Research Report
KTC-91-18

SEAT BELT ATTITUDINAL SURVEY

by

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in cooperation with
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16. Abstract

The primary objective of this study was to conduct a statewide survey to determine public opinion of a statewide mandatory safety belt law. The survey was conducted so that opinions could be analyzed by areas of the state. The method used to separate the state into geographic regions was to use the boundaries of the 15 Area Development Districts (ADD). A mail survey was conducted with 1,000 questionnaires sent to each ADD. A response rate of 51 percent was obtained.

The respondents were in favor of a statewide law requiring use of safety belts. The statewide percentage in favor of such a law was 76 percent. All regions of the state supported such a law. The percentage in favor ranged from 65 percent in the Lake Cumberland, Gateway, and Buffalo Trace ADDs to 81 percent in the KIPDA ADD.

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INTRODUCTION

Statewide laws requiring the use of safety belts have been enacted in most states (in 41 states as of November 1991). However, Kentucky has not enacted such a law on a statewide basis. Local ordinances have been enacted in some cities beginning with Lexington-Fayette County in 1989. The proposal has been made for the enactment of a statewide law in Kentucky. While there have been surveys conducted on a local basis to determine public opinion concerning such a law, there has not been an extensive statewide survey. The primary objective of this study was to conduct a statewide survey to determine public opinion of a statewide mandatory safety belt law. The survey was conducted so that opinion could be analysed by areas of the state.

PROCEDURE

The study consisted of developing a survey form, determining a procedure to distribute the survey, and analysing the results of the returned survey forms.

The decision was made to conduct a mailed survey. Such a survey would enable a large distribution. The questionnaire survey form was mailed to a random sample of licensed drivers. The source of the mailing list was the driver's license file maintained by the Kentucky Transportion Cabinet.

An objective of the survey was to determine opinions by areas of the state. The method used to separate the state into geographic regions was to use the boundaries of the 15 Area Development Districts (ADD). Results were summarized by ADD and then combined to provide a statewide result. The results were combined by using the percentage of the population of the state in each ADD.

In order to obtain a sample size from each ADD which would provide adequate confidence limits, there were 1,000 surveys mailed to each ADD. This resulted in a total of 15,000 surveys distributed statewide. Within each ADD, the number of surveys mailed to each county was based on the percentage of the population of the ADD in each county. The counties in the various ADDs and number of surveys sent to each county are shown in Table 1. The goal was to obtain a 40 percent response or 400 responses from each ADD. A sample size of 400 would enable results to be given with a precision of plus or minus five percent (1).

Each selected driver was sent a letter explaining the survey, the one-page survey form, and a pre-addressed, postage paid return envelope. The letter and survey form are given in the Appendix. The letter explained that their name was selected at random from a file containing all licensed drivers in the state and that the

survey was completely anonymous. It was stated that while there were several questions on the survey, the major objective of the survey was to determine opinions relative to a statewide law requiring the use of safety belts.

The survey was kept to a one-page format in an attempt to increase the response rate. The general format of a mail survey conducted in Fayette County on the same subject was used as a guide (2). The survey consisted of seven questions of which six dealt specifically with safety belts. The safety belt questions concerned opinions of the effectiveness of safety belts in reducing injuries, current use of safety belts, opinions of a statewide mandatory usage law, and the appropriate penalty for violating such a law. One final question was included to provide the respondents an opportunity to express their opinions on other traffic safety issues. The issues included were annual vehicle inspection, requiring driver's training prior to obtaining a driver's license, retesting older drivers, and retaining the 65-mph speed limit. This question was included in order to obtain relevant information in the traffic safety field as well as to provide the respondents the opportunity to list their opinions on these subjects which could serve to increase the response rate.

RESULTS

A summary of the number of responses received from each ADD is given in Table 2. The goal was to obtain 400 responses from each ADD, and this goal was achieved. The number of responses ranged from 419 (42 percent) from the Big Sandy ADD to 586 (59 percent) from the Bluegrass ADD. The overall response rate was about 51 percent which was above the goal of 40 percent. The relatively high response rate could be related both to interest in the subject of safety belts and to keeping the length of survey short. Surveys returned because of an incorrect address were mailed to another driver from the same county. About 10 percent of the surveys were returned because of incorrect addresses. Additional surveys were mailed until 15,000 were delivered.

