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# 2016 Motor Vehicle Occupant Safety Survey, Volume #4:

# Emergency Medical Services, Crash Injury Experience, and Other Traffic Safety Topics

## Disclaimer



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| 16. Abstract<br>The 2016 Motor Vehicle Occupant Safety Survey used address-based sampling with a multi-mode methodology to produce nationally representative estimates of self-reported behaviors, attitudes, and knowledge related to various motor vehicle occupant safety topics among United States adults (18 and older). The current volume is number four in a series of four volumes describing the survey and the results: Volume #1: Methodology Report; Volume #2: Seat Belt Report; Volume #3: Child Passenger Safety Report; and Volume #4: EMS, Crash Injury Experience, and Other Traffic Safety Topics. | | | |
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# Introduction

## Background

The National Highway Traffic Safety Administration has conducted seven periodic administrations of the Motor Vehicle Occupant Safety Survey (MVOSS) in 1994, 1996, 1998, 2000, 2003, 2007, and 2016. It is a nationally representative survey of self-reported behaviors, attitudes, and knowledge related to various traffic safety topics. While the focus of the survey is adult seat belt use and child passenger safety, there are also questions related to emergency medical services (EMS), crash injury experience, emergency situations, air bags, speeding, cell phone use, and alcohol-impaired driving.

The following report presents findings from the 2016 MVOSS pertaining to EMS and situations, crash injury experience, cell phone use, speeding, alcohol-impaired driving, and air bags.

There is also a supplemental results section that displays selected relationships among survey variables. However, because no statistical significance testing was conducted and there were some cases of small sample sizes, these relationships must be interpreted with caution. This section also displays responses from 1994 to 2016 on selected issues, but in the absence of trend analysis, these apparent changes must also be interpreted with caution.

## Methodology

The 2016 MVOSS used multi-mode administration with web and mail response options to obtain national estimates of the United States population 18 and older. The methodology was changed from telephone administration used in past years. Other notable changes include that the 2016 survey sampled persons 18 and older, whereas previous iterations of the survey sampled persons 16 and older. In addition, the survey changed from interviewer-administered to self-administered, which can alter the social desirability effect on responses. All these changes in methodology can affect comparability of data across years, and readers should exercise caution when interpreting trends. The complete methodology is documented in the accompanying report, "2016 Motor Vehicle Occupant Safety Survey, Volume #1 Methodology Report."

The survey was conducted from June 14, 2016, to February 24, 2017. Administration of two survey versions yielded 11,419 complete web and mail questionnaires with 6,009 completions for Version A and 5,410 completions for Version B. Although some questions appeared in both versions (e.g., demographics, crash injury experience, and seat belt use), each questionnaire had its own set of distinct topics. Topics found in this report come from both survey versions, with questions pertaining to speeding, air bags, cell phone use, and alcohol-impaired driving from Version A, and questions on EMS and emergency situations from Version B. Because both survey versions were used, the responses for each version, 6,009 and 5,410, respectively, form the basis of most tables in this report. However, for those questions that appeared on both surveys, as was the case for crash injury experience questions, all 11,419 respondents were used.

The percentages presented in this report are weighted to accurately reflect the national population18 and older. Unweighted sample sizes ("n") are included so that readers know the exact number of respondents answering a given question. Readers are cautioned that some subgroup analyses are based on weighted

data from a small number of cases and therefore may not reflect the same precision as those with more cases.

Percentages for some items may not add to 100 percent due to rounding or because the question allowed for more than one response. In addition, the number of cases involved in subgroup analyses may not sum to the grand total who responded to the primary questionnaire item being analyzed. Reasons for this include some form of non-response on the grouping variable (e.g., "Don't Know" or "Refused") or use of only selected subgroups in the analysis. Moreover, if one of the variables involved in the subgroup analysis appeared on both versions of the questionnaire but the others appeared on only one questionnaire, then the subgroup analysis was restricted to data from only one version of the questionnaire. Narrative comparisons of subgroups presented throughout do not indicate statistically significant differences.

Unless otherwise presented, persons who did not respond to the questionnaire items being analyzed were excluded from the analysis. In addition, persons who provided more than one response to a single-response question (i.e., the question was not "check all that apply") were excluded from the analysis of the questionnaire items.

The survey employed two questions to categorize cases for subgroup analyses involving race and ethnicity. The survey first asked respondents if they considered themselves to be Hispanic or Latino. Those who said "Yes" composed the Hispanic analytic subgroup in the study; those who said "No" composed a non-Hispanic comparison group. The second question was treated independently of the ethnicity question (i.e., it was asked of every respondent). Respondents chose from several different racial categories (i.e., American Indian or Alaska Native, Asian, Black or African American, Native Hawaiian or Other Pacific Islander, and White). Respondents could select more than one. For analysis, a respondent was assigned to a specific racial category if s/he selected only that category.

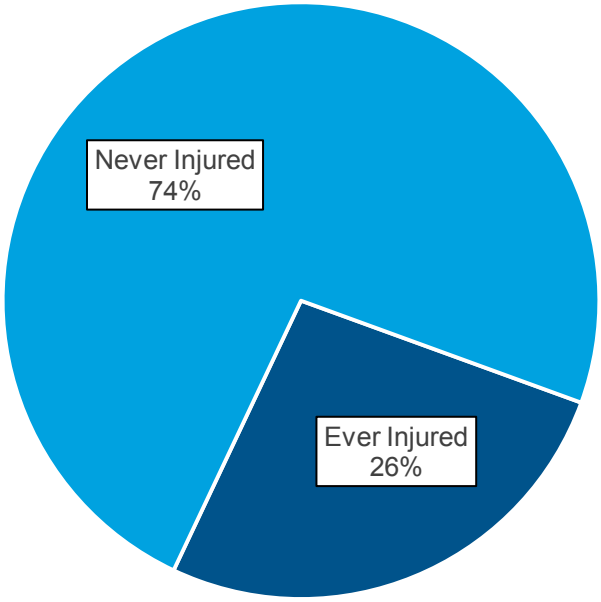
Table 14 and Figures 58 and 60 display results by race/ethnicity with categories for White, Black or African American, Hispanic, and Non-Hispanic. Other races were not coded as independent categories because sample sizes were too small for these groups. In these cases, those who selected "American Indian or Alaska Native, Asian, or Native Hawaiian or Other Pacific Islander" were included in Non-Hispanic ethnicity.

# Section 1: Primary Results

## Crash Injury Experience

Twenty-six percent of respondents reported ever having been injured in a motor vehicle crash where they required medical attention.

**Figure 1. Crash Injury Experience**




QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.
Base: Total population age 18+
Unweighted n = 11,236

Of those who had ever been injured in a motor vehicle crash, about a quarter reported that their most recent injury experience had occurred within the last 5 years. About 19 percent reported it occurred between 6 and 14 years ago, and 43 percent reported that it occurred 15 or more years ago.

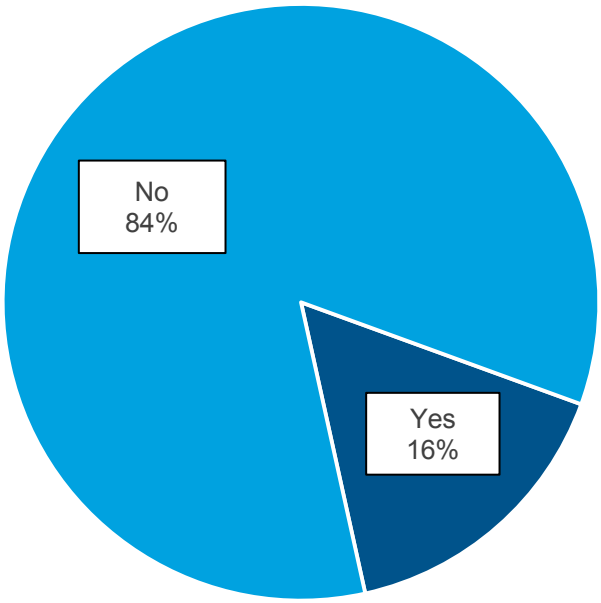
**Table 1. When the Most Recent Crash-Related Injury Occurred***

| Reason | Percentage |
|---|---|
| Within the past year | 6.1% |
| 1 year ago | 3.2% |
| 2 years ago | 4.0% |
| 3 years ago | 3.8% |
| 4 years ago | 4.2% |
| 5 years ago | 3.4% |
| Within last 5 years (sum) | 24.7% |
| 6 to 9 years ago | 9.2% |
| 10 to 14 years ago | 10.2% |
| Between 6 and 14 years (sum) | 19.4% |
| 15 to 19 years ago | 8.2% |
| 20 to 29 years ago | 14.6% |
| 30 or more years ago | 20.6% |
| 15 or more years ago (sum) | 43.4% |
| Don't know | 12.5% |

QA 76/QB 111: How long ago did [that/the most recent] accident occur?
Base: Ever injured in a vehicle crash
Unweighted n = 2,948
**Table percentages do not sum to 100% due to rounding.*

Sixteen percent of respondents reported having been a driver or passenger in an accident where someone else was injured and required medical attention.

