



CCMTA National Public Opinion Survey on Road Safety: Report on Key Findings

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I. Executive Summary

CCMTA was seeking a market research firm to conduct and report on a survey of Canadian drivers' knowledge, perceptions, attitudes, and self-reported driving behaviour regarding a variety of road safety issues. The results of the survey, and this report, will be used to support the Road Safety Strategy (RSS) 2015 as a set of indicators that will establish a baseline on the public's views and relevant reported behaviours moving forward as developed in consultation with the Road Safety Research and Policies (RSRP) Committee. The broad objective of the research was to gather data regarding the knowledge, perceptions, attitudes, and self-reported behaviour of Canadian drivers regarding several road safety issues such as alcohol-impaired driving, speeding and aggressive driving, distracted driving, and driving while fatigued.

The following is a summary of overall highlights of the research including aggregate findings and some interesting results that were noted with cross-analysis of data variables (i.e., age, gender, and region). Detailed findings by region, age, gender, and interlocking age / gender categories are presented in the main body of the report that follows along with respondent demographics.

Community Road Safety & Rules of the Road

Canadians were asked to share their opinion regarding general road safety in their local community. On the whole, it was found that that 28% of Canadians surveyed gave a 'very safe' rating for the general road safety in their community (top 2 box i.e., 7 or 6 on a 7 point scale).

Canadians were also asked how safe they would say it is for those utilizing varying modes of transport. Overall, a third of Canadians rated safety as being 'very safe' (7 or 6 on a 7 point scale) for drivers of cars, vans, sport utility vehicles and pick-up trucks, and drivers of commercial motor vehicles (such as large trucks and tractor trailers) (33% each). These groups were followed closely by pedestrians (29%), with motorcyclists (16%), and bicyclists (13%) being rated significantly lower.

Taking a look at the results by type of licence held, it was found that Canadians that hold a learner or novice licence for passenger vehicles were the most likely to rate safety high across all modes of transport. This is a theme that carries through various research questions, perhaps pointing to issues surrounding lack of awareness and / or experience as an operator of a motor vehicle.

Finally, Canadians were asked to what extent the rules of the road are being followed by pedestrians and drivers of various vehicles. Canadians gave the highest rating to themselves as drivers on following the rules (68% top 2 box, 7 or 6 on a 7 point scale). Drivers of large vehicles (36%), over the age of 65 (28%), pedestrians (24%), cyclists (17%), and young drivers aged 16-24 (10%) were seen as following the rules of the road to significantly less extent.

Perceived Danger of Driving Behaviours

Just how dangerous are driving behaviours perceived to be by Canadians? Do Canadians think these behaviours are on the rise or decline across the nation? Canadians were asked to provide a rating on a 7-point scale where 7 represented 'extremely dangerous' and 1 was 'not at all dangerous'. Overall, the most dangerous driving behaviours according to Canadians were driving while texting (89% Top 2 Box: 7, 6), driving after taking drugs such as cocaine or methamphetamines (86%), and aggressive driving (78%). Of note, only 21% of respondents consider exceeding the speed limit by 10kph on the highway to be a dangerous behaviour.

The study also explored whether Canadians believe the incidence of these behaviours has become more or less frequent over the past 5 years. It was found that on the whole Canadians feel that all presented behaviours have increased to some extent in that period of time. The two leading increasing behaviours were tied to mobile device usage such as driving while texting (63% Top 2 Box: 7, 6), and driving while talking on non-hands-free mobile device (54%), followed somewhat distantly by driving after taking marijuana or cannabis (31%), and driving after taking drugs such as cocaine or methamphetamines (28%).

Perceived Impairment of Driving by Alcohol and Drugs

How likely are Canadians to agree that alcohol and certain other drugs have an impairing effect on one's ability to drive safely? Canadians were asked to rate their agreement that alcohol or drugs have an impairing effect on a scale of 1-7 with 7 meaning 'strongly agree' and 1 'strongly disagree'. Canadians were most likely to agree that drugs like cocaine or methamphetamines (83%), and alcohol (81%) impair a person's ability to drive, followed somewhat distantly by marijuana/cannabis (66%), and prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines (51%).

Perceived Likelihood of Being Caught While Driving Impaired

How likely do Canadians think it is that a driver will get stopped and charged by police if impaired by various drugs? Overall, results show that a sizeable portion of Canadians think impaired drivers will get away with driving under the influence of the drugs presented. Alcohol was the most likely candidate for enforcement on a 7 point scale with 7 representing 'very likely', and 1 'not at all likely' (56% Top 2 Box: 7,6), followed somewhat distantly by drugs such as cocaine or methamphetamines (37%). Very few Canadians thought it was likely that drivers under the influence of marijuana/cannabis, or prescription drugs with impairing effects would be caught (22%, 11% respectively).

Examining impairment opinion by likelihood of enforcement / being caught while impaired by specific drugs, it was found that Canadians who believe there is a high likelihood of being caught (Top 2 Box, 7, 6 on a 7 point scale) were significantly more likely to agree that those specific drugs impair one's

ability to drive safely for all drugs except alcohol, where agreement regarding its impairing effects did not vary significantly.

Another interesting finding was in regards to impairment opinion by personal consequences such as fines and punishments, or being involved in collisions where injury or death occurred. It was found that in all cases those who have experienced negative personal consequences were less likely to agree that the listed drugs have impairing effects. This was not always to a significant degree, but nonetheless the finding is worth noting.

Alarming, Canadians who self-reported driving while under the influence of drugs like cocaine or methamphetamines, alcohol, marijuana/ cannabis, and prescription drugs with impairing effects were significantly less likely to agree that these substances impair one's ability to drive safely. The largest discrepancies were noted for marijuana/cannabis (52 percentage points (p.p.)), and drugs like cocaine or methamphetamines (34 p.p.), followed by prescription drugs with impairing effects (25 p.p.). Alcohol showed less of a divide, but still a significant one, at 14 p.p.

Effectiveness of Road Safety Measures

What do Canadians think would be the most effective measure to improve road safety? Of the options provided, on a 7 point scale where 7 is 'extremely effective' and 1 'not at all effective', the leading measures were mandatory breath-testing of drivers at the roadside (60% Top 2 Box: 7,6), followed closely by red light cameras to detect drivers who run red lights (57%), and better detection of drug-impaired drivers (54%). Half of Canadians surveyed thought that increased use of photo radar to detect speeders would be a very effective measure (50%). The least effective measures presented to Canadians were electronic signs or posters by the road about safety issues (33%), using social media to encourage positive road safety behaviour (31%), and automated vehicles that drive themselves such as the Google car (21%).

Campaign Awareness

How many Canadians have seen or heard of any advertising campaigns about road safety in the past 12 months? Results show that just over 7-in-10 have heard or seen something (71%).

Canadians were also asked if they recalled hearing or seeing specific road safety campaigns in the past 12 months. Overwhelmingly, the highest aided recall levels were for the drinking and driving campaigns 'Arrive Alive Drive Sober' (82%), and 'MADD (Mothers Against Drunk Driving Red Ribbon)' (80%). Other recent campaigns that showed moderate aided awareness levels were the drinking and driving campaign 'RIDE (Reduce Impaired Driving Everywhere)' (58%), and 'Leave the Phone Alone' (42%). The National Day of Remembrance for Road Crash Victims, and the Road Safety Strategy 2015 campaigns showed the lowest aided awareness levels of all mentioned road safety campaigns (19%, 6% respectively).

Self-Reported Dangerous Driving Behaviours

Which dangerous behaviours are most prevalent among Canadians? Respondents were asked to self-report the frequency of these behaviours on a personal level using a scale of 7-1 where 7 meant 'frequently' and 1 'never'. For this question, we focused on 'offenders', those being Canadians that self-reported the behaviour with any frequency (7-2 on the scale). The survey results indicate that exceeding the speed limit by 10kph on a highway where the limit is 80kph or more was the leading self-reported behaviour with over 8 of 10 indicating this is something they do with some frequency (85%). This was followed somewhat closely by driving while tired, with just over 7-in-10 Canadians self-reporting (72%). Trailing somewhat distantly was aggressive driving (39%), driving while talking on a non-hands-free mobile device (30%), driving after taking prescription drugs with impairing effects (25%), driving while texting (24%), and driving after consuming two or more drinks of alcohol in two hours (24%).

Behaviours such as not wearing a seatbelt (15%), driving after taking marijuana/ cannabis (6%), and driving after taking drugs such as cocaine or methamphetamines (2%) had the lowest self-reported incidence.

Personal Consequences of Dangerous Driving

Finally, how many Canadians have experienced the consequences of dangerous driving in the past 5 years through penalties or personal injury or fatalities? On the whole, about 1-in-4 have paid a fine for speeding (24%), and under 1-in-7 have been issued demerit points (14%). Other consequences that have been encountered with less frequency were collisions where there have been injuries or fatalities (4%), paying a fine for talking or texting on a mobile phone while driving (3%), and having a driver's licence suspended (2%).

Predictors of Dangerous Driving

Regression analyses indicated that texting decreases with age, increases with amount of travel, decreases with perceived danger of texting, and increases with income; talking on a mobile phone decreases with perceived danger of talking on mobile phone, decreases with age, increases with amount of travel, and increases with income; driving after using drugs such as cocaine or methamphetamines was greater among those who perceived less impairment of driving by these drugs and those who perceived less danger from this behaviour; aggressive driving increased as perceived danger of this behaviour decreased and was higher among younger drivers, among males, those with higher household income, and those that traveled more; speeding was greater for those who perceived a lower degree of danger of speeding, those with higher incomes, younger drivers, those who traveled more distance, those who perceived their community to have safer roads, and females; seat belt use is lower among those who do not perceive danger in not wearing belts, those traveling more distance, males, those with lower income, and among older drivers; drinking and driving was more frequent among those who perceive less danger in such behaviour, males, those

who perceived less impairment by alcohol, and those with lower income; driving while tired was more prevalent among young drivers, those who drove more, those with higher incomes, those who perceived less danger from driving while tired, and those who perceived that their community was safer; driving after using marijuana/cannabis was more frequent among those who perceived less danger from this behaviour, those who perceived less impairment from marijuana/cannabis use, younger drivers, males, and those who thought that road safety was lower in their community; using prescription drugs and driving is more frequent among those who perceiving less danger from this behaviour, those perceiving less impairment of driving by these drugs, females, those perceiving less likelihood of being caught by the police, and older drivers.

II. Research Overview

Scope and Objectives

CCMTA was seeking a market research firm to conduct and report on a survey of Canadian drivers' knowledge, perceptions, attitudes, and self-reported behaviour regarding a variety of road safety issues. The results of the survey, and this report, will be used to support the Road Safety Strategy (RSS) 2015 as a set of indicators that will establish a baseline on the public's views and relevant reported behaviours moving forward as developed in consultation with the Road Safety Research and Policies (RSRP) Committee. The broad objective of the research was to gather data regarding the knowledge, perceptions, attitudes, and self-reported behaviour of Canadian drivers regarding several road safety issues such as alcohol-impaired driving, speeding and aggressive driving, distracted driving, and driving while fatigued.

III. Methodology

In order to ensure the data collected would be as representative as possible of the Canadian population Forum Research, in consultation with CCMTA, developed a Computer Assisted Telephone Interview (CATI)-based data collection methodology with the inclusion of Cell Phone numbers. Data collection was conducted from May 21st, 2014 to June 22nd, 2014. In total, N=3,888 interviews were conducted, with sample being representative of all age and gender subgroups, and stratified by the following seven regions:

- British Columbia
- Alberta
- Saskatchewan / Manitoba
- Ontario
- Quebec
- Atlantic (New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland & Labrador)
- The North (i.e., Yukon, Northwest Territories, Nunavut)

Each region had a sample of 350 with quotas set by age and gender of drivers. In Ontario and Alberta, the sample sizes were increased, N=1070 and N=1065, respectively, to allow for sub-segment analysis within those provinces. Separate reports will be prepared for those two provinces. Data were weighted by age, gender and region to be representative nationally. The estimated margin of error at the national level (N=3,888) is $\pm 1.57\%$. All questions were asked of all respondents so this margin of error applies to all questions on a national level.

The response rate for this study was 25.21%. The formula used to calculate this figure is as follows:

$$\text{Response Rate} = R / (U+IS+R)$$

- **R** = In-scope - Responding units, **IS** = In-scope - non-responding, **U** = Unresolved

Definitions for the above follow:

- **(R)** In-scope - Responding units: Completed Interviews
- **(IS)** In-scope - non-responding: Language Problem, Illness, Incapable, Selected Respondent Not Available, Household Refusal, Respondent Refusal, Qualified Respondent Break-Off
- **(U)** Unresolved: Busy, No Answer, Answering Machine

The sample was dialed proportionately by weekday and weekend evenings (6:00PM to 9:00PM) local time in order to increase the chances of completing an interview, and to further improve the randomization and representativeness of the sampling frame.

The research instrument (questionnaire) is presented in Appendix I: Questionnaire, along with full-scale data tables by region, age / gender, and interlocking age / gender categories in Appendix II: Data Tables.

Note that only statistically significant differences ($p < .05$) between segments are highlighted in the report. Green shading denotes a significantly higher score, while red shading denotes a significantly lower score relative to the high score. The calculation used during data tabulation for significance testing is as follows:

$$T = \frac{P_1 - P_2}{\sqrt{\frac{P_1 Q_1}{EB_1} + \frac{P_2 Q_2}{EB_2}}}$$

Definitions for the above follow:

- **T** = t-statistic
- **P** = percent
- **Q** = 1.0-P
- **EB** = base size (or, with a weighted sample, the Effective Base)

NOTE TO READER: Due to the volume of data in this survey, and to simplify presentation of results, the commentary, significance testing, key findings, and data tables in the main body of this report focus primarily on ‘top 2 box’ results for scaled questions (i.e., 6 and 7 on 7 point rating scale) . The reader is strongly encouraged to reference the complete data tables in Appendix II before drawing conclusions.

Also, in some cases percentages in the tables appear to significantly different but they are not shaded green or red and hence are not significant. The lack of significance may be due to the sample size or to the variability in the responses (i.e., small samples and greater variability make it more difficult to find significant differences).

1. Community Road Safety & Rules of the Road

Perceived Road Safety in Community

In this section, we explore research questions surrounding road safety and rules of the road in various communities across Canada. In summary, it was found that 28% of Canadians surveyed gave a 'very safe' rating for the general road safety in their community (top 2 box; 7 or 6 on a 7 point scale¹).

On a regional level, presented in Exhibit 1.1, it was found that respondents residing in British Columbia, or the North were significantly more likely than those residing in the Atlantic Provinces, and Quebec to rate road safety as 'very safe'.

Exhibit 1.1: Community Road Safety (Region)								
Overall, how would you rate the level of road safety in your community?								
CANADA		REGION						
Sample Size (Unweighted U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
% Very Safe [Top 2 (7,6)]	28	22	22	31	21	30	33	33

In Exhibit 1.2, 'very safe' ratings are presented by age and gender. When examining opinions regarding road safety among these segments, it was found that Canadians aged 16-20 were significantly more likely than those aged 55-64 to consider road safety in their community to be 'very safe' (40% top 2 box, compared to 24%). The younger drivers are novices or learners for the most part and hence do not have much driving experience. There was no significant variance by gender alone for this particular question.

Exhibit 1.2: Community Road Safety (Age/Gender)									
Overall, how would you rate the level of road safety in your community?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
% Very Safe [Top 2 (7,6)]	28	40	27	31	26	24	27	28	28

When examining the age and gender findings further with interlocking categories (Exhibit 1.3), we see that young males (16-24) were significantly more likely than older males (55+) and older females to rate road safety as 'very safe' in their community (35%, compared to 25%, 27% respectively).

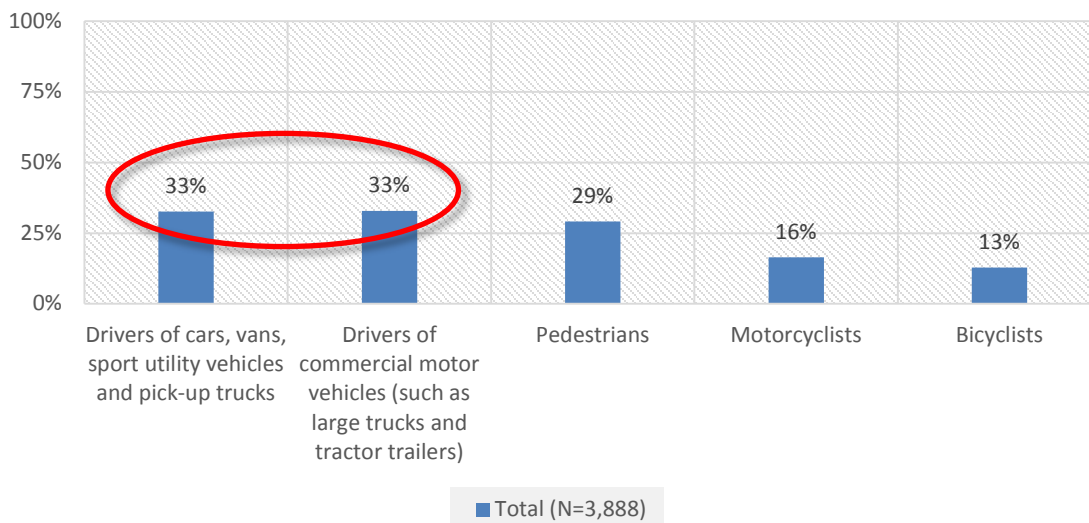
¹ Full scale results for all questions can be found in Appendix II.

Exhibit 1.3: Community Road Safety (Interlocking Age/Gender)							
Overall, how would you rate the level of road safety in your community?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
% Very Safe [Top 2 (7,6)]	28	35	28	25	32	28	27

Road Safety by Mode of Transport

Canadians were also asked how safe they would say it is for those utilizing varying modes of road transport. National results are shown in Exhibit 1.4 below. Overall, a third of Canadians rated safety as being ‘very safe’ (top 2 box, i.e., 7 or 6 on a 7 point scale) for drivers of cars, vans, sport utility vehicles and pick-up trucks, and drivers of commercial motor vehicles (such as large trucks and tractor trailers) (33% each). These groups were followed closely by pedestrians (29%), with motorcyclists (16%), and bicyclists (13%) being rated significantly lower.

Exhibit 1.4: Road Safety by Mode of Transport - Overall Summary



How safe would you say it is for each of the following?

On a regional level, shown in Exhibit 1.5, residents of Quebec were significantly less likely to give ‘very safe’ ratings to those utilizing varying modes of transport than residents of other areas of the country. Particularly, the ‘very safe’ rating for bicyclists stands lower than half of the total national score (6% vs. 13% across Canada). Motorcyclists (11%, compared to 16%), pedestrians (20%, compared to 29%), and drivers of commercial motor vehicles (26%, compared to 33%) also showed significantly lower top 2 box scores when compared to the rest of the country. Atlantic region was low on drivers of light duty vehicles and pedestrians too.

On the other hand, residents of the North were significantly more likely than those in the rest of the country to give ‘very safe’ ratings by mode of transport for all presented items, with the exception of drivers of commercial motor vehicles where an equal proportion of those living in the North and British Columbia rated safety for these drivers as ‘very safe’ (40% each).

Exhibit 1.5: Road Safety by Mode of Transport (Region) (Top 2 Box: 7,6)								
How safe would you say it is for each of the following?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Drivers of cars, vans, sport utility vehicles and pick-up trucks	33	26	28	36	30	31	35	41
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)	33	34	26	34	35	33	40	40
Pedestrians	29	21	20	34	29	32	30	36
Motorcyclists	16	17	11	19	16	17	17	25
Bicyclists	13	11	6	15	13	16	14	18

In Exhibit 1.6, we see a breakdown of Road Safety by Mode of Transport by age and gender. It was found that younger Canadians (16-20) were significantly more likely to give ‘very safe’ ratings for all listed modes when compared to older Canadians by a large margin aside from drivers of commercial motor vehicles, where the group was significantly higher than others by a small margin.

When it came to gender, males were significantly more likely than females to give a ‘very safe’ rating to bicyclists, pedestrians, and drivers of commercial motor vehicles. There was no significant difference when evaluating drivers of cars, vans, sport utility vehicles and pick-up trucks, or motorcyclists.

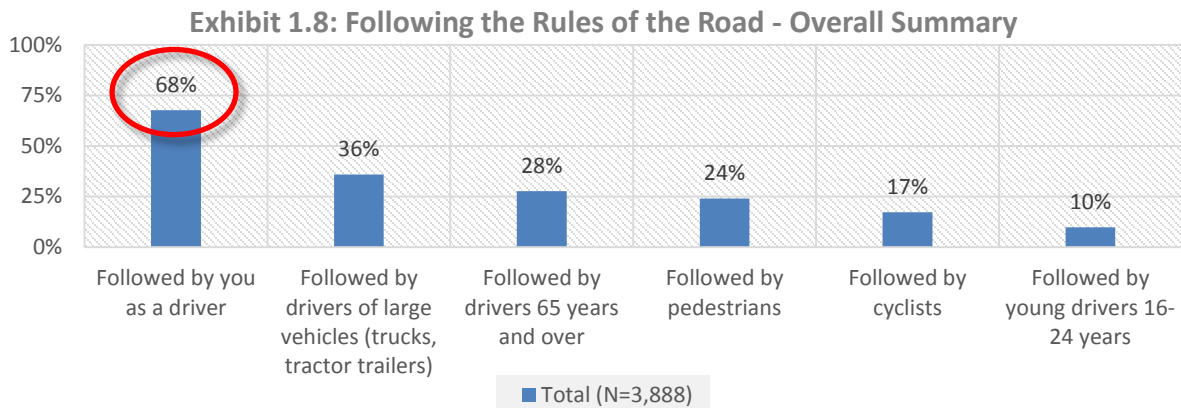
Exhibit 1.6: Road Safety by Mode of Transport (Age/Gender) (Top 2 Box: 7,6)									
How safe would you say it is for each of the following?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Drivers of cars, vans, sport utility vehicles and pick-up trucks	33	50	33	37	33	28	25	33	32
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)	33	38	30	34	33	34	30	36	29
Pedestrians	29	50	33	32	26	26	27	31	26
Motorcyclists	16	30	16	18	14	15	16	17	15
Bicyclists	13	26	16	15	11	9	13	14	11

Looking at Road Safety by Mode of Transport by interlocking age / gender categories (Exhibit 1.7) shows that young males gave significantly higher safety ratings for all modes of transport when compared to other categories, particularly older males (55+), and middle-aged women (25-54). It is noteworthy that young females gave higher safety ratings than older females for all modes except commercial vehicles.

Exhibit 1.7: Road Safety by Mode of Transport (Interlocking Age/Gender) (Top 2 Box: 7,6)							
How safe would you say it is for each of the following?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Drivers of cars, vans, sport utility vehicles and pick-up trucks	33	45	35	25	37	33	28
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)	33	40	36	35	27	30	29
Pedestrians	29	43	31	27	38	24	26
Motorcyclists	16	23	17	15	22	14	15
Bicyclists	13	26	14	11	15	11	11

Rules of the Road

Finally, Canadians were asked to what extent the rules of the road are being followed by pedestrians and drivers of various vehicles. In Exhibit 1.8 below, we can see that Canadians gave the highest rating to themselves as drivers on following the rules (68% top 2 box, 7 or 6 on a 7 point scale). Drivers of large vehicles (36%), over the age of 65 (28%), pedestrians (24%), cyclists (17%), and young drivers aged 16-24 (10%) were seen as following the rules of the road to a significantly lesser extent.



Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...?

When examining the extent to which the rules of the road are perceived to be followed by different types of road users within each region (Exhibit 1.9), it was found that Ontarians were the most likely to say that they as drivers follow the rules of the road (72%), residents of the North were most likely to think drivers of large vehicles follow the rules (45%), Albertans were most likely to think pedestrians follow the rules (28%), and those in the Atlantic provinces were most likely to think cyclists do (22%). When it came to young drivers following the rules, those aged 16-24 received significantly higher ratings among residents of the Atlantic Provinces and Ontario (12% each), while residents of the Northern region gave the highest rating to those over the age of 65 (32%). Significantly fewer residents of Quebec think that cyclists (9%), pedestrians (19%), or drivers of large vehicles (29%) follow the rules of the road. Those living in the Prairie regions were significantly less likely to give high ratings to either young or old drivers on following the rules of the road (5%, 24% respectively), while those in Alberta had the lowest opinion of their own ability to follow the rules when compared to other Canadians (61%).

Exhibit 1.9: Rules of the Road (Region) (Top 2 Box: 7,6)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Followed by you as a driver	68	67	63	72	68	61	69	71
Followed by drivers of large vehicles (trucks, tractor trailers)	36	37	29	38	39	33	42	45
Followed by drivers 65+	28	25	27	29	24	29	25	32
Followed by pedestrians	24	23	19	27	24	28	24	22
Followed by cyclists	17	22	9	20	17	18	18	21
Followed by young drivers 16-24	10	12	6	12	5	10	11	10

Exhibit 1.10 below shows the findings by age and gender. Canadians aged 16-20 were significantly more likely than older Canadians to think pedestrians and drivers are following the rules of the road for all modes of travel with the exception of ‘you as a driver’ where those aged 16-20 were just as likely as those aged 65+ to indicate they follow the rules of the road to a great extent. Drivers 65 years or older received the highest ratings from those age 65+ as one might expect (41%), likewise young drivers 16-24 received the highest ratings from the youngest cohort (18%). When it came to gender, females were significantly more likely than males to rate themselves as drivers to be following the rules of the road to a large extent (72%, compared to 64%), whereas males were significantly more likely than females to think drivers of large vehicles follow the rules of the road (39%, compared to 32%).

Exhibit 1.10: Rules of the Road (Age/Gender) (Top 2 Box: 7,6)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Followed by you as a driver	68	71	60	67	69	65	71	64	72
Followed by drivers of large vehicles (trucks, tractor trailers)	36	42	35	37	34	33	40	39	32
Followed by drivers 65+	28	31	26	26	23	27	41	29	26
Followed by pedestrians	24	36	25	27	24	19	22	25	24
Followed by cyclists	17	29	21	21	17	11	15	16	19
Followed by young drivers 16-24 years	10	18	10	11	10	6	9	9	11

When examining the findings by interlocking age / gender categories (Exhibit 1.11), we see that middle-aged females were significantly more likely than middle-aged men to think that they as drivers follow the rules of the road to a great extent (73%, compared to 63%). Other significant

findings show that young males (16-24) are significantly more likely than older males (55+) to think that drivers of large vehicles, pedestrians, cyclists, and young drivers follow the rules of the road (44%, 35%, 25%, 14%, compared to 38%, 20%, 11%, 7% respectively). It should be noted that young females were also significantly more likely than older men to give a higher rating to cyclists (25%, compared to 11%). When it came to drivers 65 years or older following the rules of the road, it was found that older men (55+) were significantly more likely than middle-aged women (25-54) to think this segment follows the rules to a great extent (35%, compared to 23%). It is noteworthy that there was no age difference among males regarding them as drivers following rules but among females, younger ones were less likely to say that they follow the rules themselves.

Exhibit 1.11: Rules of the Road (Interlocking Age/Gender) (Top 2 Box: 7,6)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Followed by you as a driver	68	64	63	65	67	73	72
Followed by drivers of large vehicles (trucks, tractor trailers)	36	44	39	38	32	31	34
Followed by drivers 65+	28	28	25	35	28	23	32
Followed by pedestrians	24	35	26	20	26	25	21
Followed by cyclists	17	25	17	11	25	19	15
Followed by young drivers 16-24 years	10	14	8	7	13	12	8

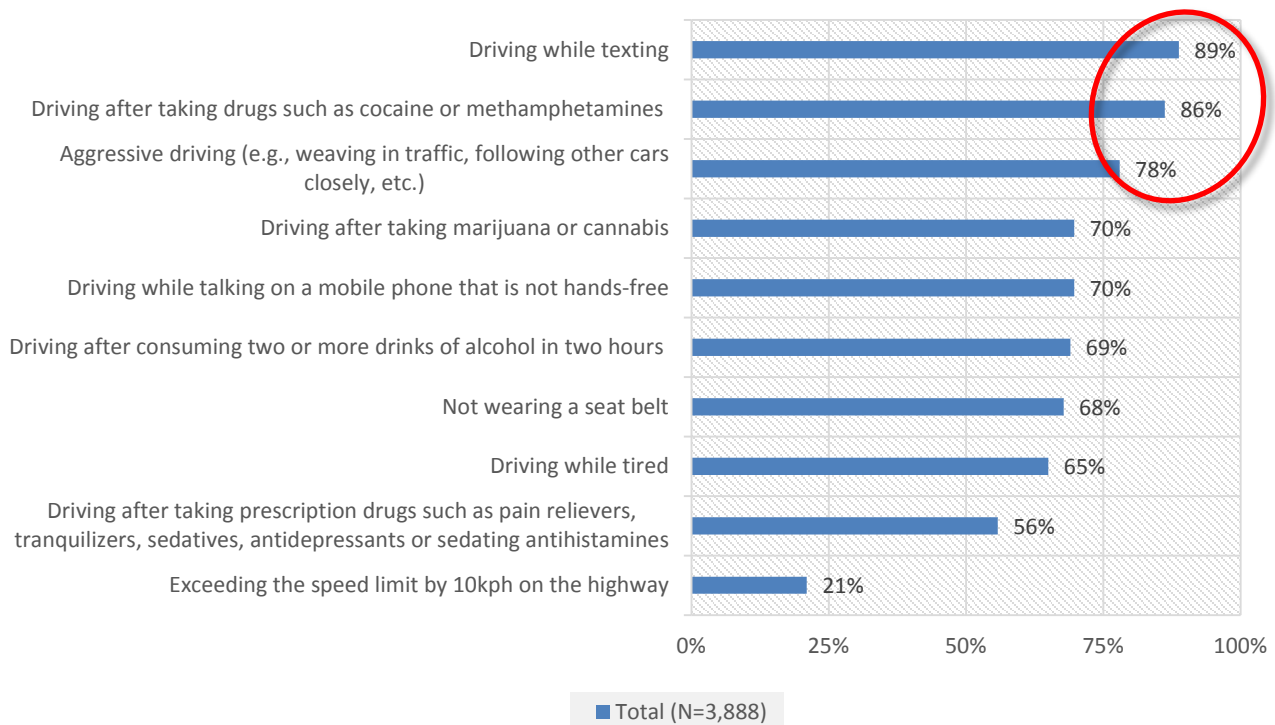
2. Perceived Danger of Driving Behaviours

Perceived Danger of Driving Behaviours

Just how hazardous are dangerous driving behaviours to Canadians, and, do Canadians think these behaviours are on the rise or decline across the nation? This section explores these research questions in detail.