As previously noted, the primary objective of the survey was to determine public opinion concerning a statewide law requiring use of safety belts. A summary of the responses to this question is given in Table 3. Given the sample size and size of population, the precision of the percentages given for each ADD would be plus or minus 5 percent. The percentage of the responses that were either "strongly in favor" or "in favor" of such a law varied from 65 percent in the Lake Cumberland, Gateway, and Buffalo Trace ADDs to 81 percent in the KIPDA ADD. The next lowest percentage was 71 percent in the Pennyrile ADD while the next highest percentage was 78 percent in the Bluegrass ADD. It might be expected that the highest percent in favor would be in the KIPDA ADD and the Bluegrass ADD since Louisville and Lexington are in these districts, and these two cities already have a seat belt ordinance. Also, as might be expected, the districts having the lowest percentages

were in more rural areas of the state where surveys have found the lowest safety belt usage. However, several districts in rural areas had some of the higher percentages in favor of such a law. For example, the Big Sandy ADD and the Kentucky River ADD, which cover the southeastern portion of Kentucky, had 76 to 77 percent in favor. The highest percentages against such a law were 21 to 22 percent in the Lake Cumberland, Buffalo Trace, and Gateway ADDs. The percent against such a law was generally in the range of 12 to 16 percent with 12 of the districts falling in this range. A statewide percentage was calculated based on the populations in the various districts. This resulted in a statewide percentage of 76 percent in favor of such a law compared to only 15 percent opposed. Given the statewide sample size, the precision would be plus or minus approximately one percent.

One question dealt with the respondents opinion concerning the effectiveness of the use of safety belts in reducing injuries and deaths in traffic accidents. The results from this question are given in Table 4. It can be seen that drivers recognize the safety benefits of wearing their safety belt. The statewide percentages show that 73 percent felt safety belts were very effective in reducing injuries and deaths while only 2 percent felt they were not effective. The percentage rating safety belts as very effective ranged from 60 percent in the Gateway ADD to 77 percent in the KIPDA ADD. The highest "not effective" rating was 5 percent in the Buffalo Trace ADD.

The same question concerning effectiveness was asked for drivers who indicated they had been involved in an accident while wearing a safety belt. The question of effectiveness dealt specifically with their accident. About 27 percent of the respondents indicated they had been involved in an accident while wearing a safety belt. The results from this question are given in Table 5. It is interesting to note that the percentage of respondents indicating safety belts were very effective increased compared to that for all drivers. Statewide, 82 percent of respondents who indicated they had been involved in an accident while wearing a safety belt felt the safety belt had been very effective.

It is clear from responses to these questions that drivers acknowledge the benefits of safety belts. There were comments that the use of a safety belt had saved their life or the life of someone they knew. There were a few comments that they knew of an instance where the safety belt had caused an injury or that they were afraid that use of the belt would trap them in the car. These comments indicate that more education and training are still needed, and this comment was made in several instances. The most frequent comment made to explain why an individual was against the safety belt law was that it violated their freedom of choice. The comment was also made that the law should only apply to children.

The drivers were asked how often they wore their safety belt. The results from this question are given in Table 6. The statewide percentage for those indicating they always wore their safety belt was 57 percent with a range from 40 percent in the

Buffalo Trace ADD to 70 percent in the KIPDA ADD. As determined in other surveys, individuals will overstate the amount of time they actually wear a safety belt. The latest observational survey revealed a usage rate of 39 percent for drivers in Kentucky (3). Only 5 percent of the respondents indicated they never wore their safety belt. An interesting comment made by several respondents was that they wore their safety belt in other states or locations which had a mandatory law. The comment was also made that the safety belt was worn on long trips.

The drivers were also asked how often they requested other occupants of their vehicle to wear their safety belt, and the results from this question are tabulated in Table 7. The importance that the respondents felt concerning the use of safety belts was shown in that 40 percent indicated they always asked other occupants to wear their safety belt. This percentage ranged from 28 percent in the Gateway ADD to 47 percent in the KIPDA ADD. Only 12 percent indicated they never asked other occupants to wear their safety belt with a range of 7 percent in the KIPDA ADD to 18 percent in the Lake Cumberland ADD. A frequent comment was that the drivers asked children more than adults to use their safety belt. Another comment was that they asked passengers in the front seat to use their safety belt.

