

Attachment E – Question-by-Questionnaire Justification

This attachment provides an overview of the questionnaire items to be used in this study and their relationship to study goals and traffic safety applications and countermeasures (CMs). It is important to note that self-report responses from the questionnaire will be linked with and compared to actual driving records. Countermeasures developed from the information collected in this study will include trying to find effective ways to reduce speeding and speeding-related crashes and improve overall traffic safety.

Questionnaire Items	Target Information	Relevance	Application
Eligibility Questions & Targeting Personal Driving Behavior			
1	Are you the person this survey was addressed to?	Responses to be matched with driver records; need correct respondent for representative sample	Confirm respondent is person actually selected in the random sample
2	Are you willing to complete the survey?	Consent of participant is required	Respondent indicates their consent to participate in survey
3	Do you drive as part of your job (not including your commute to and from work)?	Determine if respondent drives for job.	Ensure responses are focused on personal driving and not workplace driving
Section A: Driving Related Attitudes, Beliefs, and Habits			
A1 - A12	Basic beliefs and attitudes about driving and speed	Scale of questions that indicates propensity to drive fast / speed	Useful for understanding drivers perspective on speed and appropriate targets for countermeasures (CMs)
A13	Measure of driving speed tendency in relation to other traffic	Established speeding question; speeding-related crashes often related to differential speeds of vehicles (Solomon's Curve)	Measure of speeding tendency; One of 6 key questions from the NSSAB used to define driver speeding types
A14	Measure of driving speed tendency in relation to other traffic	Established speeding question; speeding-related crashes often related to differential speeds of vehicles (Solomon's Curve)	Measure of speeding tendency; One of 6 key questions from the NSSAB used to define driver speeding types
A15 - A20	Speeding behavior on various types of roadways	Many drivers tend to display different speeding behavior depending on the road type	Useful for understanding where drivers speed; Q15, Q17, Q19 were 3 of 6 key questions from the NSSAB used to define driver speeding types
A21	How many times has	Measure of how often	Useful for

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	respondent been stopped for speeding in the past twelve months	driver has had speeding-related encounters with law enforcement in past year	understanding driver experience with law enforcement; 1 of 6 key questions from the NSSAB used to define driver speeding types
A22	How many times has respondent been cited/fined for speeding in the past twelve months	Measure of how often driver has had speeding-related encounters with law enforcement in past year	Useful for understanding driver experience with law enforcement; will be compared with actual citations in driving records
A23	Miles driven per week	The more often people drive, the more likely they are to encounter various driving situations and the more opportunity they have to engage in speeding	Measure of driving exposure
A24 - A	How often respondent drives in congested traffic environment	Congestion limits opportunity to speed; may raise stress level of driver and desire to speed	Measure of opportunity to speed
A24 - B	How often respondent drives in uncongested traffic environment	Lack of congestion presents opportunity to speed	Measure of opportunity to speed
A25	Talk on phone while driving	Talking on the phone is distracting and related to increased crashes	Examine speeding behavior relative to other risky driving behaviors - using phone / distraction
A26	Has laser/radar detector in vehicle	These detectors are used to avoid getting speeding tickets	Examine this as a factor in tendency to speed and avoid speeding stops and citations
A27 - A42	Basic driving behaviors with regard to speed	Scale of questions that indicates tendency to drive fast / speed	Useful for understanding driver speeding behavior and appropriate targets for countermeasures (CMs)
A43	Seat belt use	Large number of speeding-related fatal crashes correlated to not wearing belts	Examine speeding behavior relative to other risky driving behaviors - not using seat belts
A44	Drinking and driving	Large number of speeding-related fatal	Examine speeding behavior relative to

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		crashes correlated to impaired driving	other risky driving behaviors – drinking and driving
A45	Future intentions regarding speeding behavior	Intentions may differ from actual behavior	Compare intentions with speeding behavior
A46	Typical speed driven on a multi-lane divided interstate freeway with posted speed limit of 65 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
A47	Typical speed driven on a main arterial 2 lanes each direction with posted speed limit of 35 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
A48	Typical speed driven on a neighborhood road with posted speed limit of 20 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
A49	Typical speed driven on a paved rural country road with posted speed limit of 45 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
A50	Typical speed driven on a low-traffic rural State highway, one lane each way, with posted speed limit of 60 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
A51	Typical speed driven on a divided Interstate highway, two lanes in your direction with posted speed limit of 75 mph	Drivers often differ in speeds they drive in relation to speed limit across road types	Compare self-report of driving speeds across driver types, road types, and other variables
Section B: Attitudes and Beliefs about Speeding			
B1 - B6	Factors considered by driver when setting their driving speed	Measure of countermeasures that drivers consider when selecting their driving speed	Used to help match driver types with appropriate countermeasures
B7 - B13	Views on effectiveness of higher speeding enforcement & penalties for speeding violations	Measure of enforcement & penalties drivers consider effective/appropriate for speeders	Used to help gauge views of enforcement and penalties for speeding as develop countermeasures

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B14 - B21	Views on other speeding countermeasures for general public	Measure of driver attitudes on countermeasure effectiveness for general public	Used to help gauge views on countermeasure effectiveness as develop speeding countermeasures
B22 - B33	General driving behavior	Scale of driving behavior to measure of conformity to traffic laws & road situations	Used to help determine level of appropriate driving & need for countermeasures
B34 - B38	Thoughts on appropriate countermeasures for speeding	Measures of driver views on appropriateness of countermeasures	Used to help determine acceptability of various countermeasures
B39	How important is it that something be done to reduce speeding?	Measure of driver concern with speeding as a problem	Compare driving behavior, attitudes, and driver type with level of concern about speeding as a problem; relate to receptivity to speeding countermeasures
Section C: Driver Characteristics (Demographics & Open Feedback Questions)			
C1	Age	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C2	Employment	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C3	Education	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C4	Marital Status	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C5	Hispanic or Latino	Driving attitudes & behavior & countermeasures receptivity often varies	Important information for developing appropriate countermeasures &

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		by demographics	education campaigns
C6	Race	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C7	Gender	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C8	Number of people living in household	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C9	Number of people living in household under age 16	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C10	Rent or own home	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C11	Household income	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C12	Zip code	Driving attitudes & behavior & countermeasures receptivity often varies by location; can compare across geography (mountains, flat, etc.)	Important information for developing appropriate countermeasures; Examine geographical differences; match with driver records to confirm respondent location
C13	Rural, urban, suburban	Driving attitudes & behavior & countermeasures receptivity often varies by demographics	Important information for developing appropriate countermeasures & education campaigns
C14	What do you think is the best way to reduce speeding on Idaho roads?	Open question to invite public input and cover anything on speeding otherwise missed in survey	Cover anything on speeding otherwise missed in survey
C15	Do you have any other	Open question to invite	Cover anything on

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	comments you'd like to make about driving safety or this survey?	public input and cover anything on driving safety as a whole otherwise missed in survey, as well as feedback on the survey	driving safety as a whole otherwise missed in survey; Provide feedback on the survey
Thank you for your participation in this survey			