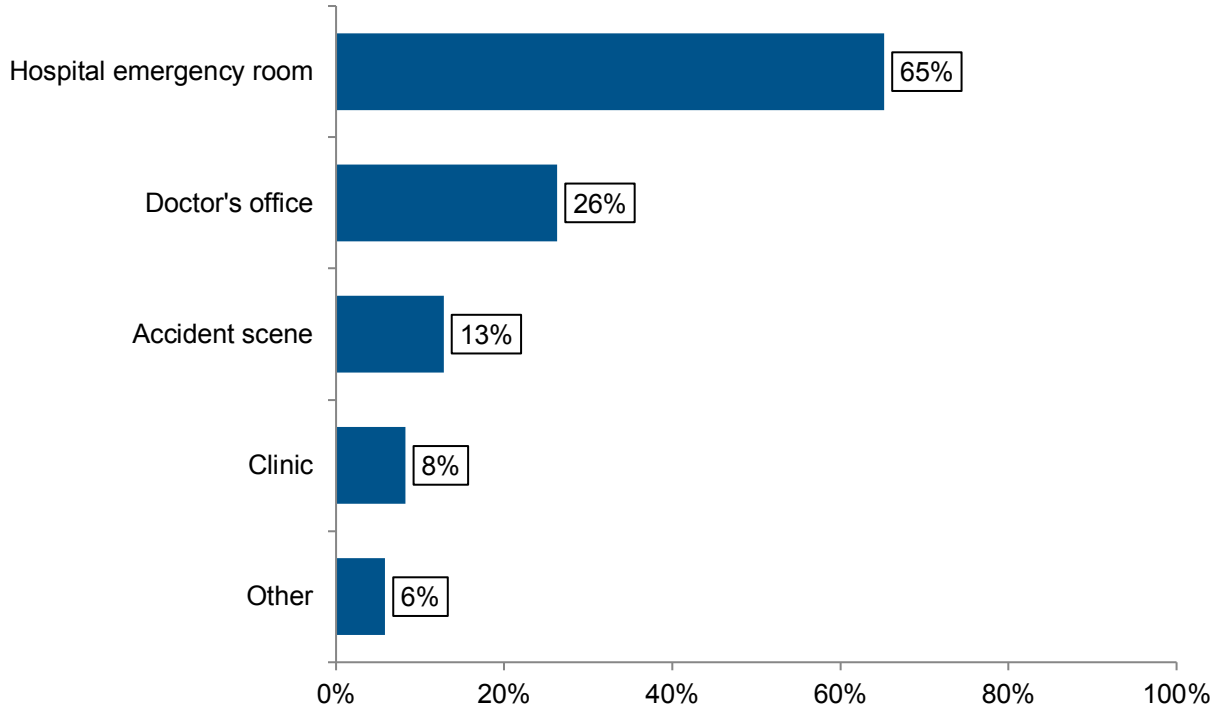
**Figure 2. Been Driver or Passenger in a Crash Where Someone Else Was Injured**




QA 74a: Were you ever a driver or a passenger in a motor vehicle accident in which someone else was injured and required medical attention?
Base: Total population age 18+
Unweighted n= 5,901

Respondents who reported a crash-related injury requiring medical attention also reported where they received treatment for their (most recent)[1] injuries. If applicable, respondents could report more than one treatment site.

**Figure 3. Where They Were Treated for Crash-Related Injuries***

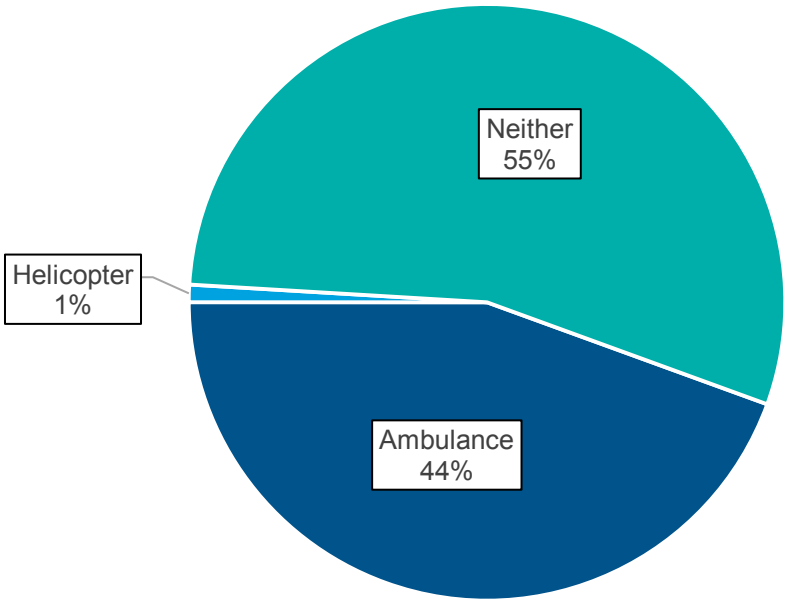



QA 79: At which of the following were you treated for your injuries? Were you treated at…? (Please select all that apply.)
Base: Ever injured in a vehicle crash
Unweighted n = 1,877
*Total exceeds 100% because multiple responses were accepted.

[1] In cases where a respondent was injured in multiple crashes, data are presented only for the most recent crash.

Of those injured in a vehicle crash,[2] 44 percent reported being transported by ambulance to another location for treatment, and 1 percent reported being transport by helicopter.

**Figure 4. How They Were Transported From a Crash Site**

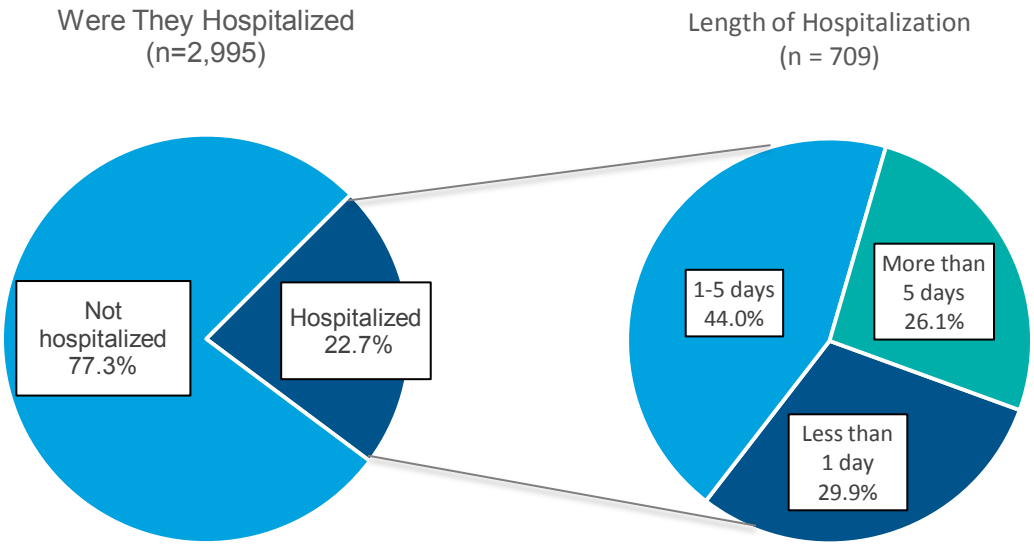



QA 80: Were you transported from the accident scene by ambulance or helicopter?
Base: Ever been injured in a vehicle crash
Unweighted n = 1,626

[2] In cases where a respondent was injured in multiple crashes, data are presented only for the most recent crash.

About one-quarter of those injured in vehicle crashes were hospitalized.[3] Forty-four percent of those hospitalized reported that they were hospitalized for 1 to 5 days. Hospitalization for less than 1 day and more than 5 days were both reported by about one-quarter of respondents.

**Figure 5. Length of Hospitalization**

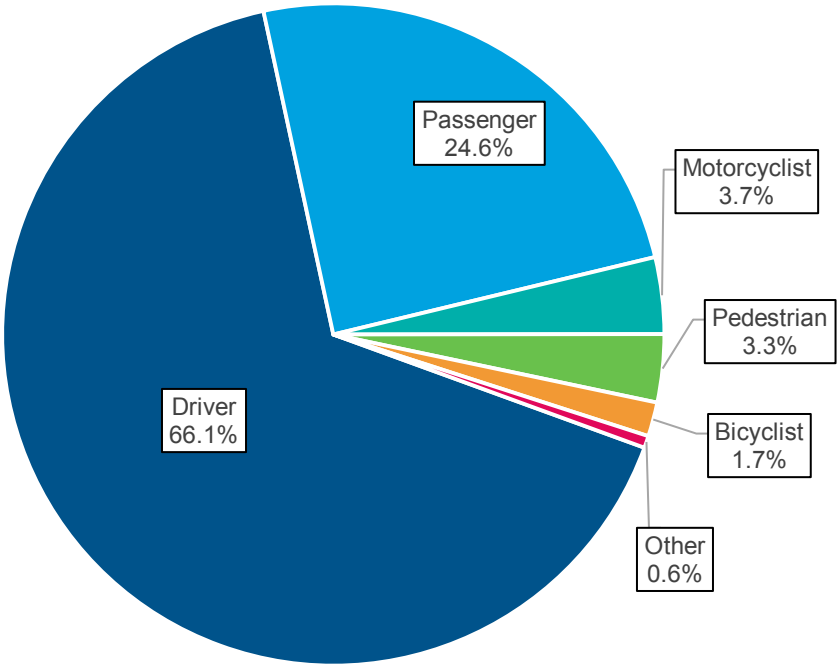



QA 81/QB 116: Were you hospitalized?
QA 81a/QB 116a: How long were you hospitalized?
Base: Ever been injured in a vehicle crash
Unweighted n's listed above.

[3] In cases where a respondent was injured in multiple crashes, data are presented only for the most recent crash.

Among those who had been injured in a crash, 66 percent reported that they were the drivers in those (most recent) crashes. About one-quarter reported that they were passengers in those (most recent) crashes.