A question was asked concerning the appropriate penalty for violation of a safety belt law with three fine amounts listed as well an "other" category. The results from this question are given in Table 8. The most frequently given fine was $25, followed by $50 and then $10. In the "other" category, the most common response was that no fine was appropriate. This was generally the comment of the respondents who were against such a law. There were also suggestions for higher fines with $100 listed most often. Fines as high as $500 were suggested by several respondents. Other suggestions that were given by several respondents relative to the fine amount were that the fine amount should increase with the number of offenses and that the fine amount should be higher for not placing children in a safety seat or belt. As alternatives to fines, suggestions included attending a class on the subject, community service, a warning citation, adding points on a license, and suspending a license.

A couple of cross-tabulations were made to test the consistency of the answers. The relationships between both safety belt usage and the opinion of effectiveness of safety belts in reducing injuries versus the opinion of a statewide law requiring the use of safety belts were determined (Tables 9 and 10). The resultant relationships were consistent with what would be expected. The percentage in favor of a law increased with safety belt usage as well as the opinion that safety belts are very effective in reducing injuries. For respondents who indicated they always wore their safety belt as well as those who indicated they believed safety belts were very effective in reducing injuries, 90 percent were in favor of a safety belt law.

One question on the survey dealt with the opinion concerning legislation in various areas related to traffic safety. These areas are annual vehicle inspection (Table 11), requiring driver's training before a driver license could be issued (Table 12), retesting older drivers (Table 13), and retaining the 65 mph speed limit (Table 14). The percentage of drivers in favor of the various potential legisation, as well as the safety belt law, is summarized in Table 15.

A slight majority (57 percent) of the respondents were in favor of an annual vehicle inspection. The range by ADD was from 48 percent in the Pennyrile ADD to 64 percent in the KIPDA ADD. The percent strongly against an annual vehicle inspection (10 percent) was higher than for any other area of possible legislation. Several comments concerning this topic related to the previous inspection program which ended in 1978. The general opinion given was that the previous inspection program was ineffective. The opinion was given by several that there were potential problems with corruption such that such a program should be administered by a state agency.

There was strong support for the requirement of driver's training before a driver's license would be issued with 76 percent in favor of such a law statewide. The variance was from 67 percent in the Gateway ADD to 80 percent in the Bluegrass ADD. Several respondents felt this should apply only to young drivers. Also, several respondents commented that driver's training should be available in high school.

There was also support for retesting of older drivers with a statewide percentage of 65 percent in favor of such a law. The range in favor was from 55 percent in the Kentucky River ADD to 69 percent in the Northern Kentucky and Bluegrass ADDs. The statewide percentage against such a law was 16 percent. A question was the age at which retesting should begin. The most common ages suggested were 65 and 70 years of age. Other common comments were that retesting should only be conducted for drivers having a bad driving record and an eye exam should be conducted. It was also noted by several respondents that young drivers had more driving problems than older drivers and such a law would discriminate against older drivers.

There was very strong support for retaining the 65-mph speed limit with a statewide percentage of 84 percent in favor. The range in favor was from 80 percent in the Buffalo Trace ADD to 89 percent in the Purchase ADD. It was noted by several respondents that the 65-mph speed limit applied to interstates and parkways. Several respondents who were not in favor of retaining the 65-mph speed limit suggested that it be reduced to 55 mph. A few indicated the speed limit should be raised while others noted the current speed limit should be enforced.

CONCLUSIONS

1. The respondents were in favor of a statewide law requiring use of safety belts. The statewide percentage in favor of such a law was 76 percent.

2. While there were differences in the percentage in favor in various regions of the state, all regions of the state supported such a law. The state was divided into the 15 Area Development Districts (ADD) in order to analyse the results by region of the state. The percentage of respondents in favor of a mandatory safety belt law ranged from a low of 65 percent in the Lake Cumberland, Gateway, and Buffalo Trace ADDs to 81 percent in the KIPDA ADD.

3. Louisville and Lexington have local ordinances requiring the use of safety belts. The ADDs in which these cities are located had the highest percentage in favor of a statewide law. This indicates that the law has been received in a positive manner in these two regions of the state.

4. The high response rate of 51 percent indicates a strong interest in this subject.

5. The effectiveness of safety belts in reducing injuries and deaths in traffic accidents is recognized with 73 percent of the respondents indicating safety belts are very effective while only 2 percent indicating they were not effective.

6. An overwhelming percentage of drivers (82 percent) who had been involved in an accident while wearing a safety belt felt the safety belt had been very effective in reducing their injuries.

