.6	100.0
45 to 54 years	79.4	19.7	0.9	100.0
55 to 64 years	86.5	11.0	2.5	100.0
65 years or older	86.8	10.1	3.0	100.0
Educational background				
Less than high school	78.2	19.5	2.3	100.0
H.S. diploma or GED	81.5	16.9	1.6	100.0
Some college	80.0	19.6	0.4	100.0
Two-yr. technical deg.	82.1	15.7	2.2	100.0
Four-yr. college deg.	83.3	15.2	1.5	100.0
Post graduate work	81.7	14.6	3.6	100.0
Total	81.4	17.1	1.6	100.0

- **Q54: Not stopping or slowing down at a stop sign**

	Yes	No	Total
Gender			
Male	97.7%	2.3%	100.0%
Female	98.0	2.0	100.0

- **Q54 (Continued): Not stopping or slowing down at a stop sign**

	Yes	No	Total
Age group			
18 to 24 years	94.1%	5.9%	100.0%
25 to 34 years	98.1	1.9	100.0
35 to 44 years	97.8	2.2	100.0
45 to 54 years	97.4	2.6	100.0
55 to 64 years	100.0	0.0	100.0
65 years or older	98.8	1.2	100.0
Educational background			
Less than high school	97.7	2.3	100.0
H.S. diploma or GED	98.1	1.9	100.0
Some college	97.6	2.4	100.0
Two-yr. technical deg.	95.1	4.9	100.0
Four-yr. college deg.	100.0	0.0	100.0
Post graduate work	97.7	2.3	100.0
Total	97.9	2.1	100.0

- **Q55: Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Yes	No	Don't know/not sure (vol.)	Total
Gender				
Male	73.7%	25.0%	1.4%	100.0%
Female	74.5	23.2	2.2	100.0
Age group				
18 to 24 years	60.0	40.0	0.0	100.0
25 to 34 years	65.1	34.0	1.0	100.0
35 to 44 years	73.7	24.6	1.7	100.0
45 to 54 years	73.5	24.4	2.1	100.0
55 to 64 years	80.8	16.3	2.9	100.0
65 years or older	86.8	10.7	2.5	100.0

- **Q55 (Continued): Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Yes	No	Don't know/not sure (vol.)	Total
Educational background				
Less than high school	75.3%	22.9%	1.8%	100.0%
H.S. diploma or GED	74.9	23.4	1.7	100.0
Some college	68.6	29.7	1.7	100.0
Two-yr. technical deg.	81.8	16.7	1.4	100.0
Four-yr. college deg.	70.5	26.1	3.4	100.0
Post graduate work	80.2	19.2	0.6	100.0
Total	74.1	24.1	1.8	100.0

- **Q56: Entering an intersection with a traffic light when the traffic light has just turned red**

	Yes	No	Don't know/not sure (vol.)	Total
Gender				
Male	96.6%	3.4%	0.0%	100.0%
Female	97.9	2.0	0.1	100.0
Age group				
18 to 24 years	90.7	9.3	0.0	100.0
25 to 34 years	99.0	1.0	0.0	100.0
35 to 44 years	97.7	2.3	0.0	100.0
45 to 54 years	97.3	2.7	0.0	100.0
55 to 64 years	97.4	2.6	0.0	100.0
65 years or older	98.8	1.0	0.2	100.0
Educational background				
Less than high school	97.1	2.9	0.0	100.0
H.S. diploma or GED	98.3	1.7	0.0	100.0
Some college	95.0	5.0	0.0	100.0
Two-yr. technical deg.	95.2	4.5	0.3	100.0
Four-yr. college deg.	99.7	0.3	0.0	100.0
Post graduate work	97.6	2.4	0.0	100.0
Total	97.2	2.7	a	100.0

a. Rounds to less than 0.1 percent.

Of those violations in which you believed committing the violation could increase the chances of causing an accident, I would now like you to tell me how strongly this belief is in deterring you from committing the traffic violation. After I read each violation again, please indicate if this belief would strongly deter you, moderately deter you or have little or no effect on you.

- **Q57:** ***{Asked only of those who believed slowing down, but not completely stopping at a stop sign increased the chance that an individual would be involved in an accident}*** **Slowing down, but not completely stopping at a stop sign**[1]

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	44.5%	45.4%	9.7%	0.4%	100.0%
Female	55.5	38.1	6.0	0.3	100.0
Age group					
18 to 24 years	32.7	59.1	8.2	0.0	100.0
25 to 34 years	39.2	46.7	14.2	0.0	100.0
35 to 44 years	44.3	47.4	8.3	0.0	100.0
45 to 54 years	50.3	43.6	4.6	1.5	100.0
55 to 64 years	58.6	32.5	8.9	0.0	100.0
65 years or older	67.9	27.7	4.1	0.2	100.0
Educational background					
Less than high school	67.3	30.5	2.2	0.0	100.0
H.S. diploma or GED	61.3	33.8	4.4	0.5	100.0
Some college	43.4	47.8	8.8	0.0	100.0
Two-yr. technical deg.	54.5	36.5	8.9	0.0	100.0
Four-yr. college deg.	41.0	46.7	11.1	1.2	100.0
Post graduate work	26.0	59.8	14.2	0.0	100.0
Total	50.1	41.7	7.9	0.4	100.0

1. Only 828 respondents were asked this question, including 294 males and 534 females; 25, 18 to 24 year olds; 69, 25 to 34 year olds; 98, 35 to 44 year olds; 141, 45, to 54 year olds; 156, 55 to 64 year olds; and 339, 65 year olds or older; 49 with less than a high school education; 318 with a high school diploma or GED; 187 with some college; 85 with a two-year technical degree; 108 with a four-year college degree; 80 with post graduate work; and 1 who refused to state his or her educational background.

- **Q58:** ***{Asked only of those who believed not stopping or slowing down at a stop sign increased the chance that an individual would be involved in an accident}*** **Not stopping or slowing down at a stop sign**[1]

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	79.4%	17.7%	2.9%	0.0%	100.0%
Female	87.1	10.2	2.0	0.7	100.0
Age group					
18 to 24 years	81.3	18.7	0.0	0.0	100.0
25 to 34 years	79.0	19.0	1.0	1.0	100.0
35 to 44 years	82.1	13.3	4.6	0.0	100.0
45 to 54 years	82.1	15.4	2.0	0.5	100.0
55 to 64 years	84.6	12.0	3.4	0.0	100.0
65 years or older	89.9	7.2	2.3	0.6	100.0
Educational background					
Less than high school	96.8	2.3	0.9	0.0	100.0
H.S. diploma or GED	83.8	13.5	1.8	0.9	100.0
Some college	82.2	15.5	2.1	0.2	100.0
Two-yr. technical deg.	84.1	13.4	2.5	0.0	100.0
Four-yr. college deg.	84.9	11.0	4.0	0.0	100.0
Post graduate work	74.0	22.2	3.9	0.0	100.0
Total	83.3	13.9	2.4	0.4	100.0

1. Only 971 respondents were asked this question, including 355 males and 616 females; 33, 18 to 24 year olds; 80, 25 to 34 year olds; 125, 35 to 44 year olds; 169, 45 to 54 year olds; 180, 55 to 64 year olds; and 384, 65 year olds or older; 56 with less than a high school education; 368 with a high school diploma or GED; 222 with some college; 98 with a two-year technical degree; 129 with a four-year college degree; 97 with post graduate work; and 1 who refused to state his or her educational background.

- **Q59:** ***{Asked only of those who believed entering an intersection with a traffic light when the traffic light is turning from yellow to red increased the chance that an individual would be involved in an accident}*** **Entering an intersection with a traffic light when the traffic light is turning from yellow to red**[1]

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	58.3%	39.4%	1.6%	0.6%	0.2%	100.0%
Female	64.9	33.0	1.8	0.3	0.0	100.0
Age group						
18 to 24 years	47.1	52.9	0.0	0.0	0.0	100.0
25 to 34 years	51.1	47.4	1.5	0.0	0.0	100.0
35 to 44 years	59.0	37.8	3.2	0.0	0.0	100.0
45 to 54 years	57.7	39.3	2.0	1.0	0.0	100.0
55 to 64 years	71.1	28.9	0.0	0.0	0.0	100.0
65 years or older	74.4	22.0	2.1	1.1	0.4	100.0
Educational background						
Less than high school	82.3	14.7	1.2	1.8	0.0	100.0
H.S. diploma or GED	65.1	33.1	1.6	0.1	0.0	100.0
Some college	59.6	39.3	0.8	0.2	0.0	100.0
Two-yr. technical deg.	57.1	40.6	2.3	0.0	0.0	100.0
Four-yr. college deg.	63.0	32.5	3.0	1.5	0.0	100.0
Post graduate work	49.4	48.4	1.7	0.5	0.0	100.0
Total	61.6	36.2	1.7	0.4	0.1	100.0

1. Only 776 respondents were asked this question, including 286 males and 490 females; 21, 18 to 24 year olds; 53, 25 to 34 year olds; 95, 35 to 44 year olds, 129, 45 to 54 year olds; 142, 55 to 64 year olds; and 336, 65 year olds or older; 47 with less than a high school education; 302 with a high school diploma or GED; 172 with some college; 82 with a two-year technical degree; 91 with a four-year college degree; 81 with post graduate work; and 1 who refused to state his or her educational background.

- **Q60:** ***{Asked only of those who believed entering an intersection with a traffic light when the traffic light has just turned red increased the chance that an individual would be involved in an accident}*** **Entering an intersection with a traffic light when the traffic light has just turned red**[1]

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	90.3%	7.7%	1.9%	0.0%	100.0%
Female	94.6	4.6	0.7	0.1	100.0
Age group					
18 to 24 years	89.7	6.5	3.8	0.0	100.0
25 to 34 years	84.8	15.2	0.0	0.0	100.0
35 to 44 years	92.5	5.2	2.2	0.0	100.0
45 to 54 years	94.5	5.5	0.0	0.0	100.0
55 to 64 years	97.0	1.7	1.3	0.0	100.0
65 years or older	95.1	3.0	1.7	0.2	100.0
Educational background					
Less than high school	99.1	0.0	0.9	0.0	100.0
H.S. diploma or GED	94.3	5.1	0.5	0.1	100.0
Some college	87.1	11.1	1.8	0.0	100.0
Two-yr. technical deg.	97.3	2.7	0.0	0.0	100.0
Four-yr. college deg.	90.9	6.5	2.6	0.0	100.0
Post graduate work	92.5	4.4	3.1	0.0	100.0
Total	92.5	6.2	1.3	a	100.0

1. Only 966 respondents were asked this question, including 353 males and 613 females; 32, 18 to 24 year olds; 81, 25 to 34 year olds; 124, 35 to 44 year olds; 170, 45 to 54 year olds; 176, 55 to 64 year olds; and 383, 65 year olds or older; 56 with less than a high school education; 367 with a high school diploma or GED; 219 with some college; 97 with a two-year technical degree; 128 with a four-year college degree; 98 with post graduate work; and 1 who refused to state his or her educational background.

a. Rounds to less than 0.1 percent.