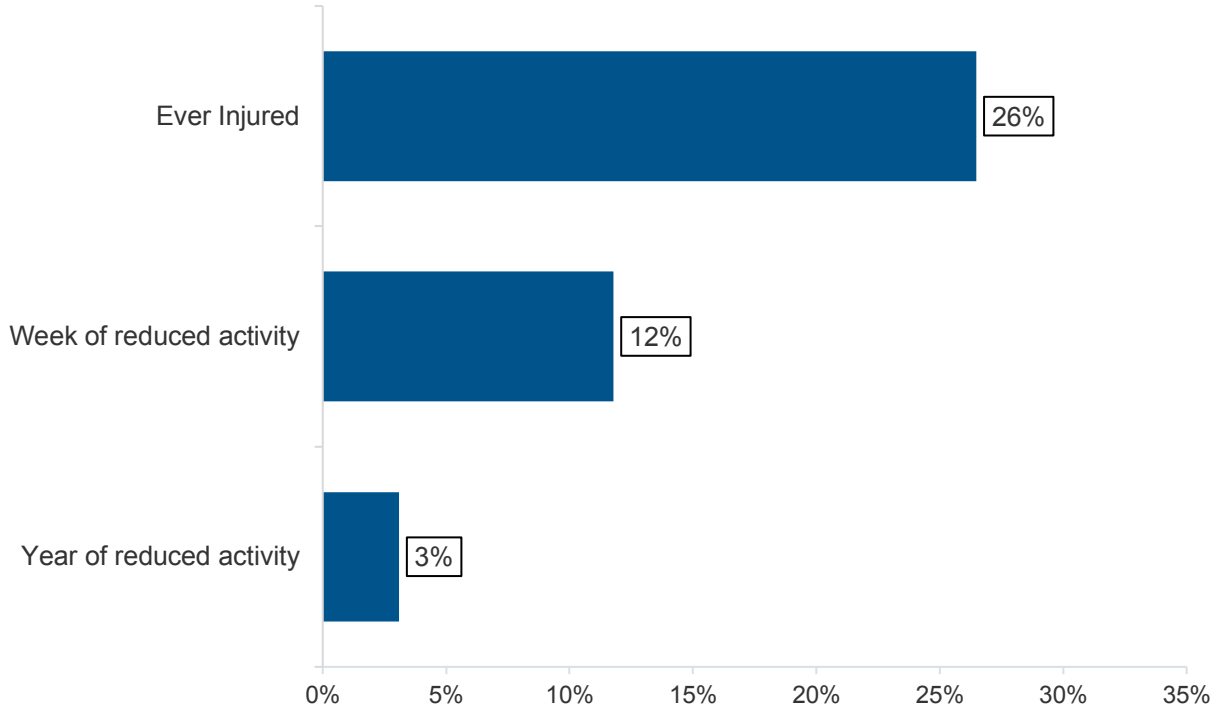
**Figure 6. Traveler Type in Most Recent Crash**




QA 77 / QB 112: In that [most recent] accident, were you a…?
Base: Ever been injured in a vehicle crash
Unweighted n = 2,999

While 26 percent reported being injured from a vehicle crash, 12 percent indicated that crash-related injuries prevented them from performing their normal activities (work, school, household) for at least a week, and 3 percent reported experiencing at least a year of reduced activity.

**Figure 7. Level of Disability Resulting From Vehicle Crash**

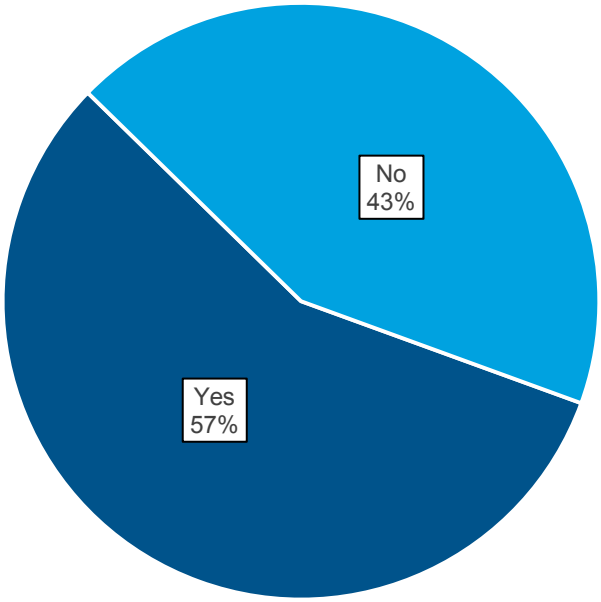



QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.
QA 83/QB 118: Did your injuries from [that/the most recent] accident prevent you from performing any of your normal activities (work, school, household) for…?
QA 84/QB 119: Prior to your most recent accident in which you were injured, had you ever received injuries from a motor vehicle accident that prevented you from performing any of your normal activities (work, school, household) for…?
Base: Total population age 18+
Unweighted n = 11,236

## EMS and Situations

Fifty-seven percent of respondents reported having called 9-1-1 or some other emergency number for help.

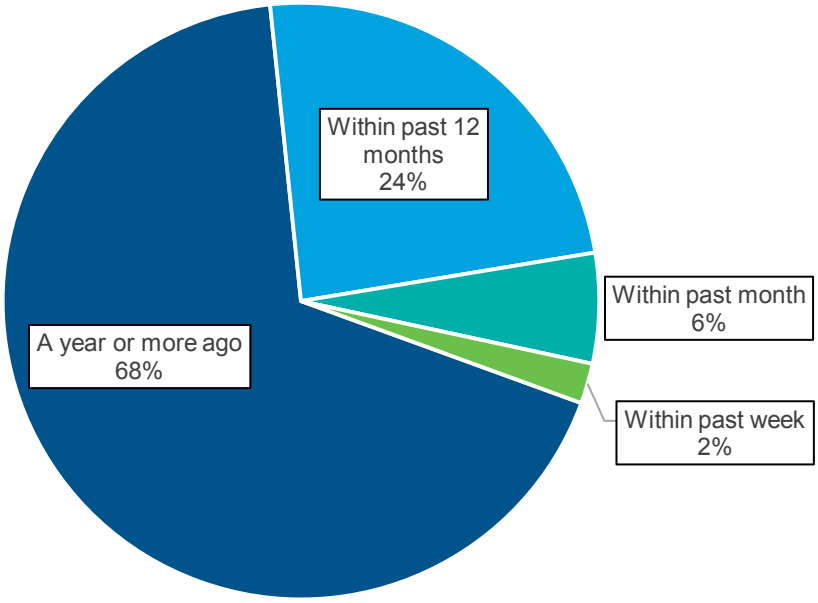
**Figure 8. Ever Called Emergency Phone Number**




QB 89: Have you, personally, ever called 911 or another emergency number for help? Please include any type of emergency, not just those involving motor vehicle crashes.
Base: Total population age 18+
Unweighted n = 5,351

Among individuals who had ever called 9-1-1 or some other emergency response number, over two-thirds indicated that the most recent call had occurred more than a year ago. About one-quarter indicated that the call had been placed more than a month ago but less than a year ago.

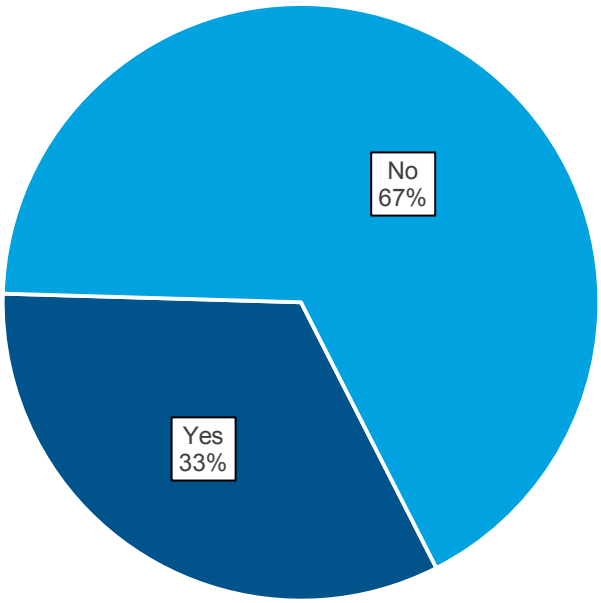
**Figure 9. How Long Ago Most Recent Emergency Call Took Place**




QB 90: How long ago did that occur? If you have called more than once, then indicate how long it has been since the most recent time you called 9-1-1 or another emergency number.
Base: Have ever called 9-1-1 or other emergency number
Unweighted n = 3,026

About one-third of respondents indicated that they had used a wireless phone to report an emergency while driving or riding in a motor vehicle.

**Figure 10. Used a Car/Cellular Phone to Report an Emergency**




QA 66: Have you ever used a cell phone or other type of wireless phone to report an emergency while you were driving or riding in a motor vehicle?
Base: Total population age 18+
Unweighted n = 5,950

Those who had used a wireless phone to report an emergency while driving or riding in a motor vehicle were then asked to indicate the types of emergency reported.