Canadians were asked to provide a rating on a 7-point scale where 7 represented 'extremely dangerous' and 1 was 'not at all dangerous' (Exhibit 2.1). Overall, the most dangerous driving behaviours according to Canadians were driving while texting (89% Top 2 Box: 7, 6), driving after taking drugs such as cocaine or methamphetamines (86%), aggressive driving (78%), and driving after taking marijuana/cannabis (70%). Of note, only 1-in-5 respondents consider exceeding the speed limit by 10kph on the highway to be a dangerous behaviour (21%).

**Exhibit 2.1: Perceived Danger of Driving Behaviours - Overall Summary
(Top 2 Box, 7,6)**



In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous.

When comparing results on a regional level, it was found that danger perceptions varied significantly by region for all driving behaviours with the exception of the two most dangerous behaviours according to Canadians (i.e., driving while texting and driving after taking drugs such as cocaine or methamphetamines) where perceived danger was unanimously high (Exhibit 2.2). Key differences to note are a significantly higher number of Ontarians thinking aggressive driving is dangerous when compared to those in the Prairie region (80%, compared to 74%) and significantly more residents of the province of Quebec thinking marijuana/ cannabis is dangerous compared to residents of the North (74%, compared to 64%). At the same time, residents of the North were significantly more likely than those in the province of Quebec to find driving while talking on a non-hands-free mobile device or driving after consuming two or more drinks of alcohol to be dangerous (76% and 73% compared to 65% and 64%, respectively). Also, residents of the North were significantly less likely than Ontarians to consider not wearing a seat belt to be a dangerous behaviour (63% vs. 70%) and estimating driving while tired as dangerous compared to responses of Quebec residents (60% vs. 67%). Finally, Canadians residing in the Atlantic Provinces were significantly more likely than those in the Prairies to consider driving while under the influence of prescription drugs to be dangerous (62%, compared to 50%).

Exhibit 2.2: Perceived Danger of Driving Behaviours (Region) (Top 2 Box: 7,6)								
In your view, how dangerous are each of the following?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Driving while texting	89	89	89	89	91	88	87	90
Driving after taking drugs such as cocaine or methamphetamines	86	85	85	87	84	86	86	87
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	78	77	77	80	74	78	77	77
Driving after taking marijuana or cannabis	70	68	74	70	67	68	65	64
Driving while talking on a mobile phone that is not hands-free	70	73	65	72	73	68	68	76
Driving after consuming two or more drinks of alcohol in two hours	69	71	64	71	71	71	69	73
Not wearing a seat belt	68	69	64	70	66	66	69	63
Driving while tired	65	65	67	65	61	65	62	60
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	56	62	52	57	50	58	55	58
Exceeding the speed limit by 10kph on the highway	21	26	19	20	27	25	19	24

When it came to age and gender, it was found that without fail, for every item, females were significantly more likely than males to consider each listed driving behaviour as very dangerous (Exhibit 2.3). Analysis by age painted a different picture with significant differences depending on the behaviour. In general, it was found that younger Canadians (16-24) were less likely than older Canadians to consider most behaviours to be dangerous. Specifically, it was found that the youngest group (16-20) were significantly less likely to perceive driving while texting and driving while tired to be dangerous when compared to older Canadians (driving while texting: 80%, compared to 91% for drivers 35-54, 91% for drivers 55-64; driving while tired 53%, compared to 70% for drivers 55-64). Those aged 21-24 were significantly less likely to perceive behaviours such as aggressive driving, driving after taking marijuana/cannabis, driving while talking on a non-hands-free mobile, and exceeding the speed limit by 10kph on the highway to be dangerous when compared to older demographic segments (see green highlights in Exhibit 2.3 for specific significant relationships to other segments). Conversely, the Canadians in the eldest demographic segment (65+) were significantly less likely to consider the following behaviours to be dangerous when compared to their younger counterparts: driving after taking cocaine or methamphetamines, after consuming two or more alcoholic beverages, and after taking prescription drugs that cause impairment. With the issue of cocaine / methamphetamine danger, we suspect the difference is due to the relatively high level of unawareness among the 65+ population (11% responded 'don't know', compared to 5% overall).

Exhibit 2.3: Perceived Danger of Driving Behaviours (Age/Gender) (Top 2 Box: 7,6)									
In your view, how dangerous are each of the following?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Driving while texting	89	80	84	86	91	91	89	86	92
Driving after taking drugs such as cocaine or methamphetamines	86	85	89	87	87	88	80	84	89
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	78	69	68	79	79	80	79	74	82
Driving after taking marijuana or cannabis	70	68	62	64	72	72	71	65	74
Driving while talking on a mobile phone that is not hands-free	70	58	57	59	72	77	78	64	76
Driving after consuming two or more drinks of alcohol in two hours	69	68	71	66	71	72	65	61	78
Not wearing a seat belt	68	66	66	64	70	67	70	62	74
Driving while tired	65	53	55	62	67	70	67	60	71
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	56	54	55	59	58	53	52	51	61
Exceeding the speed limit by 10kph on the highway	21	17	7	17	20	26	31	17	25

Further detailed analysis of the age/ gender data in Exhibit 2.4 shows that young males (16-24) were significantly less likely to consider the presented driving behaviours as dangerous when compared to females in general (see green highlighted fields in Exhibit 2.4 for specific extreme relationships among interlocking age / gender categories in the Female columns). The only instance where this pattern deviated was when it came to exceeding the speed limit by 10kph on the highway, where young females were the least likely to rate the behaviour as dangerous although young males and females didn't really differ (12% and 11% respectively)

On the other side of the coin, young females were the most likely to consider the following behaviours as dangerous when compared to other cohorts: driving after taking cocaine or methamphetamines, driving after consuming two or more drinks of alcohol in two hours, and driving after taking prescription drugs with impairing effects. Middle-aged women (25-54) were the most likely to consider driving while texting, aggressive driving, and driving after taking marijuana/cannabis

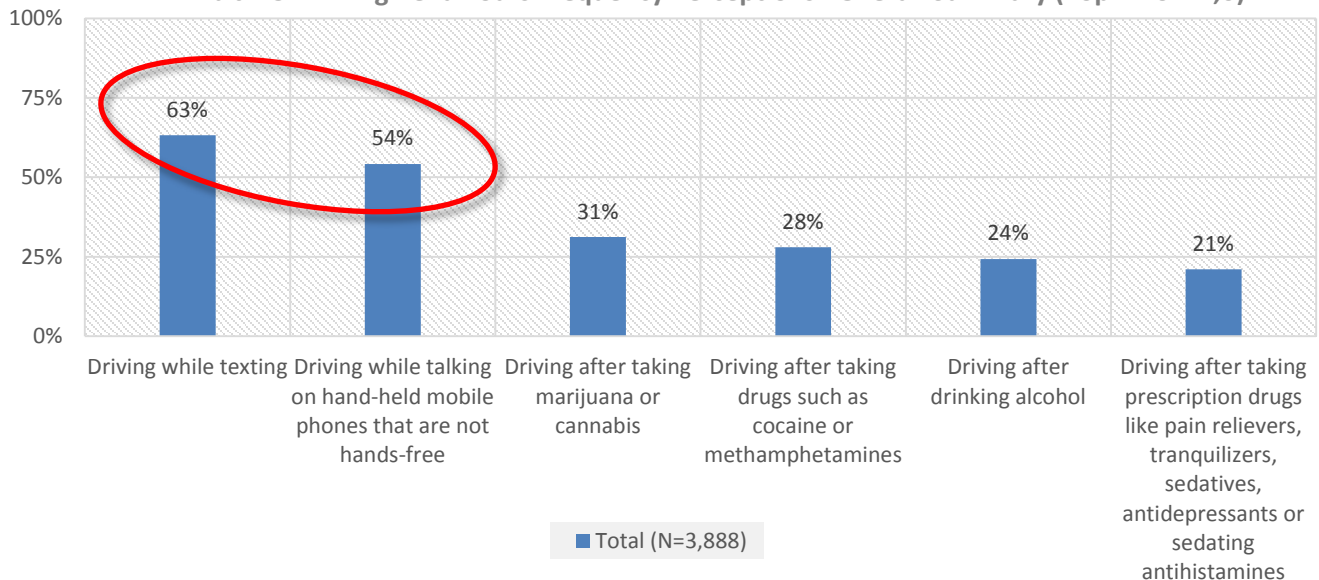
to be dangerous. Older women (55+) were significantly more likely to consider driving while talking on a non-hands-free mobile phone, not wearing a seatbelt, driving while tired, and exceeding the speed limit on a highway by 10kph to be dangerous.

Exhibit 2.4: Perceived Danger of Driving Behaviours (Interlocking Age/Gender) (Top 2 Box: 7,6)							
In your view, how dangerous are each of the following?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Driving while texting	89	76	87	89	88	93	91
Driving after taking drugs such as cocaine or methamphetamines	86	83	85	82	92	90	86
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	78	64	74	77	74	84	83
Driving after taking marijuana or cannabis	70	57	65	69	73	75	73
Driving while talking on a mobile phone that is not hands-free	70	52	61	73	63	75	83
Driving after consuming two or more drinks of alcohol in two hours	69	58	62	61	81	78	77
Not wearing a seat belt	68	59	63	61	73	74	76
Driving while tired	65	48	59	65	60	71	73
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	56	46	54	48	64	62	57
Exceeding the speed limit by 10kph on the highway	21	12	15	23	11	23	35

Changes in Perceived Danger of Driving Behaviours

The study also explored the perception of whether the incidence of dangerous driving behaviours has become more or less frequent over the past 5 years (Exhibit 2.5). It was found that on the whole Canadians feel that all presented driving behaviours have increased to some extent in that period of time. The two leading increasing behaviours were tied to mobile device usage such as driving while texting (63% Top 2 Box: 7, 6), and driving while talking on non-hands-free mobile device (54%), followed somewhat distantly by driving after taking marijuana/ cannabis (31%), and driving after taking drugs such as cocaine or methamphetamines (28%). It is noteworthy that the majority of Canadians believe that driving after drinking alcohol has stayed the same (59%) or decreased (12%)².

Exhibit 2.5: Driving Behaviours Frequency Perceptions - Overall Summary (Top 2 Box: 7,6)



In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same.

Some interesting patterns emerge when examining results for this question by region as seen in Exhibit 2.6. Canadians living in the Atlantic Provinces were significantly more likely to think dangerous driving behaviours have increased in the past 5 years when compared to those living in other regions, particularly those living in British Columbia and the North. One exception to note was a stronger perception of an upward trend in incidence of driving after drinking alcohol in the Province of

² Full scale results for all questions can be found in Appendix II.

Alberta, while the residents of the Prairie region have an equal figure to the Atlantic provinces for perceived increase when it came to driving after taking drugs such as cocaine or methamphetamines.

Exhibit 2.6: Driving Behaviours Frequency Perceptions (Region) (Top 2 Box: 7,6)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Driving while texting	63	71	59	66	65	66	53	61
Driving while talking on hand-held mobile phones that are not hands-free	54	59	50	58	58	56	46	56
Driving after taking marijuana or cannabis	31	37	33	29	32	31	30	25
Driving after taking drugs such as cocaine or methamphetamines	28	33	29	30	33	28	21	20
Driving after drinking alcohol	24	27	20	27	26	29	17	23
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	21	26	18	23	18	22	16	17

The notion that dangerous driving behaviours have increased in frequency in the past 5 years was significantly stronger among older Canadians (65+) with the percentages generally being significantly lower in the 16-34 range in comparison (Exhibit 2.7). Females were significantly more likely than males to perceive an increase for all items, aside from behaviours relating to mobile device usage while driving, where there was no difference. One thing the majority of Canadians agree on is that driving while texting is on the rise with no significant differences noted by age or gender.

Exhibit 2.7: Driving Behaviours Frequency Perceptions (Age/Gender) (Top 2 Box: 7,6)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Driving while texting	63	60	61	63	63	63	68	62	64
Driving while talking on hand-held mobile phones that are not hands-free	54	46	44	49	54	59	62	53	55
Driving after taking marijuana or cannabis	31	32	33	25	29	32	41	29	34
Driving after taking drugs such as cocaine or methamphetamines	28	22	30	22	25	33	42	25	32
Driving after drinking alcohol	24	26	23	20	21	28	34	22	27
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	21	18	17	19	19	22	29	19	23

As shown in Exhibit 2.8, analysis of the results by interlocking age / gender groupings shows that overall, younger and middle-aged males are significantly less likely to perceive an increase in the presented driving behaviours over the past 5 years, particularly when compared to older males and females (55+). The only behaviour that shows deviation from this pattern was for driving while under the influence of marijuana/cannabis where young women were the most likely to perceive an increase.

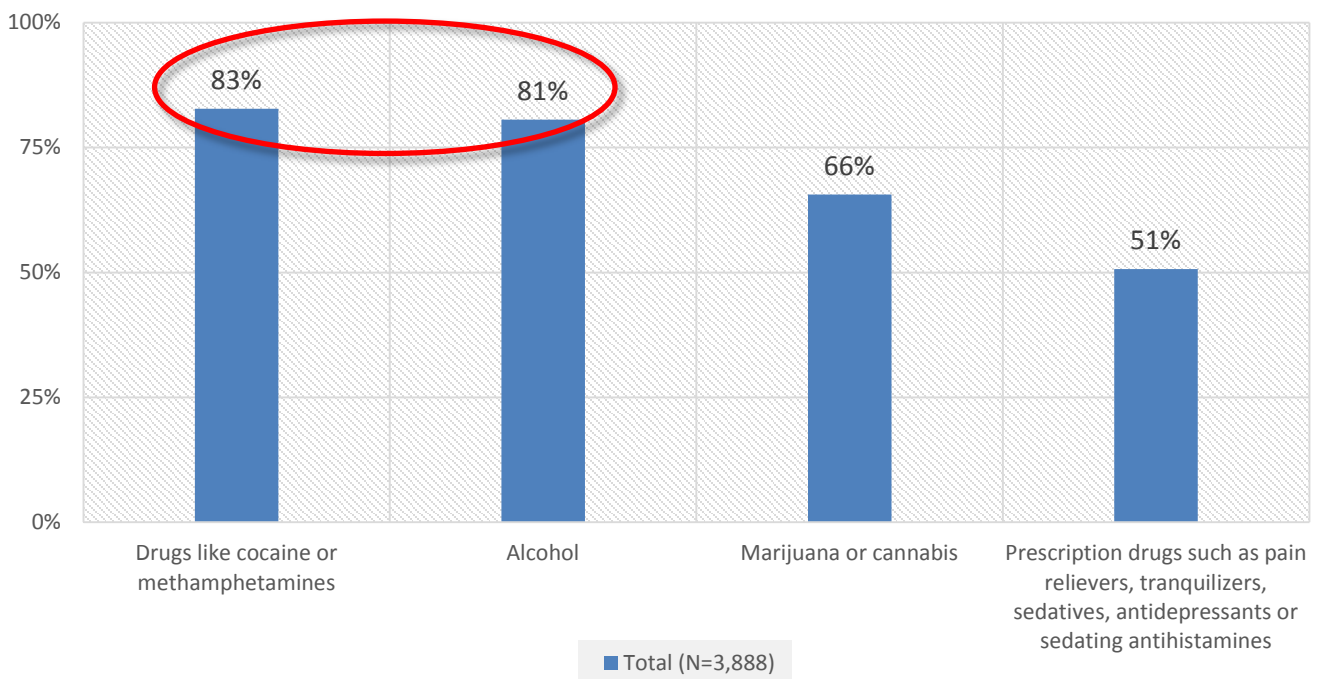
Exhibit 2.8: Driving Behaviours Frequency Perceptions (Interlocking Age/Gender) (Top 2 Box: 7,6)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Driving while texting	63	57	61	66	65	64	65
Driving while talking on hand-held mobile phones that are not hands-free	54	42	52	60	47	54	62
Driving after taking marijuana or cannabis	31	26	26	35	40	30	38
Driving after taking drugs such as cocaine or methamphetamines	28	24	20	34	28	28	41
Driving after drinking alcohol	24	20	19	28	29	22	34
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	21	17	17	22	18	22	28

3. Perceived Impairment of Driving by Alcohol and Other Drugs

In this section, findings on the perceived impairment of driving by alcohol and other drugs are presented.

First, how likely are Canadians to agree that certain drugs have an impairing effect on one's ability to drive safely? Canadians were asked to rate their agreement that a drug has an impairing effect on a scale of 1-7 with 7 meaning 'strongly agree' and 1 'strongly disagree' (Exhibit 3.1). Canadians were most likely to strongly agree (6 or 7 on scale) that drugs like cocaine or methamphetamines (83%), and alcohol (81%) impair a person's ability to drive, followed somewhat distantly by marijuana / cannabis (66%), and prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines (51%).

Exhibit 3.1: Impairment Opinion - Overall Summary (Top 2 Box: 7, 6)



Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree.

On a regional level, it was found that significantly fewer residents of Quebec showed high agreement levels about impairment by nearly all drugs presented compared to agreement among residents of the Atlantic Provinces and Alberta (Exhibit 3.2). It should be noted that residents of British Columbia showed an equally low agreement level relative to residents of the Province of Quebec regarding the impairment effects of marijuana/ cannabis on a person’s ability to drive (61% each, compared to 66% Total).

Exhibit 3.2: Impairment Opinion (Region) (Top 2 Box: 7,6)								
Do you agree or disagree that using the following substances impairs a person’s ability to drive safely?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Alcohol	81	87	74	82	83	87	78	85
Drugs like cocaine or methamphetamines	83	87	75	85	85	87	82	86
Marijuana or cannabis	66	68	61	69	65	69	61	62
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	51	55	46	53	48	52	50	50

When examining results by age and gender, it was found that opinions regarding the impairing effects of various drugs varied significantly by age (Exhibit 3.3). Younger Canadians (21-24) were significantly more likely than older Canadians to agree that drugs such as alcohol (65+) and prescription drugs (55-64) greatly impaired one’s ability to drive safely, whereas Canadians (35-54) were significantly more likely than younger Canadians (16-20) to agree that marijuana/ cannabis and drugs like cocaine or methamphetamine had an impairing effect. The picture was much clearer when it came to gender, with females being significantly more likely than males to agree that all types of drugs presented have an impairing effect when it comes to driving safely.

Exhibit 3.3: Impairment Opinion (Age/Gender) (Top 2 Box: 7,6)									
Do you agree or disagree that using the following substances impairs a person’s ability to drive safely?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Alcohol	81	76	85	83	82	79	75	76	85
Marijuana or cannabis	66	60	63	61	68	66	69	62	69
Drugs like cocaine or methamphetamines	83	78	81	84	85	83	78	81	85
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	51	53	56	56	51	46	47	49	53

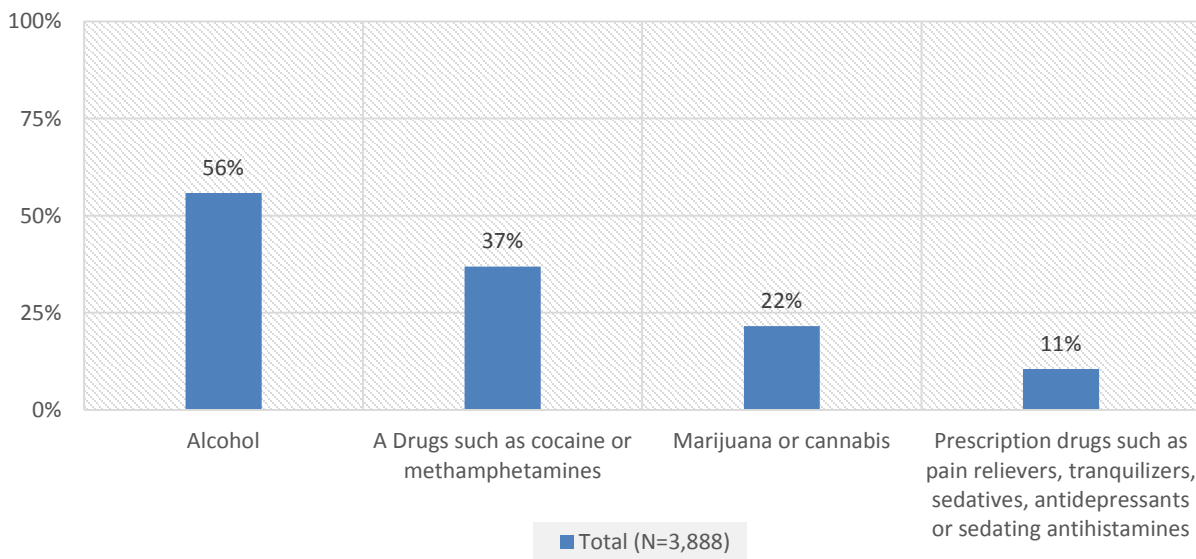
Digging deeper into the age and gender results with interlocking age / gender segments (Exhibit 3.4), we see that young females were significantly more likely than older males to agree that alcohol and prescription drugs have an impairing effect on one’s ability to drive (88% and 63%, compared to 73% and 45% respectively). With marijuana/cannabis and drugs like cocaine or methamphetamines, it was shown that middle-aged women were significantly more likely than young males to agree that these drugs have an impairing effect when it comes to driving safely. Also, younger males were less likely than older males to perceive marijuana and cocaine to be impairing, although the differences may not be significant.

Exhibit 3.4: Impairment Opinion (Interlocking Age/Gender) (Top 2 Box: 7,6)							
Do you agree or disagree that using the following substances impairs a person’s ability to drive safely?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Alcohol	81	74	78	73	88	87	81
Marijuana or cannabis	66	55	62	65	68	70	70
Drugs like cocaine or methamphetamines	83	74	83	80	85	86	82
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	51	47	51	45	63	54	48

4. Perceived Likelihood of Being Caught for Impaired Driving

How likely do Canadians think it is that a driver will get caught (i.e., stopped and charged by police) if impaired by various drugs? Overall, results show that a sizeable portion of Canadians think impaired drivers will get away with driving under the influence of the drugs presented (Exhibit 4.1). Alcohol was the most likely candidate for enforcement on a 7 point scale with 7 representing 'very likely', and 1 'not at all likely' (56% Top 2 Box: 7,6), followed somewhat distantly by drugs such as cocaine or methamphetamines (37%). Very few Canadians thought it was likely that drivers under the influence of marijuana/ cannabis, or prescription drugs with impairing effects would be caught (22%, 11% respectively).

**Exhibit 4.1: Likelihood of Enforcement / Being Caught - Overall Summary
(Top 2 Box: 7,6)**



How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely

On a regional level, there were some noted variances in perceived likelihood of being caught for driving while impaired by alcohol/drugs with no clear pattern emerging (Exhibit 4.2). When it came to driving under the influences of alcohol, those residing in the Atlantic Provinces were significantly more likely to think drivers would be stopped and charged than those in Alberta (61%, compared to 50%).

Significantly more Ontarians indicated that being caught was likely for drivers impaired by drugs like cocaine and methamphetamines relative than respondents from Quebec (42%, compared to 29%), and such drugs as marijuana/ cannabis compared to those residing in British Columbia (25%, compared to 18%).

Finally, when it came to prescription drugs with impairing effects, those residing in the Atlantic Province were significantly more likely than those in British Columbia to think there was a high likelihood of being caught (14%, compared to 6%).

Exhibit 4.2: Likelihood of Enforcement / Being Caught (Region) (Top 2 Box: 7,6)								
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Alcohol	56	61	53	59	52	50	55	55
Drugs like cocaine or methamphetamines	37	36	29	42	37	33	37	32
Marijuana or cannabis	22	19	19	25	21	19	18	19
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	11	14	9	13	7	9	6	9

Looking at results by age and gender (Exhibit 4.3), we see that younger Canadians (16-20) were significantly more likely than older Canadians (35-65+, see Exhibit 4.3 for red highlighted fields denoting specific significant relationships by mentioned drugs) to think there is a high likelihood of being stopped and charged by police if driving under the influence of all mentioned drugs.

Examining results by gender, it was found that females were significantly more likely than males to think there was a high likelihood of being caught when it came to alcohol (59% vs. 53%), and drugs like cocaine or methamphetamines (40% vs. 34%).

Exhibit 4.3: Likelihood of Enforcement / Being Caught (Age / Gender) (Top 2 Box: 7,6)									
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Alcohol	56	65	61	61	56	52	47	53	59
Drugs like cocaine or methamphetamines	37	57	49	38	35	29	34	34	40
Marijuana or cannabis	22	30	23	20	22	18	23	21	22
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	11	15	13	10	9	9	13	10	11

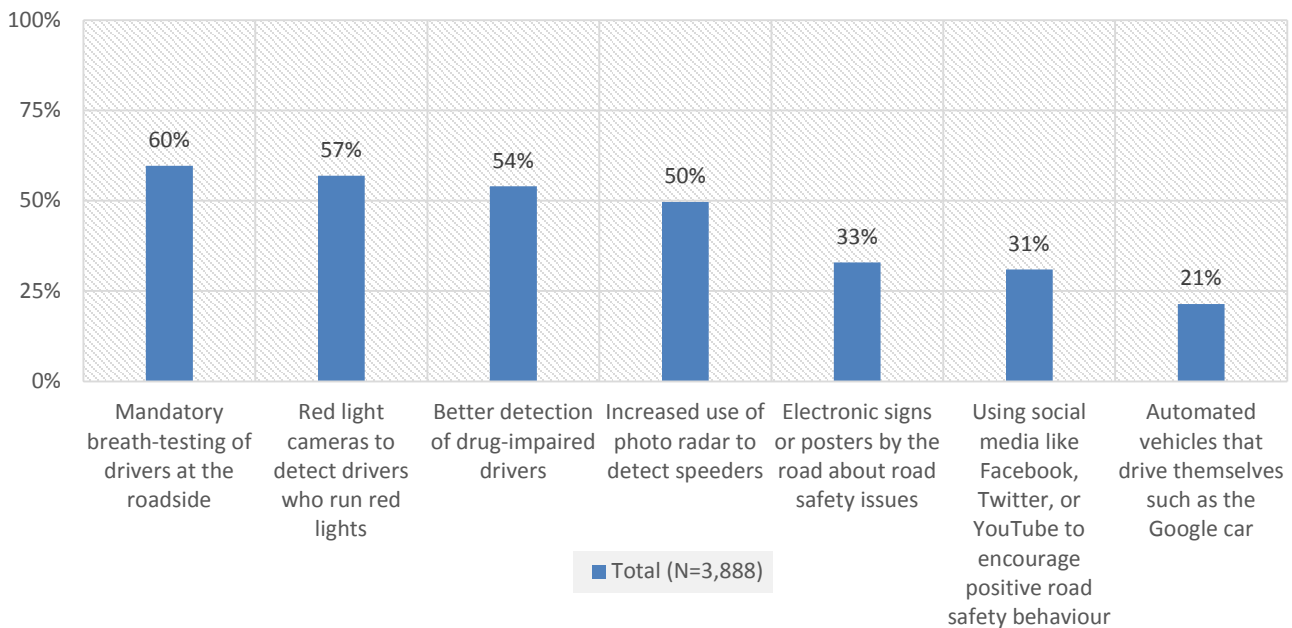
Taking a closer look at age and gender findings with interlocking age / gender segments (Exhibit 4.4), it was found that young females were significantly more likely than older males to think there was a high likelihood of being stopped and charged by police for driving under the influence of alcohol (67% vs. 44%) and drugs like cocaine or methamphetamines (55% vs. 29%). It should be noted that young women were significantly more likely to believe in the likelihood of enforcement when driving under influence of prescription drugs compared to such gender-age groups as older men, middle-aged men and middle-aged women (16% vs. 10% for other age groups). This analysis by interlocking age/gender groups shows a clear pattern where younger drivers perceive a greater chance of being caught than older drivers for both genders, even if the difference is not significant in some cases.