Now, I would like to know what you believe the chances are that someone will be stopped by the police in Pennsylvania if they commit one of the following violations. After I read each violation, please tell me whether you believe it is very likely, somewhat likely, not very likely, or highly unlikely that the police will stop someone for committing the violation.

- **Q61: Slowing down, but not completely stopping at a stop sign**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Gender						
Male	18.1%	36.2%	31.3%	14.1%	0.3%	100.0%
Female	15.5	41.6	32.5	10.1	0.2	100.0
Age group						
18 to 24 years	14.1	50.3	32.1	3.4	0.0	100.0
25 to 34 years	17.7	34.9	38.3	9.1	0.0	100.0
35 to 44 years	19.7	41.3	24.3	14.7	0.0	100.0
45 to 54 years	11.5	39.7	37.1	11.6	0.0	100.0
55 to 64 years	15.8	37.8	30.8	15.2	0.4	100.0
65 years or older	21.2	32.6	29.6	15.3	1.3	100.0
Educational background						
Less than high school	34.4	38.3	20.2	6.3	0.9	100.0
H.S. diploma or GED	20.8	40.9	28.1	9.9	0.4	100.0
Some college	12.9	40.9	33.1	12.7	0.5	100.0
Two-yr. technical deg.	10.7	44.7	33.6	11.0	0.0	100.0
Four-yr. college deg.	13.9	32.3	38.5	15.2	0.0	100.0
Post graduate work	15.8	29.3	36.2	18.7	0.0	100.0
Total	16.8	38.9	31.9	12.1	0.3	100.0

- **Q62: Not stopping or slowing down at a stop sign**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Gender						
Male	49.2%	33.0%	12.3%	5.5%	0.1%	100.0%
Female	43.6	35.0	13.9	7.4	0.1	100.0

- **Q62 (Continued): Not stopping or slowing down at a stop sign**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Age group						
18 to 24 years	49.3%	36.6%	10.7%	3.4%	0.0%	100.0%
25 to 34 years	53.4	34.2	7.9	4.5	0.0	100.0
35 to 44 years	47.2	35.1	11.8	5.9	0.0	100.0
45 to 54 years	42.0	36.0	15.6	6.4	0.0	100.0
55 to 64 years	40.1	35.9	16.0	8.0	0.0	100.0
65 years or older	47.3	26.9	15.6	9.5	0.8	100.0
Educational background						
Less than high school	66.8	13.1	16.2	3.1	0.9	100.0
H.S. diploma or GED	50.0	32.5	10.0	7.3	0.3	100.0
Some college	41.0	41.4	12.7	4.8	0.0	100.0
Two-yr. technical deg.	48.3	33.0	14.9	3.8	0.0	100.0
Four-yr. college deg.	40.7	32.3	17.8	9.2	0.0	100.0
Post graduate work	43.5	33.7	14.8	8.1	0.0	100.0
Total	46.4	34.0	13.1	6.4	0.1	100.0

- **Q63: Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Gender						
Male	18.6%	42.5%	28.8%	9.8%	0.2%	100.0%
Female	18.0	43.4	28.6	9.5	0.4	100.0
Age group						
18 to 24 years	15.2	45.9	36.6	2.4	0.0	100.0
25 to 34 years	15.1	45.2	33.3	6.5	0.0	100.0
35 to 44 years	20.7	44.3	24.8	10.2	0.0	100.0
45 to 54 years	12.7	45.5	30.1	11.3	0.5	100.0
55 to 64 years	18.2	43.0	25.2	13.6	0.0	100.0
65 years or older	26.9	34.8	25.6	11.4	1.3	100.0

- **Q63 (Continued): Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Educational background						
Less than high school	25.8%	46.6%	24.0%	1.8%	1.8%	100.0%
H.S. diploma or GED	24.4	38.6	26.1	10.6	0.3	100.0
Some college	15.9	50.9	26.0	7.0	0.2	100.0
Two-yr. technical deg.	16.0	44.6	27.4	11.3	0.8	100.0
Four-yr. college deg.	10.5	34.8	44.4	10.4	0.0	100.0
Post graduate work	12.8	48.6	25.1	13.5	0.0	100.0
Total	18.3	43.0	28.7	9.7	0.3	100.0

- **Q64: Entering an intersection with a traffic light when the traffic light has just turned red**

	Very likely	Somewhat likely	Not very likely	Highly unlikely	Don't know/not sure (vol.)	Total
Gender						
Male	58.0%	30.0%	6.7%	5.2%	0.1%	100.0%
Female	55.4	32.2	8.4	3.9	0.1	100.0
Age group						
18 to 24 years	54.1	40.0	2.4	3.4	0.0	100.0
25 to 34 years	58.1	33.0	4.3	4.5	0.0	100.0
35 to 44 years	57.6	32.5	4.8	5.1	0.0	100.0
45 to 54 years	55.1	30.0	12.8	2.1	0.0	100.0
55 to 64 years	56.7	27.8	9.1	6.4	0.0	100.0
65 years or older	57.8	26.1	9.5	6.0	0.5	100.0
Educational background						
Less than high school	74.5	18.6	5.1	0.9	0.9	100.0
H.S. diploma or GED	61.7	25.6	6.3	6.1	0.2	100.0
Some college	53.1	39.1	4.1	3.7	0.0	100.0
Two-yr. technical deg.	65.6	24.5	7.5	2.5	0.0	100.0
Four-yr. college deg.	40.2	40.6	13.7	5.6	0.0	100.0
Post graduate work	53.1	30.4	12.9	3.6	0.0	100.0
Total	56.7	31.1	7.5	4.6	0.1	100.0

I am now going to list the traffic violation that I just mentioned. This time, I would like you to tell me how strongly the chances of being stopped by the police for committing each offense deters you from committing that offense by answering as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.

- **Q65: Slowing down, but not completely stopping at a stop sign**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	35.3%	45.9%	18.6%	0.2%	0.0%	100.0%
Female	47.9	33.6	18.0	0.4	0.2	100.0
Age group						
18 to 24 years	23.4	55.2	21.4	0.0	0.0	100.0
25 to 34 years	31.3	46.9	21.8	0.0	0.0	100.0
35 to 44 years	38.8	43.5	17.7	0.0	0.0	100.0
45 to 54 years	39.7	40.9	19.5	0.0	0.0	100.0
55 to 64 years	52.1	32.2	15.3	0.0	0.4	100.0
65 years or older	58.9	24.0	15.1	1.7	0.2	100.0
Educational background						
Less than high school	57.9	29.8	9.7	1.8	0.9	100.0
H.S. diploma or GED	50.2	34.3	15.1	0.2	0.2	100.0
Some college	36.3	49.2	14.1	0.4	0.0	100.0
Two-yr. technical deg.	43.3	35.0	21.7	0.0	0.0	100.0
Four-yr. college deg.	29.6	45.5	24.6	0.3	0.0	100.0
Post graduate work	31.0	37.4	31.2	0.4	0.0	100.0
Total	41.6	39.7	18.3	0.3	0.1	100.0

- **Q66: Not stopping or slowing down at a stop sign**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	70.4%	22.6%	6.5%	0.5%	0.0%	100.0%
Female	78.8	14.5	5.9	0.7	0.2	100.0

- **Q66 (Continued): Not stopping or slowing down at a stop sign**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Age group						
18 to 24 years	62.8%	33.8%	3.4%	0.0%	0.0%	100.0%
25 to 34 years	66.3	28.2	5.5	0.0	0.0	100.0
35 to 44 years	79.4	14.4	6.2	0.0	0.0	100.0
45 to 54 years	77.7	15.0	6.4	0.9	0.0	100.0
55 to 64 years	78.0	16.2	5.4	0.0	0.4	100.0
65 years or older	77.6	11.2	8.8	2.2	0.2	100.0
Educational background						
Less than high school	81.0	13.6	0.0	4.5	0.9	100.0
H.S. diploma or GED	75.6	18.1	5.8	0.4	0.2	100.0
Some college	79.0	16.4	4.6	0.0	0.0	100.0
Two-yr. technical deg.	73.2	22.5	3.8	0.5	0.0	100.0
Four-yr. college deg.	70.0	20.4	8.7	0.9	0.0	100.0
Post graduate work	65.6	20.1	13.9	0.4	0.0	100.0
Total	74.6	18.5	6.2	0.6	0.1	100.0

- **Q67: Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	41.6%	44.8%	13.5%	0.1%	0.0%	100.0%
Female	50.1	37.2	12.1	0.4	0.2	100.0
Age group						
18 to 24 years	24.8	56.2	19.0	0.0	0.0	100.0
25 to 34 years	33.5	49.8	16.8	0.0	0.0	100.0
35 to 44 years	51.7	39.6	8.7	0.0	0.0	100.0
45 to 54 years	38.6	45.8	15.6	0.0	0.0	100.0
55 to 64 years	59.6	32.1	8.0	0.0	0.4	100.0
65 years or older	60.7	26.9	10.7	1.4	0.2	100.0

- **Q67 (Continued): Entering an intersection with a traffic light when the traffic light is turning from yellow to red**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	58.7%	30.4%	8.3%	1.8%	0.9%	100.0%
H.S. diploma or GED	53.5	36.3	9.6	0.4	0.2	100.0
Some college	38.9	49.7	11.3	0.0	0.0	100.0
Two-yr. technical deg.	43.3	40.5	16.2	0.0	0.0	100.0
Four-yr. college deg.	41.8	41.2	17.0	0.0	0.0	100.0
Post graduate work	38.4	41.5	19.7	0.4	0.0	100.0
Total	45.9	41.0	12.8	0.2	0.1	100.0