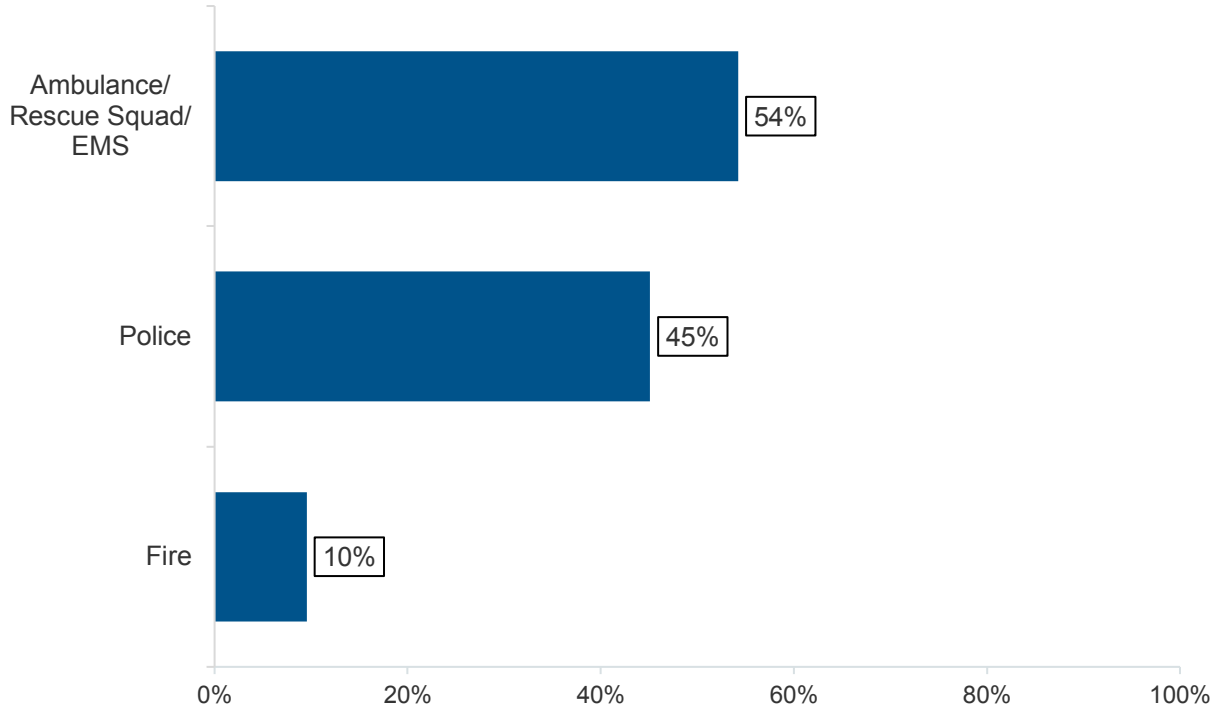
**Table 2. Kind of Emergency Reported***

| Kind of Emergency | Percentage |
|---|---|
| Motor vehicle crash | 62% |
| Reckless/aggressive driver | 31% |
| Drunk driver | 29% |
| Broken down or disabled vehicle | 26% |
| Fire (unspecified) | 13% |
| Criminal behavior | 10% |
| Debris or dead/injured animal on roadway | 4% |
| Animal walking on roadway | 2% |
| Person in distress/medical emergency | 2% |
| Pedestrian walking or cycling on roadway | 1% |
| Other | 1% |

QA 66a: What kind of emergency did you call about? Was it…?
Base: Those who used a wireless phone in motor vehicle to report an emergency
Unweighted n = 1,944
*Total exceeds 100% because multiple responses were accepted.

Of respondents who had ever placed an emergency call, about half indicated that their most recent call had been placed to request an ambulance, rescue squad, or EMS, and 45 percent had called for police. Ten percent had called for the fire department.

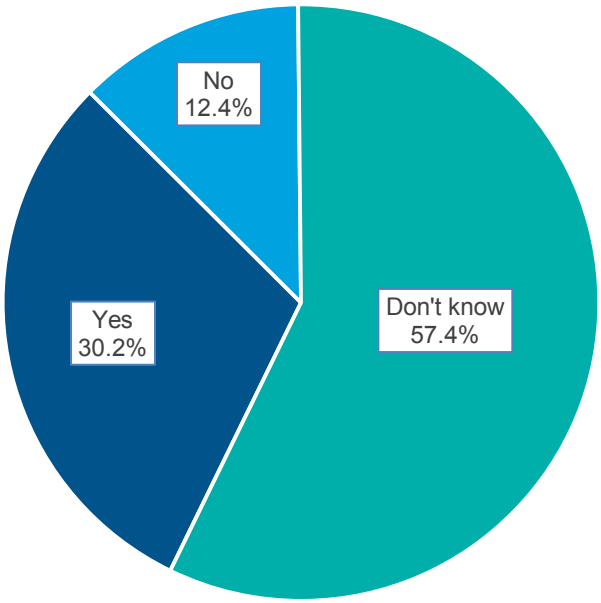
**Figure 11. Emergency Service Called***




QB 91: Did you call for police, fire, an ambulance or something else? Again, please include any type of emergency, not just those involving motor vehicle crashes. If you have called more than once, then answer for the most recent time you called 9-1-1 or another emergency number.
Base: Have ever called 9-1-1 or other emergency number
Unweighted n = 3,032
*Totals for each category exceed 100% because multiple responses were accepted.

All respondents were asked to indicate whether their 9-1-1 Call Center could identify the respondent's location without being told. Fifty-seven percent of all respondents did not know whether their 9-1-1 call center could locate them without prompt, and 30 percent thought that the emergency call center would be able to locate them.

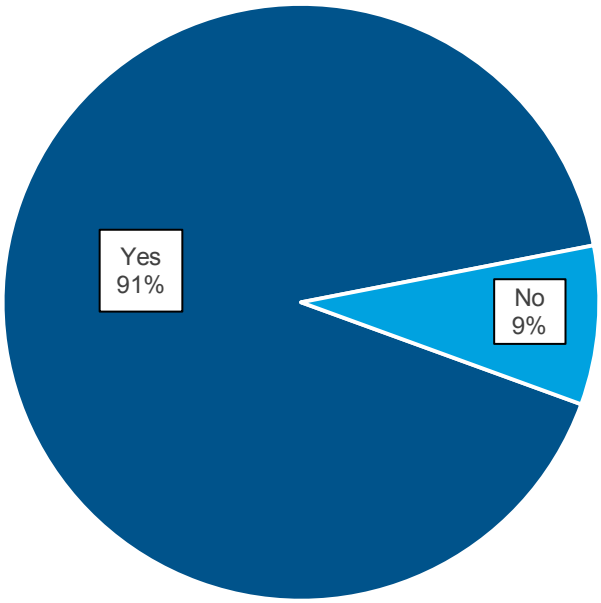
**Figure 12. Can 9-1-1 Identify Your Location Without You Telling Them**




QB 92: If you used a cell phone to call 9-1-1 about an emergency in your community, can the 9-1-1 Call Center identify your location without you telling them?
Base: Total population age 18+
Unweighted n = 5,314

Ninety-one percent of all respondents indicated that, in a medical emergency, they expected 9-1-1 operators would provide instructions on how to provide care while waiting for an ambulance to arrive.

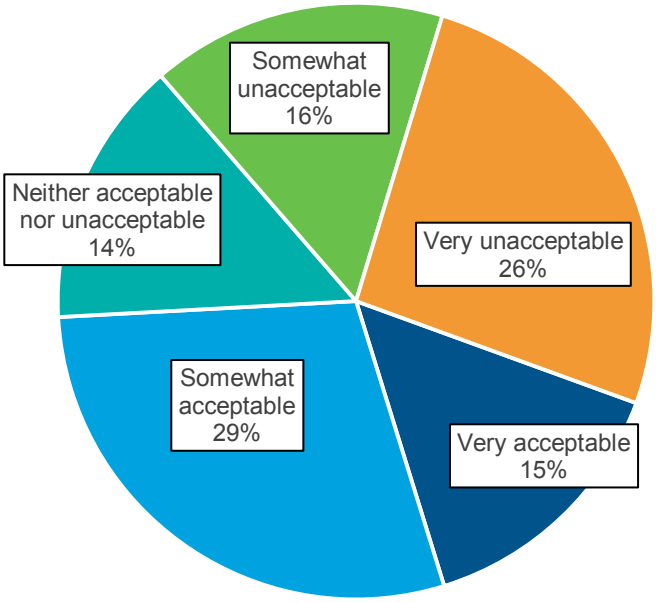
**Figure 13. Expect 9-1-1 to Give Instructions for Providing Care**




QB 93: If you called 9-1-1 for a medical emergency that someone else was having, would you expect 9-1-1 to give you instructions on how to provide care while you were waiting for the ambulance to arrive?
Base: Total population age 18+
Unweighted n = 5,323

All respondents were asked whether it would be acceptable for a 9-1-1 operator to transfer a call to a licensed nurse if the call was not deemed to be a true medical emergency (i.e., after the operator had asked the caller a series of questions).

**Figure 14. Acceptability of 9-1-1 Transferring Call to Licensed Nurse**




QB 94: When 9-1-1 is called, the 9-1-1 operator asks the caller a series of questions to decide how to respond to the call. Suppose you called 9-1-1, and the 9-1-1 operator decided from your answers that your problem was not a true medical emergency. How acceptable would it be to you if 9-1-1 did not send an ambulance but instead transferred your call to a licensed nurse to give you medical instructions? Would you say…?
Base: Total population age 18+
Unweighted n = 5,337

Respondents reported reasons for considering a 9-1-1 operator transferring a call to a licensed nurse as acceptable or unacceptable.