7. The percentage of drivers, statewide, who indicated they always wore there safety belt was 57 percent. The latest observational survey showed that, statewide, 39 percent of drivers wore their safety belt (3). Also, 40 percent of the respondents indicated they always requested other occupants of their vehicle to use their safety belt. These percentages would indicate a belief of the respondents that it was proper to wear their safety belts, and it was their intention to always wear their belt. However, the observational surveys indicate that drivers do not always follow through on these intentions.

8. While the respondents generally were knowledgeable of the benefits of wearing a safety belt, the comments made by a few show that continued public information and education is warranted. For example, a fear of being trapped in the car is still present in some people.

9. Studies have shown that the only effective method of achieving very high safety belt usage is by requiring their use by law (4). This was supported by the comment

made by several respondents that they wore their safety belt in areas where such a law existed.

10. A fine of $25 was listed by most respondents as the appropriate penalty for violation of a safety belt law.

11. A slight majority of the respondents were in favor of an annual vehicle inspection. The comment was that the previous inspection program was ineffective such that changes must be made before any program was started.

12. There was strong support for the requirement of driver's training before a driver's license could be issued. A comment was that driver's training should be available in high school.

13. There was support for retesting of older drivers.

14. There was very strong support for retaining the 65-mph speed limit on interstates and parkways.

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3. Agent, K. R., "1991 Safety Belt Usage Survey and Evaluation of Effectiveness in Kentucky," University of Kentucky, Transportation Center, Report KTC-91-9, September 1991.

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TABLE 1. MAIL DISTRIBUTION BY COUNTY

ADD	COUNTY	NUMBER
Barren River	Allen	66
	Barren	153
	Butler	51
	Edmonson	47
	Hart	67
	Logan	110
	Metcalfe	40
	Monroe	51
	Simpson	68
	Warren	347
Big Sandy	Floyd	264
	Johnson	141
	Magoffin	79
	Martin	76
	Pike	440
Bluegrass	Anderson	25
	Bourbon	33
	Boyle	43
	Clark	50
	Estill	25
	Fayette	382
	Franklin	74
	Garrard	20
	Harrison	28
	Jessamine	52
	Lincoln	34
	Madison	97
	Mercer	32
	Nicholas	11
	Powell	20
	Scott	40
	Woodford	34
Buffalo Trace	Bracken	110
	Fleming	237
	Lewis	251
	Mason	321
	Robertson	41
Cumberland Valley	Bell	141
	Clay	98
	Harlan	164
	Jackson	54
	Knox	133
	Laurel	195
	Rockcastle	66
	Whitley	149
Fivco	Boyd	386
	Carter	183
	Elliott	49
	Greenup	277
	Lawrence	105
Gateway	Bath	146
	Menifee	77
	Montgomery	295
	Morgan	176
	Rowan	306
Green River	Daviess	438
	Hancock	39
	Henderson	216
	McLean	48
	Ohio	106
	Union	83
	Webster	70
KIPDA	Bullitt	60
	Henry	16
	Jefferson	834
	Oldham	42
	Shelby	31
	Spencer	9
	Trimble	8
Kentucky River	Breathitt	127
	Knott	145
	Lee	60
	Leslie	110
	Letcher	219
	Owsley	41
	Perry	245
	Wolfe	53
Lake Cumberland	Adair	88
	Casey	82
	Clinton	52
	Cumberland	39
	Green	60
	McCreary	90
	Pulaski	284
	Russell	84
	Taylor	121
	Wayne	100

TABLE 1. MAIL DISTRIBUTION BY COUNTY (continued)

ADD	COUNTY	NUMBER	ADD	COUNTY	NUMBER
Lincoln Trail	Breckinridge	74	Northern	Boone	172
	Hardin	407	Kentucky	Campbell	250
	Grayson	96		Carroll	28
	Larue	53		Gallatin	16
	Marion	75		Grant	47
	Meade	110		Kenton	424
	Nelson	137		Owen	27
	Washington	48		Pendleton	36
Pennyrile	Caldwell	64	Purchase	Ballard	44
	Crittenden	45		Calloway	169
	Christian	335		Carlisle	29
	Hopkins	225		Fulton	46
	Livingston	44		Graves	185
	Lyon	32		Hickman	31
	Muhlenberg	152		McCracken	346
	Todd	53		Marshall	150
	Trigg	50			