Exhibit 4.4: Likelihood of Enforcement / Being Caught (Interlocking Age / Gender)							
(Top 2 Box: 7,6)							
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Alcohol	56	59	57	44	67	59	56
Drugs like cocaine or methamphetamines	37	50	33	29	55	40	34
Marijuana or cannabis	22	26	21	19	27	21	22
Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	11	12	10	10	16	10	11

5. Perceived Effectiveness of Road Safety Measures

What do Canadians think would be the most effective measure to improve road safety? Of the options provided, on a 7 point scale where 7 is 'extremely effective' and 1 'not at all effective', the leading measures were mandatory breath-testing of drivers at the roadside to determine alcohol impairment (60% Top 2 Box: 7,6), followed closely by red light cameras to detect drivers who run red lights (57%), and better detection of drug-impaired drivers (54%) (Exhibit 5.1). Half of Canadians surveyed thought that increased use of photo radar to detect speeders would be a very effective measure (50%). The least effective measures presented to Canadians were electronic signs or posters by the road about safety issues (33%), using social media to encourage positive road safety behaviour (31%), and automated vehicles that drive themselves such as the Google car (21%). It should be noted that the presented results in this section reflect 'strong support' for the effectiveness of presented interventions, and in some cases the majority of respondents may have perceived an intervention as being effective even though a minority showed strong support.³

Exhibit 5.1: Perceived Effectiveness of Road Safety Measures
- Overall Summary (Top 2 Box; 7,6)



There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.

³ Full scale results for all questions can be found in Appendix II.

When looking at results by region for the perceived effectiveness of road safety measures, it was found that there was significant variance in opinion across the country (Exhibit 5.2). Those residing in the Atlantic Provinces were significantly more likely to think the following measures would be effective: mandatory breath-testing of drivers at the roadside (64%, compared to 53% in Quebec), red light cameras to detect drivers who run red lights (62%, compared to 46% in Alberta), better detection of drug-impaired drivers (65%, compared to 47% in the Prairies), and electronic signs or posters by the road about road safety issues (38%, compared to 27% in Alberta). When it came to social media as a method to improve road safety, residents of Ontario were the most likely to think it would be effective (34%) with residents of the Prairies being the least optimistic (23%). It should be noted that residents of the North were just as likely as those in the Atlantic Provinces to think that red light cameras to detect drivers who run red lights would be an effective measure (62%). Increased use of photo radar to detect speeders was the most popular road safety measure among residents of Quebec (61%), being significantly lower among Albertans (38%).

Exhibit 5.2: Perceived Effectiveness of Road Safety Measures (Region) (Top 2 Box: 7,6)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Mandatory breath-testing of drivers at the roadside	60	64	53	62	60	60	62	63
Red light cameras to detect drivers who run red lights	57	62	60	58	50	46	60	62
Better detection of drug-impaired drivers	54	65	53	56	47	53	52	54
Increased use of photo radar to detect speeders	50	54	61	50	49	38	40	51
Electronic signs or posters by the road about road safety issues	33	38	32	34	33	27	32	34
Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour	31	32	32	34	23	25	29	31
Automated vehicles that drive themselves such as the Google car	21	18	22	21	20	22	23	23

Perceived effectiveness of road safety measures varied significantly by age of respondents (Exhibit 5.3). For example, the oldest Canadians surveyed (65+) were significantly more likely to think that measures such as red light cameras to detect drivers who run red lights, increased use of photo radar to detect speeders, and electronic signs or posters by the road about road safety issues would be highly effective when compared to younger Canadians (ages 21 through 34), whereas younger Canadians were significantly more likely than older Canadians to think measures such as social media and automated vehicles like Google car would be effective. Interestingly, better detection of drug-impaired drivers was extremely polarizing among the 16-20 and 21-24 age segments with the older of the two being significantly more likely to think this measure would be effective (61%, vs 49%).

When it came to respondent’s gender, it was found that females were generally more optimistic regarding the potential for most safety measures mentioned, with the exception of electronic signs or posters by the road about road safety issues, where no significant difference was noted, and automated cars such as the Google car, where males were significantly more likely to think such a measure would be effective (25%, compared to 18%).

Exhibit 5.3: Perceived Effectiveness of Road Safety Measures (Age / Gender) (Top 2 Box: 7,6)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Mandatory breath-testing of drivers at the roadside	60	60	56	56	61	62	59	55	64
Red light cameras to detect drivers who run red lights	57	54	52	54	57	59	62	54	59
Better detection of drug-impaired drivers	54	49	61	52	57	50	55	51	58
Increased use of photo radar to detect speeders	50	51	51	44	48	51	59	45	55
Electronic signs or posters by the road about road safety issues	33	29	24	31	32	36	41	33	33
Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour	31	39	34	27	30	31	32	27	36
Automated vehicles that drive themselves such as the Google car	21	25	22	23	23	19	17	25	18

Further analysis of age and gender data with interlocking age / gender segments revealed that opinions regarding the efficacy of certain road safety measures varied significantly without producing any clear patterns (Exhibit 5.4). Mandatory breath-testing of drivers at the roadside was seen as being significantly more effective by young females when compared to young males (68%, compared to 48%). Red light cameras to detect drivers who run red lights were seen as being most effective by older females, and least effective by younger females (64%, compared to 52%). Better detection of drug-impaired drivers was significantly higher among middle-aged women when compared to older men (59%, compared to 50%). Increased use of photo radar to detect speeders, and electronic signs or posters by the road about road safety issues were seen as being significantly more effective among older women when compared to middle-aged men (60% vs. 41%) and younger women (40% vs. 23%) respectively. Social media as a tool to communicate road safety was significantly more popular among young women when compared to middle-aged men (41%, compared to 25%). And finally, automated vehicles such as the Google car were considered to be significantly more effective by middle-aged men when compared to older women (28%, compared to 15%).

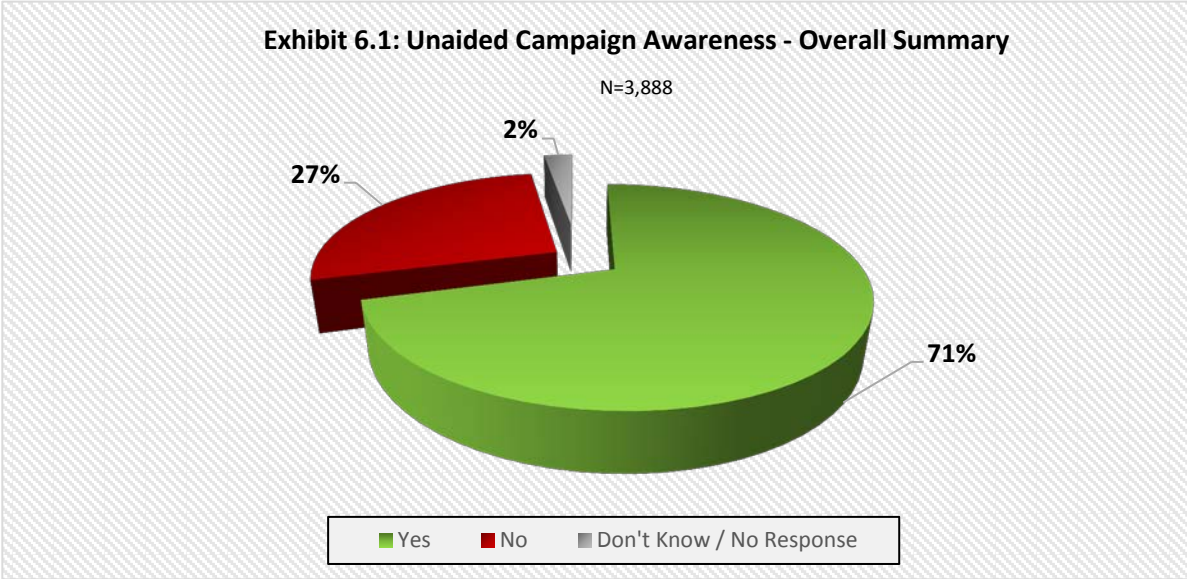
Exhibit 5.4: Perceived Effectiveness of Road Safety Measures (Interlocking Age / Gender) (Top 2 Box: 7,6)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Mandatory breath-testing of drivers at the roadside	60	48	56	57	68	63	65
Red light cameras to detect drivers who run red lights	57	53	53	57	52	59	64
Better detection of drug-impaired drivers	54	53	51	50	58	59	55
Increased use of photo radar to detect speeders	50	49	41	50	52	53	60
Electronic signs or posters by the road about road safety issues	33	30	32	36	23	31	40
Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour	31	31	25	27	41	34	36
Automated vehicles that drive themselves such as the Google car	21	25	28	20	22	18	15

6. Campaign Awareness

In this section, the topic of recent road safety advertising campaigns is covered. Questions were asked of Canadians relating to general unaided awareness of such campaigns, and specific aided campaign recall.

Unaided Awareness

How many Canadians have seen or heard of any advertising campaigns about road safety in the past 12 months? Results show that just over 7-in-10 have seen something (71%), with over 1-in-4 stating they have not (27%), and another 2% indicating they do not know or don't have a response (Exhibit 6.1).



Have you seen or heard of any advertising campaigns about road safety in the past 12 months?

On a regional level (Exhibit 6.2), it was found that unaided road safety campaign awareness over the past year was significantly higher in Quebec and MB/SK compared to the Atlantic Provinces (79% and 78% compared to 65%). Unawareness levels, or those who indicated they didn't know or had no responses, were significantly higher in the Prairie region and the North when compared to Quebec (4% and 4%, compared to 1%).

Exhibit 6.2: Unaided Campaign Awareness (Region)								
Have you seen or heard of any advertising campaigns about road safety in the past 12 months?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Yes	71	65	79	66	78	70	72	66
No	27	32	19	31	17	27	26	29
Don't Know / No Response	2	3	1	3	4	2	2	4

Examining findings by age and gender (Exhibit 6.3), we find that Canadians aged 55-64 were significantly more likely than those aged 65 or older to recall road safety campaigns over the past year unaided (74% compared to 65%). It should be noted that the 65+ age segment showed the highest Don't know level at 5%. Men and women did not differ in awareness.

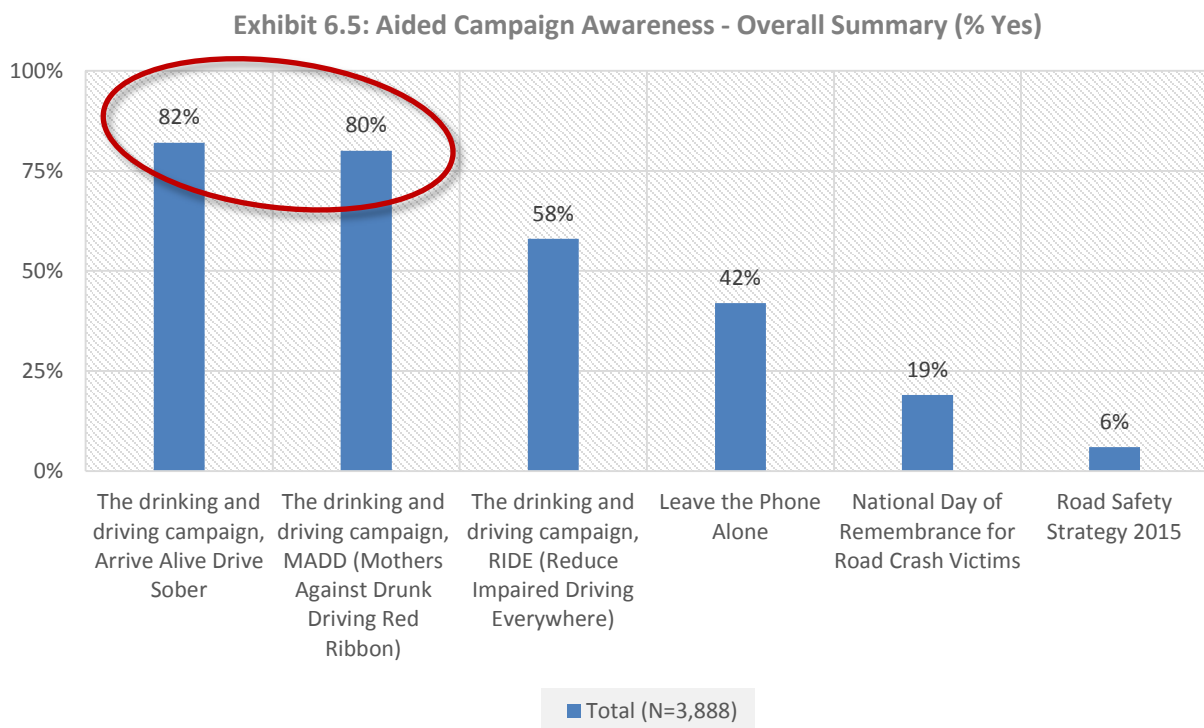
Exhibit 6.3: Unaided Campaign Awareness (Age / Gender)									
Have you seen or heard of any advertising campaigns about road safety in the past 12 months?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Yes	71	72	70	70	72	74	65	70	71
No	27	26	29	29	25	23	30	27	26
Don't Know / No Response	2	2	1	2	2	3	5	2	3

Looking at age / gender by interlocking age / gender segments (Exhibit 6.4), there were no significant differences in unaided awareness levels aside from an elevated and significantly higher number of older males indicating they don't know or have no response when compared to young males (4%, compared to 1%).

Exhibit 6.4: Unaided Campaign Awareness (Interlocking Age / Gender)							
Have you seen or heard of any advertising campaigns about road safety in the past 12 months?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Yes	71	70	71	69	71	72	70
No	27	28	27	27	27	26	26
Don't Know / No Response	2	1	2	4	2	2	4

Aided Campaign Awareness

Canadians were also asked if they recalled hearing or seeing specific road safety campaigns in the past 12 months. As shown in Exhibit 6.5 below, overwhelmingly, the highest aided recall levels were for the drinking and driving campaigns ‘Arrive Alive Drive Sober’ (82% Yes), and ‘MADD (Mothers Against Drunk Driving Red Ribbon)’ (80%). Other recent campaigns that showed moderate aided awareness levels were the drinking and driving campaign ‘RIDE (Reduce Impaired Driving Everywhere)’ (58%), and ‘Leave the Phone Alone’ (42%). The National Day of Remembrance for Road Crash Victims, and the Road Safety Strategy 2015 campaigns showed the lowest aided awareness levels of all mentioned road safety campaigns (19% and 6% respectively).



Do you remember seeing or hearing advertising about any of the following road safety campaigns in the past 12 months?

When looking at past year aided road safety campaign awareness on a regional level, it was found that those residing in Quebec had the lowest awareness levels for ‘Arrive Alive Drive Sober’ (63%, compared to 93% in Ontario), MADD (Mothers Against Drunk Driving Red Ribbon) (43%, compared to 93% in the Prairie region), and RIDE (Reduce Impaired Driving Everywhere) (33%, compared to 79% in Ontario), all of which are drinking and driving campaigns (Exhibit 6.6).

Other road safety campaigns such as ‘Leave the Phone Alone’, and the ‘National Day of Remembrance for Road Crash Victims’ has the highest past-year aided recall in the Province of Quebec (55% compared to 31% in the Atlantic Provinces, and 23% vs. 16% in Ontario). These regional differences may reflect the degree to which these campaigns are present in each region.

Exhibit 6.6: Aided Campaign Awareness (Region) (%Yes)								
Do you remember seeing or hearing advertising about any of the following road safety campaigns in the past 12 months								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
The drinking and driving campaign, Arrive Alive Drive Sober	82	86	63	93	85	79	77	82
The drinking and driving campaign, MADD (Mothers Against Drunk Driving Red Ribbon)	80	92	43	92	93	89	85	90
The drinking and driving campaign, RIDE (Reduce Impaired Driving Everywhere)	58	47	33	79	58	47	50	46
Leave the Phone Alone	42	31	55	39	39	36	43	30
National Day of Remembrance for Road Crash Victims	19	21	23	16	21	19	17	18
Road Safety Strategy 2015	6	6	8	6	8	6	5	7

Examining results by age and gender (Exhibit 6.7), it was found that while there was some variance, past-year aided awareness of presented road safety campaigns was generally significantly higher among older (55+) Canadians. The 21-24 age segment showed the lowest awareness levels for all campaigns aside from ‘Arrive Alive Drive Sober’, albeit the lowest aided awareness for this campaign was only 1 p.p. lower, within the margin of error. The 55-64 and 65+ age segments showed the highest aided awareness levels depending on the specific campaign with the difference between the two age groups, for the most part, being within margin of error.

When it came to gender, past-year aided awareness was equal for all campaigns aside from ‘RIDE (Reduce Impaired Driving Everywhere)’, and ‘Road Safety Strategy 2015, where males showed significantly higher awareness (60% and 8%, compared to 55% and 5%).

Exhibit 6.7: Aided Campaign Awareness (Age / Gender) (%Yes)									
Do you remember seeing or hearing advertising about any of the following road safety campaigns in the past 12 months									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
The drinking and driving campaign, Arrive Alive Drive Sober	82	80	80	79	82	85	81	82	82
The drinking and driving campaign, MADD (Mothers Against Drunk Driving Red Ribbon)	80	88	73	78	80	81	83	80	80
The drinking and driving campaign, RIDE (Reduce Impaired Driving Everywhere)	58	55	50	50	57	65	64	60	55
Leave the Phone Alone	42	38	33	38	41	47	48	43	41
National Day of Remembrance for Road Crash Victims	19	17	11	13	18	26	24	19	19
Road Safety Strategy 2015	6	10	4	6	6	7	9	8	5

Looking at results for this question by interlocking age / gender segments (Exhibit 6.8), it was found that past-year aided awareness of road safety campaigns fluctuated significantly. Older males were significantly more likely to have recalled 'Arrive Alive Drive Sober' (86%, compared to 79% among middle-aged men), 'RIDE (Reduce Impaired Driving Everywhere)' (68%, compared to 49% among young women), and 'Leave the Phone Alone' (49%, compared to 33% among young men). The 'National Day of Remembrance for Road Crash Victims' campaign was found to have significantly higher awareness among older women when compared to young women (26%, compared to 11%), and the 'Road Safety Strategy 2015' campaign has highest awareness levels among young men with middle-aged women showing significantly lower awareness (9%, compared to 4%).

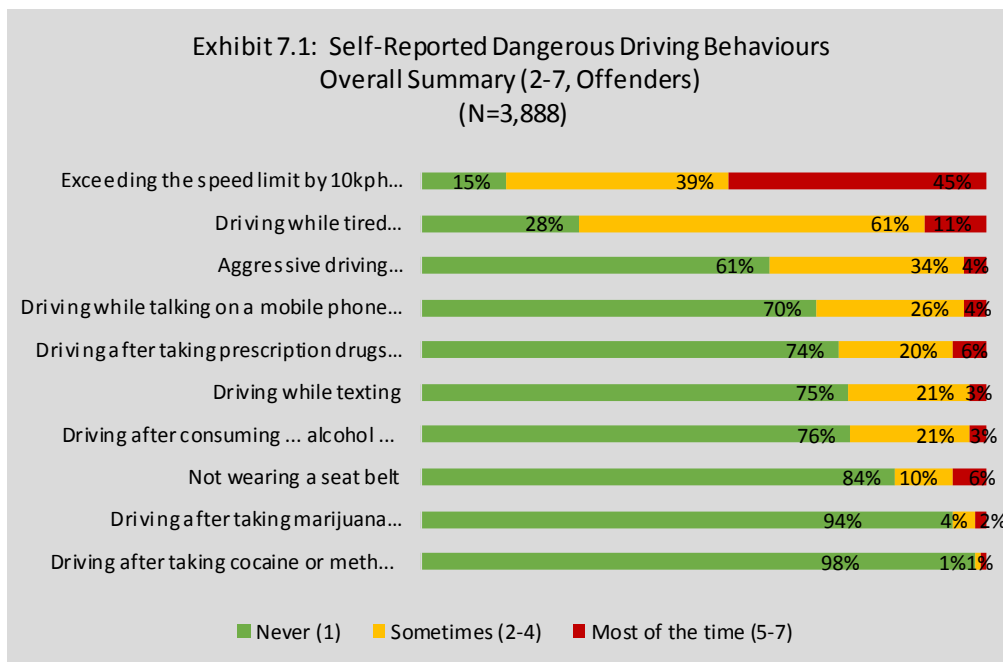
Exhibit 6.8: Aided Campaign Awareness (Interlocking Age / Gender) (%Yes)							
Do you remember seeing or hearing advertising about any of the following road safety campaigns in the past 12 months							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
The drinking and driving campaign, Arrive Alive Drive Sober	82	80	79	86	80	83	80
The drinking and driving campaign, MADD (Mothers Against Drunk Driving Red Ribbon)	80	80	79	81	79	79	82
The drinking and driving campaign, RIDE (Reduce Impaired Driving Everywhere)	58	55	55	68	49	54	60
Leave the Phone Alone	42	33	41	49	39	39	46
National Day of Remembrance for Road Crash Victims	19	16	16	24	11	17	26
Road Safety Strategy 2015	6	9	7	8	5	4	7

7. Self-Reported Dangerous Driving Behaviours

Which dangerous driving behaviours are most prevalent among Canadians? Respondents were asked to self-report the frequency of these behaviours on a personal level using a scale of 7-1 where 7 meant 'frequently' and 1 'never'. For this section, we were focused primarily on risky drivers, those being Canadians that self-reported the behaviour with any frequency (7-2 on the scale), but for Exhibit 7.1 we examine results by three groups: 1= 'never', 2-4= 'sometimes', and 5-7= 'most of the time'.

Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more was the most frequently self-reported behaviours with 45% indicating they do this 'most of the time' (it should be noted this level is 4 times the next most frequently reported behaviour), and another 39% reporting they do it 'sometimes'. This was followed by driving while tired with 11% reporting they do this 'most of the time' and 61% 'sometimes', and aggressive driving with 4% 'most of the time' and 34% 'sometimes'.

Behaviours such as not wearing a seat belt, driving after taking marijuana or cannabis, and driving after taking drugs such as cocaine or methamphetamines had the lowest self-reported incidence.⁴



How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.

⁴ Full scale results for all questions can be found in Appendix II.

When looking at any amount of self-reported dangerous driving behaviours (ratings of 2-7) on a regional level (Exhibit 7.2), it is evident there is a great degree of fluctuation across the country. The most significant difference that was noted on a regional level was for driving after consuming two or more drinks of alcohol in two hours where those residing in the Province of Quebec were significantly more likely than those in the Atlantic Provinces to self-report the behaviour (37%, compared to 17%). On the other hand, residents of Quebec were significantly less likely to self-report behaviours such as: driving while tired, aggressive driving, driving while talking on a mobile phone that is not hands-free, and driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines when compared to some of their western Canadian neighbours. Other points of interest include the significantly higher incidence of exceeding the speed limit by 10kph on a highway where the limit is 80kph or more in British Columbia compared to the Prairies (88%, compared to 79%), a significantly higher incidence of texting while driving in Alberta when compared to the Atlantic Provinces and British Columbia (32%, compared to 21% each), and lastly – a slightly higher, but significant, incidence of driving after taking drugs such as cocaine or methamphetamines in Quebec when compared to the Atlantic Provinces, Ontario, the Prairies, and Alberta (3%, compared to 1% each).

Exhibit 7.2: Self-Reported Dangerous Driving Behaviours (Region) (Offender [2-7])								
How often do you find yourself doing any of the following?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more	85	83	83	86	79	84	88	86
Driving while tired	72	76	66	71	77	78	75	75
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	39	36	33	37	47	47	42	41
Driving while talking on a mobile phone that is not hands-free	30	33	25	28	30	40	31	34
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	25	27	23	24	29	27	29	27
Driving after consuming two or more drinks of alcohol in two hours	24	17	37	21	25	20	18	23
Driving while texting	24	21	23	25	26	32	21	24
Not wearing a seat belt	15	24	16	14	15	20	12	26
Driving after taking marijuana / cannabis	6	7	5	6	6	5	6	7
Driving after taking drugs such as cocaine or methamphetamines	2	1	3	1	1	1	1	1

Taking a look at self-reported dangerous driving behaviours by age, it was found that Canadians aged 21-24 were significantly more likely to self-report exceeding the speed limit by 10kph on a highway where the limit is 80kph or more, driving while tired, aggressive driving, driving while texting, driving

after consuming two or more drinks of alcohol in two hours, not wearing a seat belt, driving while talking on a mobile phone that is not hands-free (Exhibit 7.3). Whereas for 8 of 10 items, Canadians aged 65+ were the least likely to self-report these behaviours. Other findings of interest were significantly higher self-reporting for driving after taking prescription drugs with impairing effects among those aged 35-54 when compared to those aged 25-34 (29%, compared to 19%), Canadians aged 21-24 showing significantly higher self-reporting driving after consuming two or more drinks of alcohol in two hours by a factor of over 100% compared to those aged 16-20 (29%, compared to 13%), and those aged 16-20 being significantly more likely to self-report driving after marijuana or cannabis use when compared to all older Canadians. Another interesting age pattern was that for speeding, driving while tired, aggressive driving, driving while talking on a non-hands free phone, texting, and driving after two drinks, the frequency of reporting these behaviours was higher for drivers 21-24 than for those 16-20. This may suggest that once younger drivers gain more experience, they may become overconfident and hence take greater risks while driving. When it came to gender, males were significantly more likely than females to self-report dangerous driving behaviours for all presented items aside from driving after taking prescription drugs with impairing effects and driving while texting, where self-reporting behaviour was not significantly different between males and females.

Exhibit 7.3: Self-Reported Dangerous Driving Behaviours (Region) (Offender [2-7])									
How often do you find yourself doing any of the following?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more	85	84	90	89	88	81	72	86	83
Driving while tired	72	75	79	79	76	70	54	76	68
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	39	49	59	49	37	34	22	46	31
Driving while talking on a mobile phone that is not hands-free	30	41	48	45	31	19	9	33	26
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	25	22	20	19	29	27	26	24	26
Driving while texting	24	43	52	42	24	9	2	26	23
Driving after consuming two + drinks of alcohol in two hours	24	13	29	28	25	21	21	32	15
Not wearing a seat belt	15	20	20	19	14	16	10	20	11
Driving after taking marijuana / cannabis	6	12	10	10	5	3	1	8	4
Driving after taking drugs such as cocaine or methamphetamines	2	2	1	2	2	3	1	2	1

Looking at self-reported dangerous driving behaviours among interlocking age / gender segments, we see below that older women were significantly less likely to self-report all listed behaviours with the exception of driving after taking prescription medications with impairing effects and after taking

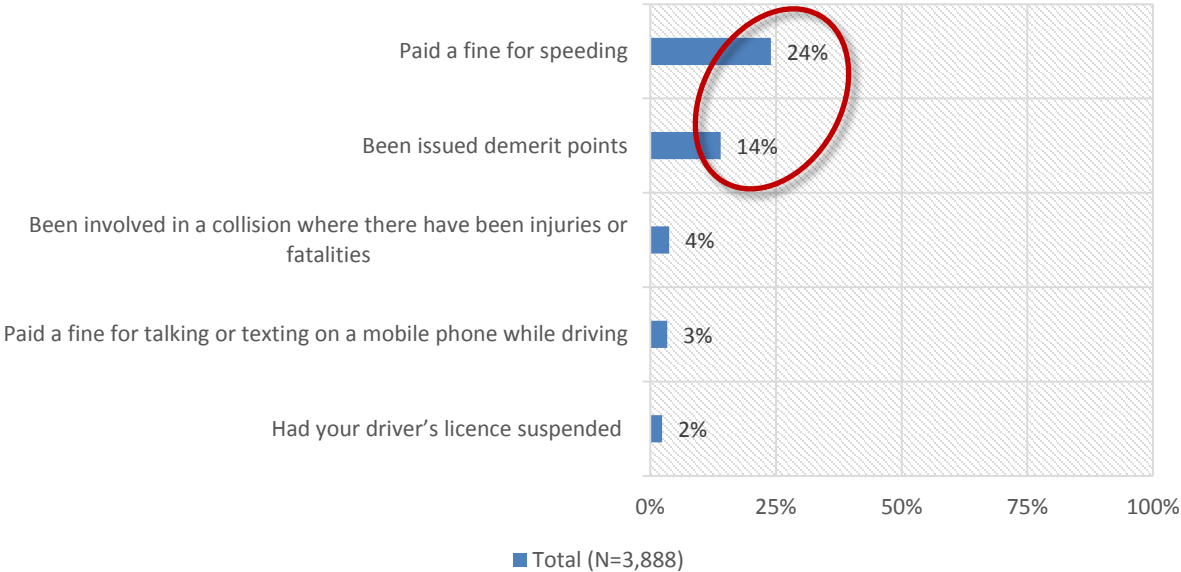
drugs such as cocaine or methamphetamines (Exhibit 7.4). Young males were the most likely to self-report driving while tired, aggressive driving, not wearing a seatbelt, and driving after taking marijuana or cannabis while middle-aged males were significantly more likely to self-report exceeding the speed limit by 10kph where the limit is 80kph or more, driving after consuming 2 or more drinks in 2 hours, and driving after taking drugs such as cocaine or methamphetamines. Other interesting findings related to mobile non-hands-free devices where young women were significantly more likely to self-report talking and texting when compared to older women (46%, 49%, compared to 10%, 4%), and middle-aged women being significantly more likely to self-report taking prescription drugs with impairing effects, particularly when compared to young men (28%, compared to 21%). Overall, young males were more likely to engage in risky driving than older males and young females reported more risky driving than older women. Young males were more likely to engage in risky driving than young females with the exception of driving while talking on a hand-held phone and driving after taking prescription drugs where they did not differ.