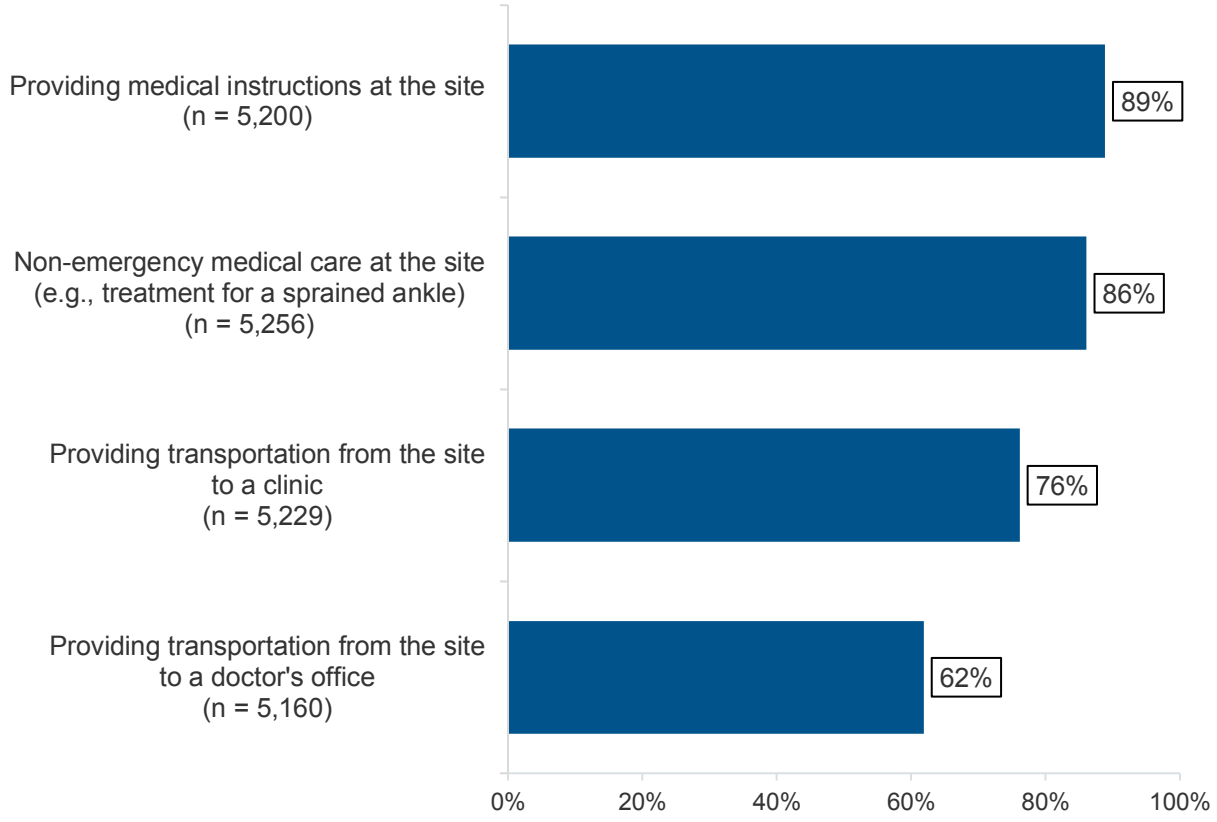
**Table 3. Reasons for Opinion on Acceptability of 9-1-1 Transferring Call to Licensed Nurse**

| Reason | Percentage |
|---|---|
| **Acceptable (n = 2,192)** | |
| Saves money, time, and resources/lowers volume for first responders. | 17% |
| 9-1-1 operator's judgment can be trusted. | 12% |
| As long as adequate care is provided in response to the emergency. | 2% |
| **Unacceptable (n = 2,043)** | |
| If situation severe enough to contact 9-1-1, it warrants an ambulance. | 19% |
| 9-1-1 operator's judgement cannot be trusted; are not qualified. | 16% |
| Relies on an accurate description of the emergency. | 8% |

QB 94b: In the previous question, the 9-1-1 operator decided that an ambulance was not necessary. What is the primary reason why you said it was acceptable or unacceptable for the call to be transferred to a licensed nurse to provide instructions?
Base: Indicated that transfer to a nurse was "very acceptable" or "somewhat acceptable". Indicated that transfer to a nurse was "very unacceptable" or "somewhat unacceptable"
Unweighted n's listed above

Respondents were asked to indicate whether they approved of emergency medical technicians (EMTs) providing certain types of care (in cases when treatment at a hospital is not needed).

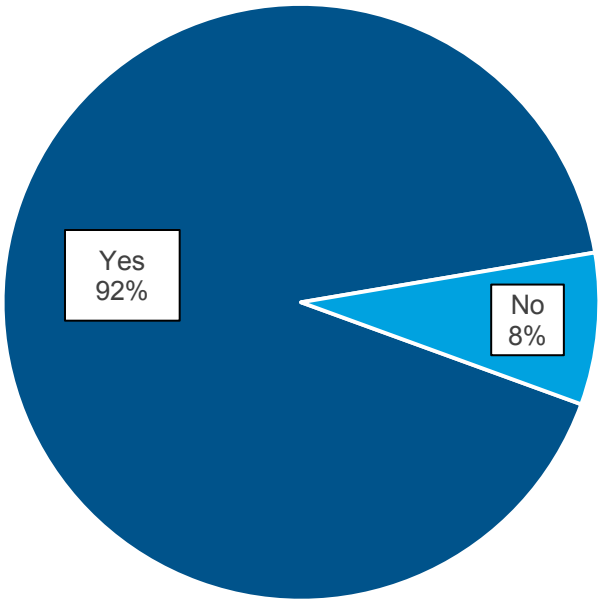
**Figure 15. Approval of EMTs Providing Types of Care**




QB 96: If emergency medical technicians (EMTs) arrive at a site and find that treatment at a hospital is not needed, do you approve or disapprove of the EMTs providing the following non-emergency services?
Base: Total population age 18+
Unweighted n's for each item listed above.

Ninety-two percent of all respondents felt that EMS should be considered an essential government service, like law enforcement or fire department services.

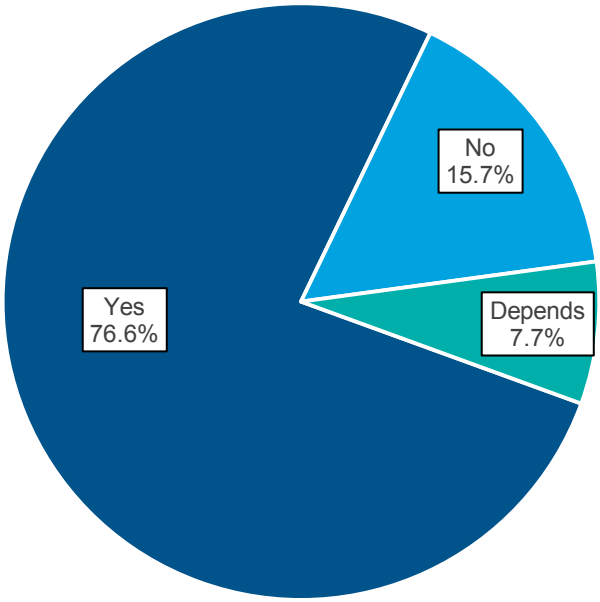
**Figure 16. Should EMS Be Considered an Essential Service**




QB 87: In many communities, both law enforcement and fire department services are considered essential government services, meaning that an interruption in their service would endanger the community. In your opinion, should EMS also be considered an essential government service?
Base: Total population age 18+
Unweighted n = 5,355

About 77 percent of all respondents reported that communities should pay for EMS in the same way as police and fire department services.

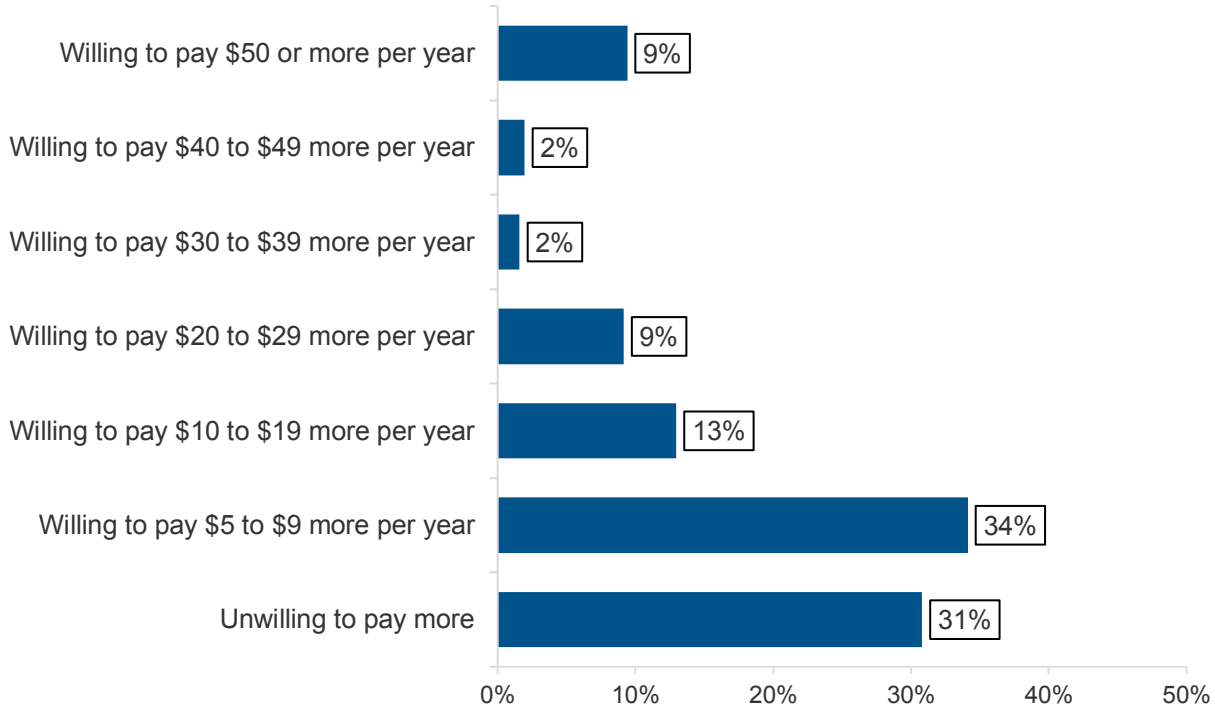
**Figure 17. Should Communities Pay for EMS in the Same Way as Police and Fire Department Services**




QB 88: In your opinion, should communities pay for EMS in the same way that they pay for police and fire department services?
Base: Total population age 18+
Unweighted n = 5,327

Respondents reported willingness to pay more in fees or taxes to enable 9-1-1 call services to be able to locate callers faster, and 69 percent of respondents reported being willing to pay $5 or more above what they currently pay for 9-1-1 call services to locate callers faster.