- **Q68: Entering an intersection with a traffic light when the traffic light has just turned red**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	85.2%	11.3%	3.3%	0.1%	0.0%	100.0%
Female	86.5	8.1	4.9	0.3	0.2	100.0
Age group						
18 to 24 years	81.4	18.6	0.0	0.0	0.0	100.0
25 to 34 years	81.3	16.8	1.9	0.0	0.0	100.0
35 to 44 years	90.6	7.6	1.9	0.0	0.0	100.0
45 to 54 years	84.6	8.7	6.7	0.0	0.0	100.0
55 to 64 years	87.4	6.8	5.4	0.0	0.4	100.0
65 years or older	87.2	3.9	7.4	1.2	0.2	100.0
Educational background						
Less than high school	84.7	12.7	0.0	1.8	0.9	100.0
H.S. diploma or GED	90.0	5.4	4.1	0.3	0.2	100.0
Some college	86.3	11.2	2.5	0.0	0.0	100.0
Two-yr. technical deg.	87.8	9.2	3.0	0.0	0.0	100.0
Four-yr. college deg.	78.0	16.7	5.4	0.0	0.0	100.0
Post graduate work	79.0	10.7	9.8	0.4	0.0	100.0
Total	85.8	9.7	4.1	0.2	0.1	100.0

Please use you best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of not stopping at a stop sign for the first time in Pennsylvania. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q69A: Total ticket amount**

	No ticket ($0)	<$50	$50-$99	$100-$149	$150-$199	$200 or more	Non-specified ticket amount	No fine stated	Don't know/ not sure	Total
Gender										
Male	0.0%	5.7%	41.0%	27.1%	8.1%	3.8%	0.4%	2.8%	11.2%	100.0%
Female	0.3	5.9	43.1	17.3	4.9	3.0	0.8	3.3	21.4	100.0
Age group										
18 to 24 years	0.0	5.9	42.8	27.9	11.7	0.0	2.4	3.4	5.9	100.0
25 to 34 years	1.0	6.2	49.5	29.0	2.6	0.0	0.0	2.6	9.1	100.0
35 to 44 years	0.0	4.8	45.5	20.4	10.1	6.8	0.6	2.9	8.8	100.0
45 to 54 years	0.0	2.6	43.7	22.1	7.7	4.6	0.0	3.6	15.7	100.0
55 to 64 years	0.0	6.8	38.1	24.2	3.4	2.1	0.0	2.5	22.8	100.0
65 years or older	0.0	9.4	32.0	13.2	3.5	4.2	1.2	3.0	33.5	100.0
Educational background										
Less than high school	0.0	3.6	32.4	17.9	7.9	9.1	6.1	5.1	17.8	100.0
H.S. diploma or GED	0.0	5.6	36.7	21.9	7.4	3.6	0.3	3.7	21.0	100.0
Some college	0.6	7.8	46.2	21.7	8.0	1.6	0.8	2.6	10.6	100.0
Two-yr. technical deg.	0.0	6.8	37.7	33.7	5.2	3.1	0.0	3.4	10.1	100.0
Four-yr. college deg.	0.0	6.2	53.4	14.9	5.2	3.3	0.4	1.5	15.2	100.0
Post graduate work	0.0	0.4	44.2	23.7	2.1	5.1	0.0	2.7	21.9	100.0
Total	0.2	5.8	42.1	22.2	6.5	3.4	0.6	3.0	16.3	100.0

- **Q69B: Other non-monetary penalties**[1]

	Points added to license	Warning	Court costs (in additional to ticket costs)	Driver's education	Increased insurance rates
Gender					
Male	14.4%	3.0%	0.9%	0.5%	0.0%
Female	9.2	4.1	0.0	0.3	0.2

- **Q69B (Continued): Other non-monetary penalties**[1]

	Points added to license	Warning	Court costs (in additional to ticket costs)	Driver's education	Increased insurance rates
Age group					
18 to 24 years	11.7%	3.4%	0.0%	0.0%	0.0%
25 to 34 years	9.1	2.6	0.0	0.0	0.0
35 to 44 years	16.9	3.6	0.0	0.6	0.0
45 to 54 years	14.7	3.1	0.7	0.7	0.5
55 to 64 years	9.4	4.2	1.8	0.9	0.0
65 years or older	6.7	4.5	0.3	0.2	0.0
Educational background					
Less than high school	8.3	3.8	0.0	0.0	0.0
H.S. diploma or GED	12.2	4.3	0.2	0.4	0.3
Some college	11.3	4.1	0.5	0.5	0.0
Two-yr. technical deg.	8.3	3.4	0.0	1.1	0.0
Four-yr. college deg.	13.5	1.5	1.9	0.3	0.0
Post graduate work	14.6	2.7	0.0	0.0	0.0
Total	11.8	3.6	0.5	0.4	0.1

- **Q69B (Continued): Other non-monetary penalties**[1]

	Community service	Loss of license	No non-monetary penalty stated	Don't know/not sure
Gender				
Male	0.0%	0.0%	70.0%	11.2%
Female	0.1	0.1	64.8	21.4
Age group				
18 to 24 years	0.0	0.0	79.0	5.9
25 to 34 years	0.0	0.0	79.2	9.1
35 to 44 years	0.0	0.0	70.1	8.8
45 to 54 years	0.0	0.0	65.0	15.7
55 to 64 years	0.4	0.0	60.5	22.8
65 years or older	0.0	0.2	54.6	33.5

- **Q69B (Continued): Other non-monetary penalties**[1]

	Community service	Loss of license	No non-monetary penalty stated	Don't know/not sure
Educational background				
Less than high school	0.0%	0.9%	69.2%	17.8%
H.S. diploma or GED	0.0	0.0	61.9	21.0
Some college	0.0	0.0	73.1	10.6
Two-yr. technical deg.	0.0	0.0	77.1	10.1
Four-yr. college deg.	0.0	0.0	67.7	15.2
Post graduate work	0.6	0.0	60.2	21.9
Total	0.1	a	67.4	16.3

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning a non-monetary penalty were included under "No non-monetary penalty stated."
a. Rounds to less than 0.1 percent.
Note: All percentages are based on the percent of total survey respondents, not solely on the total responses for non-monetary penalties.

Please use you best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of not stopping at an intersection with a red light for the first time in Pennsylvania. ***{Prompt for a dollar amount first and then any additional penalties.}***

- **Q70A: Total ticket amount**

	No ticket ($0)	<$50	$50-$99	$100-$149	$150-$199	$200 or more	Non-specified ticket amount	No fine stated	Don't know/ not sure	Total
Gender										
Male	0.2%	1.1%	23.2%	30.8%	17.9%	14.8%	0.2%	0.5%	11.2%	100.0%
Female	0.0	2.1	23.7	29.2	10.9	11.7	0.3	0.9	21.2	100.0
Age group										
18 to 24 years	0.0	2.4	16.6	35.5	15.2	22.1	0.0	0.0	8.3	100.0
25 to 34 years	0.0	0.0	29.4	39.0	14.4	9.8	0.0	0.0	7.4	100.0
35 to 44 years	0.0	1.2	25.4	26.2	21.2	15.0	0.0	1.7	9.3	100.0
45 to 54 years	0.0	1.2	18.1	34.2	15.9	13.0	0.5	0.9	16.2	100.0
55 to 64 years	0.0	1.7	27.2	26.2	11.5	11.8	0.0	0.0	21.7	100.0
65 years or older	0.7	3.4	23.2	20.1	6.5	11.3	1.1	0.8	32.9	100.0

- **Q70A (Continued): Total ticket amount**

	No ticket ($0)	<$50	$50-$99	$100-$149	$150-$199	$200 or more	Non-specified ticket amount	No fine stated	Don't know/ not sure	Total
Educational background										
Less than high school	0.0%	0.9%	28.3%	22.2%	14.2%	13.5%	0.0%	0.9%	20.1%	100.0%
H.S. diploma or GED	0.2	1.6	24.0	22.4	12.5	16.3	0.5	1.8	20.8	100.0
Some college	0.0	2.2	22.4	32.1	18.9	11.3	0.2	0.0	12.9	100.0
Two-yr. technical deg.	0.0	2.4	23.3	33.1	18.1	11.6	0.0	0.3	11.3	100.0
Four-yr. college deg.	0.4	0.9	25.3	39.1	9.2	11.3	0.4	0.0	13.5	100.0
Post graduate work	0.0	0.4	18.8	37.4	13.4	13.6	0.0	0.0	16.4	100.0
Total	0.1	1.6	23.5	29.8	14.4	13.4	0.3	0.7	16.2	100.0

- **Q70B: Other non-monetary penalties**[1]

	Points added to license	Warning	Court costs (in addition to ticket costs)	Driver's education	Increased insurance rates
Gender					
Male	18.4%	0.8%	0.3%	0.8%	0.4%
Female	16.9	1.5	0.9	0.1	0.2
Age group					
18 to 24 years	13.1	0.0	0.0	0.0	0.0
25 to 34 years	17.2	0.0	0.0	0.0	1.0
35 to 44 years	27.1	1.7	1.1	1.2	0.0
45 to 54 years	19.9	0.9	0.0	0.7	0.5
55 to 64 years	16.0	1.3	1.3	1.2	0.0
65 years or older	8.3	2.5	0.3	0.2	0.0
Educational background					
Less than high school	19.2	0.9	0.0	0.0	0.0
H.S. diploma or GED	16.8	2.3	0.2	0.3	0.3
Some college	16.9	0.9	0.7	0.5	0.0
Two-yr. technical deg.	14.6	0.3	1.9	2.3	0.0
Four-yr. college deg.	18.2	0.4	0.0	0.6	0.0
Post graduate work	24.9	0.0	0.0	0.0	1.7
Total	17.6	1.2	0.5	0.6	0.3

- **Q70B (Continued): Other non-monetary penalties**[1]

	Community service	Loss of license	No non-monetary penalty stated	Don't know/not sure
Gender				
Male	0.0%	0.1%	68.3%	11.2%
Female	0.5	0.3	59.6	21.2
Age group				
18 to 24 years	0.0	0.0	78.6	8.3
25 to 34 years	0.0	0.0	75.4	7.4
35 to 44 years	0.0	0.0	60.2	9.3
45 to 54 years	0.5	0.0	62.9	16.2
55 to 64 years	0.4	0.0	58.9	21.7
65 years or older	0.3	1.6	54.1	32.9
Educational background				
Less than high school	0.0	0.0	59.9	20.1
H.S. diploma or GED	0.0	0.0	59.6	20.8
Some college	0.0	0.4	67.7	12.9
Two-yr. technical deg.	0.0	0.5	71.4	11.3
Four-yr. college deg.	1.1	0.9	66.6	13.5
Post graduate work	0.6	0.0	58.7	16.4
Total	0.2	0.3	63.9	16.2

1. Survey respondents could have stated more than one non-monetary penalty. Individual responses not mentioning a non-monetary penalty were included under "No non-monetary penalty stated."