TABLE 2. NUMBER OF RESPONSES RECEIVED

AREA DEVELOPMENT DISTRICT	NUMBER RECEIVED	PERCENT
Barren River	496	49.6
Big Sandy	419	41.9
Bluegrass	586	58.6
Buffalo Trace	480	48.0
Cumberland Valley	518	51.8
Fivco	528	52.8
Gateway	488	48.8
Green River	541	54.1
KIPDA	584	58.4
Kentucky River	447	44.7
Lake Cumberland	533	53.3
Lincoln Trail	516	51.6
Northern Kentucky	528	52.8
Pennyrile	475	47.5
Purchase	557	55.7
Statewide	7,696	51.3

TABLE 3. OPINION CONCERNING A STATEWIDE LAW REQUIRING THE USE OF SAFETY BELTS

	Percent				
Area Development District	**Strongly in Favor**	**In Favor**	**Neutral**	**Against**	**Strongly Against**
Barren River	53.4	20.0	11.9	7.2	8.4
Big Sandy	53.2	22.8	10.9	5.3	7.8
Bluegrass	57.0	21.3	7.7	6.9	7.0
Buffalo Trace	40.9	24.5	13.2	11.0	10.4
Cumberland Valley	51.3	23.3	12.5	7.2	5.7
Fivco	53.4	21.1	9.9	7.9	7.7
Gateway	41.8	23.5	13.6	10.5	10.5
Green River	48.7	25.7	10.5	7.8	7.4
KIPDA	61.6	19.2	6.2	6.9	6.2
Kentucky River	48.2	28.3	9.6	7.6	6.3
Lake Cumberland	44.8	20.3	13.1	9.9	11.8
Lincoln Trail	55.8	21.4	9.9	4.7	8.2
Northern Kentucky	58.5	18.2	8.5	6.3	8.5
Pennyrile	48.2	23.1	14.2	6.6	7.9
Purchase	51.1	20.7	10.4	9.2	8.6
Statewide	54.5	21.3	9.5	7.1	7.6

TABLE 4. OPINION CONCERNING THE EFFECTIVENESS OF SAFETY BELTS IN REDUCING INJURIES AND DEATHS IN TRAFFIC ACCIDENTS

	Percent			
Area Development District	**Very Effective**	**Somewhat Effective**	**Not Effective**	**No Opinion**
Barren River	73.5	23.3	1.8	1.4
Big Sandy	70.1	26.3	2.6	1.0
Bluegrass	76.2	21.0	1.7	1.0
Buffalo Trace	60.8	31.2	5.0	2.9
Cumberland Valley	69.7	27.0	1.4	1.9
Fivco	70.2	25.6	1.9	2.3
Gateway	59.5	33.9	3.1	3.5
Green River	68.9	27.4	1.7	2.0
KIPDA	77.3	20.7	1.0	1.0
Kentucky River	67.8	27.7	2.0	2.5
Lake Cumberland	63.6	29.9	3.8	2.7
Lincoln Trail	73.1	24.5	1.2	1.2
Northern Kentucky	75.4	21.8	1.5	1.3
Pennyrile	70.5	25.1	2.1	2.3
Purchase	72.7	23.3	1.4	2.5
Statewide	72.9	23.8	1.7	1.6

TABLE 5. OPINION CONCERNING THE EFFECTIVENESS OF SAFETY BELTS IN PROVIDING PROTECTION IN PERSONAL ACCIDENT(S)

	Percent			
Area Development District	**Very Effective**	**Somewhat Effective**	**Not Effective**	**No Opinion**
Barren River	77.7	13.7	6.5	2.2
Big Sandy	90.5	8.6	0.9	0.0
Bluegrass	82.9	11.2	3.2	2.7
Buffalo Trace	80.2	15.4	4.4	0.0
Cumberland Valley	78.5	18.5	2.3	0.8
Fivco	80.6	12.7	3.0	3.7
Gateway	78.9	13.8	3.7	3.7
Green River	76.7	18.6	4.7	0.0
KIPDA	82.3	12.0	3.4	2.3
Kentucky River	82.5	14.6	1.0	1.9
Lake Cumberland	80.7	12.6	6.7	0.0
Lincoln Trail	79.6	16.2	4.2	0.0
Northern Kentucky	77.3	16.5	4.6	1.5
Pennyrile	83.8	14.1	2.0	0.0
Purchase	87.4	7.7	2.8	2.1
Statewide	81.5	13.4	3.6	1.6