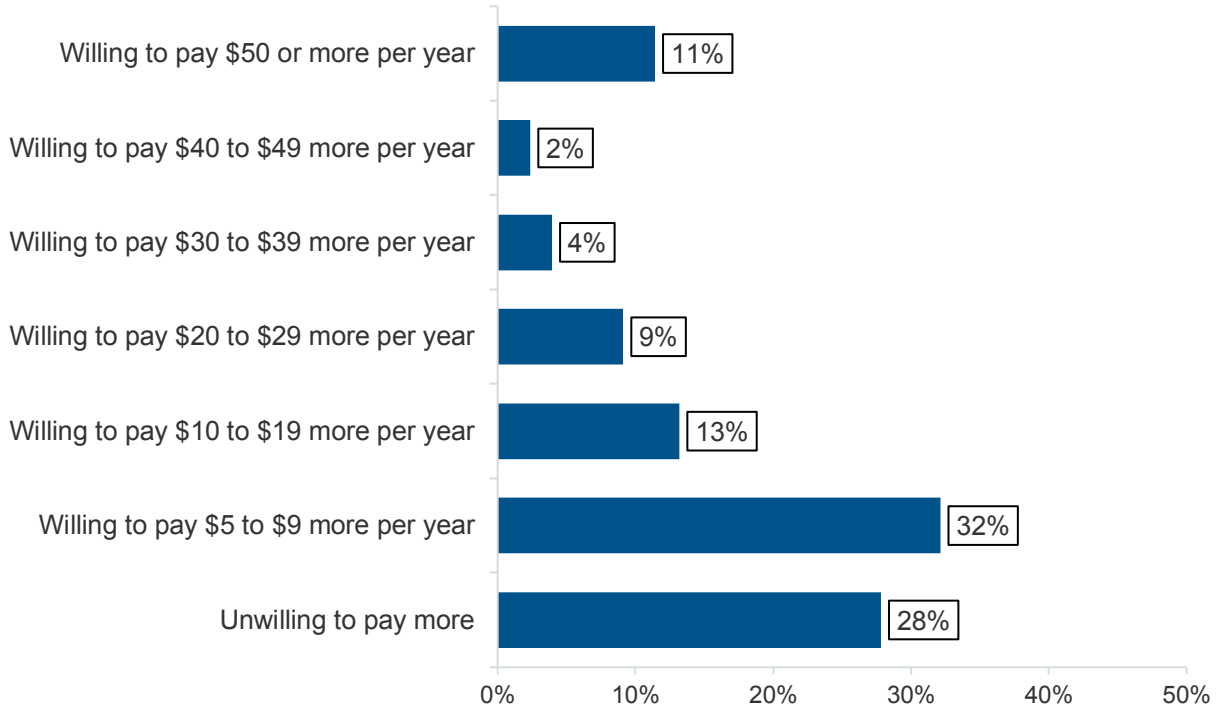
**Figure 18. Willingness to Pay for 9-1-1 to Locate Callers Faster**




QB 105: Communities pay for 9-1-1 call services through fees or taxes collected from the public. Would you be unwilling or willing, to pay more than you currently pay for 9-1-1 call services to locate callers faster?
Base: Total population age 18+
Unweighted n = 5,257

Respondents reported willingness to pay to improve EMS training and equipment, and 72 percent of respondents reported being willing to pay $5 or more above what they currently pay for their community's EMS system to improve EMS equipment and training.

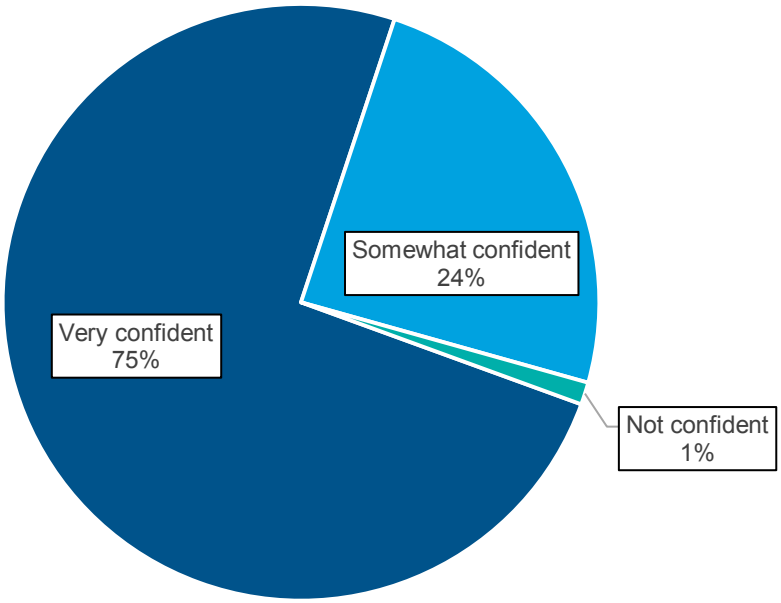
**Figure 19. Willingness to Pay for Community's EMS System to Improve EMS Equipment and Training**




QB 106: Communities use other fees and taxes collected from the public to help pay for their EMS systems, which include ambulances, rescue squads, and hospital emergency services. Would you be unwilling or willing to pay more than you currently pay for your community's EMS system to improve EMS equipment and training?
Base: Total population age 18+
Unweighted n = 5,262

Three-quarters of respondents were “very confident” that an arriving ambulance or emergency worker would know what to do, and an additional 24 percent were “somewhat confident.”

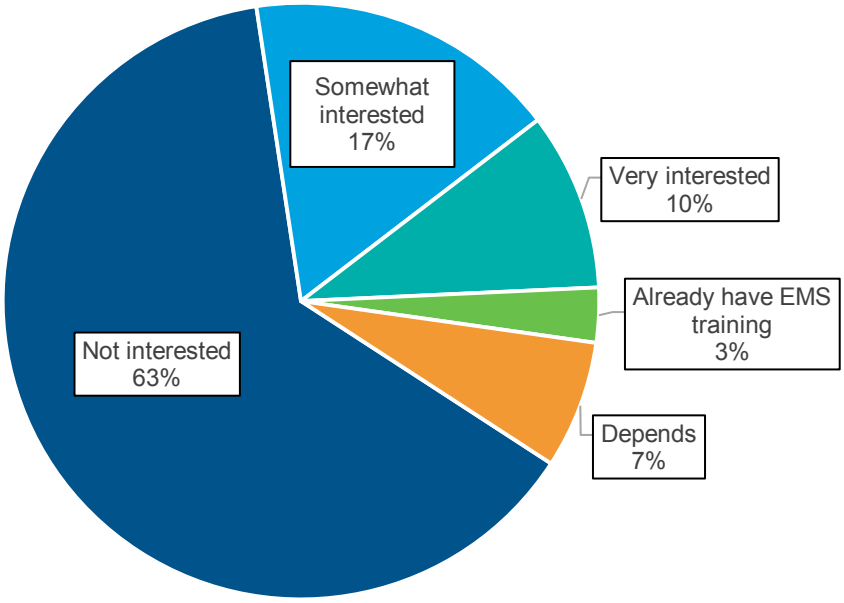
**Figure 20. Confidence in Ambulance or Emergency Workers**




QB 95: Suppose you called 9-1-1 about a medical emergency and an ambulance was sent. Regardless of the type of medical emergency, how confident are you that the arriving ambulance or other emergency workers would know what to do? Would you say…?
Base: Total population age 18+
Unweighted n = 5,320

About one-quarter of respondents indicated they would be either very interested or somewhat interested in training to become a paramedic or EMT if the training was reasonably priced and in a convenient location.

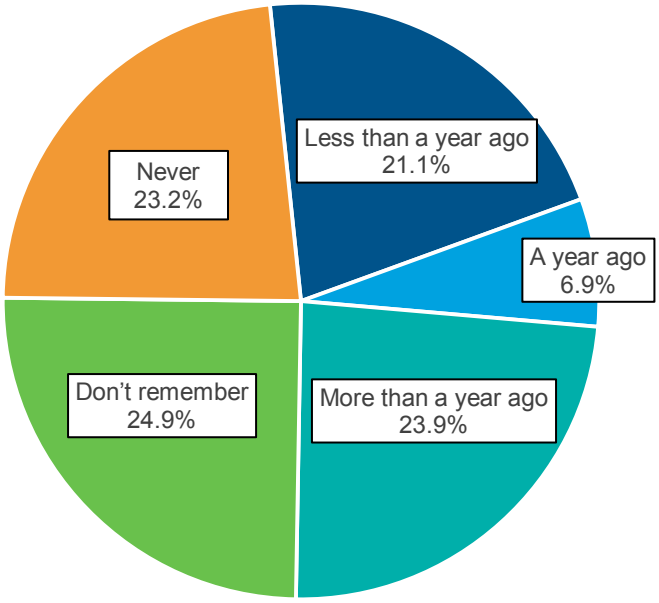
**Figure 21. Interest in Training to Become a Paramedic or Emergency Medical Technician**




QB 107: How interested would you be in becoming a paramedic or emergency medical technician if the training was reasonably priced and in a convenient location?
Base: Total population age 18+
Unweighted n = 5,289

The 2016 questionnaire included a new section of questions regarding others' medical emergencies. Respondents were first asked to indicate when they had most recently witnessed someone else experiencing a medical emergency.