Note: All percentages are based on the percent of total survey respondents, not solely on the total responses for non-monetary penalties.

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from failing to stop at a stop sign. After I read each penalty, please respond as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.

- **Q71: A ticket totaling less than 50 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	22.6%	40.5%	36.8%	0.1%	100.0%
Female	38.2	35.1	26.1	0.6	100.0

- **Q71 (Continued): A ticket totaling less than 50 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	13.1%	56.2%	30.7%	0.0%	100.0%
25 to 34 years	19.6	42.3	38.0	0.0	100.0
35 to 44 years	29.5	36.7	33.1	0.6	100.0
45 to 54 years	22.4	40.2	37.0	0.5	100.0
55 to 64 years	37.7	31.7	30.6	0.0	100.0
65 years or older	55.2	25.8	18.2	0.8	100.0
Educational background					
Less than high school	52.7	27.7	17.4	2.3	100.0
H.S. diploma or GED	35.6	35.6	28.5	0.3	100.0
Some college	28.3	45.0	26.5	0.2	100.0
Two-yr. technical deg.	33.7	31.7	34.6	0.0	100.0
Four-yr. college deg.	17.8	36.1	45.2	0.9	100.0
Post graduate work	20.7	42.6	36.7	0.0	100.0
Household income					
Under $15,000	48.8	30.1	21.1	0.0	100.0
$15,000 to $24,999	39.0	36.6	24.4	0.0	100.0
$25,000 to $34,999	33.9	42.0	24.1	0.0	100.0
$35,000 to $49,999	28.1	39.6	31.7	0.6	100.0
$50,000 to $64,999	27.2	39.4	32.5	0.9	100.0
$65,000 to $80,000	15.8	50.0	33.8	0.4	100.0
Over $80,000	14.2	38.6	47.2	0.0	100.0
Total	30.4	37.8	31.5	0.4	100.0

- **Q72: A ticket totaling between 50 and 99 dollars**

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	46.5%	37.4%	15.9%	0.1%	100.0%
Female	59.8	30.4	9.5	0.3	100.0

- Q72 (Continued): A ticket totaling between 50 and 99 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	41.0%	49.7%	9.3%	0.0%	100.0%
25 to 34 years	47.1	40.4	12.4	0.0	100.0
35 to 44 years	50.0	39.2	10.8	0.0	100.0
45 to 54 years	49.0	33.6	16.9	0.5	100.0
55 to 64 years	56.2	28.4	15.4	0.0	100.0
65 years or older	72.3	16.9	10.1	0.8	100.0
Educational background					
Less than high school	72.9	19.5	5.3	2.3	100.0
H.S. diploma or GED	56.6	31.8	11.3	0.3	100.0
Some college	53.8	35.1	10.9	0.2	100.0
Two-yr. technical deg.	57.7	28.1	14.2	0.0	100.0
Four-yr. college deg.	38.7	42.5	18.8	0.0	100.0
Post graduate work	46.1	39.6	14.4	0.0	100.0
Household income					
Under $15,000	70.7	19.0	10.2	0.0	100.0
$15,000 to $24,999	65.4	28.2	6.4	0.0	100.0
$25,000 to $34,999	54.1	40.5	5.4	0.0	100.0
$35,000 to $49,999	56.0	30.2	13.2	0.6	100.0
$50,000 to $64,999	50.2	31.7	18.1	0.0	100.0
$65,000 to $80,000	47.9	41.0	10.7	0.4	100.0
Over $80,000	32.0	45.7	22.3	0.0	100.0
Total	53.2	33.9	12.7	0.2	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 dollars "would strongly deter them from failing to stop at a stop sign" would also respond that a ticket totaling between $50 and $99 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- Q73: A ticket totaling between 100 and 149 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	77.9%	14.8%	7.2%	0.1%	100.0%
Female	86.4	9.2	4.1	0.3	100.0

- Q73 (Continued): A ticket totaling between 100 and 149 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	89.7%	3.4%	6.9%	0.0%	100.0%
25 to 34 years	81.3	15.1	3.6	0.0	100.0
35 to 44 years	81.9	13.0	5.1	0.0	100.0
45 to 54 years	76.1	17.4	6.0	0.5	100.0
55 to 64 years	78.8	13.2	8.0	0.0	100.0
65 years or older	88.3	6.0	4.9	0.8	100.0
Educational background					
Less than high school	92.4	3.1	2.2	2.3	100.0
H.S. diploma or GED	82.8	11.0	5.9	0.3	100.0
Some college	87.0	10.4	2.5	0.2	100.0
Two-yr. technical deg.	83.6	7.4	9.0	0.0	100.0
Four-yr. college deg.	73.2	18.8	8.0	0.0	100.0
Post graduate work	74.3	19.4	6.3	0.0	100.0
Household income					
Under $15,000	84.1	7.8	8.1	0.0	100.0
$15,000 to $24,999	89.8	8.1	2.1	0.0	100.0
$25,000 to $34,999	86.6	10.2	3.1	0.0	100.0
$35,000 to $49,999	83.9	10.2	5.2	0.6	100.0
$50,000 to $64,999	77.8	16.7	5.5	0.0	100.0
$65,000 to $80,000	80.9	14.7	4.0	0.4	100.0
Over $80,000	71.3	16.9	11.8	0.0	100.0
Total	82.1	12.0	5.6	0.2	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 or between $50 and $99 "would strongly deter them from failing to stop at a stop sign " would also respond that a ticket totaling between $100 and $149 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- Q74: A ticket totaling between 150 and 199 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	86.0%	8.9%	5.0%	0.1%	100.0%
Female	92.9	2.9	3.8	0.3	100.0

- Q74 (Continued): A ticket totaling between 150 and 199 dollars

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	93.1%	6.9%	0.0%	0.0%	100.0%
25 to 34 years	90.4	6.0	3.6	0.0	100.0
35 to 44 years	90.4	5.1	4.5	0.0	100.0
45 to 54 years	85.3	8.9	5.3	0.5	100.0
55 to 64 years	86.8	6.1	7.2	0.0	100.0
65 years or older	92.1	2.5	4.6	0.8	100.0
Educational background					
Less than high school	94.2	1.4	2.2	2.3	100.0
H.S. diploma or GED	90.2	5.0	4.5	0.3	100.0
Some college	92.2	6.3	1.3	0.2	100.0
Two-yr. technical deg.	87.4	3.6	9.0	0.0	100.0
Four-yr. college deg.	85.7	9.2	5.1	0.0	100.0
Post graduate work	85.4	8.3	6.3	0.0	100.0
Household income					
Under $15,000	89.0	3.7	7.3	0.0	100.0
$15,000 to $24,999	96.4	1.6	2.1	0.0	100.0
$25,000 to $34,999	95.4	1.5	3.1	0.0	100.0
$35,000 to $49,999	89.9	6.0	3.4	0.6	100.0
$50,000 to $64,999	83.2	11.4	5.5	0.0	100.0
$65,000 to $80,000	90.4	6.6	2.6	0.4	100.0
Over $80,000	80.5	10.8	8.7	0.0	100.0
Total	89.4	5.9	4.4	0.2	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50, between $50 and $99, or between $100 and $149 "would strongly deter them from failing to stop at a stop sign " would also respond that a ticket totaling between $150 and $199 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- Q75: A ticket totaling 200 dollars or more

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	91.5%	4.4%	3.9%	0.1%	100.0%
Female	95.1	1.4	3.1	0.3	100.0

- Q75 (Continued): A ticket totaling 200 dollars or more

	Strongly deter you[1]	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	93.1%	6.9%	0.0%	0.0%	100.0%
25 to 34 years	94.7	2.6	2.6	0.0	100.0
35 to 44 years	94.3	2.3	3.4	0.0	100.0
45 to 54 years	93.0	2.4	4.1	0.5	100.0
55 to 64 years	90.2	3.9	5.9	0.0	100.0
65 years or older	94.0	1.2	4.0	0.8	100.0
Educational background					
Less than high school	95.5	0.0	2.2	2.3	100.0
H.S. diploma or GED	92.3	4.1	3.3	0.3	100.0
Some college	96.6	2.5	0.7	0.2	100.0
Two-yr. technical deg.	91.0	2.3	6.7	0.0	100.0
Four-yr. college deg.	92.0	3.3	4.7	0.0	100.0
Post graduate work	92.6	1.0	6.3	0.0	100.0
Household income					
Under $15,000	92.7	0.5	6.8	0.0	100.0
$15,000 to $24,999	97.9	0.6	1.4	0.0	100.0
$25,000 to $34,999	96.5	0.7	2.8	0.0	100.0
$35,000 to $49,999	91.7	5.0	2.6	0.6	100.0
$50,000 to $64,999	94.1	1.5	4.4	0.0	100.0
$65,000 to $80,000	92.5	5.1	1.9	0.4	100.0
Over $80,000	87.4	7.0	5.6	0.0	100.0
Total	93.3	2.9	3.5	0.2	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50, between $50 and $99, between $100 and $149, or between $150 and $199 "would strongly deter them from failing to stop at a stop sign" would also respond that a ticket totaling $200 or more "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- Q76: Points added to license

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	76.6%	17.6%	5.3%	0.5%	100.0%
Female	82.7	10.5	6.2	0.6	100.0