TABLE 6. FREQUENCY OF SAFETY BELT USE

	Percent			
Area Development District	**Always**	**Most of the Time**	**Occasionally**	**Never**
Barren River	54.3	24.6	15.8	5.3
Big Sandy	48.3	25.1	19.9	6.7
Bluegrass	63.5	21.8	11.1	3.6
Buffalo Trace	39.7	29.1	22.8	8.4
Cumberland Valley	51.1	24.6	17.3	7.0
Fivco	49.3	24.1	20.5	6.1
Gateway	40.8	28.8	23.3	7.2
Green River	45.6	26.9	20.8	6.7
KIPDA	69.6	20.8	8.1	1.5
Kentucky River	48.0	25.6	20.9	5.6
Lake Cumberland	43.2	26.6	20.8	9.4
Lincoln Trail	58.7	22.3	15.1	3.9
Northern Kentucky	59.7	21.2	14.4	4.7
Pennyrile	46.2	25.9	20.5	7.4
Purchase	51.1	23.3	18.3	7.3
Statewide	56.9	23.3	14.9	4.8

TABLE 7. FREQUENCY OF REQUESTING OTHER OCCUPANTS OF VEHICLE TO WEAR THEIR SAFETY BELT

	Percent			
Area Development District	**Always**	**Most of the Time**	**Occasionally**	**Never**
Barren River	40.9	30.1	16.1	12.8
Big Sandy	38.7	28.8	20.7	11.8
Bluegrass	44.1	30.7	15.6	9.6
Buffalo Trace	29.1	30.5	24.0	16.4
Cumberland Valley	34.1	34.1	19.8	12.0
Fivco	34.5	29.5	19.2	16.8
Gateway	28.0	28.8	25.7	17.5
Green River	30.6	30.6	22.8	16.7
KIPDA	46.7	46.7	14.3	7.2
Kentucky River	34.8	34.8	22.0	11.0
Lake Cumberland	29.4	29.4	23.3	18.1
Lincoln Trail	43.7	43.7	19.5	9.7
Northern Kentucky	42.3	42.3	16.1	11.2
Pennyrile	32.2	32.2	21.5	15.6
Purchase	36.2	33.2	17.3	13.3
Statewide	39.8	30.8	17.9	11.5

TABLE 8. APPROPRIATE PENALTY FOR VIOLATION OF SAFETY BELT LAW

	Percent			
Area Development District	**$10 Fine**	**$25 Fine**	**$50 Fine**	**Other**
Barren River	21.8	32.3	23.5	22.4
Big Sandy	20.1	29.2	31.8	19.0
Bluegrass	16.6	35.2	28.6	19.6
Buffalo Trace	28.7	27.8	20.4	23.1
Cumberland Valley	23.9	31.5	26.6	18.0
Fivco	22.9	26.5	28.9	21.7
Gateway	26.8	27.9	21.9	23.5
Green River	27.5	23.3	26.2	23.1
KIPDA	18.2	34.5	27.3	20.0
Kentucky River	29.2	28.0	22.5	20.3
Lake Cumberland	26.6	24.8	23.3	25.3
Lincoln Trail	20.4	34.2	25.4	20.0
Northern Kentucky	20.2	27.4	29.4	23.0
Pennyrile	21.3	29.4	25.2	24.1
Purchase	22.2	28.9	25.3	23.6
Statewide	21.0	31.1	26.8	21.2

TABLE 9. RELATIONSHIP BETWEEN SAFETY BELT USAGE AND OPINION OF A STATEWIDE LAW REQUIRING THEIR USE

Usage	Percent Strongly in Favor or In Favor
Always	90.5
Most of the Time	78.1
Occasionally	38.9
Never	10.3

TABLE 10. RELATIONSHIP BETWEEN OPINION OF EFFECTIVENESS OF SAFETY BELTS IN REDUCING INJURIES AND OPINION OF A STATEWIDE LAW REQUIRING THEIR USE

Usage	Percent Strongly in Favor or In Favor
Very Effective	89.2
Somewhat Effective	40.9
Not Effective	3.1
No Opinion	12.0