**Figure 22. Last Time at Location Where Someone Else Was Having a Medical Emergency***




QB 97: How long ago was the last time you were at a location where someone else was having a medical emergency?
Base: Total population age 18+
Unweighted n = 5,313
*Figure percentages do not sum to 100% due to rounding.

Respondents who had ever been at a location where someone else was experiencing a medical emergency were then asked to indicate the cause of the most recent medical emergency they had witnessed.

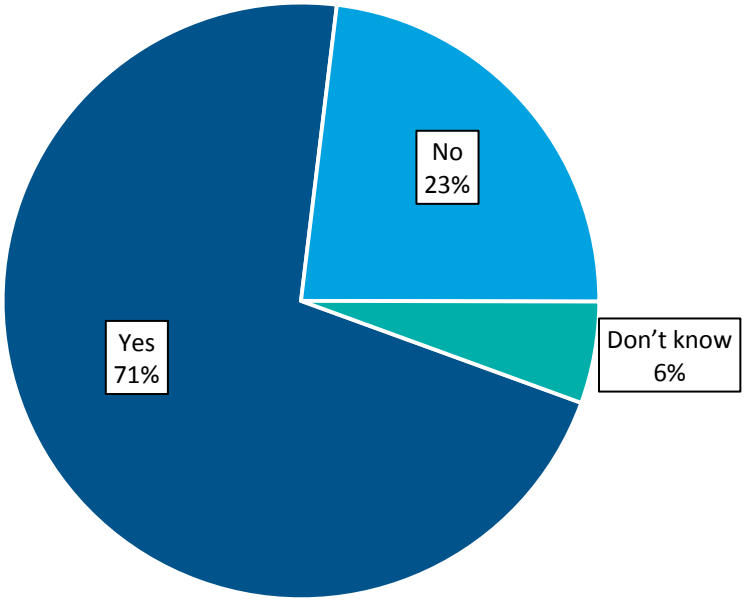
**Table 4. Cause of Medical Emergency Witnessed***

| Reason | Percentage |
|---|---|
| A medical condition (heart attack, seizure, stroke, etc.) | 53% |
| A fall | 19% |
| A motor vehicle crash | 16% |
| A cut or bleeding | 6% |
| A violent act by someone | 3% |
| An object falling on someone | 1% |
| Other | 5% |

QB 98: The last time you were at a location where someone else was having a medical emergency, what caused the medical emergency? Was it…?
Base: Ever witnessed a medical emergency
Unweighted n = 2,754
*Total exceeds 100% because multiple responses were accepted.

Among those who had ever witnessed a medical emergency, 71 percent reported that there had been other people at the location when someone else was experiencing the emergency.[4] Twenty-three percent reported that they had been the only person at the location, apart from the individual experiencing the medical emergency.

**Figure 23. Other Witnesses to Medical Emergency**




QB 99: The last time you were at a location where someone else was having a medical emergency, were there other people there besides yourself and the persons having the medical emergency when you first saw the emergency?
Base: Ever witnessed a medical emergency
Unweighted n = 2,756

[4] Data are presented only for the most recently witnessed medical emergency.

Those who had witnessed others' medical emergencies also indicated whether they had taken certain types of action in response.[5]

**Table 5. Action Taken When Witnessing Medical Emergency***

| Action Taken | Percentage |
|---|---|
| Call 9-1-1 | 49% |
| Ask person if s/he was OK | 42% |
| Provide comfort | 39% |
| Stay out of the way so others could help | 29% |
| Call for help | 19% |
| Help to manage the scene (e.g., directing traffic or controlling entry) | 17% |
| Assist other who were performing medical care | 12% |
| Attempt to stop the bleeding | 5% |
| Perform CPR | 3% |
| Other | 8% |

QB 100: During that last time when you were at a place where someone was having a medical emergency, what did you do? Did you…?
Base: Ever witnessed a medical emergency
Unweighted n = 2,772
*Total exceeds 100% because multiple responses were accepted.

[5] Data are presented only for the most recently witnessed medical emergency.

All respondents were asked to imagine a hypothetical situation in which they had experienced an explosion in a public setting. Assuming they themselves were largely unhurt, respondents were asked to report on how they would respond.

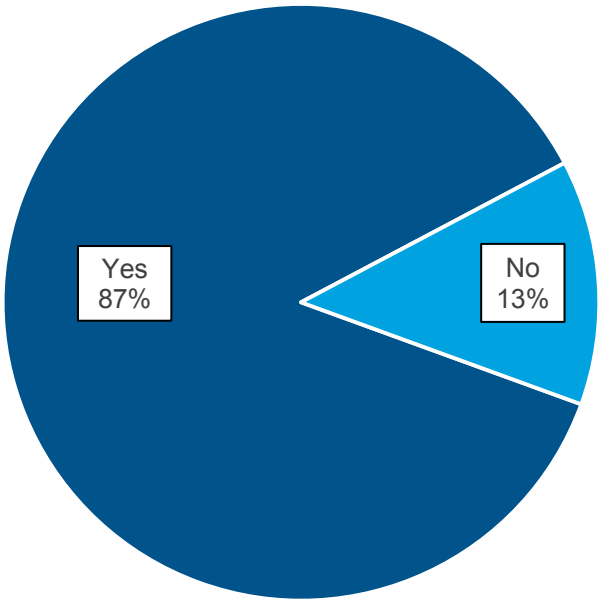
**Table 6. Response to Disaster Situation***

| Response | Percentage |
|---|---|
| Call 9-1-1 | 83% |
| Try to help the injured | 72% |
| Help to manage the scene (e.g., directing traffic or controlling entry) | 38% |
| Look for someone trained to handle this type of situation | 37% |
| Leave the area because it may still be unsafe | 28% |
| Call family or friends to let them know you were unhurt | 24% |
| Text family or friends to let them know you were unhurt | 19% |
| Check for information about the blast using a phone or tablet device | 6% |
| Post information about the blast on social media | 3% |
| None of these | 1% |

QB 101: Suppose you went to a public place by yourself, an explosion occurred, and you didn't know the source of the explosion. You see several people injured, but you and others nearby are unhurt or have only scratches. During the first few minutes after the explosion, which if any of the following would you likely do? Would you…?
Base: Total population age 18+
Unweighted n = 5,374
*Total exceeds 100% because multiple responses were accepted.

Eighty-seven percent of all respondents reported that Good Samaritan laws make people more willing to provide assistance to injured or ill persons.

**Figure 24. Whether Good Samaritan Laws Encourage Helping an Injured or Ill Person**




QB 103: Good Samaritan laws offer legal protection to people who give reasonable assistance to those who are injured, ill, or in peril. In general, do you think Good Samaritan laws make people more willing to help if they see an injured or ill person?
Base: Total population age 18+
Unweighted n = 5,327

All respondents were asked an open-ended question about what they would do if the call system was overloaded during a disaster situation.

**Table 7. Response if Call System Is Overloaded During Disaster Situation***

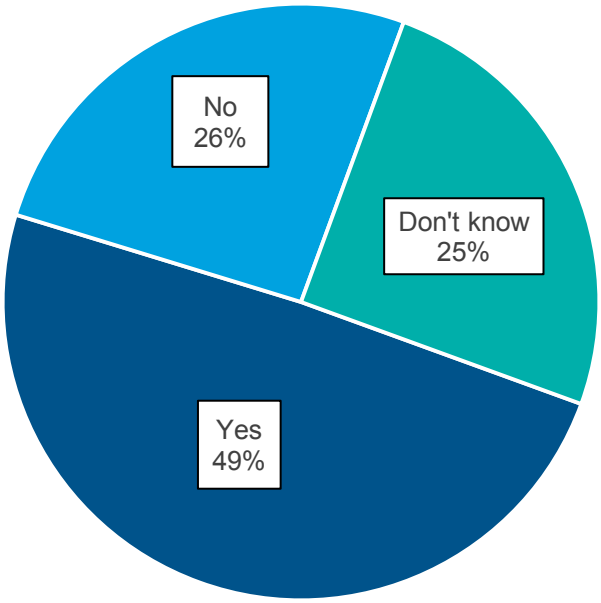
| Response | Percentage |
|---|---|
| Text message | 21% |
| Physically move to get help (drive, walk, etc.) | 18% |
| Internet-driven (social media, e-mail, etc.) | 17% |
| Call someone directly for help (police, fire department, doctor, etc.) | 8% |
| Send someone for help or ask someone nearby to help | 7% |
| Yell for help | 6% |
| Call family or friends to keep trying to call to get advice | 5% |
| Would keep calling | 5% |
| Radio, CB radio, ham radio | 2% |
| Ask someone else in the area to call | 1% |
| Other | 11% |

QB 104: If you tried to call for help during a disaster situation, but found that the call system was overloaded and you couldn't get through, what communication method would you go to next to reach someone for help?
Base: Total population age 18+
Unweighted n = 4,848
*Total exceeds 100% because multiple responses were accepted.