Exhibit 7.4: Self-Reported Dangerous Driving Behaviours (Region) (Offender [2-7])							
How often do you find yourself doing any of the following?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more	85	88	89	81	86	88	72
Driving while tired	72	79	78	71	76	75	53
Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)	39	62	47	37	46	34	19
Driving while talking on a mobile phone that is not hands-free	30	44	39	18	46	30	10
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	25	21	24	27	21	28	26
Driving while texting	24	47	32	7	49	27	4
Driving after consuming two+ drinks of alcohol in two hours	24	27	35	30	16	17	11
Not wearing a seat belt	15	26	20	16	14	11	9
Driving after taking marijuana / cannabis	6	14	10	3	8	4	1
Driving after taking drugs such as cocaine or methamphetamines	2	2	2	2	0	1	1

8. Personal Consequences

How many Canadians have experienced the consequences of dangerous driving in the past 5 years through penalties or personal injury or fatalities? On the whole, just shy of 1-in-4 have paid a fine for speeding (24%), and under 1-in-7 have been issued demerit points (14%) (Exhibit 8.1). Other consequences that have been encountered with less frequency were collisions where there have been injuries or fatalities (4%), paying a fine for talking or texting on a mobile phone while driving (3%), and having a driver’s licence suspended (2%).

Exhibit 8.1: Personal Consequences - Overall Summary (% Yes)



During the past five years, have you ever...?

When looking at personal consequences of dangerous driving behaviours in Exhibit 8.2, it was found that there were some significant differences on a regional level. For example, paying a fine for speeding was significantly more likely to have happened to Canadians living in Alberta, particularly when compared to those living in the Atlantic Provinces (41%, compared to 16%). Those residing in Quebec were significantly more likely than those in Ontario and British Columbia to have been issued demerit points (27%, compared to 9% each). Residents of the Atlantic Provinces and British Columbia were significantly more likely than those in Quebec to have been involved in a collision where there have been injuries or fatalities (6%, 6%, compared to 1%). Finally, those residing in the Province of Quebec were significantly more likely than those in Ontario, the Prairies, Alberta, and the North to have paid a fine for talking or texting on a mobile phone while driving (6%, compared to 2% each). There were no significant differences for incidence of driver’s licence suspension by region.

Exhibit 8.2: Personal Consequences (Region) (% Yes)								
During the past five years, have you ever...?								
CANADA		REGION						
Sample (U/W)	3,888	350	350	1,070	348	1,065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Paid a fine for speeding	24	16	22	24	24	41	19	20
Been issued demerit points	14	10	27	9	22	13	9	11
Been involved in a collision where there have been injuries or fatalities	4	6	1	4	3	5	6	4
Paid a fine for talking or texting on a mobile phone while driving	3	3	6	2	2	2	4	2
Had your driver’s licence suspended	2	2	3	3	2	2	2	2

Examining personal consequences of dangerous driving behaviours by age and gender (Exhibit 8.3), it was found that the two most commonly experienced consequences, having paid a fine for speeding and having been issued demerit points, were significantly higher among those aged 25-34 (31% for a fine for speeding, compared to 13% among those aged 16-20; and 20% for demerit points compared to 9% among those aged 65+). The lower incidence of these consequences for drivers aged 16-20 may reflect their shorter driving history. These two consequences were also significantly higher among males when compared to females (29%, 20%, compared to 19%, 9%). When it came to fines for talking or texting on a mobile phone while driving those aged 25-34 and 34-54 were significantly more likely to have experienced this when compared to those aged 16-20 (4%, 4%, compared to 1%). Finally, having one's licence suspended was higher among males than females (3%, compared to 2%, a minor but significant difference). Being involved in a collision where there have been injuries or fatalities did not vary significantly by age or gender.

Exhibit 8.3: Personal Consequences (Region) (% Yes)									
During the past five years, have you ever...?									
CANADA		AGE						GENDER	
Sample (U/W)	3,888	235	251	697	1,489	658	558	2,036	1,852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Paid a fine for speeding	24	13	28	31	26	22	17	29	19
Been issued demerit points	14	12	15	20	15	13	9	20	9
Been involved in a collision where there have been injuries or fatalities	4	3	3	5	4	4	3	3	4
Paid a fine for talking or texting on a mobile phone while driving	3	1	5	4	4	2	2	4	3
Had your driver's licence suspended	2	3	4	3	2	2	1	3	2

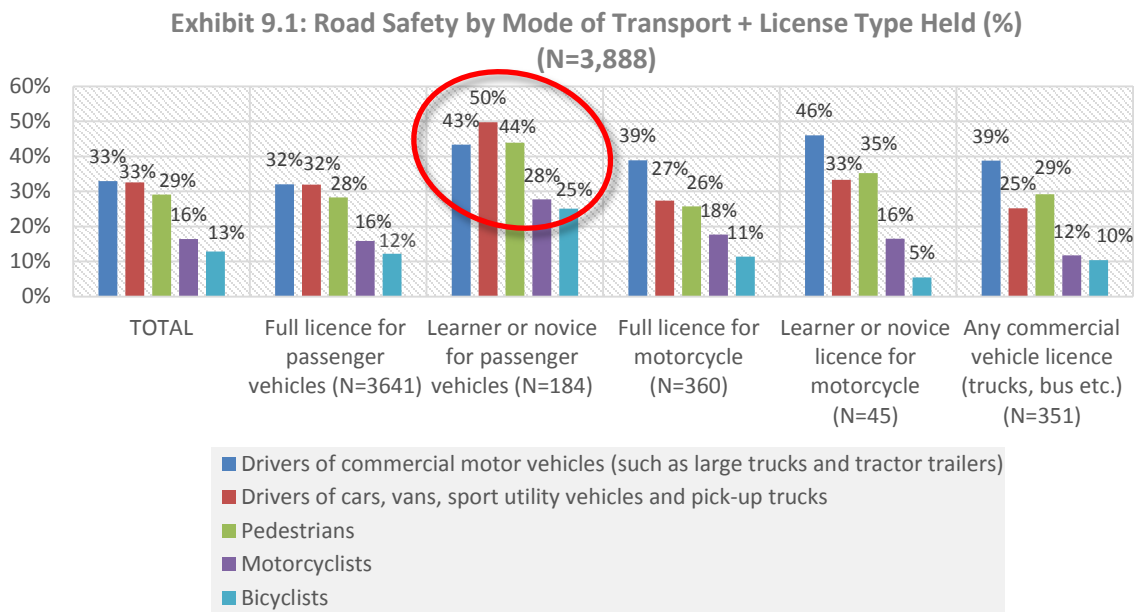
Looking at interlocking age / gender categories (Exhibit 8.4), it was found that middle-aged men (25-54) were significantly more likely to have experienced personal consequences of dangerous driving for all provided items, aside from being involved in a collision where there have been injuries or fatalities, where no significant differences were noted for these segments (paid a fine for speeding 34% compared to 15% among older women, been issued demerit points 23% compared to 7% among older women, paid a fine for talking or texting on a mobile phone while driving 5% compared to 2% among older men, and had your driver's licence suspended 3% compared to 2% among middle aged women).

Exhibit 8.4: Personal Consequences (Region) (% Yes)							
During the past five years, have you ever...?							
CANADA		MALE			FEMALE		
Sample (U/W)	3,888	272	1,120	644	214	1,066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Paid a fine for speeding	24	23	34	23	19	21	15
Been issued demerit points	14	17	23	15	10	10	7
Been involved in a collision where there have been injuries or fatalities	4	4	3	3	2	5	4
Paid a fine for talking or texting on a mobile phone while driving	3	3	5	2	3	3	3
Had your driver's licence suspended	2	4	3	2	3	2	2

9. Other Findings of Interest

Perceived Safety of Mode of Road Transport by Licence Type Held

Taking a look at the results by type of licence held (Exhibit 9.1), it was found that Canadians that hold a learner or novice licence for passenger vehicles were significantly more likely than others to rate road safety as being high across all modes of road transport. This is a theme that carries through other research questions in the survey, perhaps pointing to issues surrounding lack of awareness and/or experience as an operator of a motor vehicle.



Do you hold any of the following valid driver licences? + How safe would you say it is for each of the following? Please rate your answer on a 7-point scale where 1 is not at all safe, 7 is extremely safe and the midpoint 4 is somewhat safe.

Perceived Danger of Driving Behaviours by Licence Type Held

Some interesting findings emerge when looking at the perceived danger of driving behaviours by respondents' licence type as seen in Exhibit 9.2. First, we find that Canadians who hold a full licence for passenger vehicles were significantly more likely to consider the listed driving behaviours to be dangerous when compared to other licence holders with the exception of driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines, where it was found there were no significant differences by licence type. No comparisons were made to the learner or novice licence for motorcycle group due to small sample size (N=45). It is also noteworthy that those with full motorcycle licence were less likely to perceive these behaviours as dangerous which may explain in part why this group has the highest risk of collision.

Exhibit 9.2: Driving Behaviours Danger Perceptions by Licence Type Held (Top 2 Box: 7,6)						
In your view, how dangerous are each of the following? / Do you hold any of the following valid driver licences?						
	TOTAL	Full licence for passenger vehicles	Learner or novice for passenger vehicles	Full licence for motorcycle	Learner or novice licence for motorcycle	Any commercial vehicle licence (trucks, bus etc.)
Sample (U/W)	3,888	3,641	184	360	45	351
Driving while texting	89	89	81	86	85	88
Driving after taking drugs such as cocaine or methamphetamines	86	87	84	80	89	82
Aggressive driving	78	79	68	74	79	73
Driving after taking marijuana or cannabis	70	70	64	60	56	65
Driving while talking on a mobile phone that is not hands-free	70	70	64	66	64	63
Driving after consuming two or more drinks of alcohol in two hours	69	70	66	61	54	61
Not wearing a seat belt	68	68	64	55	62	56
Driving while tired	65	66	54	61	52	63
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	56	56	53	52	40	52
Exceeding the speed limit by 10kph on the highway	21	21	19	14	10	19

Perceived Danger of Driving Behaviours by Self-Reported Dangerous Driving Behaviours

Looking at dangerous driving perceptions by self-reported dangerous driving behaviours (Exhibit 9.3), it was found that self-reported offenders (those that admit to performing dangerous driving behaviours with any frequency) were significantly less likely to perceive the behaviours as being dangerous. These findings indirectly suggest a lack of knowledge regarding the dangers or willing ignorance of the dangers associated with these driving behaviours by those Canadians that perform them.

Exhibit 9.3: Perceived Danger of Driving Behaviours by Self-Reported Dangerous Driving Behaviours (Top 2 Box: 7, 6) (N=3,888)			
In your view, how dangerous are each of the following? / How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.			
	TOTAL	Never (1)	Offender (7-2)
Driving while texting	89	91	83
Driving after taking drugs such as cocaine or methamphetamines	86	87	63
Aggressive driving	78	83	69
Driving while talking on a mobile phone that is not hands-free	70	78	50
Driving after taking marijuana or cannabis	70	72	28
Driving after consuming two or more drinks of alcohol in two hours	69	76	48
Not wearing a seat belt	68	73	42
Driving while tired	65	73	62
Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines	56	63	36
Exceeding the speed limit by 10kph on the highway	21	44	17

Perceived Impairment by Alcohol/Drugs by Likelihood of Being Caught for Impaired Driving

Examining perceived impairment by likelihood of being caught while impaired by specific drugs (Exhibit 9.4), it was found that Canadians who believe there is a high likelihood of being caught by police (Top 2 Box, 7, 6 on a 7 point scale) were significantly more likely to agree that those specific drugs impair one’s ability to drive safely for all drugs except alcohol where agreement regarding its impairing effects did not vary significantly.

Exhibit 9.4: Impairment Opinion by Likelihood of Being Caught (Top 2 Box: 7, 6) (N=3,888)					
Do you agree or disagree that using the following substances impair a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree / How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely:					
Perceived Impairment by:	TOTAL	Likelihood of Being Caught (Top 2 Box) Alcohol	Likelihood of Being Caught (Top 2 Box) Marijuana or cannabis	Likelihood of Being Caught (Top 2 Box) Drugs like cocaine or methamphetamines	Likelihood of Being Caught (Top 2 Box) Prescription drugs such as pain relievers etc.
<i>Alcohol</i>	81	84	82	82	80
<i>Marijuana or cannabis</i>	66	66	75	69	69
<i>Drugs like cocaine or methamphetamines</i>	83	85	86	88	83
<i>Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	51	53	58	55	78

Perceived Impairment by Self-Reported Dangerous Driving Behaviours

Alarmingly, Canadians who self-reported driving while under the influence of drugs like cocaine or methamphetamines, alcohol, marijuana/ cannabis, and prescription drugs with impairing effects (i.e., offenders) were significantly less likely to strongly agree that these substances impair one’s ability to drive safely (Exhibit 9.5). The largest discrepancies were noted for marijuana or cannabis (52 p.p.), and drugs like cocaine or methamphetamines (34 p.p.), followed by prescription drugs with impairing effects (25 p.p.). Alcohol showed less of a divide, but still a significant one, at 14 p.p.

Exhibit 9.5: Impairment Opinion by Self-Reported Dangerous Driving Behaviours (Top 2 Box: 7, 6) (N=3,888)			
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree / How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.			
Perceived impairment by substance	TOTAL	Never use alcohol/drugs while driving (1)	Offender (7-2)
<i>Drugs like cocaine or methamphetamines</i>	83	83	49
<i>Alcohol</i>	81	84	70
<i>Marijuana or cannabis</i>	66	69	17
<i>Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	51	57	32

Impairment Opinion by Personal Consequences

Another interesting finding was in regards to impairment opinion by negative personal consequences such as fines and punishments or being involved in collisions where injury or death occurred. It was found that in all cases those who have experienced personal consequences were less likely to agree that the listed drugs have impairing effects. This was not always to a significant degree, but nonetheless the finding is worth noting. As seen in the table below (Exhibit 9.6), marijuana/ cannabis impairment, and to a lesser degree cocaine or methamphetamine impairment showed the most significant variance in opinion between those who have experienced negative personal consequences of dangerous driving behaviours, with those who have experienced a consequence being significantly less likely to agree that these substances have an impairing effect. One other interesting finding was the lack of variance among those who have or haven’t experienced a collision resulting in injury or death in their opinion regarding the impairing effects of all drugs aside from marijuana/ cannabis.

**Exhibit 9.6: Impairment Opinion by Personal Consequences
(Top 2 Box: 7, 6) (N=3,888)**

Do you agree or disagree that using the following substances impair a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree / During the past five years, have you ever... ?

<i>Strongly agree that substance is impairing</i>	<i>Licence Suspend ed – Yes</i>	<i>Licence Suspend ed – No</i>	<i>Demerit Points – Yes</i>	<i>Demerit Points - No</i>	<i>Fine for Speeding – Yes</i>	<i>Fine for Speeding – No</i>	<i>Fine for Talk / Text – Yes</i>	<i>Fine for Talk / Text - No</i>	<i>Coll. Injury / Fatality – Yes</i>	<i>Coll. Injury / Fatality - No</i>
<i>Alcohol</i>	71	81	78	81	79	81	71	81	79	81
<i>Marijuana or cannabis</i>	50	66	59	67	62	67	58	66	56	66
<i>Drugs like cocaine or methamphetamines</i>	69	83	79	84	81	83	69	83	79	83
<i>Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	41	51	47	51	48	52	38	51	50	51

Road Safety in Community by Distance Driven in a Month

When looking at road safety in the community, it was found that Canadians who drive the least in a month were significantly more likely than those who drive the most to give a high road safety rating (31%, compared to 24%: top 2 box, 7, 6) (Exhibit 9.7).

Exhibit 9.7: Road Safety in Community by Distance Driven in a Month (Top 2 Box: 7, 6) (N=3,888)				
Overall, how would you rate the level of road safety in your community? Please rate your answer on a 7-point scale where 1 is not at all safe, 7 is extremely safe and the midpoint 4 is somewhat safe / On average, about how many kilometres do you drive a motor vehicle each month?				
	<500 km	500-1000 km	1001-2000 km	2001 km or more
<i>Road Safety in Community - Top 2 (7, 6)</i>	31	27	26	24

Road Safety by Mode of Transport by Distance Driven in a Month

When looking at road safety by mode of transport by distance driven in a month (Exhibit 9.8), it was found that for the most part, those who drive less than 500 km in a month were significantly more likely to give a high safety rating for all modes of transport when compared to those who drive more than 501 km in a month. The only mode of transport where this didn't hold true was for motorcyclists where drivers of all distances rated safety equally low and within margin of error. Also, for commercial vehicles, there was no difference for those driving <500 and those driving 2001+.

Exhibit 9.8: Road Safety by Mode of Transport by Distance Driven in a Month (Top 2 Box: 7, 6) (N=3,888)				
How safe would you say it is for each of the following? Please rate your answer on a 7-point scale where 1 is not at all safe, 7 is extremely safe and the midpoint 4 is somewhat safe. / On average, about how many kilometres do you drive a motor vehicle each month?				
	<500 km	501-1000 km	1001-2000 km	2001 km or more
<i>Drivers of cars, vans, sport utility vehicles and pick-up trucks</i>	35	33	30	29
<i>Motorcyclists</i>	18	16	14	17
<i>Bicyclists</i>	15	10	13	11
<i>Pedestrians</i>	31	26	30	28
<i>Drivers of commercial motor vehicles (such as large trucks and tractor trailers)</i>	35	29	34	35

Perceived Danger of Driving Behaviours Distance Driven in a Month

When looking at perceived danger of driving behaviours by distance driven in a month (Exhibit 9.9), it was found that those who drive less than 500 km in a month were significantly more likely to perceive the majority of presented driving behaviours as dangerous. The only exceptions were driving after taking drugs such as cocaine or methamphetamines, driving after taking marijuana/ cannabis where no statistical difference was found. Driving while tired was rated significantly more dangerous among those who drive 501-1000 km compared to those who drive 2001 km or more.

Exhibit 9.9: Driving Behaviour Danger Perceptions by Distance Driven in a Month (Top 2 Box: 7, 6) (N=3,888)				
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous. / On average, about how many kilometres do you drive a motor vehicle each month?				
	<500 km	501-1000 km	1001-2000 km	2001 km or more
<i>Driving while texting</i>	90	89	88	86
<i>Driving while talking on a mobile phone that is not hands-free</i>	74	71	65	61
<i>Driving after taking drugs such as cocaine or methamphetamines</i>	87	87	86	84
<i>Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)</i>	80	78	78	73
<i>Exceeding the speed limit by 10kph on the highway</i>	25	21	17	16
<i>Not wearing a seat belt</i>	71	70	64	58
<i>Driving after consuming two or more drinks of alcohol in two hours</i>	73	69	64	63
<i>Driving while tired</i>	66	68	61	59
<i>Driving after taking marijuana or cannabis</i>	71	70	69	67
<i>Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	59	55	51	55

Perceived Likelihood of Being Caught by Distance Driven in a Month

Taking a look at perceived likelihood of being caught for impaired driving by distance driven in a month (Exhibit 9.10) shows that those who drive less in a month are significantly more likely to think a driver will get stopped and charged by the police while driving impaired by all presented drugs aside from alcohol where there was no significant difference noted.

Exhibit 9.10: Perceived Likelihood of Being Caught by Distance Driven in a Month (Top 2 Box: 7, 6) (N=3,888)				
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely / On average, about how many kilometres do you drive a motor vehicle each month?				
Perceived likelihood of being caught while impaired by substance	<500 km	501-1000 km	1001-2000 km	2001 km or more
<i>Alcohol</i>	57	56	55	54
<i>Marijuana or cannabis</i>	23	23	17	19
<i>Drugs such as cocaine or methamphetamines</i>	41	36	33	31
<i>Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	13	10	8	10

Self-Reported Dangerous Driving Behaviours by Distance Driven in a Month

Another interesting finding related to self-reported dangerous driving behaviours by distance driven in a month (Exhibit 9.11). As with other research questions, we have covered, it was found that those who drive less have significantly different opinions than those who drive more, particularly those who drive 1001-2001+ km in a month. In this case, those who drive less were significantly less likely to self-report behaviours, or be self-professed ‘offenders’ (2-7) when compared to longer distance drivers. This held true for all behaviours aside from driving after taking cocaine or methamphetamines, driving after taking marijuana/ cannabis, and driving after taking prescriptions drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines.

Exhibit 9.11: Self-Reported Dangerous Driving Behaviours by Distance Driven in a Month (2-7, Offenders) (N=3,888)				
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. / On average, about how many kilometres do you drive a motor vehicle each month?				
	<500 km	501-1000 km	1001-2000 km	2001 km or more
<i>Driving while texting</i>	18	24	28	38
<i>Driving while talking on a mobile phone that is not hands-free</i>	23	30	35	40
<i>Driving after taking drugs such as cocaine or methamphetamines</i>	2	1	1	3
<i>Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)</i>	31	39	49	46
<i>Exceeding the speed limit by 10kph on the highway</i>	78	88	91	88
<i>Not wearing a seat belt</i>	13	14	17	25
<i>Driving after consuming two or more drinks of alcohol in two hours</i>	16	27	30	33
<i>Driving while tired</i>	65	73	80	81
<i>Driving after taking marijuana or cannabis</i>	5	6	6	6
<i>Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines</i>	24	28	25	26

Personal Consequences by Distance Driven in a Month

Examining personal consequences of dangerous driving behaviours (Exhibit 9.12), it was found that those who drive less than 500 km in a month were significantly less likely to report being issued demerit points, paying a fine for speeding, or paying a fine for talking or texting on a mobile phone when compared to those who drive more than 2001 km in a month. This likely reflects exposure to risk of being sanctioned for dangerous driving (i.e., the more you drive the more likely you are to engage in risky driving and the greater the chances of negative consequences).

Exhibit 9.12: Personal Consequences by Distance Driven in a Month (Yes) (N=3,888)				
During the past five years, have you ever...? / On average, about how many kilometres do you drive a motor vehicle each month?				
	<500 km	501-1000 km	1001-2000 km	2001 km or more
<i>Had your driver's licence suspended</i>	2	2	2	4
<i>Been issued demerit points</i>	10	13	20	25
<i>Paid a fine for speeding</i>	16	25	30	36
<i>Paid a fine for talking or texting on a mobile phone while driving</i>	3	2	3	9
<i>Been involved in a collision where there have been injuries or fatalities</i>	3	4	4	4

10. Predictors of Self-reported Dangerous Driving

Correlation Matrix of Dangerous Driving Behaviours

Exhibit 10.1 depicts the relationship between all the dangerous driving activities examined in the survey using Pearson correlations. Some activities are more highly associated with each other, ie, driving while text and driving while talking on a mobile phone that is not hands-free. Driving after taking cocaine or methamphetamines is also highly associated with driving after taking marijuana/cannabis and driving after consuming two or more drinks of alcohol in two hours. Otherwise, the correlations are fairly moderate. Driving after taking prescription drugs is least associated with any of the other dangerous driving behaviours.

Exhibit 10.1	Driving while texting	Driving while talking on a mobile phone that is not hands-free	Driving after taking drugs such as cocaine or methamphetamines	Aggressive driving	Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more	Not wearing a seat belt	Driving after consuming two or more drinks of alcohol in two hours	Driving while tired	Driving after taking marijuana / cannabis	Driving after taking prescription drugs
Driving while texting	1	.538	.275	.316	.244	.159	.255	.270	.217	.066
Driving while talking on a mobile phone that is not hands-free	.538	1	.220	.272	.248	.215	.210	.268	.202	.093
Driving after taking drugs such as cocaine or methamphetamines	.275	.220	1	.207	.044	.231	.302	.126	.460	.188
Aggressive driving	.316	.272	.207	1	.294	.157	.209	.282	.208	.123
Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more	.244	.248	.044	.294	1	.084	.191	.281	.110	.110
Not wearing a seat belt	.159	.215	.231	.157	.084	1	.138	.113	.185	.093
Driving after consuming two or more drinks of alcohol in two hours	.255	.210	.302	.209	.191	.138	1	.190	.267	.135
Driving while tired	.270	.268	.126	.282	.281	.113	.190	1	.113	.154
Driving after taking marijuana / cannabis	.217	.202	.460	.208	.110	.185	.267	.113	1	.117
Driving after taking prescription drugs	.066	.093	.188	.123	.110	.093	.135	.154	.117	1

Predictive Models of each Dangerous Driving Behaviour

Given the apparent relationship among some of the perception variables, as well as the relationships between age and gender and dangerous driving behaviours, the various dangerous driving behaviours were analyzed using step-wise multiple regression to determine the significant predictors of each behaviour controlling their relationship with other predictors.

Driving while texting

Included in the predictive model for this behaviour were the following variables: Perceived Danger of Texting While Driving, Road Safety in Community, Distance Traveled per month, Age, Income, and Gender.

According to the Model Summary (Exhibit 10.2), the following four variables that were the best predictors of this behaviour at each step were as follows:

- Model 1. Age
- Model 2: Age and Distance Traveled
- Model 3: Age, Distance Traveled and Perceived Danger of Texting While Driving
- Model 4: Age, Distance Traveled, Perceived Danger of Texting While Driving, and Household Income

These results indicate that texting decreases with age, increases with amount of travel, decreases with perceived danger of texting, and increases with income.

Exhibit 10.2

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-.282	0.315	.099	.099	1.07475	.099	327.112	1	2978	.000
2	.166	0.351	.124	.123	1.06017	.025	83.536	1	2977	.000
3	-.075	0.361	.130	.129	1.05634	.007	22.613	1	2976	.000
4	.059	0.365	.133	.132	1.05480	.003	9.729	1	2975	.002

Driving while talking on a mobile phone that is not hands-free

Included in the predictive model for this behaviour were the following variables: Perceived danger of driving while talking on a mobile phone that is not hands-free, Road Safety in Community, Distance Traveled per month, Age, Income, and Gender.

According to the Model Summary (Exhibit 10.3), the following four variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Driving while talking on a mobile phone that is not hands-free
- Model 2: Perceived danger of Driving while talking on a mobile phone that is not hands-free, Age
- Model 3: Perceived danger of Driving while talking on a mobile phone that is not hands-free, Age, Distance travelled per month
- Model 4: Perceived danger of Driving while talking on a mobile phone that is not hands-free, Age, Distance travelled per month, Household Income.

These results indicate that talking on a mobile phone decreases with perceived danger of talking on mobile phone, decreases with age, increases with amount of travel, and increases with income.

Exhibit 10.3

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.205	0.252	.063	.063	1.15899	.063	201.289	1	2980	.000
2	-0.181	0.314	.098	.098	1.13724	.035	116.082	1	2979	.000
3	0.151	0.341	.116	.115	1.12625	.018	59.462	1	2978	.000
4	0.063	0.345	.119	.118	1.12459	.003	9.772	1	2977	.002

Driving after taking drugs such as cocaine or methamphetamines

Included in the predictive model for this behaviour were the following variables: Perceived danger of driving after taking drugs such as cocaine or methamphetamines, Road Safety in Community, Distance traveled per month, Age, Income, Gender, Likelihood of getting stopped or charged while driving after taking drugs such as cocaine or methamphetamines, and perception that taking cocaine or methamphetamines impairs one's ability to drive safely.

According to the Model Summary (Exhibit 10.4), the following two variables that were the best predictors of this behaviour were as follows:

- Model 1: Perception that taking cocaine or methamphetamines impairs one's ability to drive safely.
Model 2: Perception that taking cocaine or methamphetamines impairs one's ability to drive safely and Perceived danger of driving after taking drugs such as cocaine or methamphetamines.

Driving after using drugs such as cocaine or methamphetamines was greater among those who perceived less impairment of driving by these drugs and those who perceived less danger from this behaviour.

Exhibit 10.4

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.039	0.117	.014	.013	.50526	.014	37.659	1	2710	.000
2	-0.035	0.143	.021	.020	.50358	.007	19.042	1	2709	.000

Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)

Included in the predictive model for this behaviour were the following variables: Perceived danger of aggressive driving, Age, Gender, Household income, Distance travelled per month. Perceived Community Road Safety

According to the Model Summary (Exhibit 10.5), the following five variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Aggressive driving
- Model 2: Perceived danger of Aggressive driving, Age
- Model 3: Perceived danger of Aggressive driving, Age, Gender
- Model 4: Perceived danger of Aggressive driving, Age, Gender, Household Income
- Model 5: Perceived danger of Aggressive driving, Age, Gender, Household Income, Distance travelled per month

Aggressive driving increased as perceived danger decreased and was higher among younger drivers, among males, those with higher household income, and those that traveled more.

Exhibit 10.5

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.202	0.215	.046	.046	1.21517	.046	144.959	1	2989	.000
2	-0.164	0.272	.074	.073	1.19770	.028	88.865	1	2988	.000
3	-0.283	0.294	.086	.085	1.18973	.013	41.178	1	2987	.000
4	0.112	0.308	.095	.094	1.18432	.009	28.355	1	2986	.000
5	0.06	0.312	.097	.096	1.18300	.002	7.666	1	2985	.006

Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more

Included in the predictive model for this behaviour were the following variables: Perceived danger of exceeding the speed limit by 10kph on the highway, Road Safety in Community, Distance traveled per month, Age, Income, and Gender.

According to the Model Summary (Exhibit 10.6), the following six variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of exceeding the speed limit by 10kph on the highway
- Model 2: Perceived danger of exceeding the speed limit by 10kph on the highway, Household Income
- Model 3: Perceived danger of exceeding the speed limit by 10kph on the highway, Household Income, Age
- Model 4: Perceived danger of exceeding the speed limit by 10kph on the highway, Household Income, Age, Distance travelled per month
- Model 5: Perceived danger of exceeding the speed limit by 10kph on the highway, Household Income, Age, Distance travelled per month, Perceived Road safety in community
- Model 6: Perceived danger of Exceeding the speed limit by 10kph on the highway, Household Income, Age, Distance travelled per month, Perceived Road safety in community, Gender.

These results indicate that speeding was greater for those who perceived a lower degree of danger of speeding, those with higher incomes, younger drivers, those who traveled more distance, those who perceived their community to have safer roads, and females.