TABLE 11. OPINION CONCERNING ANNUAL VEHICLE INSPECTION

	Percent				
Area Development District	**Strongly in Favor**	**In Favor**	**Neutral**	**Against**	**Strongly Against**
Barren River	27.4	27.2	18.7	15.0	11.6
Big Sandy	37.5	23.8	18.3	12.3	8.2
Bluegrass	33.0	25.2	20.6	13.3	7.9
Buffalo Trace	26.6	26.6	19.4	14.1	13.3
Cumberland Valley	32.6	24.3	18.3	15.5	9.3
Fivco	27.4	27.8	15.5	16.5	12.7
Gateway	26.5	25.1	20.9	17.1	10.4
Green River	24.0	25.7	21.6	15.0	13.7
KIPDA	32.1	31.4	14.4	13.7	8.5
Kentucky River	25.6	30.3	17.6	17.4	9.0
Lake Cumberland	31.0	21.3	17.3	16.7	13.7
Lincoln Trail	33.9	23.5	19.8	12.3	10.6
Northern Kentucky	30.1	26.8	21.3	12.8	9.0
Pennyrile	21.6	26.8	20.3	16.3	15.0
Purchase	26.9	21.8	22.7	14.3	14.3
Statewide	30.3	26.6	18.6	14.3	10.2

TABLE 12. OPINION CONCERNING REQUIRING DRIVER'S TRAINING BEFORE LICENSE ISSUED

	Percent				
Area Development District	**Strongly in Favor**	**In Favor**	**Neutral**	**Against**	**Strongly Against**
Barren River	45.7	31.6	12.9	8.0	1.8
Big Sandy	46.6	29.0	14.4	6.1	3.9
Bluegrass	48.9	30.7	13.3	4.0	3.1
Buffalo Trace	41.6	33.6	14.6	5.3	4.9
Cumberland Valley	41.4	28.3	17.7	10.1	2.5
Fivco	39.5	32.4	15.3	10.2	2.7
Gateway	41.0	25.8	18.3	9.5	5.5
Green River	41.2	32.4	15.5	7.5	3.4
KIPDA	48.6	29.1	13.5	7.1	1.7
Kentucky River	39.5	31.7	15.4	9.8	3.6
Lake Cumberland	47.3	28.7	10.4	9.3	4.3
Lincoln Trail	49.8	27.4	15.6	4.7	2.6
Northern Kentucky	51.0	27.9	12.5	6.1	2.5
Pennyrile	40.6	31.8	17.6	6.5	3.4
Purchase	41.7	30.0	16.2	8.1	4.0
Statewide	46.1	29.8	14.3	6.9	2.8

TABLE 13. OPINION CONCERNING RETESTING OLDER DRIVERS

	Percent				
Area Development District	**Strongly in Favor**	**In Favor**	**Neutral**	**Against**	**Strongly Against**
Barren River	34.6	31.8	18.2	10.5	4.9
Big Sandy	34.5	27.5	19.3	10.4	8.2
Bluegrass	36.7	32.0	18.2	8.8	4.3
Buffalo Trace	31.9	27.9	19.4	11.3	9.6
Cumberland Valley	27.4	30.7	22.7	14.1	5.1
Fivco	30.2	28.1	22.2	12.5	7.0
Gateway	32.3	31.7	16.7	11.3	9.6
Green River	31.1	31.9	18.4	12.2	6.4
KIPDA	37.9	28.9	20.7	9.6	2.8
Kentucky River	24.1	31.0	21.6	14.7	8.5
Lake Cumberland	31.5	29.8	17.6	12.0	9.1
Lincoln Trail	37.4	28.9	22.1	7.9	3.8
Northern Kentucky	39.1	29.8	19.1	7.6	4.4
Pennyrile	30.9	29.4	20.9	10.4	8.5
Purchase	34.7	30.3	19.2	11.5	4.2
Statewide	34.7	30.1	19.8	10.3	5.2

TABLE 14. OPINION CONCERNING RETAINING 65 MPH SPEED LIMIT

	Percent				
Area Development District	**Strongly in Favor**	**In Favor**	**Neutral**	**Against**	**Strongly Against**
Barren River	55.1	28.9	8.4	4.1	3.5
Big Sandy	50.5	30.1	6.9	8.9	3.6
Bluegrass	56.5	28.0	8.0	4.4	3.1
Buffalo Trace	50.5	29.3	9.9	5.5	4.8
Cumberland Valley	51.6	31.9	7.0	5.6	3.9
Fivco	54.8	30.6	7.5	3.3	3.8
Gateway	56.4	26.9	7.7	5.6	3.3
Green River	59.4	29.1	7.4	3.0	1.1
KIPDA	57.0	27.9	7.6	4.6	2.9
Kentucky River	51.2	30.9	9.0	5.4	3.4
Lake Cumberland	54.8	28.9	8.7	4.7	2.8
Lincoln Trail	57.1	26.6	8.3	3.1	4.9
Northern Kentucky	53.7	28.4	9.9	5.0	3.0
Pennyrile	57.9	25.6	7.8	4.9	3.8
Purchase	63.8	25.2	4.7	3.8	2.5
Statewide	55.9	28.3	7.9	4.7	3.2