- **Q76 (Continued): Points added to license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Age group					
18 to 24 years	75.5%	24.5%	0.0%	0.0%	100.0%
25 to 34 years	68.9	21.3	9.8	0.0	100.0
35 to 44 years	83.0	12.9	4.2	0.0	100.0
45 to 54 years	82.7	11.8	5.0	0.5	100.0
55 to 64 years	80.6	8.9	9.7	0.9	100.0
65 years or older	83.8	9.4	4.9	1.9	100.0
Educational background					
Less than high school	84.3	6.9	5.1	3.6	100.0
H.S. diploma or GED	83.4	11.3	4.6	0.7	100.0
Some college	78.5	15.6	5.7	0.2	100.0
Two-yr. technical deg.	77.8	17.3	4.9	0.0	100.0
Four-yr. college deg.	73.8	17.8	7.6	0.8	100.0
Post graduate work	77.4	14.0	8.6	0.0	100.0
Total	79.6	14.1	5.7	0.6	100.0

- **Q77: Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	92.1%	4.5%	3.4%	0.1%	100.0%
Female	94.1	2.4	2.9	0.6	100.0
Age group					
18 to 24 years	96.6	3.4	0.0	0.0	100.0
25 to 34 years	93.1	4.3	2.6	0.0	100.0
35 to 44 years	94.1	2.9	2.9	0.0	100.0
45 to 54 years	92.6	3.4	3.6	0.5	100.0
55 to 64 years	89.8	4.7	5.1	0.4	100.0
65 years or older	93.0	2.3	3.5	1.2	100.0

- **Q77 (Continued): Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Educational background					
Less than high school	93.5%	2.9%	1.3%	2.3%	100.0%
H.S. diploma or GED	93.0	3.3	3.2	0.5	100.0
Some college	95.5	3.4	1.0	0.2	100.0
Two-yr. technical deg.	96.5	0.5	2.5	0.5	100.0
Four-yr. college deg.	88.6	6.1	5.3	0.0	100.0
Post graduate work	89.6	4.0	6.3	0.0	100.0
Total	93.1	3.4	3.1	0.4	100.0

- **Q78: Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	88.9%	6.1%	4.8%	0.1%	0.1%	100.0%
Female	92.7	3.5	3.3	0.5	0.0	100.0
Age group						
18 to 24 years	96.6	3.4	0.0	0.0	0.0	100.0
25 to 34 years	90.2	4.5	5.3	0.0	0.0	100.0
35 to 44 years	88.7	6.8	4.5	0.0	0.0	100.0
45 to 54 years	92.6	3.4	3.6	0.5	0.0	100.0
55 to 64 years	87.2	6.9	5.4	0.4	0.0	100.0
65 years or older	91.1	3.5	4.4	0.8	0.3	100.0
Educational background						
Less than high school	92.6	2.9	2.2	2.3	0.0	100.0
H.S. diploma or GED	92.8	2.9	3.8	0.4	0.2	100.0
Some college	92.6	4.7	2.7	0.0	0.0	100.0
Two-yr. technical deg.	89.5	5.6	4.4	0.5	0.0	100.0
Four-yr. college deg.	86.4	7.9	5.7	0.0	0.0	100.0
Post graduate work	86.3	7.4	6.3	0.0	0.0	100.0

- **Q78 (Continued): Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Household income						
Under $15,000	89.0%	2.1%	8.9%	0.0%	0.0%	100.0%
$15,000 to $24,999	96.5	1.3	1.9	0.2	0.0	100.0
$25,000 to $34,999	93.0	4.6	2.4	0.0	0.0	100.0
$35,000 to $49,999	86.9	8.4	4.1	0.6	0.0	100.0
$50,000 to $64,999	86.6	6.4	7.0	0.0	0.0	100.0
$65,000 to $80,000	91.5	5.9	1.9	0.6	0.0	100.0
Over $80,000	88.5	7.3	4.2	0.0	0.0	100.0
Total	90.8	4.8	4.1	0.3	0.1	100.0

- **Q79: Is there anything else that would deter you?**

Of the survey respondents who responded to this question, most indicated that the fear of having an accident that injured or killed someone was a deterrent to failing to stop at a stop sign. Additionally, a fair amount of respondents stated that increased police visibility and an increased likelihood of being caught also deterred them from failing to stop at a stop sign.

Some of the less stated deterrents included: having his or her name put in the local newspaper, serving jail time, having to take a driver's education class, having to perform community service, and having his or her license suspended for a lengthy period of time period. Additionally, a few of the survey respondents even mentioned that the fear of their spouses or parents (mostly younger survey respondents said this) finding out deterred them from failing to stop at a stop sign.

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from failing to stop at a red light. After I read each penalty, please respond as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.

- **Q80: A ticket totaling less than 50 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	29.2%	35.6%	35.0%	0.2%	100.0%
Female	45.2	30.9	23.4	0.5	100.0
Age group					
18 to 24 years	25.9	44.8	29.3	0.0	100.0
25 to 34 years	26.1	34.0	40.0	0.0	100.0
35 to 44 years	33.4	35.8	30.2	0.6	100.0
45 to 54 years	30.5	37.1	32.4	0.0	100.0
55 to 64 years	42.2	30.2	27.2	0.4	100.0
65 years or older	62.7	20.4	15.8	1.1	100.0
Educational background					
Less than high school	52.2	31.1	14.5	2.3	100.0
H.S. diploma or GED	44.1	25.4	30.6	0.0	100.0
Some college	40.1	38.8	20.9	0.2	100.0
Two-yr. technical deg.	37.7	33.7	28.0	0.5	100.0
Four-yr. college deg.	20.6	33.3	44.9	1.3	100.0
Post graduate work	22.0	48.8	29.2	0.0	100.0
Household income					
Under $15,000	63.1	16.9	20.0	0.0	100.0
$15,000 to $24,999	53.1	23.9	23.0	0.0	100.0
$25,000 to $34,999	42.8	34.6	22.2	0.4	100.0
$35,000 to $49,999	32.0	41.0	27.0	0.0	100.0
$50,000 to $64,999	34.2	28.3	36.6	0.9	100.0
$65,000 to $80,000	18.9	45.2	34.8	1.1	100.0
Over $80,000	14.0	42.8	43.2	0.0	100.0
Total	37.2	33.2	29.2	0.4	100.0

- **Q81: A ticket totaling between 50 and 99 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	50.8%	29.5%	19.4%	0.2%	100.0%
Female	60.9	26.6	12.2	0.3	100.0
Age group					
18 to 24 years	44.5	40.4	15.2	0.0	100.0
25 to 34 years	46.2	37.8	16.0	0.0	100.0
35 to 44 years	53.1	29.1	17.8	0.0	100.0
45 to 54 years	53.6	27.6	18.9	0.0	100.0
55 to 64 years	57.1	26.6	15.9	0.4	100.0
65 years or older	76.5	12.1	10.1	1.3	100.0
Educational background					
Less than high school	66.9	20.0	10.0	3.1	100.0
H.S. diploma or GED	60.3	23.4	16.3	0.0	100.0
Some college	57.0	32.7	10.2	0.2	100.0
Two-yr. technical deg.	58.5	26.0	15.1	0.5	100.0
Four-yr. college deg.	38.3	36.2	25.1	0.4	100.0
Post graduate work	54.6	27.8	17.7	0.0	100.0
Household income					
Under $15,000	73.1	13.6	13.3	0.0	100.0
$15,000 to $24,999	71.9	22.0	5.8	0.2	100.0
$25,000 to $34,999	57.4	36.2	6.0	0.4	100.0
$35,000 to $49,999	59.9	25.7	14.5	0.0	100.0
$50,000 to $64,999	50.4	25.0	24.6	0.0	100.0
$65,000 to $80,000	40.3	39.7	18.9	1.1	100.0
Over $80,000	33.1	37.7	29.2	0.0	100.0
Total	55.8	28.1	15.8	0.3	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 dollars "would strongly deter them from failing to stop at a red light" would also respond that a ticket totaling between $50 and $99 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q82: A ticket totaling between 100 and 149 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	75.7%	14.6%	9.5%	0.2%	100.0%
Female	85.6	9.4	4.7	0.3	100.0
Age group					
18 to 24 years	77.9	12.7	9.3	0.0	100.0
25 to 34 years	81.3	11.7	6.9	0.0	100.0
35 to 44 years	79.6	14.9	5.6	0.0	100.0
45 to 54 years	76.8	16.0	7.2	0.0	100.0
55 to 64 years	80.9	9.4	9.3	0.4	100.0
65 years or older	87.0	5.9	5.8	1.3	100.0
Educational background					
Less than high school	86.8	1.8	8.3	3.1	100.0
H.S. diploma or GED	82.4	10.7	6.8	0.0	100.0
Some college	83.6	14.0	2.2	0.2	100.0
Two-yr. technical deg.	82.5	5.9	11.1	0.5	100.0
Four-yr. college deg.	69.7	17.4	12.4	0.4	100.0
Post graduate work	77.7	15.5	6.8	0.0	100.0
Household income					
Under $15,000	83.0	4.4	12.5	0.0	100.0
$15,000 to $24,999	88.8	8.9	2.1	0.2	100.0
$25,000 to $34,999	88.0	7.7	3.9	0.4	100.0
$35,000 to $49,999	85.6	8.4	6.0	0.0	100.0
$50,000 to $64,999	71.8	21.2	7.0	0.0	100.0
$65,000 to $80,000	73.9	18.0	7.0	1.1	100.0
Over $80,000	66.6	17.0	16.5	0.0	100.0
Total	80.6	12.0	7.1	0.3	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50 or between $50 and $99 "would strongly deter them from failing to stop at a red light " would also respond that a ticket totaling between $100 and $149 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q83: A ticket totaling between 150 and 199 dollars**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	85.3%	7.8%	6.6%	0.2%	100.0%
Female	91.5	4.1	4.1	0.3	100.0
Age group					
18 to 24 years	88.3	9.3	2.4	0.0	100.0
25 to 34 years	88.7	6.0	5.3	0.0	100.0
35 to 44 years	90.2	5.3	4.5	0.0	100.0
45 to 54 years	86.0	8.5	5.6	0.0	100.0
55 to 64 years	85.5	5.6	8.5	0.4	100.0
65 years or older	91.1	2.2	5.5	1.3	100.0
Educational background					
Less than high school	88.6	0.0	8.3	3.1	100.0
H.S. diploma or GED	90.6	4.5	4.9	0.0	100.0
Some college	90.9	7.9	1.1	0.2	100.0
Two-yr. technical deg.	84.2	5.4	9.8	0.5	100.0
Four-yr. college deg.	84.7	6.9	8.0	0.4	100.0
Post graduate work	84.6	8.6	6.8	0.0	100.0
Household income					
Under $15,000	89.8	2.1	8.1	0.0	100.0
$15,000 to $24,999	94.9	2.8	2.1	0.2	100.0
$25,000 to $34,999	95.2	0.6	3.9	0.4	100.0
$35,000 to $49,999	89.7	6.0	4.2	0.0	100.0
$50,000 to $64,999	82.9	10.8	6.3	0.0	100.0
$65,000 to $80,000	86.8	5.8	6.3	1.1	100.0
Over $80,000	75.0	12.9	12.1	0.0	100.0
Total	88.4	6.0	5.4	0.3	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50, between $50 and $99, or between $100 and $149 "would strongly deter them from failing to stop at a red light " would also respond that a ticket totaling between $150 and $199 "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q84: A ticket totaling 200 dollars or more**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	89.3%	4.3%	6.1%	0.2%	100.0%
Female	94.9	0.8	4.0	0.3	100.0
Age group					
18 to 24 years	90.7	6.9	2.4	0.0	100.0
25 to 34 years	93.1	1.7	5.3	0.0	100.0
35 to 44 years	93.8	1.7	4.5	0.0	100.0
45 to 54 years	92.5	2.4	5.1	0.0	100.0
55 to 64 years	88.9	3.0	7.6	0.4	100.0
65 years or older	92.2	1.5	5.0	1.3	100.0
Educational background					
Less than high school	88.6	0.0	8.3	3.1	100.0
H.S. diploma or GED	93.4	2.2	4.4	0.0	100.0
Some college	96.3	2.7	0.9	0.2	100.0
Two-yr. technical deg.	87.4	2.3	9.8	0.5	100.0
Four-yr. college deg.	88.3	3.7	7.6	0.4	100.0
Post graduate work	89.7	3.5	6.8	0.0	100.0
Household income					
Under $15,000	91.1	0.8	8.1	0.0	100.0
$15,000 to $24,999	98.1	0.0	1.7	0.2	100.0
$25,000 to $34,999	95.8	0.7	3.1	0.4	100.0
$35,000 to $49,999	93.2	3.4	3.4	0.0	100.0
$50,000 to $64,999	92.6	1.1	6.3	0.0	100.0
$65,000 to $80,000	87.5	5.1	6.3	1.1	100.0
Over $80,000	80.9	7.0	12.1	0.0	100.0
Total	92.1	2.6	5.1	0.3	100.0