Exhibit 10.6

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.465	0.428	.183	.183	1.84496	.183	667.679	1	2981	.000
2	0.306	0.454	.206	.206	1.81856	.023	88.158	1	2980	.000
3	-0.202	0.471	.222	.221	1.80147	.015	57.823	1	2979	.000
4	0.112	0.474	.225	.224	1.79806	.003	12.329	1	2978	.000
5	0.068	0.476	.227	.225	1.79615	.002	7.309	1	2977	.007
6	0.145	0.477	.228	.226	1.79514	.001	4.351	1	2976	.037

Not wearing a seat belt

Included in the predictive model for this behaviour were the following variables: Perceived danger of not wearing a seat belt, Road Safety in Community, Distance traveled per month, Age, Income, and Gender.

According to the Model Summary (Exhibit 10.7), the following five variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Not wearing a seat belt
- Model 2: Perceived danger of Not wearing a seat belt, Distance travelled per month
- Model 3: Perceived danger of Not wearing a seat belt, Distance travelled per month, Gender
- Model 4: Perceived danger of Not wearing a seat belt, Distance travelled per month, Gender, Household Income
- Model 5: Perceived danger of Not wearing a seat belt, Distance travelled per month, Gender, Household Income, Age

These results indicate that seat belt use is lower among those who don't perceive danger in not wearing belts, those traveling more distance, males, those with lower income, and among older drivers.

Exhibit 10.7

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.173	0.21	.044	.044	1.28673	.044	137.589	1	2968	.000
2	0.108	0.228	.052	.051	1.28182	.008	23.767	1	2967	.000
3	-0.176	0.236	.056	.055	1.27934	.004	12.530	1	2966	.000
4	-0.071	0.243	.059	.058	1.27755	.003	9.308	1	2965	.002
5	-0.047	0.247	.061	.059	1.27636	.002	6.540	1	2964	.011

Driving after consuming two or more drinks of alcohol in two hours

Included in the predictive model for this behaviour were the following variables: Perceived danger of Driving after consuming two or more drinks of alcohol in two hours, Road Safety in Community, Distance Traveled per month, Age, Income, Gender, Perceived impairment by alcohol, and Perceived likelihood of being caught.

According to the Model Summary (Exhibit 10.8), the following four variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Driving after consuming two or more drinks of alcohol in two hours
- Model 2: Perceived danger of Driving after consuming two or more drinks of alcohol in two hours, Gender
- Model 3: Perceived danger of Driving after consuming two or more drinks of alcohol in two hours, Gender, Impairs ability: Alcohol
- Model 4: Perceived danger of Driving after consuming two or more drinks of alcohol in two hours, Gender, Impairs ability: Alcohol, Household Income

These results show that drinking and driving was more frequent among those who perceive less danger in such behaviour, males, those who perceived less impairment by alcohol, and those with lower income.

Exhibit 10.8

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.209	0.287	.082	.082	1.03455	.082	258.739	1	2880	.000
2	-0.308	0.319	.102	.101	1.02375	.019	62.105	1	2879	.000
3	-0.054	0.327	.107	.106	1.02083	.005	17.477	1	2878	.000
4	-0.04	0.33	.109	.107	1.02020	.001	4.583	1	2877	.032

Driving while tired

Included in the predictive model for this behaviour were the following variables: Perceived danger of Driving while tired, Road Safety in Community, Distance Traveled per month, Age, Income, and Gender.

According to the Model Summary (Exhibit 10.9), the following five variables that were the best predictors of this behaviour were as follows:

- Model 1: Age
- Model 2: Age, Distance travelled per month
- Model 3: Age, Distance travelled per month, Household Income
- Model 4: Age, Distance travelled per month, Household Income, Perceived danger of Driving while tired
- Model 5: Age, Distance travelled per month, Household Income, Perceived danger of Driving while tired, Perceived Road safety in community

Driving while tired was more prevalent among young drivers, those who drove more, those with higher incomes, those who perceived less danger from driving while tired, and those who perceived that their community was safer.

Exhibit 10.9

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.208	0.176	.031	.031	1.47273	.031	94.723	1	2970	.000
2	0.216	0.234	.055	.054	1.45489	.024	74.319	1	2969	.000
3	0.165	0.259	.067	.066	1.44547	.013	39.809	1	2968	.000
4	-0.115	0.277	.077	.076	1.43805	.010	31.702	1	2967	.000
5	0.051	0.281	.079	.077	1.43678	.002	6.272	1	2966	.012

Driving after taking marijuana/cannabis

Included in the predictive model for this behaviour were the following variables: Perceived danger of Driving after taking marijuana/cannabis, Road Safety in Community, Distance Traveled per month, Age, Income, and Gender, Perceived impairment by marijuana/cannabis, and Perceived likelihood of being caught when driving after using marijuana.

According to the Model Summary (Exhibit 10.10), the following five variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Driving after taking marijuana or cannabis
- Model 2: Perceived danger of Driving after taking marijuana or cannabis, Impairs ability: Marijuana or cannabis
- Model 3: Perceived danger of Driving after taking marijuana or cannabis, Impairs ability: Marijuana or cannabis, Age
- Model 4: Perceived danger of Driving after taking marijuana or cannabis, Impairs ability: Marijuana or cannabis, Age, Gender
- Model 5: Perceived danger of Driving after taking marijuana or cannabis, Impairs ability: Marijuana or cannabis, Age, Gender, Perceived Road safety in community

These results show that driving after using marijuana/cannabis was more frequent among those who perceived less danger from this behaviour, those who perceived less impairment from marijuana/cannabis use, younger drivers, males, and those who thought that road safety was lower in their community.

Exhibit 10.10

Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.161	0.298	.089	.088	.80818	.089	264.848	1	2726	.000
2	-0.092	0.34	.116	.115	.79625	.027	83.343	1	2725	.000
3	-0.059	0.351	.123	.122	.79306	.007	22.938	1	2724	.000
4	-0.116	0.357	.128	.126	.79114	.005	14.285	1	2723	.000
5	-0.027	0.359	.129	.128	.79053	.002	5.198	1	2722	.023

Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Included in the predictive model for this behaviour were the following variables: Perceived danger of Driving after taking prescription drugs such as pain relievers, Road Safety in Community, Distance Traveled per month, Age, Income, and Gender, Perceived impairment after taking prescription drugs and perceived likelihood of being caught.

According to the Model Summary (Exhibit 10.11), the following five variables that were the best predictors of this behaviour were as follows:

- Model 1: Perceived danger of Driving after taking prescription drugs
- Model 2: Perceived danger of Driving after taking prescription drugs, Impairs ability: Prescription drugs
- Model 3: Perceived danger of Driving after taking prescription drugs, Impairs ability: Prescription drugs, Gender
- Model 4: Perceived danger of Driving after taking prescription drugs, Impairs ability: Prescription drugs, Gender, Chances of stopped / charged: Prescription drugs
- Model 5: Perceived danger of Driving after taking prescription drugs, Impairs ability: Prescription drugs, Gender, Chances of stopped / charged: Prescription drugs , Age

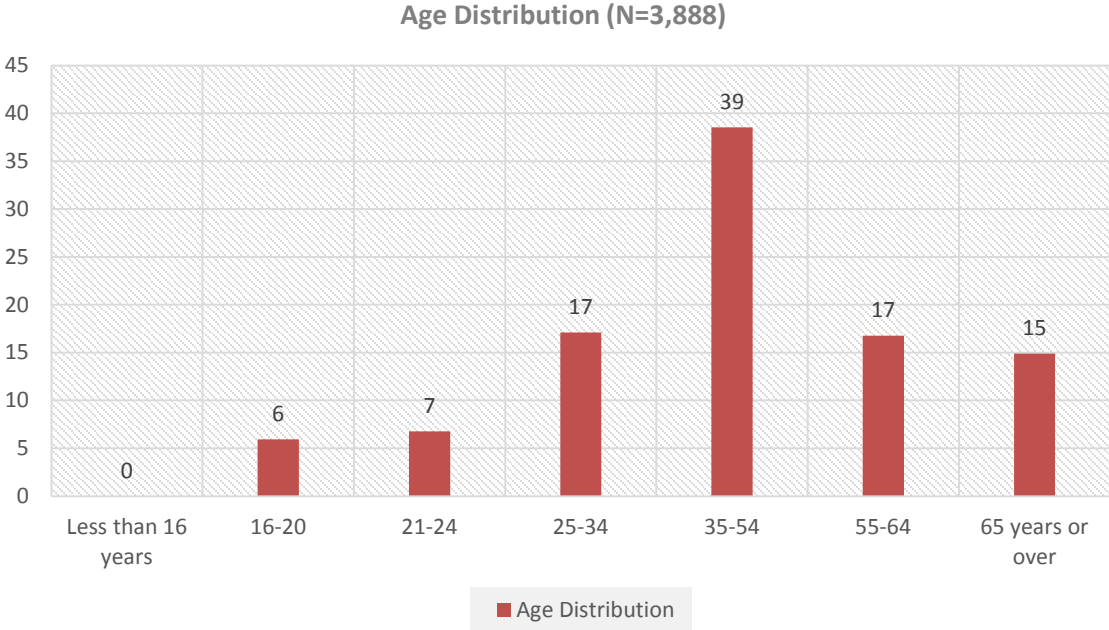
These findings indicate that using prescription drugs and driving is more frequent among those who perceive less danger from this behaviour, those perceiving less impairment of driving by these drugs, females, those perceiving less likelihood of being caught by the police, and older drivers.

Exhibit 10.11

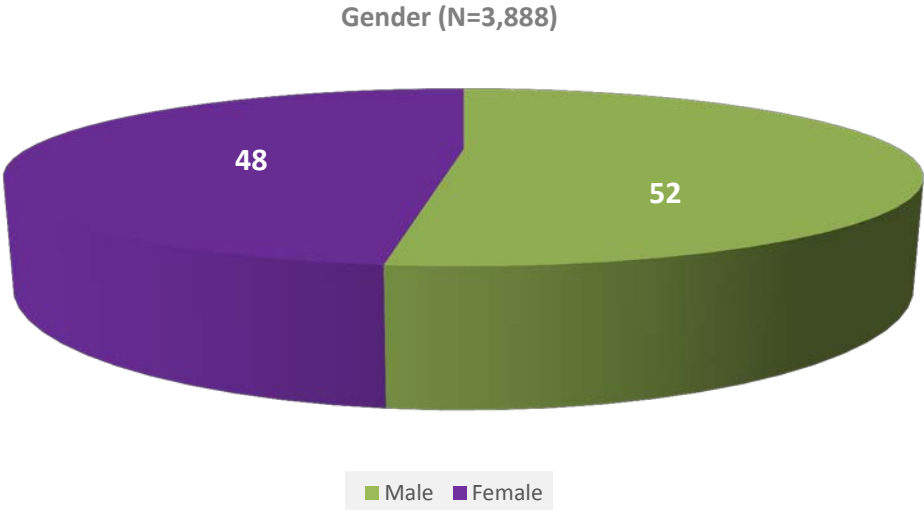
Model Summary										
Model	B Coefficient	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
						R Square Change	F Change	df1	df2	Sig. F Change
1	-0.229	0.242	.059	.058	1.38076	.059	168.743	1	2704	.000
2	-0.133	0.275	.075	.075	1.36868	.017	48.963	1	2703	.000
3	0.28	0.292	.085	.084	1.36184	.010	28.214	1	2702	.000
4	-0.044	0.296	.088	.086	1.36003	.003	8.217	1	2701	.004
5	0.053	0.3	.090	.088	1.35860	.002	6.691	1	2700	.010

11. Demographics

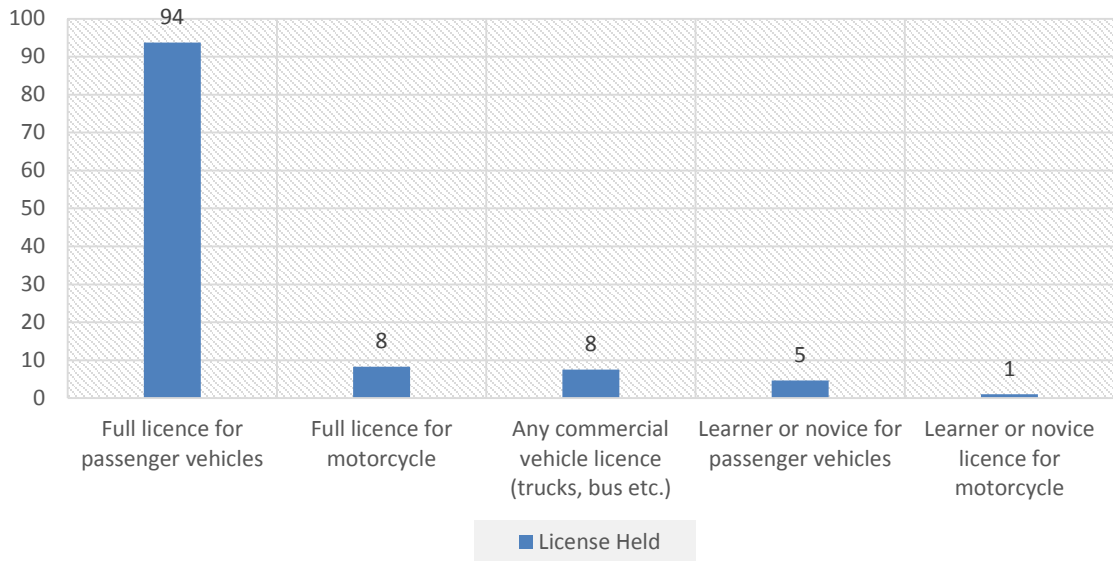
Following are the demographic characteristics of the survey respondents.



We would like to get opinions from participants in different age groups. Can you please tell me which of the following age groups you are in?

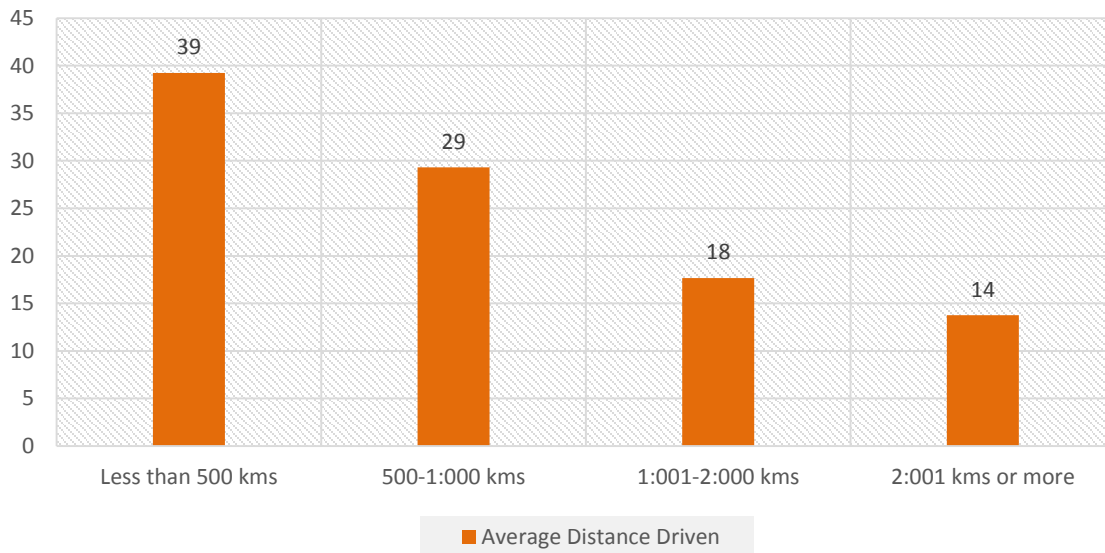


License Held (N=3,888)



Do you hold any of the following valid driver licences?

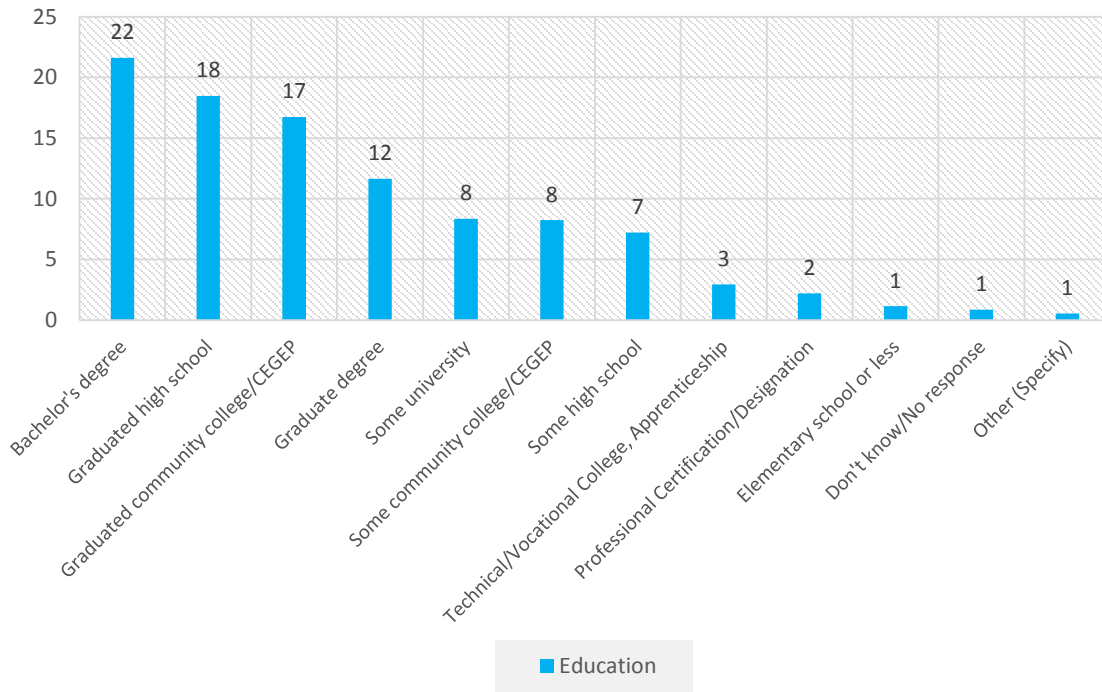
Average Distance Driven (N=3,888)



On average, about how many kilometers do you drive a motor vehicle each month?

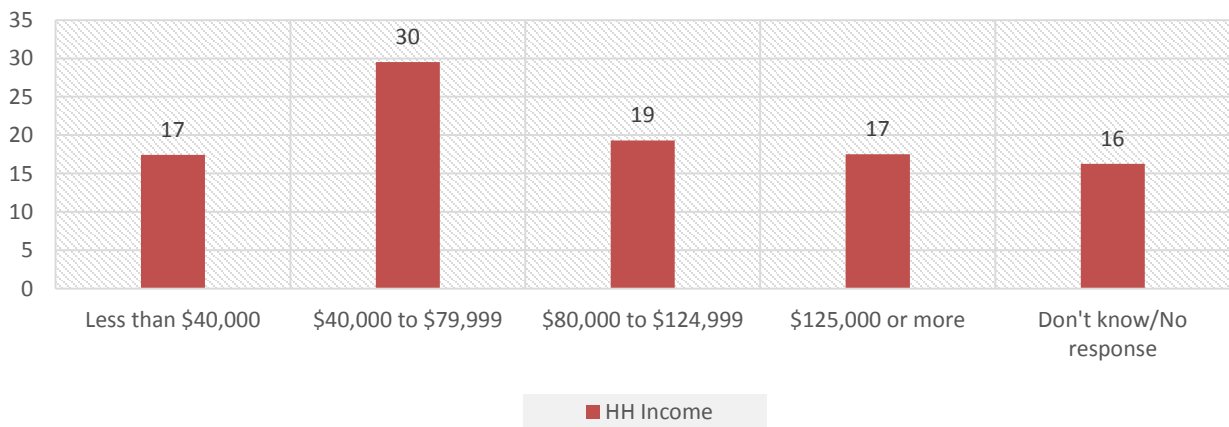
MEAN = 906

Education (N=3,888)



What is the highest level of formal education that you have completed?

HH Income (N=3,888)



What is your annual household income from all sources before taxes?

Appendix I: Questionnaire

Final Survey Questionnaire

May 26 2014

Hi, I am calling from Forum Research today on behalf of Canadian Council of Motor Transport Administrators. We are conducting a survey about your views concerning road safety in Canada. Your responses will be kept strictly confidential and analyzed only in grouped form with others who have given their opinions.

1a. We would like to get opinions from participants in different age groups. Can you please tell me which of the following age groups you are in? (READ LIST – WATCH QUOTAS)

Less than 16 years -TERMINATE

16-20

21-24

25-34

35-54

55-64

65 years or over

1b. RECORD GENDER: (WATCH QUOTAS)

Male1
Female2

2. Do you hold any of the following valid driver licences? (READ LIST)

Full licence for passenger vehicles1
Learner or novice for passenger vehicles 2
Full licence for motorcycle.....3
Learner or novice licence for motorcycle 4
Any commercial vehicle licence (trucks, bus etc.) 5
None
.....9

If none, terminate the interview

3a. Have you driven a motor vehicle in the last 30 days, or not?

Yes

No

Don't know

If No, OR Don't Know, terminate interview

3b. On average, about how many kilometres do you drive a motor vehicle each month?

Less than 500 kms	1
500-1,000 kms	2
1,001-2,000 kms	3
2,001 kms or more	4

4. Overall, how would you rate the level of road safety in your community?

Please rate your answer on a 7-point scale where 1 is not at all safe, 7 is extremely safe and the midpoint 4 is somewhat safe:

1 Not at all safe	1
2	2
3	3
4 Somewhat safe	4
5	5
6	6
7 Extremely safe	7
Don't know	9

5. How safe would you say it is for each of the following?

Randomize

- 5a. Drivers of cars, vans, sport utility vehicles and pick-up trucks**
- 5b. Motorcyclists**
- 5c. Bicyclists**
- 5d. Pedestrians**
- 5e. Drivers of commercial motor vehicles (such as large trucks and tractor trailers)**

Please rate your answer on a 7-point scale where 1 is not at all safe, 7 is extremely safe and the midpoint 4 is somewhat safe:

1 Not at all safe	1
2	2
3	3
4 Somewhat safe	4
5	5
6	6
7 Extremely safe	7
Don't know	9

6. Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...?

Randomize

- 6a. Followed by pedestrians
- 6b. Followed by cyclists
- 6c. Followed by you as a driver
- 6d. Followed by drivers of large vehicles (trucks, tractor trailers)
- 6e. Followed by young drivers 16-24 years
- 6f. Followed by drivers 65 years and over

1 Not at all	1
2	2
3	3
4 Some extent	4
5	5
6	6
7 Great extent	7
Don't know	

7. In your view, how dangerous are each of the following?

Randomize

- 7a. Driving while texting
- 7b. Driving while talking on a mobile phone that is not hands-free
- 7c. Driving after taking drugs such as cocaine or methamphetamines
- 7d. Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)
- 7e. Exceeding the speed limit by 10kph on the highway
- 7f. Not wearing a seat belt
- 7g. Driving after consuming two or more drinks of alcohol in two hours
- 7h. Driving while tired
- 7i. Driving after taking marijuana or cannabis
- 7j. Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous:

1 Not at all dangerous	1
2	2
3	3
4 Somewhat dangerous	4
5	5
6	6
7 Extremely dangerous	7
Don't know	9

This next set of questions asks for your opinions about distracted driving and the influence of alcohol and drugs on driving.

8. In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same?

Randomize

- 8a. Driving after drinking alcohol**
- 8b. Driving after taking marijuana or cannabis**
- 8c. Driving after taking drugs such as cocaine or methamphetamines**
- 8d. Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines**
- 8e. Driving while talking on hand-held mobile phones that are not hands-free**
- 8f. Driving while texting**

Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:

1 Significantly decreased	1
2	2
3	3
4 Stayed the same.....	4
5	5
6	6
7 Significantly increased	7
Don't know	9

9. Do you agree or disagree that using the following substances impairs a person’s ability to drive safely?

Randomize

9a. Alcohol

9b. Marijuana or cannabis

9c. Drugs like cocaine or methamphetamines

9d. Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree:

1 Strongly disagree	1
2	2
3	3
4 Neither	4
5	5
6	6
7 Strongly agree	7
Don’t know	9

10. How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances?

Randomize

10a. Alcohol

10b. Marijuana or cannabis

10c. A Drugs such as cocaine or methamphetamines

10d. Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely:

1 Not at all likely	1
2	2
3	3
4 Somewhat likely	4
5	5
6	6
7 Very likely	7
Don’t know	9

The next few questions ask for your opinions about improving road safety and communicating it to the public.

11. There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety?

Randomize

- 11a. Better detection of drug-impaired drivers
- 11b. Mandatory breath-testing of drivers at the roadside
- 11c. Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour
- 11d. Increased use of photo radar to detect speeders
- 11e. Electronic signs or posters by the road about road safety issues
- 11f. Automated vehicles that drive themselves such as the Google car
- 11g. Red light cameras to detect drivers who run red lights

Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.

1 Not at all effective	1
2	2
3	3
4 Somewhat effective	4
5	5
6	6
7 Extremely effective	7
Don't know	9

12. Have you seen or heard of any advertising campaigns about road safety in the past 12 months?

Yes	1
No	2
Don't know/No response	9

13. Do you remember seeing or hearing advertising about any of the following road safety campaigns in the past 12 months?

Randomize

- 13a. The drinking and driving campaign, RIDE (Reduce Impaired Driving Everywhere)
- 13b. The drinking and driving campaign, MADD (Mothers Against Drunk Driving Red Ribbon)
- 13c. The drinking and driving campaign, Arrive Alive Drive Sober
- 13d. Leave the Phone Alone
- 13e. National Day of Remembrance for Road Crash Victims
- 13f. Road Safety Strategy 2015

Yes	1
No	2
Don't know/No response	9

The next few questions are about your driving. Again, the answers to these questions are strictly confidential and analyzed only in grouped form with other participants.

14. How often do you find yourself doing any of the following?

Randomize;

- 14a. Driving while texting
- 14b. Driving while talking on a mobile phone that is not hands-free
- 14c. Driving after taking drugs such as cocaine or methamphetamines
- 14d. Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)
- 14e. Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more
- 14f. Not wearing a seat belt
- 14g. Driving after consuming two or more drinks of alcohol in two hours
- 14h. Driving while tired
- 14i. Driving after taking marijuana / cannabis
- 14j. Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines

Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.

1 Never	1
2	2
3	3
4 Some of the time	4

5	5
6	6
7 Frequently	7
Don't know	9

15. During the past five years, have you ever...?

Randomize

15a. Had your driver's licence suspended

15b. Been issued demerit points

15c. Paid a fine for speeding

15d. Paid a fine for talking or texting on a mobile phone while driving

15e. Been involved in a collision where there have been injuries or fatalities

Yes	1
No	2
Don't know	9

And, these last questions are for statistical purposes only, are strictly confidential and analyzed only in grouped form with other participants.