TABLE 15. PERCENTAGE OF DRIVERS IN FAVOR OF VARIOUS LEGISLATION

	Percent				
Area Development District	**Safety Belts**	**Vehicle Inspection**	**Driver's Training**	**Retesting**	**65 mph Speed**
Barren River	72.4	54.6	77.3	66.4	84.0
Big Sandy	76.0	61.3	75.6	62.0	80.6
Bluegrass	78.3	58.2	79.6	68.7	84.5
Buffalo Trace	65.4	53.2	75.2	59.8	79.8
Cumberland Valley	74.6	56.9	69.7	58.1	83.5
Fivco	74.5	55.2	71.4	58.3	85.4
Gateway	65.3	51.6	66.8	64.0	83.3
Green River	74.4	49.7	73.6	63.0	88.5
KIPDA	80.8	63.5	77.7	66.8	84.9
Kentucky River	76.5	55.9	71.2	55.1	82.1
Lake Cumberland	65.1	52.3	76.0	61.3	83.7
Lincoln Trail	77.2	57.4	77.2	66.3	83.7
Northern Kentucky	76.7	56.9	78.9	68.9	82.1
Pennyrile	71.3	48.4	72.4	60.3	83.5
Purchase	71.8	48.7	71.7	65.0	89.0
Statewide	75.8	56.9	75.9	64.8	84.2

Appendix

Cover Letter and Survey Form

November 1, 1991

Dear Driver:

The Kentucky Transportation Center at the University of Kentucky is conducting a survey to determine the opinion of licensed drivers in Kentucky concerning the use of safety belts. There is some general information requested, but a major objective of the survey is to determine opinion of a statewide law requiring the use of safety belts. Another question is included to give you the opportunity to express your opinion on other traffic safety issues.

Your name was selected at random from a file containing all licensed drivers in the state. The questionnaire is for our study only and no attempt will be made to identify drivers. We ask that you do not include your name on the questionnaire. For your convenience, a pre-addressed, pre-stamped envelope is enclosed for you to return the questionnaire to us.

The questionnaire is short and will only take a couple of minutes to complete. Upon completion of the questionnaire, please do not delay in returning it. Only a limited number of questionnaires were sent. It is, therefore, important that every questionnaire be returned.

Thank you very much for your assistance.

Sincerely,

Research Engineer

SAFETY BELT QUESTIONNAIRE

1. What is your opinion concerning the effectiveness of the use of safety belts in reducing injuries and deaths in traffic accidents?

_____ Very Effective _____ Not Effective
_____ Somewhat Effective _____ No Opinion

2. Have you ever been involved in a traffic accident while wearing a safety belt?

_____ Yes _____ No

If yes, what is your opinion concerning the effectiveness of safety belt in providing protection in your accident(s)?

_____ Very Effective _____ Not Effective
_____ Somewhat Effective _____ No Opinion

3. How often do you wear your safety belt?

_____ Always _____ Occasionally
_____ Most of the Time _____ Never

4. How often do you request other occupants of your vehicle to wear their safety belt?

_____ Always _____ Occasionally
_____ Most of the Time _____ Never

5. What is your opinion of a statewide law requiring use of safety belts?

_____ Strongly in Favor
_____ In Favor
_____ Neutral
_____ Against
_____ Strongly Against

6. What would be the appropriate penalty for violation of a safety belt law?

_____ $10 Fine _____ $50 Fine
_____ $25 Fine _____ Other

7. What is your opinion concerning legislation in the following areas?

	Strongly In Favor	In Favor	Neutral	Against	Strongly Against
Annual Vehicle Inspection	_____	_____	_____	_____	_____
Driver's Training Required before License	_____	_____	_____	_____	_____
Retesting Older Drivers	_____	_____	_____	_____	_____
Retaining 65 mph Speed Limit	_____	_____	_____	_____	_____