1. It was assumed that respondents who earlier stated that a ticket totaling less than $50, between $50 and $99, between $100 and $149, or between $150 and $199 "would strongly deter them from failing to stop at a red light" would also respond that a ticket totaling $200 or more "would strongly deter them." Therefore, although these individuals were not actually asked this question, they were included under the response it would "strongly deter you."

- **Q85: Points added to license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Total
Gender					
Male	80.9%	12.3%	6.5%	0.4%	100.0%
Female	85.1	8.1	6.3	0.5	100.0
Age group					
18 to 24 years	79.0	18.6	2.4	0.0	100.0
25 to 34 years	79.4	11.7	8.9	0.0	100.0
35 to 44 years	84.5	11.3	4.2	0.0	100.0
45 to 54 years	84.6	9.4	6.0	0.0	100.0
55 to 64 years	83.1	5.1	10.5	1.3	100.0
65 years or older	85.1	7.2	6.3	1.4	100.0
Educational background					
Less than high school	83.4	2.3	11.2	3.1	100.0
H.S. diploma or GED	87.1	8.4	4.3	0.2	100.0
Some college	82.4	12.5	5.0	0.2	100.0
Two-yr. technical deg.	80.6	11.4	7.6	0.5	100.0
Four-yr. college deg.	77.0	12.3	9.9	0.8	100.0
Post graduate work	81.2	9.7	9.1	0.0	100.0
Total	83.0	10.2	6.4	0.4	100.0

- **Q86: Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	91.3%	2.8%	5.7%	0.1%	0.1%	100.0%
Female	93.5	2.7	3.5	0.3	0.0	100.0
Age group						
18 to 24 years	94.1	3.4	2.4	0.0	0.0	100.0
25 to 34 years	92.1	3.6	4.3	0.0	0.0	100.0
35 to 44 years	92.4	3.6	4.0	0.0	0.0	100.0
45 to 54 years	92.5	2.9	4.6	0.0	0.0	100.0
55 to 64 years	90.7	1.7	7.2	0.4	0.0	100.0
65 years or older	92.8	1.3	4.8	0.8	0.3	100.0

- **Q86 (Continued): Suspended license**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Educational background						
Less than high school	85.7%	2.9%	8.3%	3.1%	0.0%	100.0%
H.S. diploma or GED	94.3	2.1	3.4	0.0	0.2	100.0
Some college	95.2	3.7	1.1	0.0	0.0	100.0
Two-yr. technical deg.	93.8	0.0	5.7	0.5	0.0	100.0
Four-yr. college deg.	87.4	4.2	8.4	0.0	0.0	100.0
Post graduate work	86.7	4.0	9.3	0.0	0.0	100.0
Total	92.4	2.8	4.6	0.2	0.1	100.0

- **Q87: Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Gender						
Male	86.7%	6.1%	7.0%	0.1%	0.1%	100.0%
Female	92.9	3.3	3.5	0.3	0.0	100.0
Age group						
18 to 24 years	97.6	0.0	2.4	0.0	0.0	100.0
25 to 34 years	91.4	2.6	6.0	0.0	0.0	100.0
35 to 44 years	86.4	9.1	4.5	0.0	0.0	100.0
45 to 54 years	91.0	3.6	5.4	0.0	0.0	100.0
55 to 64 years	86.0	6.9	6.8	0.4	0.0	100.0
65 years or older	89.3	3.7	5.9	0.8	0.3	100.0
Educational background						
Less than high school	85.7	2.9	8.3	3.1	0.0	100.0
H.S. diploma or GED	93.0	3.1	3.8	0.0	0.2	100.0
Some college	92.3	5.7	2.0	0.0	0.0	100.0
Two-yr. technical deg.	88.2	3.8	7.6	0.5	0.0	100.0
Four-yr. college deg.	82.8	8.2	9.0	0.0	0.0	100.0
Post graduate work	86.1	4.6	9.3	0.0	0.0	100.0

- **Q87: Increased insurance rates**

	Strongly deter you	Moderately deter you	Have little or no effect on you	Don't know/not sure (vol.)	Refused (vol.)	Total
Household income						
Under $15,000	87.2%	3.9%	8.9%	0.0%	0.0%	100.0%
$15,000 to $24,999	96.3	1.4	2.1	0.2	0.0	100.0
$25,000 to $34,999	92.0	4.9	3.1	0.0	0.0	100.0
$35,000 to $49,999	85.0	10.5	4.6	0.0	0.0	100.0
$50,000 to $64,999	89.5	3.8	6.7	0.0	0.0	100.0
$65,000 to $80,000	85.7	4.9	8.7	0.6	0.0	100.0
Over $80,000	87.1	5.9	6.9	0.0	0.0	100.0
Total	89.8	4.7	5.3	0.2	0.1	100.0

- **Q88: Is there anything else that would deter you?**

The results of this question were very similar to those in question 79 (for failing to stop at a stop sign). Of the survey respondents who answered this question, most indicated that the fear of having an accident that injured or killed someone was a deterrent against failing to stop at a red light. Additionally, a fair amount of respondents stated that increased police visibility and increased use of cameras at traffic lights increased the likelihood of being caught and therefore also deterred them from failing to stop at a red light.

Some of the less stated deterrents included: having his or her name put in the local newspaper if caught, serving jail time, having to take a driver's education class, having to perform community service, and having his or her license suspended for a lengthy period of time. Additionally, a few of the survey respondents even mentioned that the fear of their spouses finding out deterred them from failing to stop at a stop sign.

APPENDIX B: SURVEY INSTRUMENT

Joint State Government Commission
RDD Survey

TEL01

VERIFY THE PHONE NUMBER
YOU ARE CALLING... <TEL01> MAKE SURE THAT THE NUMBER IN THE YELLOW BOX AT THE BOTTOM LEFT CORNER OF THE SCREEN IS THE SAME AS THE NUMBER THAT FOLLOWS: $N THEN DIAL IT AND PROCEED WITH YOUR INTERVIEW.

INTRO

Hello, my name is _____ and I am calling from Penn State Harrisburg's Center for Survey Research. We are conducting a survey of licensed drivers in Pennsylvania. May I speak to the person age 18 years of age or older who last celebrated a birthday and is a licensed driver in Pennsylvania?

Yes, I am that person.....1	=> CON2
Yes, I will get that person.....2	=> CON1
That person is not home 3	=> INT
No - Refusal 4	=> INT98

CON1

Hello, my name is _____ and I am calling from Penn State Harrisburg's Center for Survey Research. We are conducting a survey of licensed drivers in Pennsylvania regarding their driving habits and opinions. The information collected from these surveys will be used as part of a legislative study. Your participation is voluntary but we would greatly appreciate your help. The survey takes about 15 minutes. There is no known risk to you in participating in this survey. We will be asking questions about driving violations or offenses but all of your answers will remain anonymous and confidential. No one has access to your personal information and your phone numbers was chosen randomly. You may refuse to answer any of the questions I ask and you have the right to terminate the interview at any time. Would you be willing to participate?

Yes 1	=> CON3
No.....2	=> INT98
Call Back Later.....3	=> INT

CON2

Your participation is voluntary but we would greatly appreciate your help. The survey takes about 15 minutes. There is no known risk to you

in participating in this survey. We will be asking questions about driving violations or offenses but all of your answers will remain anonymous and confidential. No one has access to your personal information and your phone number was chosen randomly. You may refuse to answer any of the questions I ask and you have the right to terminate the interview at any time. Would you be willing to participate in our survey?