16. What is the highest level of formal education that you have completed?

Elementary school or less	1
Some high school	2
Graduated high school	3
Some community college/CEGEP	4
Some university	5
Graduated community college/CEGEP	6
Bachelor's degree	7
Graduate degree	8
Technical/Vocational College, Apprenticeship	9
Professional Certification/Designation	10
Other (Specify)	77
Don't know/No response	99

17. What is your annual household income from all sources before taxes?

Less than \$40,000	1
\$40,000 to \$79,999	2
\$80,000 to \$124,999	3
\$125,000 or more	4
Don't know/No response	99

Appendix II: Data Tables

1. Community Road Safety & Rules of the Road

1.1 Perceived Road Safety in Community

Community Road Safety (Region)								
Overall, how would you rate the level of road safety in your community?								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	28	22	22	31	21	30	33	33
Mid (5-3)	66	70	72	63	71	64	62	63
Bottom 2 (2-1)	6	8	6	6	8	6	5	3
1	3	4	3	3	5	3	2	0
2	3	4	3	3	3	4	3	3
3	7	9	7	6	9	7	8	8
4	32	35	39	31	34	29	25	26
5	27	26	26	26	28	28	29	28
6	20	15	15	22	15	20	24	25
7	8	7	7	9	6	9	9	8
DK	0	0	0	0	0	1	1	0

Community Road Safety (Age/Gender)									
Overall, how would you rate the level of road safety in your community?									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	28	40	27	31	26	24	27	28	28
Mid (5-3)	66	56	70	63	68	68	66	66	66
Bottom 2 (2-1)	6	3	3	6	6	7	7	6	6
1	3	2	1	3	2	3	5	3	3
2	3	1	2	4	4	4	2	3	3
3	7	5	7	8	8	6	7	8	6
4	32	18	34	27	31	38	38	29	36
5	27	33	28	28	29	24	21	29	24
6	20	31	20	23	18	16	18	19	20
7	8	10	7	8	8	9	9	9	7
DK	0	0	0	0	0	0	1	0	0

Community Road Safety (Interlocking Age/Gender)							
Overall, how would you rate the level of road safety in your community?							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	28	35	28	25	32	28	27
Mid (5-3)	66	61	66	69	66	67	64
Bottom 2 (2-1)	6	4	7	6	3	5	8
1	3	2	3	2	1	2	5
2	3	2	4	3	2	3	3
3	7	8	8	9	5	8	3
4	32	20	27	35	34	33	41
5	27	33	30	26	27	26	20
6	20	26	19	16	24	21	18
7	8	9	9	9	7	6	9
DK	0	0	0	1	0	0	1

1.2 Road Safety by Mode of Transport

Road Safety by Mode of Transport (Region)								
How safe would you say it is for each of the following?								
Drivers of cars, vans, sport utility vehicles and pick-up trucks								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	33	26	28	36	30	31	35	41
Mid (5-3)	61	68	63	58	64	63	61	55
Bottom 2 (2-1)	5	5	8	5	6	5	3	3
1	3	3	4	2	3	2	1	1
2	3	3	4	3	2	3	2	2
3	7	9	7	6	8	7	6	8
4	25	27	29	23	28	25	22	19
5	30	32	27	30	28	31	33	28
6	24	19	24	25	22	23	26	32
7	8	7	4	11	7	8	10	9
DK	1	1	1	1	1	1	1	1

Road Safety by Mode of Transport (Age/Gender)									
How safe would you say it is for each of the following?									
Drivers of cars, vans, sport utility vehicles and pick-up trucks									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	33	50	33	37	33	28	25	33	32
Mid (5-3)	61	48	59	58	62	64	67	61	61
Bottom 2 (2-1)	5	1	6	5	5	7	6	5	6
1	3	1	2	2	3	4	3	2	3
2	3	0	5	4	2	3	3	3	3
3	7	6	7	7	6	5	7	7	6
4	25	14	24	22	24	28	32	23	27
5	30	28	28	29	31	31	28	32	28
6	24	37	26	28	25	20	17	24	24
7	8	13	7	8	8	8	8	9	8
DK	1	1	1	0	0	1	2	1	1

Road Safety by Mode of Transport (Interlocking Age/Gender)							
How safe would you say it is for each of the following?							
Drivers of cars, vans, sport utility vehicles and pick-up trucks							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	33	45	35	25	37	33	28
Mid (5-3)	61	49	60	68	59	61	63
Bottom 2 (2-1)	5	4	5	6	4	6	7
1	3	2	2	2	0	2	5
2	3	2	3	4	4	3	2
3	7	7	7	7	7	7	5
4	25	16	21	29	24	25	31
5	30	27	32	32	29	29	27
6	24	33	25	19	29	26	19
7	8	12	10	6	7	7	9
DK	1	1	0	1	0	0	2

Road Safety by Mode of Transport (Region)								
How safe would you say it is for each of the following?								
Motorcyclists								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	16	17	11	19	16	17	17	25
Mid (5-3)	67	63	70	66	67	69	67	62
Bottom 2 (2-1)	14	16	16	13	15	12	13	8
1	6	8	8	5	6	5	4	3
2	8	8	8	7	9	7	9	5
3	15	12	15	15	15	16	14	9
4	31	32	36	29	30	29	32	27
5	22	20	19	23	21	24	22	26
6	12	12	9	13	12	12	13	19
7	4	5	3	5	4	5	4	6
DK	3	4	3	3	2	2	3	5

Road Safety by Mode of Transport (Age/Gender)									
How safe would you say it is for each of the following?									
Motorcyclists									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	16	30	16	18	14	15	16	17	15
Mid (5-3)	67	62	67	67	71	66	60	66	68
Bottom 2 (2-1)	14	7	15	12	14	15	16	14	14
1	6	4	6	5	6	6	6	6	6
2	8	3	10	7	7	9	9	8	8
3	15	11	14	13	16	16	12	14	15
4	31	22	32	29	33	33	29	30	32
5	22	29	20	26	22	17	18	23	20
6	12	25	12	14	10	10	13	13	11
7	4	5	4	5	5	4	3	5	4
DK	3	1	2	2	1	4	9	3	3

Road Safety by Mode of Transport (Interlocking Age/Gender)							
How safe would you say it is for each of the following?							
Motorcyclists							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	16	23	17	15	22	14	15
Mid (5-3)	67	63	68	64	66	71	62
Bottom 2 (2-1)	14	13	13	15	10	13	16
1	6	5	6	6	4	6	7
2	8	7	8	9	6	7	9
3	15	10	14	14	15	16	14
4	31	27	30	31	28	34	32
5	22	25	25	19	23	21	16
6	12	18	12	12	18	10	11
7	4	5	5	3	4	4	4
DK	3	0	1	6	2	1	7

Road Safety by Mode of Transport (Region)								
How safe would you say it is for each of the following?								
Bicyclists								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	13	11	6	15	13	16	14	18
Mid (5-3)	61	57	64	60	61	60	63	62
Bottom 2 (2-1)	25	29	29	23	24	21	22	19
1	11	16	15	11	9	9	8	8
2	13	13	14	12	14	12	15	11
3	20	15	23	19	20	17	21	18
4	26	26	29	25	25	25	22	28
5	16	17	13	16	17	17	19	16
6	8	7	3	9	10	11	9	10
7	5	5	3	6	3	5	5	8
DK	1	3	1	1	2	3	1	1

Road Safety by Mode of Transport (Age/Gender)									
How safe would you say it is for each of the following?									
Bicyclists									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	13	26	16	15	11	9	13	14	11
Mid (5-3)	61	61	55	60	65	62	56	61	61
Bottom 2 (2-1)	25	12	29	23	24	28	28	23	26
1	11	6	10	11	11	13	15	11	12
2	13	7	19	12	13	15	13	13	14
3	20	16	16	19	22	22	15	19	21
4	26	22	27	24	27	25	25	26	26
5	16	23	13	17	15	16	16	17	15
6	8	17	10	9	7	6	7	9	7
7	5	9	5	5	4	3	6	5	4
DK	1	0	0	1	1	1	3	1	1

Road Safety by Mode of Transport (Interlocking Age/Gender)							
How safe would you say it is for each of the following?							
Bicyclists							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	13	26	14	11	15	11	11
Mid (5-3)	61	55	63	60	61	63	58
Bottom 2 (2-1)	25	19	22	28	24	25	28
1	11	7	11	13	8	11	15
2	13	11	11	15	16	14	13
3	20	17	20	17	15	23	19
4	26	21	27	25	28	26	24
5	16	17	16	17	17	15	15
6	8	17	9	7	10	6	7
7	5	9	5	4	5	4	4
DK	1	0	1	2	0	1	3

Road Safety by Mode of Transport (Region)								
How safe would you say it is for each of the following?								
Pedestrians								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	29	21	20	34	29	32	30	36
Mid (5-3)	58	60	63	55	62	56	55	51
Bottom 2 (2-1)	12	17	17	10	9	11	14	12
1	6	9	9	4	3	6	6	5
2	6	8	8	5	6	5	8	7
3	11	15	13	10	10	10	12	8
4	25	24	31	22	26	24	24	24
5	22	21	19	23	25	22	19	19
6	19	13	11	23	20	21	21	24
7	10	8	9	11	9	11	9	12
DK	1	1	0	1	1	1	1	1

Road Safety by Mode of Transport (Age/Gender)									
How safe would you say it is for each of the following?									
Pedestrians									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	29	50	33	32	26	26	27	31	26
Mid (5-3)	58	43	57	57	61	59	56	56	60
Bottom 2 (2-1)	12	6	10	11	13	15	14	12	13
1	6	5	6	6	6	7	6	5	7
2	6	2	4	6	6	8	8	7	6
3	11	7	13	11	11	15	10	12	11
4	25	16	22	22	27	25	27	23	27
5	22	20	21	23	23	20	20	21	22
6	19	34	22	21	17	16	18	20	18
7	10	17	11	11	9	9	9	12	8
DK	1	0	0	0	0	0	3	1	1

Road Safety by Mode of Transport (Interlocking Age/Gender)							
How safe would you say it is for each of the following?							
Pedestrians							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	29	43	31	27	38	24	26
Mid (5-3)	58	49	57	57	52	62	59
Bottom 2 (2-1)	12	8	11	16	9	13	13
1	6	5	5	5	6	7	8
2	6	2	6	11	4	6	5
3	11	10	11	14	11	11	10
4	25	16	24	24	23	27	27
5	22	23	22	18	18	24	21
6	19	27	20	17	28	16	17
7	10	17	12	10	11	8	9
DK	1	0	0	1	0	0	2

Road Safety by Mode of Transport (Region)								
How safe would you say it is for each of the following?								
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	33	34	26	34	35	33	40	40
Mid (5-3)	58	56	65	57	56	57	53	53
Bottom 2 (2-1)	6	7	6	7	6	6	5	4
1	3	3	4	3	3	3	1	1
2	3	4	2	3	4	4	4	3
3	8	11	10	6	6	8	8	5
4	24	18	29	24	22	20	21	22
5	26	27	25	26	27	29	24	25
6	22	24	19	22	24	23	26	27
7	11	10	7	12	11	10	14	13
DK	3	3	3	3	3	3	2	3

Road Safety by Mode of Transport (Age/Gender)									
How safe would you say it is for each of the following?									
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	33	38	30	34	33	34	30	36	29
Mid (5-3)	58	58	62	56	60	54	57	56	60
Bottom 2 (2-1)	6	2	7	6	5	9	7	5	7
1	3	1	1	3	3	5	3	2	4
2	3	1	5	4	2	4	4	3	3
3	8	5	10	9	8	5	11	8	8
4	24	23	26	18	25	25	24	22	25
5	26	30	27	29	27	24	22	26	27
6	22	25	21	23	22	23	20	24	20
7	11	13	9	11	10	10	11	12	9
DK	3	2	1	4	3	3	5	2	4

Road Safety by Mode of Transport (Interlocking Age/Gender)							
How safe would you say it is for each of the following?							
Drivers of commercial motor vehicles (such as large trucks and tractor trailers)							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	33	40	36	35	27	30	29
Mid (5-3)	58	54	57	56	67	60	56
Bottom 2 (2-1)	6	5	5	6	5	6	10
1	3	2	2	2	0	3	6
2	3	2	2	5	4	3	4
3	8	6	8	9	9	8	7
4	24	22	23	21	27	23	28
5	26	26	26	26	32	29	20
6	22	26	23	24	20	21	19
7	11	15	12	11	7	9	10
DK	3	1	3	3	2	3	6

1.3 Rules of the Road

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by pedestrians								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	24	23	19	27	24	28	24	22
Mid (5-3)	64	65	72	62	66	61	60	64
Bottom 2 (2-1)	10	12	9	10	9	10	15	11
1	4	4	3	4	3	3	5	4
2	7	8	5	6	6	7	10	7
3	14	13	17	13	12	11	14	14
4	26	29	34	24	26	24	22	28
5	24	23	21	25	28	26	24	22
6	18	17	13	19	18	22	18	18
7	7	7	6	7	6	6	6	5
DK	1	0	1	1	0	1	1	2

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by pedestrians									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	24	36	25	27	24	19	22	25	24
Mid (5-3)	64	62	62	61	64	70	65	62	67
Bottom 2 (2-1)	10	2	11	11	11	10	12	12	9
1	4	0	3	4	4	3	4	4	3
2	7	2	8	8	6	7	8	8	5
3	14	10	15	11	14	18	13	14	14
4	26	23	20	23	27	31	27	25	28
5	24	29	28	27	23	20	25	23	25
6	18	27	19	19	17	14	16	18	18
7	7	9	6	8	7	4	6	7	6
DK	1	0	1	1	1	1	1	1	1

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by pedestrians							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	24	35	26	20	26	25	21
Mid (5-3)	64	59	61	65	66	65	71
Bottom 2 (2-1)	10	6	12	15	7	10	7
1	4	2	5	5	1	4	3
2	7	4	8	10	6	6	5
3	14	12	13	18	13	14	14
4	26	18	25	27	25	26	32
5	24	29	23	21	28	25	25
6	18	26	17	15	20	19	15
7	7	9	9	5	6	6	6
DK	1	1	1	1	1	1	1

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by cyclists								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	17	22	9	20	17	18	18	21
Mid (5-3)	64	65	68	61	66	64	62	64
Bottom 2 (2-1)	17	10	21	17	16	15	19	12
1	7	4	7	7	5	5	6	5
2	11	6	14	10	11	10	13	7
3	17	11	19	17	15	14	19	17
4	26	27	33	24	29	26	21	28
5	20	27	16	20	23	23	21	19
6	12	16	5	14	13	14	15	14
7	5	5	4	6	4	4	3	8
DK	2	3	1	2	1	3	1	3

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by cyclists									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	17	29	21	21	17	11	15	16	19
Mid (5-3)	64	62	63	59	64	68	63	63	64
Bottom 2 (2-1)	17	8	14	18	18	19	19	20	15
1	7	2	5	7	7	7	7	7	6
2	11	6	9	11	11	12	12	13	9
3	17	13	20	16	17	19	16	18	15
4	26	27	22	22	27	31	26	25	28
5	20	22	21	21	20	18	22	19	21
6	12	22	16	15	12	9	8	11	14
7	5	7	6	6	4	3	7	5	5
DK	2	0	2	2	1	1	3	1	2

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by cyclists							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	17	25	17	11	25	19	15
Mid (5-3)	64	62	63	64	63	62	68
Bottom 2 (2-1)	17	13	20	23	10	16	14
1	7	3	8	7	5	6	6
2	11	9	11	16	5	10	8
3	17	19	18	18	14	15	17
4	26	23	25	28	26	26	30
5	20	20	20	19	23	21	21
6	12	19	11	7	18	15	10
7	5	6	5	4	7	4	5
DK	2	1	1	1	1	2	3

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by you as a driver								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	68	67	63	72	68	61	69	71
Mid (5-3)	31	32	35	27	31	37	30	28
Bottom 2 (2-1)	1	1	1	1	1	1	1	1
1	0	0	1	0	1	0	0	0
2	0	0	0	0	0	1	0	1
3	1	1	2	1	1	1	2	2
4	9	9	12	8	8	9	8	9
5	21	22	21	18	22	27	20	17
6	43	38	37	44	45	43	48	48
7	25	29	26	28	23	18	21	23
DK	0	0	0	0	0	0	0	0

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by you as a driver									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	68	71	60	67	69	65	71	64	72
Mid (5-3)	31	27	39	33	31	34	27	35	27
Bottom 2 (2-1)	1	2	1	1	1	1	1	1	1
1	0	1	0	0	1	1	0	0	0
2	0	1	1	0	0	0	1	1	0
3	1	1	2	1	2	2	1	2	1
4	9	8	10	9	8	12	9	11	8
5	21	18	27	22	21	20	17	23	18
6	43	47	44	46	44	37	38	40	45
7	25	24	16	21	24	28	33	24	27
DK	0	0	0	0	0	0	1	0	0

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by you as a driver							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	68	64	63	65	67	73	72
Mid (5-3)	31	34	36	34	33	26	26
Bottom 2 (2-1)	1	2	1	1	1	1	1
1	0	1	0	0	0	0	1
2	0	1	0	1	1	0	0
3	1	3	2	2	0	1	1
4	9	9	11	11	9	7	10
5	21	22	23	22	23	19	15
6	43	46	39	39	45	50	37
7	25	18	24	26	21	23	36
DK	0	0	0	0	0	0	1

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers of large vehicles (trucks, tractor trailers)								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	36	37	29	38	39	33	42	45
Mid (5-3)	57	58	65	54	56	61	51	50
Bottom 2 (2-1)	6	4	5	7	5	5	6	3
1	2	2	2	2	2	2	2	0
2	4	2	2	4	3	3	4	2
3	8	8	9	9	6	9	8	7
4	21	18	28	20	20	19	17	17
5	28	32	28	26	30	33	27	26
6	27	27	21	28	30	26	34	31
7	9	9	8	10	9	7	9	14
DK	1	1	1	1	1	1	1	3

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers of large vehicles (trucks, tractor trailers)									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	36	42	35	37	34	33	40	39	32
Mid (5-3)	57	53	62	58	59	59	51	55	60
Bottom 2 (2-1)	6	3	3	4	5	7	7	5	7
1	2	0	0	2	2	2	3	2	3
2	4	3	3	2	3	5	4	3	4
3	8	4	10	9	9	8	9	7	10
4	21	19	24	20	21	25	18	19	23
5	28	30	28	29	30	26	24	29	27
6	27	33	27	27	26	25	29	30	24
7	9	10	8	10	8	8	11	9	9
DK	1	1	0	1	1	0	2	1	1

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers of large vehicles (trucks, tractor trailers)							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	36	44	39	38	32	31	34
Mid (5-3)	57	53	56	55	63	62	55
Bottom 2 (2-1)	6	2	5	6	4	6	9
1	2	0	2	2	0	2	4
2	4	2	3	4	4	3	5
3	8	5	7	7	10	11	9
4	21	20	19	20	23	22	23
5	28	28	30	28	30	29	22
6	27	35	29	30	24	24	24
7	9	9	10	8	8	7	11
DK	1	1	1	1	0	1	2

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by young drivers 16-24 years								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	10	12	6	12	5	10	11	10
Mid (5-3)	72	69	74	71	77	72	73	73
Bottom 2 (2-1)	14	15	18	12	15	14	10	10
1	5	6	5	5	5	6	4	3
2	9	10	13	8	10	8	6	8
3	18	19	22	16	18	19	18	17
4	32	33	34	30	37	31	32	30
5	22	17	18	25	23	22	23	26
6	8	8	5	9	5	8	9	8
7	2	4	1	3	0	2	2	2
DK	4	4	2	5	2	4	6	6

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by young drivers 16-24 years									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	10	18	10	11	10	6	9	9	11
Mid (5-3)	72	75	77	72	73	72	69	73	72
Bottom 2 (2-1)	14	7	10	14	14	17	16	15	13
1	5	2	2	5	5	6	6	5	5
2	9	5	8	9	8	11	10	10	8
3	18	14	21	17	19	19	17	19	17
4	32	32	34	31	32	33	31	32	33
5	22	29	23	24	22	21	21	22	22
6	8	14	8	8	8	6	7	7	9
7	2	4	2	3	2	1	2	2	2
DK	4	1	2	3	4	4	6	3	4

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by young drivers 16-24 years							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	10	14	8	7	13	12	8
Mid (5-3)	72	75	74	71	77	72	70
Bottom 2 (2-1)	14	10	14	17	6	13	15
1	5	3	5	5	1	5	7
2	9	7	9	13	5	8	8
3	18	17	19	20	19	17	16
4	32	33	32	31	33	32	33
5	22	25	23	20	26	22	21
6	8	10	6	6	11	10	7
7	2	4	2	1	2	2	2
DK	4	0	4	4	3	3	7

Rules of the Road (Region)								
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers 65 years and over								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	28	25	27	29	24	29	25	32
Mid (5-3)	62	61	64	60	66	59	63	55
Bottom 2 (2-1)	7	7	7	7	7	7	6	3
1	3	2	3	3	3	3	2	1
2	4	5	3	4	4	5	4	2
3	10	13	7	10	14	9	10	7
4	25	24	29	24	24	23	27	22
5	26	24	28	26	28	27	26	26
6	19	18	19	20	19	21	19	24
7	8	8	8	9	5	8	6	8
DK	4	6	2	4	3	4	6	10

Rules of the Road (Age/Gender)									
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers 65 years and over									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	28	31	26	26	23	27	41	29	26
Mid (5-3)	62	60	64	61	65	62	53	61	62
Bottom 2 (2-1)	7	7	7	9	8	5	2	6	8
1	3	2	3	4	3	2	1	2	3
2	4	6	4	5	5	3	1	4	5
3	10	9	14	11	11	9	4	10	10
4	25	26	25	26	26	26	23	24	26
5	26	26	24	24	28	27	26	27	26
6	19	24	17	18	17	19	28	20	18
7	8	7	9	8	7	8	13	8	8
DK	4	2	3	4	4	6	3	4	4

Rules of the Road (Interlocking Age/Gender)							
Using a scale from 1 to 7, where 1 means not at all, 7 means to a great extent, and the midpoint 4 means to some extent, how would you rate the extent to which the rules of the road are being...? Followed by drivers 65 years and over							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	28	28	25	35	28	23	32
Mid (5-3)	62	63	63	58	61	64	58
Bottom 2 (2-1)	7	6	8	3	8	9	4
1	3	4	2	1	1	4	3
2	4	3	5	2	7	6	2
3	10	12	11	7	11	11	7
4	25	25	25	24	25	27	25
5	26	25	27	27	25	26	26
6	19	21	17	27	20	17	20
7	8	8	9	9	9	5	12
DK	4	3	4	4	2	4	6

2. Behaviour Danger & Frequency Perceptions

2.1 Perceived Behaviour Danger

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while texting								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	89	89	89	89	91	88	87	90
Mid (5-3)	7	8	7	7	5	8	7	6
Bottom 2 (2-1)	4	3	4	4	4	4	5	4
1	3	2	4	3	3	3	3	3
2	1	1	1	1	2	1	2	1
3	1	1	0	1	2	2	1	0
4	3	4	4	2	2	2	2	2
5	3	3	3	4	2	4	4	3
6	12	9	11	13	11	15	13	14
7	77	80	77	77	80	74	74	76
DK	0	0	0	0	0	0	1	0

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while texting									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	89	80	84	86	91	91	89	86	92
Mid (5-3)	7	13	12	10	5	5	6	9	5
Bottom 2 (2-1)	4	7	3	3	4	4	4	5	3
1	3	3	1	2	3	3	3	4	2
2	1	4	2	1	1	1	1	2	1
3	1	4	1	1	1	1	0	1	1
4	3	5	6	3	2	2	3	3	2
5	3	4	5	6	3	2	3	4	3
6	12	17	21	15	12	10	8	14	10
7	77	62	63	72	79	81	81	72	82
DK	0	0	1	0	0	0	1	0	0

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while texting							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	89	76	87	89	88	93	91
Mid (5-3)	7	17	9	5	9	4	5
Bottom 2 (2-1)	4	7	5	5	3	3	3
1	3	3	3	4	1	2	2
2	1	3	1	1	2	1	0
3	1	4	1	1	1	1	0
4	3	7	3	2	4	1	2
5	3	6	5	2	3	3	3
6	12	20	14	12	18	11	6
7	77	56	72	77	70	82	86
DK	0	1	0	1	0	0	0

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while talking on a mobile phone that is not hands-free								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	70	73	65	72	73	68	68	76
Mid (5-3)	25	22	29	23	22	26	27	20
Bottom 2 (2-1)	5	4	5	5	4	5	5	4
1	3	2	3	3	2	2	3	3
2	2	2	2	2	2	3	2	1
3	4	4	4	4	2	3	4	5
4	8	7	9	7	8	9	9	6
5	13	11	16	12	12	14	14	9
6	20	22	18	18	20	23	21	24
7	50	51	47	54	53	45	46	52
DK	0	1	1	0	0	0	0	0

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while talking on a mobile phone that is not hands-free									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	70	58	57	59	72	77	78	64	76
Mid (5-3)	25	33	36	36	24	19	16	29	20
Bottom 2 (2-1)	5	9	7	5	4	4	5	6	4
1	3	6	1	3	3	3	3	3	2
2	2	3	6	3	1	2	2	2	2
3	4	6	7	5	3	4	2	5	2
4	8	10	8	11	8	5	7	9	6
5	13	18	21	20	13	10	7	15	12
6	20	27	25	20	21	17	15	22	17
7	50	32	32	40	51	60	64	42	59
DK	0	0	1	0	0	0	1	1	0

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while talking on a mobile phone that is not hands-free							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	70	52	61	73	63	75	83
Mid (5-3)	25	36	33	21	33	21	14
Bottom 2 (2-1)	5	11	5	6	4	4	3
1	3	6	3	3	0	2	2
2	2	5	2	2	4	2	1
3	4	8	5	3	4	2	3
4	8	9	11	7	9	7	5
5	13	18	17	11	20	13	6
6	20	26	23	20	26	17	12
7	50	26	38	54	37	58	71
DK	0	1	0	0	0	0	1

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking drugs such as cocaine or methamphetamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	86	85	85	87	84	86	86	87
Mid (5-3)	5	6	6	4	7	4	4	4
Bottom 2 (2-1)	4	3	4	4	4	5	5	4
1	3	1	3	3	3	4	4	3
2	1	1	1	1	1	1	1	1
3	1	2	1	1	0	1	1	0
4	2	1	3	1	1	1	1	1
5	2	2	2	2	6	2	2	3
6	7	4	8	7	6	7	10	5
7	79	80	78	80	78	80	76	82
DK	5	7	4	4	5	5	6	4

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking drugs such as cocaine or methamphetamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	86	85	89	87	87	88	80	84	89
Mid (5-3)	5	7	6	5	5	4	5	6	4
Bottom 2 (2-1)	4	7	3	4	4	4	4	5	3
1	3	6	2	2	3	3	4	4	2
2	1	1	1	2	1	1	0	1	0
3	1	2	0	1	1	1	0	1	1
4	2	2	2	1	1	1	3	2	1
5	2	4	4	3	2	2	2	3	2
6	7	5	7	9	7	8	5	9	5
7	79	80	81	79	80	80	75	74	84
DK	5	1	2	3	4	4	11	5	4

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking drugs such as cocaine or methamphetamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	86	83	85	82	92	90	86
Mid (5-3)	5	8	6	5	5	4	4
Bottom 2 (2-1)	4	7	5	5	2	3	3
1	3	6	4	3	1	2	3
2	1	1	1	1	1	0	0
3	1	2	1	1	0	1	1
4	2	2	1	2	2	1	1
5	2	5	3	2	3	1	2
6	7	8	10	9	4	6	4
7	79	75	75	73	88	84	82
DK	5	2	4	8	1	4	6

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	78	77	77	80	74	78	77	77
Mid (5-3)	18	19	20	16	21	19	19	19
Bottom 2 (2-1)	4	4	3	4	4	3	4	4
1	2	2	2	2	2	2	3	2
2	1	2	1	2	2	1	1	2
3	3	4	3	2	5	3	4	2
4	5	5	7	4	6	6	5	5
5	10	11	10	10	11	10	10	12
6	25	23	23	25	25	27	27	28
7	53	54	53	55	50	51	51	49
DK	0	0	0	0	0	0	0	0

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	78	69	68	79	79	80	79	74	82
Mid (5-3)	18	26	29	18	17	17	15	22	15
Bottom 2 (2-1)	4	4	3	2	4	3	5	4	3
1	2	2	0	1	3	2	3	2	2
2	1	3	3	1	1	0	2	2	1
3	3	6	4	2	2	4	2	4	2
4	5	8	6	5	6	3	5	6	5
5	10	12	19	11	8	10	8	11	8
6	25	31	29	30	24	21	21	28	21
7	53	39	39	49	55	59	59	46	61
DK	0	0	0	0	0	0	0	0	0

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	78	64	74	77	74	84	83
Mid (5-3)	18	31	21	18	24	13	14
Bottom 2 (2-1)	4	5	4	4	2	3	4
1	2	1	3	3	1	2	3
2	1	5	1	1	1	1	1
3	3	6	3	4	3	1	1
4	5	7	7	4	7	4	5
5	10	17	11	11	15	8	7
6	25	31	30	25	28	22	17
7	53	33	45	52	46	63	66
DK	0	0	0	0	0	0	0

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Exceeding the speed limit by 10kph on the highway								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	21	26	19	20	27	25	19	24
Mid (5-3)	49	53	52	46	50	52	48	55
Bottom 2 (2-1)	29	21	29	34	23	22	33	20
1	15	8	15	18	9	11	16	9
2	15	13	14	16	13	11	16	11
3	12	13	14	11	12	12	7	14
4	21	23	20	20	17	22	24	21
5	17	17	18	15	22	18	17	20
6	12	15	8	11	17	16	11	18
7	9	11	11	9	10	10	8	6
DK	0	0	0	1	0	0	1	1

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Exceeding the speed limit by 10kph on the highway									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	21	17	7	17	20	26	31	17	25
Mid (5-3)	49	50	60	45	47	52	50	47	51
Bottom 2 (2-1)	29	32	32	38	33	22	17	35	23
1	15	13	17	20	17	11	7	19	11
2	15	20	16	17	16	11	10	17	12
3	12	11	18	12	12	10	9	12	11
4	21	24	26	19	20	21	20	19	22
5	17	15	16	15	15	21	20	16	18
6	12	12	4	9	11	14	17	10	13
7	9	5	4	8	9	12	14	7	12
DK	0	1	1	0	0	0	2	0	1

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Exceeding the speed limit by 10kph on the highway							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	21	12	15	23	11	23	35
Mid (5-3)	49	53	44	51	58	50	50
Bottom 2 (2-1)	29	35	41	25	29	27	14
1	15	20	23	11	10	13	7
2	15	15	18	14	20	14	7
3	12	13	13	11	17	11	8
4	21	26	17	20	24	22	21
5	17	15	14	21	17	16	21
6	12	8	9	13	6	12	18
7	9	4	6	10	5	11	17
DK	0	0	0	1	2	0	1

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Not wearing a seat belt								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	68	69	64	70	66	66	69	63
Mid (5-3)	26	25	31	23	26	27	26	30
Bottom 2 (2-1)	6	6	5	6	7	7	4	6
1	3	4	2	4	3	4	3	3
2	3	2	3	2	4	3	2	3
3	4	6	5	3	3	4	3	5
4	10	7	14	9	8	9	10	11
5	12	12	11	11	14	13	12	14
6	17	19	16	15	16	19	19	16
7	51	50	48	55	50	47	50	47
DK	1	0	0	1	1	1	1	1

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Not wearing a seat belt									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	68	66	66	64	70	67	70	62	74
Mid (5-3)	26	26	28	29	24	27	23	30	22
Bottom 2 (2-1)	6	8	6	6	5	6	6	8	4
1	3	3	3	4	3	3	4	4	2
2	3	5	3	3	3	3	2	4	1
3	4	3	4	4	4	5	3	5	3
4	10	9	11	11	10	10	8	12	8
5	12	14	13	14	10	12	12	12	11
6	17	19	18	17	17	19	13	19	14
7	51	47	48	47	53	48	57	43	60
DK	1	0	1	1	0	1	1	1	0