Yes 1	=> CON3
No 2	=> INT98
Call Back Later 3	=> INT

CON3

Thank you for agreeing to participate in our survey. If you have any questions about the survey, please feel free to call the Center for Survey Research at Penn State Harrisburg. The number is 717-948-6435. You may also call the Office of Research Protections at 814-865-1775 if you need further information about your rights as a research participant.

Continue 1	
Respondent now refuses - END INTERVIEW 2	=> INT98

Q01

Approximately how many years have you been driving?

Less than 5 years 1	
Between 5 and 9 years 2	
Between 10 and 29 years 3	
30 or more years 4	
Don't know/not sure 5	
Refused 6	

Q02

Within the last year, how often did you drive a motor vehicle such as a car, truck, SUV, motorcycle or van?

Almost every day 1	
A few days a week 2	
A few times a month 3	
A few times a year 4	
Less than a few times a year or never 5	=> INT99
Don't know/not sure 6	
Refused 7	

Q03

If you are employed, does your job require you to drive a vehicle on public roadways on a regular basis during work hours?

Yes 1	=> Q04
No (or No, because I'm not employed) 2	=> T01
Don't know/not sure 3	=> T01
Refused 4	=> T01

Q04

Do you currently have a commercial driver's license (or CDL)?
Yes 1
No.....2
Don't know/not sure 3
Refused.....4

---

1 **Q05**

I'm going to list a variety of different vehicle types. Please tell me what type most closely resembles the vehicle you are most likely to drive during your work hours?
Car, van, pick-up truck, or SUV.....1
18-wheel tractor trailer 2
Other large truck.....3
Motorcycle 4
Bus 5
Other vehicle 6
Don't know/not sure 7
Refused.....8

T01

Now, I'm going to read a list of driving behaviors. Please note that although there are questions about driving violations or offenses, all responses are recorded without names or other identifiers. Keeping in mind that all answers will be kept confidential and anonymous, please tell me approximately how often you have participated in each of these behaviors within the past year. Your choices for the following questions will be quite often, occasionally, not very often or never.
Continue 1

Q06-Q13

	Quite often	*Occasionally*	*Not very often*	*Never*	*Don't know/not sure*	*Refused*
Driving with a blood alcohol level just at or above the State's legal limit of .08						
Slowing down, but not completely stopping at a stop sign						
Not stopping or slowing down at a stop sign						
Entering an intersection with a traffic light when the traffic light is turning from yellow to red						
Entering an intersection						

with a traffic light when the traffic light has just turned red						
Going 10 miles per hour over the posted speed limit						
Going 20 miles per hour over the posted speed limit						
Going 30 miles per hour over the posted speed limit						

T02

For the next series of questions, I want you to think only about driving under the influence of alcohol commonly called drinking and driving.
Continue 1

Q14

Do you believe drinking and driving increases the chance that an individual will be involved in a traffic accident?
Yes 1
No.....2 => Q16
Don't know/not sure .....3 => Q16
Refused.....4 => Q16

Q15

How strongly does this belief deter you from drinking and driving?
Strongly deters you.....1
Moderately deters you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q16

Within the last year, have you seen or heard any public service announcements or news segments about the dangers or penalties associated with drinking and driving?
Yes 1
No.....2 => Q18
Don't know/not sure .....3 => Q18
Refused.....4 => Q18

Q17

How strongly do these public service announcements or news segments deter you from drinking and driving?
Strongly deters you.....1
Moderately deters you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q18

In your personal opinion, what do you think the chances are that someone who is drinking and driving will be stopped by the police in Pennsylvania?
Very likely.....1
Somewhat likely.....2
Not very likely.....3
Highly unlikely.....4
Don't know/not sure 5
Refused.....6

Q19

How strongly do the chances of being stopped by the police for drinking and driving deter you from drinking and driving?
Strongly deters you.....1
Moderately deters you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q20

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Using your best guess, please tell me what you believe the total ticket amount and other penalties are for someone who is convicted of drinking and driving for the first time in Pennsylvania but was not involved in an accident. PROMPT for a dollar amount first and then any additional penalties.

T03

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from drinking and driving. After I read each penalty, please respond with whether it would strongly deter you, moderately deter you, or have little or no effect on you.
Continue 1

Q21

A ticket totaling less than 200 dollars

Strongly deter you	1	=> Q24
Moderately deter you	2	
Have little or no effect on you	3	
Don't know/not sure	4	
Refused	5	

Q22

A ticket totaling between 200 and 499 dollars

Strongly deter you	1	=> Q24
Moderately deter you	2	
Have little or no effect on you	3	
Don't know/not sure	4	
Refused	5	

Q23

A ticket totaling 500 dollars or more

Strongly deter you	1
Moderately deter you	2
Have little or no effect on you	3
Don't know/not sure	4
Refused	5

Q24

Jail time

Strongly deter you	1
Moderately deter you	2
Have little or no effect on you	3
Don't know/not sure	4
Refused	5

Q25

Suspended license

Strongly deter you	1
Moderately deter you	2
Have little or no effect on you	3
Don't know/not sure	4
Refused	5

Q26

Points added to license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q27

Community service
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q28

Driver education class
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q29

Alcohol treatment program
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q30

Increased insurance rates
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q31

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED
Is there anything else that would deter you?

T04

For the next series of questions, I want you to think only about speeding.
Continue 1

Q32

Do you believe speeding 10 miles per hour over the posted speed limit increases the chance than an individual will be involved in a traffic accident?

Yes 1	=> Q35
No.....2	
Don't know/not sure 3	
Refused.....4	

Q33

Do you believe speeding 20 miles per hour over the posted speed limit increases the chance that an individual will be involved in a traffic accident?

Yes 1	=> Q35
No.....2	
Don't know/not sure 3	
Refused.....4	

Q34

Do you believe speeding 30 miles per hour over the posted speed limit increases the chance that an individual will have a traffic accident?

Yes 1	
No.....2	=> Q36
Don't know/not sure 3	=> Q36
Refused.....4	=> Q36

Q35

How strongly does this belief that speeding increases the chance of an accident deter you from speeding?

Strongly deters you.....1
Moderately deters you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q36

Within the last year, have you seen or heard any public service announcements or news segments about the dangers or penalties associated with speeding?

Yes 1	
No 2	=> Q38
Don't know/not sure 3	=> Q38
Refused 4	=> Q38

Q37

How strongly did these public service announcements or news segments deter you from speeding?

Strongly deters you 1
Moderately deters you 2
Have little or no effect on you 3
Don't know/not sure 4
Refused 5

Q38

In your personal opinion, what do you think the chances are that someone who is speeding 10 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

Very likely 1
Somewhat likely 2
Not very likely 3
Highly unlikely 4
Don't know/not sure 5
Refused 6

Q39

What do you think the chances are that someone who is speeding 20 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

Very likely 1
Somewhat likely 2
Not very likely 3
Highly unlikely 4
Don't know/not sure 5
Refused 6

Q40

What do you think the chances are that someone who is speeding 30 miles per hour over the speed limit will be stopped by the police in Pennsylvania?

Very likely.....1
Somewhat likely.....2
Not very likely.....3
Highly unlikely.....4
Don't know/not sure 5
Refused.....6

Q41

How strongly do the chances of being stopped by the police for speeding deter you from speeding?

Strongly deters you.....1
Moderately deters you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q42

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of speeding 10 miles per hour over the speed limit for the first time in Pennsylvania. PROMPT for a dollar amount first and then any additional penalties.

Q43

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who was convicted of speeding 20 miles per hour over the speed limit for the first time in Pennsylvania. PROMPT for a dollar amount first and then any additional penalties.

Q44

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of speeding 30 miles per hour over the speed limit for the first time in Pennsylvania. PROMPT for a dollar amount first and then any additional penalties.

T05

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from speeding. After I read each penalty, please respond with whether it would strongly deter you, moderately deter you, or have little or no effect on you.
Continue 1

Q45

A ticket totaling less than 50 dollars
Strongly deter you .....1 => Q49
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q46

A ticket totaling between 50 and 99 dollars
Strongly deter you .....1 => Q49
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q47

A ticket totaling between 100 and 149 dollars
Strongly deter you .....1 => Q49
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q48

A ticket totaling 150 dollars or more
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q49

Points added to a license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q50

Suspended license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q51

Increased insurance rates
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q52

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED
Is there anything else that would deter you?

T06

For the next series of questions, I want you to think only about intersections with stop signs or traffic lights. I'm going to list a few different traffic violations that can occur at intersections with stop signs or traffic signals. After I read each violation, please tell me whether or not committing the particular violation increases the chance that an individual will be involved in a traffic accident by responding yes or no.
Continue 1

Q53-Q56

	Yes	*No*	*Don't know/not sure*	*Refused*
Slowing down, but not completely stopping at a stop sign				
Not stopping or slowing down at a stop sign				
Entering an intersection with a traffic light when the traffic light is turning from yellow to red				
Entering an intersection with a traffic light when the traffic light has just turned red				

T07

Of those violations in which you believed committing the violation could increase the chances of causing an accident, I would now like you to tell me how strongly this belief is in deterring you from committing the traffic violation. After I read each violation again, please indicate if this belief would strongly deter you, moderately deter you or have little or no effect on you.

=> T08

if (Q53=2 OR Q53=3 OR Q53=4) AND (Q54=2 OR Q54=3 OR Q54=4) AND (Q55=2 OR Q55=3 OR Q55=4) AND (Q56=2 OR Q56=3 OR Q56=4)

Continue 1

Q57-Q60

=> Q58

if Q53=2 OR Q53=3 OR Q53=4

	Strongly deter you	*Moderately deter you*	*Have little or no effect on you*	*Don't know/Not sure*	*Refused*
Slowing down, but not completely stopping at a stop sign					
Not stopping or slowing down at a stop sign					
Entering an intersection with a traffic light when the traffic light is turning from yellow to red					
Entering an intersection with a traffic light when the traffic light has just turned red					

T08

Now, I would like to know what you believe the chances are that someone will be stopped by the police in Pennsylvania if they commit one of the following violations. After I read each violation, please tell me whether you believe it is very likely, somewhat likely, not very likely, or highly unlikely that the police will stop someone for committing the violation.