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Not wearing a seat belt							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	68	59	63	61	73	74	76
Mid (5-3)	26	32	29	30	21	22	20
Bottom 2 (2-1)	6	8	8	7	6	3	4
1	3	4	4	4	1	2	3
2	3	3	4	4	4	1	1
3	4	4	5	6	2	3	2
4	10	14	12	11	6	8	7
5	12	14	12	13	13	11	10
6	17	16	21	17	21	12	15
7	51	43	41	44	52	62	61
DK	1	1	1	1	0	0	0

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after consuming two or more drinks of alcohol in two hours								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	69	71	64	71	71	71	69	73
Mid (5-3)	24	21	29	23	22	22	24	20
Bottom 2 (2-1)	5	5	5	4	6	5	5	6
1	2	3	1	3	3	3	2	3
2	3	3	4	2	3	2	2	3
3	3	3	3	3	2	3	6	3
4	9	9	10	9	7	9	6	7
5	12	9	15	11	13	10	12	10
6	21	17	19	21	23	22	25	27
7	48	54	44	50	47	49	44	46
DK	2	3	2	2	1	2	2	1

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after consuming two or more drinks of alcohol in two hours									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	69	68	71	66	71	72	65	61	78
Mid (5-3)	24	24	23	27	23	23	26	30	17
Bottom 2 (2-1)	5	8	5	5	5	4	5	7	3
1	2	4	1	2	3	2	3	3	2
2	3	4	3	3	2	2	2	3	2
3	3	3	3	4	4	3	3	5	2
4	9	10	8	9	8	7	10	11	6
5	12	12	12	14	11	13	12	15	9
6	21	22	21	20	22	21	21	22	21
7	48	46	49	47	48	51	44	39	57
DK	2	0	1	1	2	2	4	2	2

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after consuming two or more drinks of alcohol in two hours							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	69	58	62	61	81	78	77
Mid (5-3)	24	31	31	30	16	17	18
Bottom 2 (2-1)	5	10	6	5	2	3	3
1	2	5	3	3	1	2	1
2	3	5	4	3	2	1	2
3	3	4	6	4	2	2	1
4	9	10	11	10	8	6	6
5	12	17	14	15	6	9	10
6	21	18	23	21	26	19	21
7	48	40	38	40	55	58	55
DK	2	2	1	4	0	2	3

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while tired								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	65	65	67	65	61	65	62	60
Mid (5-3)	32	30	30	31	35	32	34	37
Bottom 2 (2-1)	3	4	2	3	3	3	3	2
1	1	1	1	1	1	1	1	1
2	2	3	2	2	2	1	2	1
3	3	3	5	3	2	4	5	4
4	11	11	10	12	10	9	11	9
5	17	16	15	17	23	19	18	24
6	32	29	33	31	29	32	34	30
7	33	36	34	34	32	33	28	30
DK	1	1	0	1	1	1	1	1

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while tired									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	65	53	55	62	67	70	67	60	71
Mid (5-3)	32	45	40	36	30	27	28	36	27
Bottom 2 (2-1)	3	3	4	2	3	2	3	3	2
1	1	1	1	0	1	1	1	1	1
2	2	2	3	2	2	1	2	2	1
3	3	4	5	4	3	3	3	5	2
4	11	16	14	12	9	10	10	11	11
5	17	25	20	19	17	14	15	21	14
6	32	28	27	27	34	34	33	32	32
7	33	25	29	35	32	37	34	28	39
DK	1	0	1	0	0	1	2	1	0

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving while tired							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	65	48	59	65	60	71	73
Mid (5-3)	32	47	37	31	36	26	24
Bottom 2 (2-1)	3	4	3	3	3	2	2
1	1	1	1	1	1	1	1
2	2	2	2	2	3	1	1
3	3	6	4	4	3	3	1
4	11	15	11	9	15	10	11
5	17	26	21	17	18	14	12
6	32	26	31	36	28	33	30
7	33	22	28	29	32	38	43
DK	1	1	1	1	0	0	1

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking marijuana or cannabis								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	70	68	74	70	67	68	65	64
Mid (5-3)	19	19	17	18	20	20	22	25
Bottom 2 (2-1)	6	5	5	6	7	5	7	5
1	3	3	2	4	4	3	3	3
2	3	2	3	3	3	2	4	3
3	3	2	1	4	2	3	3	3
4	7	7	7	6	8	8	6	9
5	10	11	9	9	9	9	14	14
6	18	16	19	16	18	18	23	22
7	52	52	55	55	50	50	42	42
DK	6	8	5	5	6	6	6	5

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking marijuana or cannabis									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	70	68	62	64	72	72	71	65	74
Mid (5-3)	19	20	25	26	18	17	13	21	16
Bottom 2 (2-1)	6	11	8	7	6	5	3	8	4
1	3	6	4	3	3	2	2	4	2
2	3	5	5	4	3	2	1	3	2
3	3	1	5	6	3	1	1	3	2
4	7	9	8	8	5	7	6	8	5
5	10	10	12	12	10	10	5	10	9
6	18	17	18	19	18	18	15	19	16
7	52	51	44	46	54	54	56	46	58
DK	6	1	5	3	4	6	14	5	6

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking marijuana or cannabis							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	70	57	65	69	73	75	73
Mid (5-3)	19	25	23	17	20	17	13
Bottom 2 (2-1)	6	14	8	5	5	4	3
1	3	8	4	3	1	2	2
2	3	5	4	2	4	2	1
3	3	5	4	1	1	3	1
4	7	7	8	8	9	5	5
5	10	13	12	7	9	9	8
6	18	17	20	19	18	17	14
7	52	41	45	50	54	58	60
DK	6	4	4	9	2	4	10

Behaviour Danger (Region)								
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous,7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	56	62	52	57	50	58	55	58
Mid (5-3)	34	31	39	32	39	31	33	33
Bottom 2 (2-1)	5	4	6	6	5	5	5	5
1	3	2	3	3	3	2	2	1
2	3	2	3	3	2	3	3	4
3	5	6	5	4	5	4	6	4
4	13	13	15	13	15	12	10	10
5	16	12	19	15	20	15	16	19
6	23	24	23	21	23	26	23	25
7	33	38	29	36	27	32	32	33
DK	5	3	3	6	6	6	7	4

Behaviour Danger (Age/Gender)									
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	56	54	55	59	58	53	52	51	61
Mid (5-3)	34	33	35	32	33	36	35	37	30
Bottom 2 (2-1)	5	10	5	4	5	5	5	6	5
1	3	5	2	2	3	2	3	3	3
2	3	5	3	2	2	3	2	3	2
3	5	7	6	5	4	5	4	6	4
4	13	6	9	12	13	14	16	14	12
5	16	19	21	15	15	17	15	18	14
6	23	22	22	26	21	25	20	22	24
7	33	32	33	33	36	28	31	30	37
DK	5	3	5	4	4	7	8	6	5

Behaviour Danger (Interlocking Age/Gender)							
In your view, how dangerous are each of the following? Please rate your answer on a 7-point scale where 1 is not at all dangerous, 7 is extremely dangerous and the midpoint 4 is somewhat dangerous: Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	56	46	54	48	64	62	57
Mid (5-3)	34	36	37	39	31	28	31
Bottom 2 (2-1)	5	12	5	5	3	5	5
1	3	5	3	1	2	3	3
2	3	7	2	4	1	2	2
3	5	8	6	5	5	4	4
4	13	9	13	17	7	13	13
5	16	20	18	17	20	12	15
6	23	20	21	22	23	25	23
7	33	26	33	26	41	38	34
DK	5	5	4	7	2	4	7

2.2 Driving Behaviours Frequency Perceptions

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same: Driving after drinking alcohol								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	24	27	20	27	26	29	17	23
Mid (5-3)	59	57	60	57	61	60	62	63
Bottom 2 (2-1)	12	12	16	12	8	8	16	9
1	4	3	5	5	2	3	5	4
2	8	9	11	7	6	5	11	6
3	16	13	18	15	14	14	22	16
4	29	27	28	29	31	32	27	36
5	14	16	14	12	16	15	13	11
6	10	10	7	11	12	12	8	11
7	15	17	13	16	15	17	9	12
DK	5	4	4	5	4	3	6	5

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same: Driving after drinking alcohol									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	24	26	23	20	21	28	34	22	27
Mid (5-3)	59	62	65	63	60	56	49	61	56
Bottom 2 (2-1)	12	9	9	13	15	12	10	12	12
1	4	3	4	4	5	4	5	4	5
2	8	6	6	8	10	8	5	8	8
3	16	16	15	15	18	19	11	18	15
4	29	31	32	33	28	27	24	30	28
5	14	15	19	15	14	10	14	14	13
6	10	16	7	8	9	10	12	9	10
7	15	10	15	12	12	18	21	12	17
DK	5	3	2	4	4	4	8	5	4

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving after drinking alcohol							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	24	20	19	28	29	22	34
Mid (5-3)	59	67	62	57	61	60	48
Bottom 2 (2-1)	12	10	15	10	8	13	12
1	4	4	4	3	2	5	6
2	8	6	10	7	6	9	6
3	16	19	17	17	11	17	13
4	29	32	30	28	31	30	23
5	14	15	15	12	19	13	12
6	10	9	9	11	14	9	11
7	15	11	10	17	16	14	23
DK	5	4	4	6	1	4	6

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:								
Driving after taking marijuana or cannabis								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	31	37	33	29	32	31	30	25
Mid (5-3)	51	44	51	51	53	53	51	54
Bottom 2 (2-1)	4	3	6	4	1	3	3	3
1	2	1	3	2	1	1	1	2
2	2	3	3	2	0	2	1	2
3	4	4	5	3	5	3	5	3
4	32	27	33	33	29	37	30	37
5	14	13	12	15	19	13	15	15
6	14	18	16	12	11	14	18	11
7	17	19	17	17	20	17	12	15
DK	14	16	10	16	14	13	17	17

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:									
Driving after taking marijuana or cannabis									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	31	32	33	25	29	32	41	29	34
Mid (5-3)	51	57	51	60	54	47	34	53	48
Bottom 2 (2-1)	4	4	5	4	4	4	3	5	3
1	2	2	2	2	2	2	1	2	1
2	2	2	3	2	2	2	2	2	2
3	4	7	4	5	5	4	1	5	3
4	32	26	30	39	35	33	21	34	31
5	14	24	18	17	14	10	12	15	14
6	14	16	14	14	14	13	16	15	13
7	17	16	19	11	15	19	25	14	20
DK	14	6	11	11	13	17	23	13	15

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving after taking marijuana or cannabis							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	31	26	26	35	40	30	38
Mid (5-3)	51	62	57	44	45	54	37
Bottom 2 (2-1)	4	4	6	4	5	3	3
1	2	2	3	1	2	1	2
2	2	2	2	2	3	2	1
3	4	6	6	3	4	4	1
4	32	34	36	29	22	36	26
5	14	22	15	11	19	14	11
6	14	15	14	16	16	14	12
7	17	12	11	19	24	16	26
DK	14	8	12	17	10	13	22

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:								
Driving after taking drugs such as cocaine or methamphetamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	28	33	29	30	33	28	21	20
Mid (5-3)	49	44	51	47	53	52	53	50
Bottom 2 (2-1)	4	3	7	4	2	3	4	4
1	3	1	4	2	1	2	2	2
2	2	2	2	2	1	1	2	2
3	4	5	4	5	5	3	5	3
4	31	24	31	30	31	34	36	32
5	14	15	15	12	17	15	12	14
6	11	14	12	11	10	11	8	8
7	18	19	17	19	22	17	13	12
DK	18	20	14	19	12	17	22	26

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:									
Driving after taking drugs such as cocaine or methamphetamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	28	22	30	22	25	33	42	25	32
Mid (5-3)	49	62	50	55	53	45	31	53	46
Bottom 2 (2-1)	4	7	7	5	4	4	4	5	3
1	3	4	4	3	2	2	3	3	2
2	2	3	3	2	2	2	1	2	1
3	4	13	3	4	5	3	3	5	3
4	31	32	37	37	34	30	17	33	30
5	14	17	11	14	15	12	12	14	13
6	11	10	15	10	10	13	12	11	11
7	18	12	15	12	15	20	30	15	21
DK	18	9	13	19	18	18	23	17	19

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving after taking drugs such as cocaine or methamphetamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	28	24	20	34	28	28	41
Mid (5-3)	49	58	57	44	54	51	33
Bottom 2 (2-1)	4	8	5	5	6	3	4
1	3	5	3	2	3	1	2
2	2	3	2	2	3	1	1
3	4	9	5	4	5	4	2
4	31	37	37	25	32	33	22
5	14	11	14	15	16	14	9
6	11	12	9	13	13	11	12
7	18	12	12	20	15	17	29
DK	18	10	18	18	12	19	22

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:								
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	21	26	18	23	18	22	16	17
Mid (5-3)	61	60	64	58	70	62	62	61
Bottom 2 (2-1)	4	2	6	3	1	3	4	2
1	2	1	3	2	1	1	1	1
2	2	1	3	1	1	2	2	1
3	4	5	3	4	6	3	3	3
4	41	37	43	38	43	44	42	46
5	17	17	17	16	21	15	17	12
6	10	16	10	11	9	12	6	9
7	11	10	9	13	10	10	9	8
DK	14	13	12	15	10	13	19	20

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:									
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	21	18	17	19	19	22	29	19	23
Mid (5-3)	61	72	68	63	64	58	48	63	59
Bottom 2 (2-1)	4	3	4	3	3	4	3	4	3
1	2	2	3	2	2	2	2	2	1
2	2	1	1	1	2	2	2	2	1
3	4	6	5	5	3	4	3	4	4
4	41	44	44	43	44	37	29	42	39
5	17	22	20	15	16	17	16	17	16
6	10	10	8	9	10	10	14	10	11
7	11	9	8	11	9	12	15	9	13
DK	14	6	11	14	14	16	19	14	15

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving after taking prescription drugs like pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	21	17	17	22	18	22	28
Mid (5-3)	61	72	66	56	69	61	51
Bottom 2 (2-1)	4	4	4	4	3	3	3
1	2	2	2	2	3	1	2
2	2	2	2	2	1	1	2
3	4	5	4	4	6	3	3
4	41	47	44	37	40	44	30
5	17	19	18	15	23	14	18
6	10	9	9	12	10	10	12
7	11	8	8	11	9	11	16
DK	14	8	13	17	9	15	17

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:								
Driving while talking on a mobile phone that is not hands-free								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	54	59	50	58	58	56	46	56
Mid (5-3)	36	33	38	33	35	35	42	35
Bottom 2 (2-1)	9	7	11	8	6	9	10	8
1	3	2	5	3	2	3	2	4
2	6	5	6	5	4	5	8	4
3	9	8	9	8	9	10	12	11
4	14	16	16	13	14	15	15	14
5	12	9	13	12	12	10	16	10
6	19	20	17	19	19	20	21	23
7	35	38	33	39	39	35	25	33
DK	1	1	2	1	1	0	2	1

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:									
Driving while talking on a mobile phone that is not hands-free									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	54	46	44	49	54	59	62	53	55
Mid (5-3)	36	44	45	39	35	32	29	37	34
Bottom 2 (2-1)	9	9	11	11	9	7	7	9	9
1	3	1	3	4	3	3	3	3	4
2	6	8	8	7	6	4	4	6	6
3	9	12	15	12	10	5	4	9	10
4	14	15	15	16	14	15	13	15	14
5	12	17	15	12	11	12	12	14	11
6	19	22	16	17	19	19	20	22	16
7	35	24	28	32	35	40	42	31	39
DK	1	1	1	1	1	1	2	1	1

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving while talking on a mobile phone that is not hands-free							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	54	42	52	60	47	54	62
Mid (5-3)	36	45	38	32	44	35	29
Bottom 2 (2-1)	9	11	9	7	9	10	7
1	3	2	3	3	3	4	4
2	6	9	6	4	6	7	3
3	9	14	11	4	14	10	6
4	14	15	15	15	15	14	13
5	12	17	13	13	15	10	11
6	19	22	20	24	15	17	15
7	35	20	31	36	33	37	46
DK	1	2	1	2	0	1	2

Driving Behaviours Frequency Perceptions (Region)								
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:								
Driving while texting								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	63	71	59	66	65	66	53	61
Mid (5-3)	29	23	30	27	26	27	38	32
Bottom 2 (2-1)	6	5	8	6	7	6	6	5
1	3	2	3	3	2	3	1	2
2	4	3	5	3	5	3	5	3
3	7	6	6	7	7	6	10	7
4	11	7	12	10	10	12	14	16
5	11	10	12	10	9	9	13	10
6	19	19	17	21	17	20	19	19
7	44	52	43	45	48	46	34	42
DK	2	1	3	1	2	1	3	2

Driving Behaviours Frequency Perceptions (Age/Gender)									
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:									
Driving while texting									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	63	60	61	63	63	63	68	62	64
Mid (5-3)	29	35	32	29	29	29	25	30	28
Bottom 2 (2-1)	6	4	6	7	7	6	4	6	6
1	3	1	2	3	3	3	2	3	3
2	4	4	4	4	5	3	2	4	4
3	7	10	7	9	7	6	4	7	7
4	11	12	13	10	11	11	11	11	11
5	11	14	13	10	10	11	10	12	9
6	19	25	20	21	19	16	19	22	16
7	44	35	41	41	44	47	49	40	48
DK	2	1	1	2	1	2	3	1	2

Driving Behaviours Frequency Perceptions (Interlocking Age/Gender)							
In your opinion, over the past five years, do you think the following driving behaviours have decreased, increased or stayed the same? Please rate your response using a 7-point scale, where 1 means it has significantly decreased, 7 means it has significantly increased, and the midpoint 4 means it has stayed the same:							
Driving while texting							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	63	57	61	66	65	64	65
Mid (5-3)	29	37	30	27	29	27	27
Bottom 2 (2-1)	6	4	7	6	6	7	5
1	3	1	3	3	1	3	3
2	4	4	4	3	4	4	3
3	7	10	8	4	5	8	6
4	11	11	11	11	14	10	12
5	11	16	11	12	10	9	9
6	19	29	21	21	15	18	14
7	44	28	40	45	50	46	51
DK	2	2	1	2	0	2	3

3. Impairment Opinion & Likelihood of Enforcement / Being Caught

3.1 Impairment Opinion

Impairment Opinion (Region)								
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Alcohol								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	81	87	74	82	83	87	78	85
Mid (5-3)	12	8	12	13	12	9	15	10
Bottom 2 (2-1)	6	5	14	4	4	3	5	4
1	5	4	12	4	3	2	4	4
2	1	1	2	1	1	1	1	0
3	2	1	3	1	2	0	2	1
4	4	3	5	5	6	4	4	3
5	6	4	4	8	5	5	9	7
6	15	15	15	14	19	17	12	14
7	66	73	59	68	64	70	66	70
DK	1	0	0	1	0	1	2	1

Impairment Opinion (Age/Gender)									
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Alcohol									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	81	76	85	83	82	79	75	76	85
Mid (5-3)	12	11	8	10	12	15	15	15	9
Bottom 2 (2-1)	6	13	7	5	5	6	8	7	5
1	5	11	6	4	4	6	8	6	5
2	1	2	1	1	1	0	1	2	1
3	2	2	2	1	1	3	2	2	1
4	4	5	4	3	5	4	6	6	3
5	6	4	3	6	6	8	7	8	5
6	15	12	12	17	14	15	16	17	12
7	66	64	72	67	68	63	60	59	73
DK	1	0	0	1	1	0	2	1	1

Impairment Opinion (Interlocking Age/Gender)							
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Alcohol							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	81	74	78	73	88	87	81
Mid (5-3)	12	13	14	18	6	8	10
Bottom 2 (2-1)	6	13	6	7	6	4	8
1	5	11	4	6	5	3	8
2	1	2	2	1	1	1	0
3	2	2	2	3	2	1	1
4	4	6	5	6	2	3	4
5	6	5	7	9	2	5	6
6	15	15	18	17	8	12	14
7	66	59	61	56	79	75	68
DK	1	0	1	2	0	1	1

Impairment Opinion (Region)								
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Marijuana or cannabis								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	66	68	61	69	65	69	61	62
Mid (5-3)	23	25	20	21	25	23	30	27
Bottom 2 (2-1)	8	6	15	7	7	5	5	6
1	6	5	13	4	5	3	3	4
2	2	1	3	2	2	2	2	2
3	3	2	3	2	4	2	3	3
4	9	7	9	9	10	9	12	9
5	11	15	9	10	10	11	15	16
6	17	21	15	16	19	17	17	20
7	49	47	45	52	46	52	45	43
DK	3	1	4	3	4	3	3	4

Impairment Opinion (Age/Gender)									
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Marijuana or cannabis									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	66	60	63	61	68	66	69	62	69
Mid (5-3)	23	24	23	27	23	24	15	26	20
Bottom 2 (2-1)	8	15	12	10	6	8	8	9	7
1	6	11	8	6	4	7	7	7	5
2	2	4	5	4	2	1	1	2	2
3	3	4	2	4	3	3	1	3	2
4	9	12	9	10	9	9	7	10	9
5	11	9	13	13	11	12	6	12	9
6	17	20	15	17	17	17	15	18	15
7	49	40	48	44	51	49	55	44	54
DK	3	1	2	2	3	2	8	3	4

Impairment Opinion (Interlocking Age/Gender)							
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Marijuana or cannabis							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	66	55	62	65	68	70	70
Mid (5-3)	23	24	28	22	22	21	18
Bottom 2 (2-1)	8	18	8	8	8	6	7
1	6	13	5	7	5	4	7
2	2	5	3	1	3	2	0
3	3	3	4	2	2	2	2
4	9	10	11	7	10	8	9
5	11	11	13	12	10	11	6
6	17	18	19	17	16	16	14
7	49	37	43	48	53	54	56
DK	3	2	2	5	1	3	5

Impairment Opinion (Region)								
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Drugs like cocaine or methamphetamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	83	87	75	85	85	87	82	86
Mid (5-3)	7	7	8	7	8	7	8	6
Bottom 2 (2-1)	7	4	15	4	5	3	4	4
1	6	3	14	4	4	3	4	3
2	1	1	1	1	1	1	0	1
3	1	1	1	1	2	1	1	1
4	3	3	3	4	3	3	3	2
5	3	2	3	3	3	4	4	3
6	10	10	11	8	12	11	12	8
7	73	77	63	77	73	76	70	78
DK	3	2	3	4	3	3	6	5

Impairment Opinion (Age/Gender)									
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Drugs like cocaine or methamphetamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	83	78	81	84	85	83	78	81	85
Mid (5-3)	7	7	7	8	8	7	6	9	6
Bottom 2 (2-1)	7	14	8	6	5	7	8	7	6
1	6	13	5	4	4	7	8	6	5
2	1	2	2	1	0	0	0	1	1
3	1	2	1	1	1	2	0	1	1
4	3	2	2	3	4	3	4	4	2
5	3	3	4	4	3	3	2	3	2
6	10	10	9	13	10	9	8	13	8
7	73	68	72	71	74	74	70	68	77
DK	3	1	5	3	3	3	7	3	4

Impairment Opinion (Interlocking Age/Gender)							
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Drugs like cocaine or methamphetamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	83	74	83	80	85	86	82
Mid (5-3)	7	9	10	8	5	6	5
Bottom 2 (2-1)	7	14	6	7	7	4	9
1	6	12	5	7	6	4	8
2	1	2	1	0	2	0	0
3	1	1	1	2	2	1	1
4	3	3	5	3	1	2	3
5	3	5	3	3	2	3	2
6	10	12	14	10	7	8	7
7	73	62	69	70	78	78	75
DK	3	3	2	5	3	4	4

Impairment Opinion (Region)								
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	51	55	46	53	48	52	50	50
Mid (5-3)	40	39	38	39	45	41	42	41
Bottom 2 (2-1)	6	5	12	4	5	4	3	5
1	4	3	7	3	2	2	2	3
2	2	2	5	1	3	2	1	1
3	4	5	4	3	4	3	5	3
4	18	17	21	17	18	18	18	14
5	18	18	14	19	22	20	19	24
6	21	24	20	19	19	22	23	19
7	30	31	26	34	28	31	26	31
DK	4	1	4	4	3	3	6	5

Impairment Opinion (Age/Gender)									
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	51	53	56	56	51	46	47	49	53
Mid (5-3)	40	36	36	36	40	45	39	42	37
Bottom 2 (2-1)	6	9	4	5	6	6	6	6	6
1	4	4	3	4	3	4	4	3	4
2	2	5	1	2	2	3	2	2	2
3	4	5	6	2	4	4	2	4	4
4	18	11	17	16	17	21	21	19	17
5	18	20	14	18	19	20	15	19	17
6	21	27	25	24	19	19	20	21	20
7	30	26	31	32	32	27	27	27	33
DK	4	3	4	2	3	3	8	4	4

Impairment Opinion (Interlocking Age/Gender)							
Do you agree or disagree that using the following substances impairs a person's ability to drive safely? Please use a 7-point scale where 1 means you strongly disagree and 7 means you strongly agree and the midpoint 4 means you neither agree nor disagree: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	51	47	51	45	63	54	48
Mid (5-3)	40	43	40	45	29	38	39
Bottom 2 (2-1)	6	6	6	6	6	5	7
1	4	3	4	3	4	3	5
2	2	3	2	2	2	2	2
3	4	5	3	4	6	4	3
4	18	16	18	22	12	16	21
5	18	22	19	19	11	19	16
6	21	23	21	21	28	19	18
7	30	24	30	25	34	35	30
DK	4	4	3	4	3	3	6

3.2 Likelihood of Enforcement / Getting Caught

Likelihood of Enforcement / Getting Caught (Region)								
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Alcohol								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	56	61	53	59	52	50	55	55
Mid (5-3)	36	32	38	34	41	41	37	36
Bottom 2 (2-1)	5	4	7	5	5	7	6	4
1	2	1	4	2	1	2	2	2
2	3	3	3	3	4	4	4	2
3	4	6	3	3	4	5	8	4
4	17	13	20	16	17	18	15	14
5	15	13	14	14	20	17	13	18
6	22	23	19	22	23	20	28	23
7	34	38	34	36	29	30	27	32
DK	2	3	3	3	1	2	2	4

Likelihood of Enforcement / Getting Caught (Age/Gender)									
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Alcohol									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	56	65	61	61	56	52	47	53	59
Mid (5-3)	36	30	34	32	37	37	43	38	34
Bottom 2 (2-1)	5	5	4	4	5	9	6	7	4
1	2	2	1	2	2	4	2	3	2
2	3	3	3	2	3	5	5	4	2
3	4	4	1	3	4	5	7	6	3
4	17	10	16	17	16	17	23	16	18
5	15	17	16	13	16	14	12	17	13
6	22	28	25	26	21	23	17	22	22
7	34	37	36	35	36	29	30	31	37
DK	2	1	1	3	2	3	4	2	3

Likelihood of Enforcement / Getting Caught (Interlocking Age/Gender)							
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Alcohol							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	56	59	57	44	67	59	56
Mid (5-3)	36	34	35	44	30	35	34
Bottom 2 (2-1)	5	6	6	9	2	3	6
1	2	3	3	2	0	1	3
2	3	4	3	6	2	2	3
3	4	4	4	8	1	3	4
4	17	14	14	20	13	19	19
5	15	17	17	15	16	13	11
6	22	25	23	20	28	22	19
7	34	34	34	23	39	36	37
DK	2	1	2	3	1	3	4

Likelihood of Enforcement / Getting Caught (Region)								
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Marijuana or cannabis								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	22	19	19	25	21	19	18	19
Mid (5-3)	53	55	57	51	54	56	52	56
Bottom 2 (2-1)	20	21	20	18	21	21	23	17
1	9	11	10	8	8	9	9	7
2	11	10	9	11	13	11	14	11
3	11	12	13	10	14	13	11	16
4	28	30	31	26	26	29	25	24
5	14	13	13	15	13	13	16	16
6	8	6	5	10	8	8	9	8
7	13	14	15	15	14	11	9	10
DK	5	5	4	6	4	5	7	8

Likelihood of Enforcement / Getting Caught (Age/Gender)									
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Marijuana or cannabis									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	22	30	23	20	22	18	23	21	22
Mid (5-3)	53	55	57	56	52	55	49	52	54
Bottom 2 (2-1)	20	14	16	22	22	21	17	23	17
1	9	5	6	11	9	10	8	9	9
2	11	9	10	11	12	11	9	14	8
3	11	11	13	12	11	13	10	12	11
4	28	25	25	29	28	29	27	26	29
5	14	19	20	15	13	14	11	14	14
6	8	16	9	8	7	8	8	9	8
7	13	13	14	12	15	9	15	12	14
DK	5	2	4	3	4	6	11	4	7

Likelihood of Enforcement / Getting Caught (Interlocking Age/Gender)							
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Marijuana or cannabis							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	22	26	21	19	27	21	22
Mid (5-3)	53	52	52	53	61	55	51
Bottom 2 (2-1)	20	19	24	22	10	19	15
1	9	6	9	10	5	10	8
2	11	13	14	12	5	9	7
3	11	12	10	14	11	12	9
4	28	23	27	26	27	30	30
5	14	17	15	12	22	13	13
6	8	12	8	9	13	6	8
7	13	13	13	10	14	15	14
DK	5	3	3	6	2	5	12