Continue 1

Q61-Q64

	Very likely	*Somewhat likely*	*Not very likely*	*Highly unlikely*	*Don't know/Not sure*	*Refused*
Slowing down, but not completely stopping at a stop sign						
Not stopping or slowing down at a stop sign						
Entering an intersection with a traffic light when the traffic light is turning from yellow to red						
Entering an intersection with a traffic light when the traffic light has just turned red						

T09

I am now going to list the traffic violations that I just mentioned. This time, I would like you to tell me how strongly the chances of being stopped by the police for committing each offense deters you from committing that offense by answering as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.
Continue 1

Q65-Q68

	Strongly deter you	*Moderately deter you*	*Have little or no effect on you*	*Don't know/Not sure*	*Refused*
Slowing down, but not completely stopping at a stop sign					
Not stopping or slowing down at a stop sign					
Entering an intersection with a traffic light when the traffic light is turning from yellow to red					
Entering an intersection with a traffic light when the traffic light has just turned red					

Q69

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of not stopping at a stop sign for the first time in Pennsylvania.

Continue 1

.....

Q70

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please use your best guess and tell me what you believe the total ticket costs and other penalties are for someone who is convicted of not stopping at an intersection with a red light for the first time in Pennsylvania.

T10

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from failing to stop at a stop sign. After I read each penalty, please respond as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.

Continue 1

Q71

A ticket totaling less than 50 dollars

Strongly deter you .....1 => Q76
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q72

A ticket totaling between 50 and 99 dollars

Strongly deter you .....1 => Q76
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q73

A ticket totaling between 100 and 149 dollars

Strongly deter you .....1 => Q76
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q74

A ticket totaling between 150 and 199 dollars
Strongly deter you .....1 => Q76
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q75

A ticket totaling 200 dollars or more
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q76

Points added to license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q77

Suspended license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q78

Increased insurance rates
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/Not sure.....4
Refused.....5

Q79

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED
Is there anything else that would deter you?

T11

Now, I'm going to list various penalties. Please tell me how strongly each penalty would deter you from failing to stop at a red light. After I read

each penalty, please respond as follows: it would strongly deter you, moderately deter you, or have little or no effect on you.
Continue 1

Q80

A ticket totaling less than 50 dollars
Strongly deter you .....1 => Q85
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q81

A ticket totaling between 50 and 99 dollars
Strongly deter you .....1 => Q85
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q82

A ticket totaling between 100 and 149 dollars
Strongly deter you .....1 => Q85
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q83

A ticket totaling between 150 and 199 dollars
Strongly deter you .....1 => Q85
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q84

A ticket totaling 200 dollars or more
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q85

Points added to license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q86

Suspended license
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q87

Increased insurance rates
Strongly deter you 1
Moderately deter you.....2
Have little or no effect on you.....3
Don't know/not sure 4
Refused.....5

Q88

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED
Is there anything else that would deter you?

T12

Now, I'm going to ask you some information about yourself to be used for statistical purposes only. Your responses will remain confidential.
Continue 1

Q89

Which of the following categories best describes your current age?
18 to 24.....1
25 to 34.....2
35 to 44.....3
45 to 54.....4
55 to 64.....5
65 or older 6
Don't know/not sure 7
Refused.....8

Q90

What is the name of the county in which you live?

Adams	1	=> Q91
Allegheny	2	=> Q91
Armstrong	3	=> Q91
Beaver	4	=> Q91
Bedford	5	=> Q91
Berks	6	=> Q91
Blair	7	=> Q91
Bradford	8	=> Q91
Bucks	9	=> Q91
Butler	10	=> Q91
Cambria	11	=> Q91
Cameron	12	=> Q91
Carbon	13	=> Q91
Centre	14	=> Q91
Chester	15	=> Q91
Clarion	16	=> Q91
Clearfield	17	=> Q91
Clinton	18	=> Q91
Columbia	19	=> Q91
Crawford	20	=> Q91
Cumberland	21	=> Q91
Dauphin	22	=> Q91
Delaware	23	=> Q91
Elk	24	=> Q91
Erie	25	=> Q91
Fayette	26	=> Q91
Forest	27	=> Q91
Franklin	28	=> Q91
Fulton	29	=> Q91
Greene	30	=> Q91
Huntingdon	31	=> Q91
Indiana	32	=> Q91
Jefferson	33	=> Q91
Juniata	34	=> Q91
Lackawanna	35	=> Q91
Lancaster	36	=> Q91
Lawrence	37	=> Q91
Lebanon	38	=> Q91
Lehigh	39	=> Q91
Luzerne	40	=> Q91
Lycoming	41	=> Q91
McKean	42	=> Q91
Mercer	43	=> Q91
Mifflin	44	=> Q91
Monroe	45	=> Q91
Montgomery	46	=> Q91
Montour	47	=> Q91
Northampton	48	=> Q91
Northumberland	49	=> Q91
Perry	50	=> Q91

Philadelphia	51	=> Q91
Pike	52	=> Q91
Potter	53	=> Q91
Schuylkill	54	=> Q91
Snyder	55	=> Q91
Somerset	56	=> Q91
Sullivan	57	=> Q91
Susquehanna	58	=> Q91
Tioga	59	=> Q91
Union	60	=> Q91
Venango	61	=> Q91
Warren	62	=> Q91
Washington	63	=> Q91
Wayne	64	=> Q91
Westmoreland	65	=> Q91
Wyoming	66	=> Q91
York	67	=> Q91
Don't know which county (specify city name)	68	=> Q90A
Refused	69	=> Q91

Q90A

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please specify:

Q91

Which of the following best describes your race?

White	1	
Black/African American	2	
Asian	3	
Native Hawaiian or Pacific Islander	4	
American Indian or Native Alaskan	5	
Other	6	=> Q91A
Don't know/Not sure	7	
Refused	8	

Q91A

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED

Please specify:

Q92

Do you consider yourself to be Hispanic or Latino?

Yes	1
No	2
Don't know/Not sure	3
Refused	4

Q93

Which of the following categories best describes your educational level?
Less than high school 1
High school diploma or GED 2
Some college 3
Two-year technical degree 4
Four-year college graduate 5
Post graduate work 6
Don't know/Not sure 7
Refused 8

Q94

ENTER DN=DON'T KNOW/NOT SURE; RE=REFUSED
How many people live in your household, including yourself?

Q95

Which of the following best describes your annual household income?
Under $15,000 1
$15,000 to $24,999 2
$25,000 to $34,999 3
$35,000 to $49,999 4
$50,000 to $64,999 5
$65,000 to $80,000 6
Over $80,000 7
Don't know/not sure 8
Refused 9

Q96

DO NOT ASK!
Sex of respondent
Male 1
Female 2

INT99

This completes the survey. Thank you very much for your time and cooperation. If you have any questions about this survey, please feel free to call the Center for Survey Research at Penn State Harrisburg. The phone number is 717-948-6428. Thank you again and have a good day (evening).
Continue - CO .....1 => INT

INT98

Thank you for your time. Have a nice day (evening).
Continue .....1 => INT

INT

ENTER DISPOSITION CODE AND THEN CLICK OK.

Completed	CO	=> END
Partial Complete	PC	=> END
Respondent absent/Call back	AB	=> CB
No Answer	NA	=> CB
Busy	BU	=> CB
Interrupted/Call back	IN	=> CB
Call back later	CB	=> CB
Answering machine	AM	=> CB
No service/Fax modem line	NS	=> END
Wrong number	WN	=> END
Hang up	HU	=> END
Definite Refusal	RE	=> END
Not Residential	NR	=> END
Not Eligible	NE	=> END
Language Barrier	LA	=> END
Doesn't know enough to do the survey	DN	=> END
Other	OT	=> END
RE - Respondent Absent/Call back	R1	=> CB
RE - No Answer	R2	=> CB
RE - Busy	R3	=> CB
RE - Interrupted/Call back	R4	=> CB
RE - Call Back	R5	=> CB
RE - Answering Machine	R6	=> CB

CB

When may I call back to speak to that person?

PRINTER'S NO. 1190

THE GENERAL ASSEMBLY OF PENNSYLVANIA

SENATE RESOLUTION

No. 150 Session of 2003

INTRODUCED BY MADIGAN, CONTI, KITCHEN, COSTA, ERICKSON, PUNT, LOGAN, MUSTO, PILEGGI, DENT, RAFFERTY, THOMPSON, D. WHITE, EARLL, WENGER, LEMMOND, BOSCOLA, STOUT, FERLO, CORMAN, GREENLEAF, TARTAGLIONE AND WONDERLING, SEPTEMBER 30, 2003

REFERRED TO TRANSPORTATION, SEPTEMBER 30, 2003

A RESOLUTION

Directing the Joint State Government Commission to review the Vehicle Code (75 Pa.C.S.) and make findings on the consistency and effectiveness of penalties for motor vehicle violations.

WHEREAS, During each legislative session, numerous proposals are introduced in the Senate in the interest of promoting greater safety on the public roads and highways in this Commonwealth; and

WHEREAS, These proposals raise questions about the effectiveness of penalties in reducing the number of motor vehicle violations throughout this Commonwealth; and

WHEREAS, The Vehicle Code (75 Pa.C.S.) has not undergone a comprehensive review to determine the effectiveness of penalties provided therein and to determine whether it is internally consistent in how it treats various offenses and whether it is consistent with the vehicle laws of neighboring states; and

WHEREAS, Public awareness of Vehicle Code violations and penalties is low; and

WHEREAS, The General Assembly may benefit from information on the consistency and effectiveness of the Commonwealth's motor vehicle laws when considering prospective changes to the Vehicle Code; therefore be it

RESOLVED, That the Senate direct the Joint State Government Commission to undertake a comprehensive review of the Vehicle Code to determine its internal consistency and its consistency with vehicle laws of neighboring states; and be it further

RESOLVED, That the Senate direct the Joint State Government Commission to collect and analyze all data it deems relevant to determine the effectiveness of Vehicle Code penalties in reducing violations and improving the level of safety on public roads and highways in this Commonwealth and to determine the level of public awareness of those penalties; and be it further

RESOLVED, That the Department of Transportation, the Pennsylvania State Police, the Administrative Office of Pennsylvania Courts and others deemed necessary by the Joint State Government Commission assist and cooperate with the commission in collecting and supplying data needed for this review; and be it further

RESOLVED, That the Joint State Government Commission report its findings to the Senate as soon as possible.