Likelihood of Enforcement / Getting Caught (Region)								
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Drugs such as cocaine or methamphetamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	37	36	29	42	37	33	37	32
Mid (5-3)	42	44	47	40	45	46	38	47
Bottom 2 (2-1)	14	13	19	12	12	15	16	12
1	7	5	11	5	5	7	6	5
2	8	8	8	6	7	9	11	7
3	8	7	10	7	8	8	8	8
4	22	23	26	21	22	22	18	20
5	13	15	10	12	15	16	13	19
6	13	13	6	14	16	12	16	12
7	24	22	23	28	21	21	21	20
DK	6	7	5	6	6	6	8	9

Likelihood of Enforcement / Getting Caught (Age/Gender)									
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Drugs such as cocaine or methamphetamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	37	57	49	38	35	29	34	34	40
Mid (5-3)	42	35	40	40	44	46	39	43	41
Bottom 2 (2-1)	14	7	7	15	15	16	16	18	11
1	7	3	1	8	7	7	8	8	6
2	8	4	6	8	8	9	7	10	5
3	8	5	6	8	8	9	8	9	7
4	22	16	18	20	22	25	22	21	23
5	13	14	17	12	14	12	9	14	12
6	13	23	17	15	11	10	10	12	13
7	24	33	31	23	25	19	24	22	27
DK	6	2	4	6	5	8	11	5	7

Likelihood of Enforcement / Getting Caught (Interlocking Age/Gender)							
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Drugs such as cocaine or methamphetamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	37	50	33	29	55	40	34
Mid (5-3)	42	39	44	44	37	42	42
Bottom 2 (2-1)	14	8	19	19	5	12	12
1	7	3	8	9	1	6	7
2	8	6	11	10	4	6	6
3	8	8	9	11	3	7	6
4	22	17	21	21	17	22	27
5	13	14	14	12	17	12	9
6	13	19	10	11	22	14	10
7	24	31	22	19	33	26	24
DK	6	3	4	7	3	6	12

Likelihood of Enforcement / Getting Caught (Region)								
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	11	14	9	13	7	9	6	9
Mid (5-3)	49	50	45	50	53	50	46	47
Bottom 2 (2-1)	35	31	40	31	35	37	42	36
1	19	18	23	17	16	21	22	17
2	16	13	17	15	18	15	20	19
3	14	16	16	12	15	14	13	16
4	25	27	22	29	26	25	20	19
5	10	8	7	10	13	11	13	11
6	5	7	2	7	3	5	3	4
7	6	7	7	7	4	4	3	5
DK	5	5	6	5	4	4	7	9

Likelihood of Enforcement / Getting Caught (Age/Gender)									
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	11	15	13	10	9	9	13	10	11
Mid (5-3)	49	59	52	48	46	49	49	48	50
Bottom 2 (2-1)	35	25	33	38	39	34	28	38	32
1	19	10	11	21	23	20	15	20	18
2	16	14	22	17	17	14	12	18	14
3	14	21	12	14	14	15	10	13	14
4	25	27	25	24	23	26	30	24	26
5	10	12	15	10	10	9	8	10	9
6	5	6	9	4	4	4	6	4	5
7	6	8	4	6	5	5	7	6	6
DK	5	1	1	4	5	8	10	4	7

Likelihood of Enforcement / Getting Caught (Interlocking Age/Gender)							
How likely or unlikely is it that a driver will get stopped and charged by the police if impaired by the following substances? Please use a 7-point scale where 1 means it is not at all likely, 7 means very likely and the midpoint 4 means somewhat likely: Prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	11	12	10	10	16	10	11
Mid (5-3)	49	56	46	48	54	48	51
Bottom 2 (2-1)	35	30	41	35	28	37	27
1	19	12	23	18	9	21	17
2	16	18	18	17	19	16	9
3	14	18	13	12	14	14	14
4	25	23	23	28	29	24	28
5	10	16	10	8	10	9	9
6	5	8	3	4	8	5	6
7	6	4	6	6	8	5	6
DK	5	1	3	6	2	6	11

4. Road Safety Measures Efficacy

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Better detection of drug-impaired drivers								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	54	65	53	56	47	53	52	54
Mid (5-3)	37	30	37	36	42	38	41	36
Bottom 2 (2-1)	5	4	5	5	7	6	5	4
1	3	2	2	3	4	3	2	3
2	2	2	3	2	3	3	3	1
3	3	4	3	3	3	3	4	1
4	16	11	17	15	18	18	18	17
5	18	15	17	18	22	17	19	17
6	23	27	22	23	23	23	20	28
7	32	38	31	33	25	30	31	26
DK	3	1	5	4	3	3	2	5

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Better detection of drug-impaired drivers									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	54	49	61	52	57	50	55	51	58
Mid (5-3)	37	45	33	40	36	39	32	40	35
Bottom 2 (2-1)	5	4	4	5	4	7	5	6	4
1	3	0	2	3	2	3	3	3	2
2	2	3	2	2	2	3	3	3	1
3	3	3	6	4	4	3	2	4	3
4	16	13	11	17	16	18	15	17	15
5	18	30	17	19	16	18	15	18	17
6	23	20	27	20	25	21	19	22	23
7	32	29	34	31	31	29	36	29	35
DK	3	2	2	3	3	4	7	3	4

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Better detection of drug-impaired drivers							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	54	53	51	50	58	59	55
Mid (5-3)	37	40	40	38	38	34	34
Bottom 2 (2-1)	5	5	6	8	2	4	4
1	3	2	3	4	0	2	3
2	2	3	3	4	2	1	1
3	3	5	4	3	3	3	2
4	16	9	19	17	14	14	16
5	18	25	18	17	20	17	16
6	23	19	23	23	29	25	17
7	32	34	29	27	30	34	38
DK	3	2	3	4	2	3	7

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Mandatory breath-testing of drivers at the roadside								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	60	64	53	62	60	60	62	63
Mid (5-3)	30	30	33	29	34	31	27	29
Bottom 2 (2-1)	8	4	11	8	6	7	8	8
1	6	3	8	5	5	5	5	5
2	2	1	3	3	1	2	3	3
3	3	3	4	3	4	2	4	5
4	14	13	16	13	13	14	12	11
5	13	13	13	13	17	15	12	13
6	22	21	17	23	26	26	26	25
7	37	44	36	39	34	35	36	38
DK	2	1	3	2	1	2	2	1

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.									
Mandatory breath-testing of drivers at the roadside									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	60	60	56	56	61	62	59	55	64
Mid (5-3)	30	34	36	30	30	28	30	33	28
Bottom 2 (2-1)	8	6	8	11	7	7	6	10	6
1	6	5	6	8	5	5	5	7	4
2	2	1	2	4	2	3	2	3	2
3	3	5	6	3	3	2	2	5	2
4	14	15	17	13	14	14	13	14	13
5	13	14	13	14	13	12	16	14	13
6	22	30	24	21	23	23	17	21	23
7	37	30	32	35	38	39	42	34	41
DK	2	0	1	2	1	3	4	2	2

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.							
Mandatory breath-testing of drivers at the roadside							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	60	48	56	57	68	63	65
Mid (5-3)	30	40	31	32	29	29	26
Bottom 2 (2-1)	8	11	11	7	4	6	7
1	6	10	7	5	2	5	5
2	2	1	4	3	2	1	2
3	3	8	4	4	3	2	1
4	14	16	14	13	16	13	13
5	13	17	13	15	10	13	13
6	22	23	21	21	31	24	20
7	37	25	35	36	37	40	45
DK	2	1	1	5	0	2	2

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	31	32	32	34	23	25	29	31
Mid (5-3)	49	54	50	46	57	51	47	53
Bottom 2 (2-1)	18	13	16	18	17	21	20	14
1	10	9	10	11	8	11	10	8
2	7	3	5	7	9	9	9	6
3	7	8	6	7	8	9	6	5
4	24	27	26	22	25	25	22	26
5	18	19	18	17	23	17	19	22
6	14	13	13	14	12	12	17	15
7	17	19	19	20	12	13	12	16
DK	3	1	2	2	3	4	4	3

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	31	39	34	27	30	31	32	27	36
Mid (5-3)	49	52	49	53	50	49	42	50	48
Bottom 2 (2-1)	18	10	15	19	18	16	19	22	13
1	10	4	8	11	11	11	12	13	8
2	7	6	7	9	8	5	7	9	5
3	7	9	7	9	7	6	5	8	6
4	24	19	23	25	24	25	24	23	25
5	18	24	20	19	19	18	13	18	18
6	14	25	15	11	14	13	12	13	15
7	17	13	19	16	16	18	20	14	21
DK	3	0	1	1	2	4	8	2	3

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Using social media like Facebook, Twitter, or YouTube to encourage positive road safety behaviour							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	31	31	25	27	41	34	36
Mid (5-3)	49	52	50	48	48	51	43
Bottom 2 (2-1)	18	16	25	19	10	13	15
1	10	7	15	11	5	7	11
2	7	8	10	8	5	6	4
3	7	10	8	6	5	7	5
4	24	19	23	26	24	26	23
5	18	24	19	16	19	19	15
6	14	16	12	12	23	14	13
7	17	15	13	15	18	20	23
DK	3	0	1	6	1	2	6

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Increased use of photo radar to detect speeders								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	50	54	61	50	49	38	40	51
Mid (5-3)	36	39	32	35	38	41	40	39
Bottom 2 (2-1)	13	6	7	14	13	21	19	9
1	9	4	4	10	7	14	13	6
2	4	2	3	4	6	7	6	3
3	5	3	5	4	6	6	7	4
4	15	15	15	14	12	19	16	16
5	16	21	12	17	20	16	17	19
6	21	21	22	22	24	17	20	25
7	29	33	39	28	25	20	20	26
DK	1	1	1	1	1	1	1	1

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Increased use of photo radar to detect speeders									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	50	51	51	44	48	51	59	45	55
Mid (5-3)	36	43	39	38	36	36	29	36	36
Bottom 2 (2-1)	13	6	10	16	15	11	11	18	8
1	9	3	7	11	10	8	7	13	5
2	4	2	3	5	5	3	3	5	3
3	5	5	6	7	5	5	3	5	5
4	15	13	12	15	17	15	12	15	15
5	16	25	21	16	15	16	14	16	17
6	21	28	23	19	20	21	22	19	23
7	29	23	27	25	27	30	37	26	32
DK	1	1	0	1	1	1	2	1	1

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Increased use of photo radar to detect speeders							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	50	49	41	50	52	53	60
Mid (5-3)	36	40	37	33	42	37	32
Bottom 2 (2-1)	13	10	21	15	5	10	7
1	9	7	15	11	3	6	4
2	4	3	7	4	2	4	2
3	5	6	5	4	5	5	3
4	15	12	18	13	13	15	15
5	16	22	15	15	24	16	14
6	21	23	18	20	28	21	24
7	29	26	23	30	24	31	36
DK	1	1	0	2	0	1	1

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Electronic signs or posters by the road about road safety issues								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	33	38	32	34	33	27	32	34
Mid (5-3)	52	49	53	50	56	54	52	54
Bottom 2 (2-1)	14	12	14	14	10	19	15	11
1	8	7	8	8	4	10	7	6
2	7	5	6	6	5	9	8	5
3	8	6	9	8	8	10	9	9
4	25	23	26	24	27	25	21	25
5	19	19	18	19	21	18	22	20
6	15	18	12	15	17	15	17	20
7	18	21	20	20	16	13	15	13
DK	1	1	1	1	1	1	1	1

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Electronic signs or posters by the road about road safety issues									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	33	29	24	31	32	36	41	33	33
Mid (5-3)	52	57	60	52	53	50	45	52	52
Bottom 2 (2-1)	14	14	15	16	15	14	12	15	14
1	8	8	8	9	7	9	8	8	8
2	7	6	7	8	8	5	4	7	7
3	8	9	9	9	9	7	5	9	8
4	25	24	27	25	24	25	24	24	25
5	19	24	24	19	19	18	16	19	19
6	15	19	13	15	14	16	15	15	15
7	18	10	11	16	18	19	26	18	18
DK	1	0	1	0	1	1	2	1	1

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Electronic signs or posters by the road about road safety issues							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	33	30	32	36	23	31	40
Mid (5-3)	52	55	51	51	63	55	43
Bottom 2 (2-1)	14	15	16	12	14	14	14
1	8	9	8	8	6	7	9
2	7	5	9	4	7	7	5
3	8	9	10	7	9	9	6
4	25	19	23	26	33	26	22
5	19	27	18	18	21	20	16
6	15	18	14	15	13	14	17
7	18	11	18	21	10	17	24
DK	1	1	1	1	0	0	2

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Automated vehicles that drive themselves such as the Google car								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	21	18	22	21	20	22	23	23
Mid (5-3)	38	43	39	38	43	37	32	35
Bottom 2 (2-1)	23	24	21	24	21	24	20	21
1	17	19	16	18	13	17	16	15
2	6	5	5	6	8	7	4	6
3	6	8	6	7	8	6	4	5
4	23	26	24	23	24	24	19	21
5	9	9	9	9	11	8	9	9
6	9	9	9	8	10	9	9	11
7	12	9	13	13	10	12	14	11
DK	18	16	18	17	16	17	24	21

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Automated vehicles that drive themselves such as the Google car									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	21	25	22	23	23	19	17	25	18
Mid (5-3)	38	52	43	38	40	36	27	38	38
Bottom 2 (2-1)	23	17	25	26	21	23	23	23	22
1	17	11	16	20	16	16	19	17	16
2	6	6	9	6	5	8	4	6	5
3	6	12	8	7	6	7	4	6	7
4	23	27	25	24	25	20	17	24	22
5	9	13	10	8	9	9	6	8	9
6	9	16	11	11	9	6	7	11	7
7	12	9	11	13	14	12	10	14	11
DK	18	6	11	12	16	22	33	14	22

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective. Automated vehicles that drive themselves such as the Google car							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	21	25	28	20	22	18	15
Mid (5-3)	38	45	39	33	49	40	31
Bottom 2 (2-1)	23	23	23	24	19	22	23
1	17	16	18	17	11	17	17
2	6	7	5	7	8	5	5
3	6	9	5	5	10	6	7
4	23	24	25	20	27	25	17
5	9	12	8	8	12	10	7
6	9	13	12	8	14	6	5
7	12	12	16	11	8	12	11
DK	18	7	10	23	10	19	32

Road Safety Measures Efficacy (Region)								
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.								
Red light cameras to detect drivers who run red lights								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Top 2 (7-6)	57	62	60	58	50	46	60	62
Mid (5-3)	33	31	31	31	39	40	32	30
Bottom 2 (2-1)	9	7	8	10	11	13	7	6
1	6	5	4	7	6	8	4	4
2	4	2	3	4	5	5	4	2
3	3	3	1	4	6	5	3	2
4	14	15	13	12	16	17	14	11
5	16	13	16	15	17	18	14	16
6	22	23	20	22	23	20	27	26
7	35	39	40	36	27	26	33	36
DK	1	0	2	1	1	1	1	2

Road Safety Measures Efficacy (Age/Gender)									
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.									
Red light cameras to detect drivers who run red lights									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Top 2 (7-6)	57	54	52	54	57	59	62	54	59
Mid (5-3)	33	41	38	32	33	33	27	33	33
Bottom 2 (2-1)	9	5	10	14	9	8	8	12	7
1	6	3	6	7	5	6	6	7	4
2	4	3	4	6	4	3	2	5	3
3	3	4	4	3	4	3	2	3	3
4	14	12	15	15	13	15	13	14	14
5	16	25	18	14	16	15	12	16	15
6	22	24	23	20	22	25	19	22	22
7	35	30	29	34	34	34	44	33	37
DK	1	0	0	1	1	1	2	1	1

Road Safety Measures Efficacy (Interlocking Age/Gender)							
There are a number of measures that can be taken to improve road safety. How would you rate the effectiveness of each of the following for improving road safety? Please respond on a scale from 1 to 7 where 1 is not at all effective, 7 is extremely effective and the midpoint 4 is somewhat effective.							
Red light cameras to detect drivers who run red lights							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Top 2 (7-6)	57	53	53	57	52	59	64
Mid (5-3)	33	36	33	31	43	33	29
Bottom 2 (2-1)	9	11	13	10	5	8	5
1	6	6	8	7	3	4	4
2	4	5	5	4	2	4	1
3	3	5	4	2	3	4	3
4	14	11	14	13	17	13	15
5	16	20	15	15	23	16	11
6	22	21	22	22	26	21	22
7	35	32	31	36	26	37	42
DK	1	0	1	1	0	1	2

5. Self-Reported Dangerous Driving Behaviours

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.								
Driving while texting								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	24	21	23	25	26	32	21	24
1 (Never)	75	79	77	75	74	68	79	76
2	11	9	9	13	13	14	11	10
3	5	4	5	5	6	7	4	5
4	5	4	6	4	4	7	2	4
5	2	3	2	1	2	2	2	2
6	1	1	0	1	0	0	0	1
7	1	1	1	1	0	1	0	1
DK	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.									
Driving while texting									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	24	43	52	42	24	9	2	26	23
1 (Never)	75	56	48	58	76	91	98	74	77
2	11	16	19	21	13	4	0	11	12
3	5	10	14	8	4	2	0	6	5
4	5	9	11	9	4	2	1	5	4
5	2	6	5	3	1	1	1	2	2
6	1	1	2	0	1	0	0	1	1
7	1	1	1	1	1	0	0	1	1
DK	0	1	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.							
Driving while texting							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	24	47	32	7	49	27	4
1 (Never)	75	52	68	93	51	73	96
2	11	17	15	3	18	16	2
3	5	10	7	2	15	4	1
4	5	10	7	1	11	4	1
5	2	7	2	1	4	2	0
6	1	2	1	0	1	1	0
7	1	1	1	0	2	1	0
DK	0	1	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time.								
Driving while talking on a mobile phone that is not hands-free								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	30	33	25	28	30	40	31	34
1 (Never)	70	67	74	72	70	60	69	65
2	14	14	11	14	16	18	17	14
3	5	5	4	5	4	7	6	6
4	6	7	9	5	5	8	3	9
5	2	4	1	2	3	4	3	2
6	1	1	1	1	1	1	1	2
7	1	1	0	1	0	1	1	1
DK	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving while talking on a mobile phone that is not hands-free									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	30	41	48	45	31	19	9	33	26
1 (Never)	70	59	52	55	69	81	91	67	74
2	14	17	17	20	16	10	5	16	12
3	5	12	9	8	5	2	1	6	4
4	6	6	13	12	5	4	2	7	6
5	2	4	5	3	2	2	0	2	2
6	1	1	2	1	1	0	0	1	1
7	1	1	1	0	1	0	0	1	1
DK	0	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving while talking on a mobile phone that is not hands-free							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	30	44	39	18	46	30	10
1 (Never)	70	56	60	82	54	70	90
2	14	16	20	11	18	15	5
3	5	11	7	2	10	5	1
4	6	11	8	3	9	6	4
5	2	2	3	1	6	2	0
6	1	2	1	0	1	0	0
7	1	1	1	1	2	1	0
DK	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after taking drugs such as cocaine or methamphetamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	2	1	3	1	1	1	1	1
1 (Never)	98	99	97	99	99	98	98	98
2	0	0	0	0	0	0	1	0
3	0	0	0	0	1	0	0	0
4	0	0	1	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	1	1	0	0	0	0	1
DK	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after taking drugs such as cocaine or methamphetamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	2	2	1	2	2	3	1	2	1
1 (Never)	98	98	99	98	98	97	99	98	99
2	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0
4	0	1	0	0	0	1	0	1	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	1	0	1	0	1	0	1	0
DK	0	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after taking drugs such as cocaine or methamphetamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	2	2	2	2	0	1	1
1 (Never)	98	98	97	98	100	99	98
2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
4	0	1	1	1	0	0	1
5	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0
7	0	1	1	0	0	0	1
DK	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	39	36	33	37	47	47	42	41
1 (Never)	61	64	67	62	53	53	58	58
2	19	19	17	19	20	22	22	25
3	8	7	7	8	12	9	9	6
4	7	5	4	6	12	10	7	7
5	3	2	3	2	2	4	3	2
6	1	1	1	1	1	1	1	1
7	1	2	1	1	1	1	1	1
DK	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	39	49	59	49	37	34	22	46	31
1 (Never)	61	51	41	50	63	66	78	54	69
2	19	27	24	23	19	19	11	22	17
3	8	9	13	13	7	7	4	10	6
4	7	7	12	9	6	5	4	8	5
5	3	3	6	3	3	2	2	3	2
6	1	1	2	2	1	1	0	1	1
7	1	2	2	0	1	0	1	1	0
DK	0	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Aggressive driving (e.g., weaving in traffic, following other cars closely, etc.)							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	39	62	47	37	46	34	19
1 (Never)	61	38	52	63	54	66	81
2	19	26	23	19	25	18	11
3	8	15	10	8	7	7	3
4	7	13	9	5	6	5	4
5	3	5	3	3	5	2	1
6	1	1	1	0	2	1	1
7	1	2	1	1	2	0	0
DK	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	85	83	83	86	79	84	88	86
1 (Never)	15	17	17	14	21	16	12	13
2	10	13	8	9	14	12	13	12
3	8	8	5	8	11	9	12	8
4	22	20	27	21	23	19	18	22
5	11	14	12	10	12	15	11	11
6	13	13	9	15	10	13	16	16
7	20	15	22	24	10	16	18	16
DK	0	0	0	0	0	0	0	1

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	85	84	90	89	88	81	72	86	83
1 (Never)	15	16	10	11	11	19	28	13	17
2	10	8	6	8	10	11	14	9	11
3	8	9	9	7	8	9	9	9	7
4	22	18	22	18	22	25	24	21	23
5	11	16	12	13	12	9	7	12	11
6	13	13	15	16	15	12	6	14	13
7	20	20	25	28	22	15	11	23	18
DK	0	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Exceeding the speed limit by 10kph on a highway where the limit is 80kph or more							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	85	88	89	81	86	88	72
1 (Never)	15	12	11	19	14	12	28
2	10	10	8	13	4	11	13
3	8	10	7	10	8	7	8
4	22	18	19	24	23	22	24
5	11	15	13	9	13	12	7
6	13	14	16	10	15	14	8
7	20	22	27	16	23	21	11
DK	0	0	0	0	0	0	1

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Not wearing a seat belt								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	15	24	16	14	15	20	12	26
1 (Never)	84	76	84	86	85	80	88	74
2	5	7	3	4	5	6	5	9
3	2	3	2	2	2	2	1	3
4	3	5	4	3	1	4	2	6
5	1	2	1	1	1	1	1	1
6	1	1	2	1	1	2	1	3
7	3	6	4	3	4	4	2	4
DK	0	0	0	1	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time.									
Not wearing a seat belt									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	15	20	20	19	14	16	10	20	11
1 (Never)	84	79	80	81	86	84	90	80	89
2	5	8	7	5	5	4	2	6	3
3	2	6	2	3	2	1	1	3	1
4	3	2	6	4	3	3	3	4	3
5	1	1	1	2	1	1	0	2	1
6	1	2	1	3	1	2	0	1	1
7	3	2	3	3	3	5	3	4	2
DK	0	1	0	0	0	1	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time.							
Not wearing a seat belt							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	15	26	20	16	14	11	9
1 (Never)	84	74	79	84	86	89	90
2	5	7	6	5	8	3	2
3	2	6	3	1	2	1	1
4	3	4	4	3	4	2	3
5	1	2	2	1	0	1	0
6	1	2	2	1	1	1	1
7	3	5	4	5	0	2	4
DK	0	1	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after consuming two or more drinks of alcohol in two hours								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	24	17	37	21	25	20	18	23
1 (Never)	76	83	63	79	75	79	82	76
2	12	9	16	11	12	11	10	15
3	4	3	7	3	6	3	3	3
4	5	3	11	4	4	4	4	3
5	1	1	1	1	1	1	1	0
6	1	1	1	0	1	1	0	1
7	1	1	1	1	1	0	0	1
DK	0	0	0	0	0	0	0	1

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after consuming two or more drinks of alcohol in two hours									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	24	13	29	28	25	21	21	32	15
1 (Never)	76	87	71	72	75	79	79	68	85
2	12	6	18	13	13	10	10	16	8
3	4	3	4	5	4	4	4	6	2
4	5	3	4	6	6	5	5	7	4
5	1	0	2	2	1	1	1	2	0
6	1	0	0	0	1	1	1	1	0
7	1	1	0	1	1	1	1	1	1
DK	0	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving after consuming two or more drinks of alcohol in two hours							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	24	27	35	30	16	17	11
1 (Never)	76	73	65	70	84	83	88
2	12	15	17	14	9	9	5
3	4	4	6	6	3	3	2
4	5	4	8	6	4	4	4
5	1	2	2	2	0	1	0
6	1	0	1	1	0	0	0
7	1	1	1	1	0	1	0
DK	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time. Driving while tired								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	72	76	66	71	77	78	75	75
1 (Never)	28	24	34	28	23	22	24	25
2	22	20	20	21	23	22	27	18
3	18	16	18	17	18	20	20	20
4	22	28	20	22	23	22	18	24
5	6	5	5	6	9	9	5	9
6	3	4	2	3	3	3	4	1
7	1	2	1	1	0	2	1	2
DK	0	0	0	0	0	0	1	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time.									
Driving while tired									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	72	75	79	79	76	70	54	76	68
1 (Never)	28	25	21	21	24	30	46	24	32
2	22	26	16	20	22	26	18	22	21
3	18	13	18	22	19	16	13	19	16
4	22	17	23	22	23	22	18	22	21
5	6	12	13	7	7	3	3	7	5
6	3	5	5	5	3	2	1	3	3
7	1	1	3	2	1	1	0	1	1
DK	0	0	0	0	0	1	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never,7 is frequently and the midpoint 4 is some of the time.							
Driving while tired							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	72	79	78	71	76	75	53
1 (Never)	28	21	21	29	24	25	47
2	22	22	21	25	20	23	19
3	18	18	20	19	14	20	11
4	22	20	24	21	22	21	19
5	6	14	8	5	11	6	2
6	3	5	4	2	6	3	1
7	1	1	2	1	3	2	1
DK	0	0	0	0	0	0	1

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking marijuana/cannabis								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	6	7	5	6	6	5	6	7
1 (Never)	94	93	95	93	94	94	94	93
2	2	3	1	2	1	1	2	2
3	1	1	0	1	0	1	0	1
4	1	1	2	1	2	1	2	3
5	1	1	1	1	1	0	1	0
6	0	0	1	0	1	0	0	0
7	1	1	1	1	1	1	0	1
DK	0	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking marijuana/cannabis									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	6	12	10	10	5	3	1	8	4
1 (Never)	94	87	90	89	94	97	99	92	96
2	2	5	3	4	1	0	1	2	1
3	1	3	0	1	1	0	0	1	1
4	1	2	2	2	1	1	0	2	1
5	1	2	2	1	1	0	0	1	0
6	0	0	0	1	0	1	0	1	0
7	1	1	2	2	1	0	0	1	0
DK	0	1	0	0	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking marijuana/cannabis							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	6	14	10	3	8	4	1
1 (Never)	94	85	90	97	92	96	99
2	2	3	3	1	4	1	0
3	1	2	1	0	1	1	0
4	1	2	2	1	2	1	1
5	1	3	1	0	1	0	0
6	0	0	1	1	0	0	0
7	1	3	2	0	0	0	0
DK	0	1	0	0	0	0	0

Self-Reported Dangerous Driving Behaviours (Region)								
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines								
CANADA		REGION						
TOTAL (u/w)	3888	350	350	1070	348	1065	355	350
	TOTAL	ATL	QC	ON	MT/SK	AB	BC	North
Offender (7-2)	25	27	23	24	29	27	29	27
1 (Never)	74	72	76	76	70	72	70	72
2	10	11	7	9	13	12	12	12
3	4	3	3	4	4	3	6	4
4	6	5	8	6	6	5	6	5
5	2	3	1	2	2	2	3	1
6	1	1	1	1	0	2	1	1
7	3	5	3	3	4	3	2	4
DK	1	0	1	0	1	1	1	0

Self-Reported Dangerous Driving Behaviours (Age/Gender)									
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines									
CANADA		AGE						GENDER	
TOTAL (u/w)	3888	235	251	697	1489	658	558	2036	1852
	TOTAL	16-20	21-24	25-34	35-54	55-64	65+	MALE	FEMALE
Offender (7-2)	25	22	20	19	29	27	26	24	26
1 (Never)	74	78	79	80	70	72	74	75	73
2	10	11	7	9	11	8	9	10	9
3	4	2	4	2	4	4	3	4	3
4	6	5	5	4	6	7	9	6	6
5	2	2	1	1	2	3	2	2	2
6	1	1	0	1	1	1	0	0	1
7	3	0	3	2	4	3	3	2	4
DK	1	0	0	1	1	1	1	0	1

Self-Reported Dangerous Driving Behaviours (Interlocking Age/Gender)							
How often do you find yourself doing any of the following? Please rate your answer on a 7-point scale where 1 is never, 7 is frequently and the midpoint 4 is some of the time. Driving after taking prescription drugs such as pain relievers, tranquilizers, sedatives, antidepressants or sedating antihistamines							
CANADA		MALE			FEMALE		
TOTAL (u/w)	3888	272	1120	644	214	1066	572
	TOTAL	Young (16-24)	Middle-aged (25-54)	Older (55+)	Young (16-24)	Middle-aged (25-54)	Older (55+)
Offender (7-2)	25	21	24	27	21	28	26
1 (Never)	74	79	76	73	79	71	73
2	10	9	10	10	9	11	7
3	4	3	4	4	4	3	3
4	6	6	5	7	3	6	8
5	2	1	2	2	2	2	2
6	1	0	1	0	1	2	1
7	3	1	2	2	2	5	4
DK	1	0	0	0	0	1	1