## Cell Phone Use

About half of respondents reported that their state had a law banning handheld cell phone use, while just over one-quarter reported that their state did not have such a ban. The remaining quarter of respondents did not know whether their state had a legal ban on handheld cell phone use.

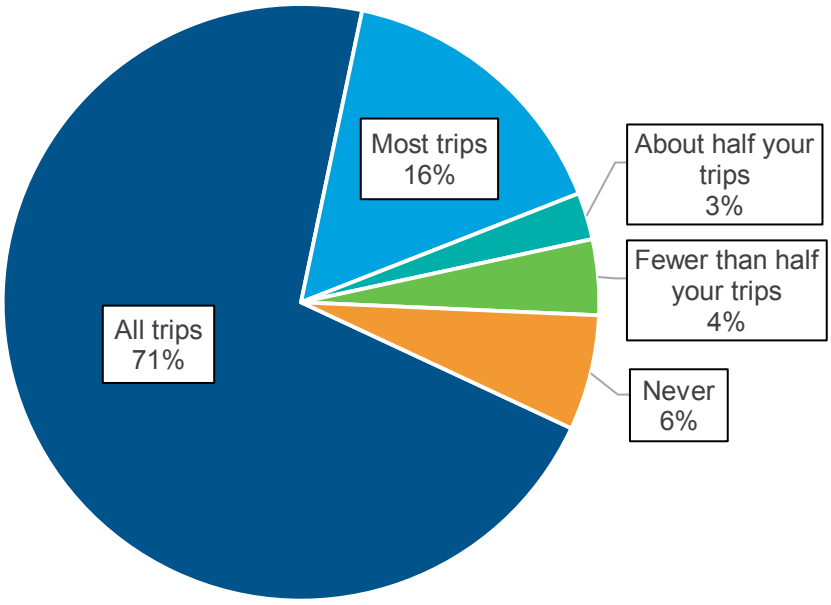
**Figure 25. Believe Their State Has a Law Banning Handheld Cell Phone Use While Driving**




QA 65: Does your State have a law that makes it illegal to talk on a handheld cell phone while driving?
Base: Total population age 18+
Unweighted n = 5,963

Seventy-one percent of those who reported keeping a wireless phone in the vehicle when driving also reported keeping the phone on so they could receive calls for all trips.

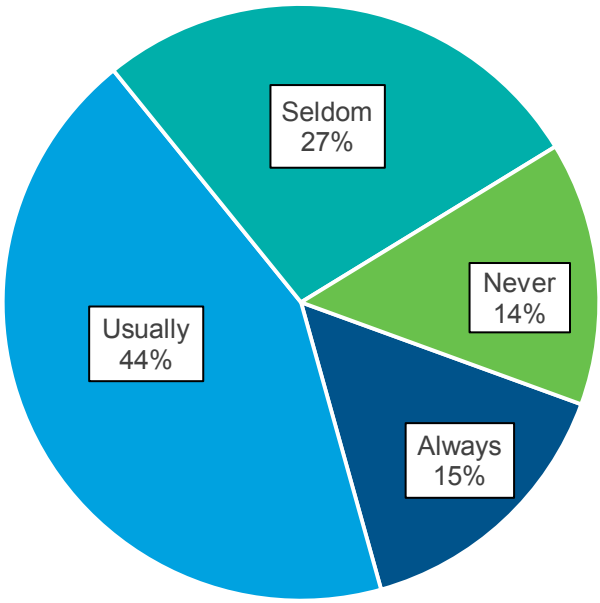
**Figure 26. How Often Wireless Phone Is on While Driving**




QA 59: When you drive, how often would you say you keep the phone turned on so that you can receive calls? Would you say that you keep the phone turned on during…?
Base: Usually have a wireless phone in vehicle
Unweighted n = 5,311

Among drivers who at least sometimes keep the phone turned on when driving, about half reported that they always or usually answered incoming calls while driving.

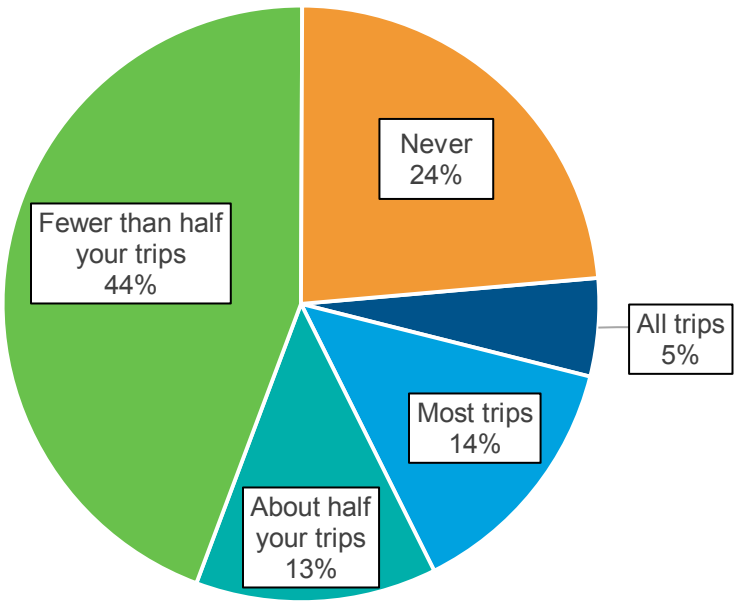
**Figure 27. How Often Answer Wireless Phone While Driving**




QA 60: When you get a call on the phone while you are driving, how often do you answer the call?
Base: Keep the phone turned on to receive calls.
Unweighted n = 4,916

Of those drivers who reported usually having a wireless phone in the vehicle when driving, about one-quarter reported that they never talk on the phone while driving, and 44 percent reported that they talk on the phone during fewer than half of their trips. Almost one in five drivers said that they talk on the phone during all or most trips.

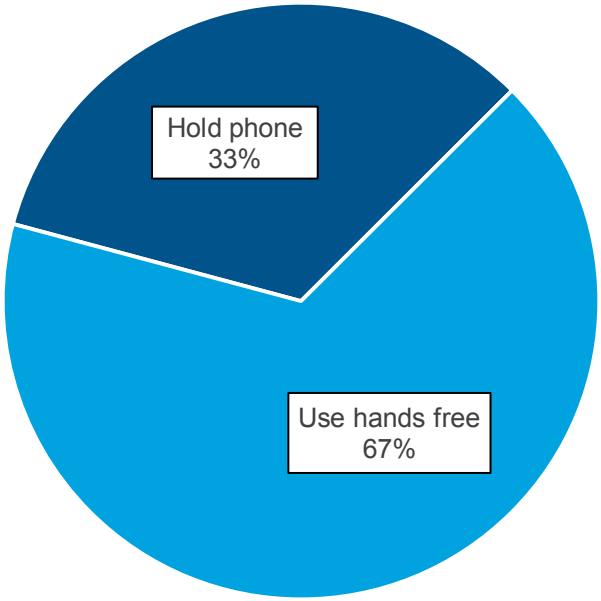
**Figure 28. How Often Talk on Phone While Driving**




QA 61: How often do you talk on the phone while you are driving? Would you say you talk on the phone while driving during…?
Base: Usually have a wireless phone in vehicle
Unweighted n = 5,299

Among those who talked on the phone at least on occasion while driving, two-thirds said that they tend to use the phone hands free. About one-third indicated that they tend to hold their phones with their hands when they use them.

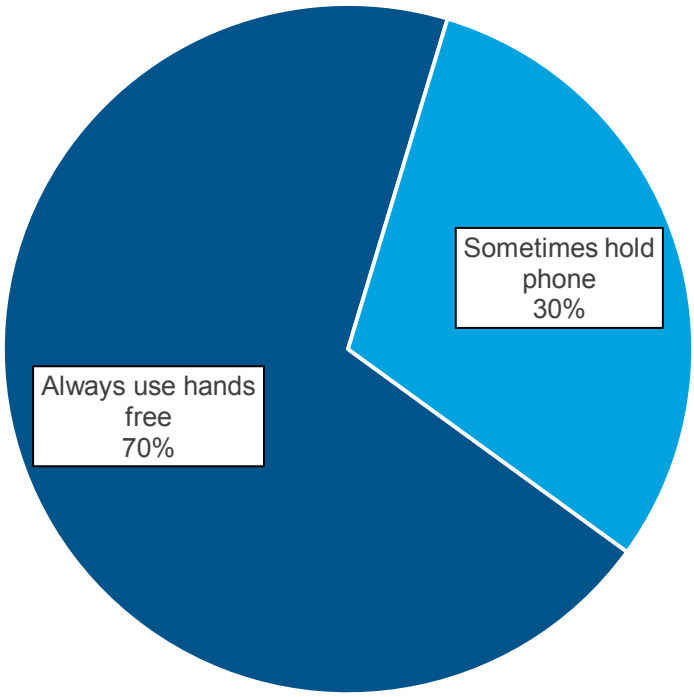
**Figure 29. Usually Holds Phone With Hand or Usually Uses Phone Hands Free**




QA 62: When you are talking on the phone while driving, do you tend to hold the phone with your hand or do you tend to use the phone hands free?
Base: At least on occasion talks on phone while driving
Unweighted n = 4,078

Drivers who indicated that they tend to use the phone hands free while driving were then asked whether they always use the phones hands free or whether they sometimes hold their phones with their hands. Almost three quarters reported that they always use the phone hands free.

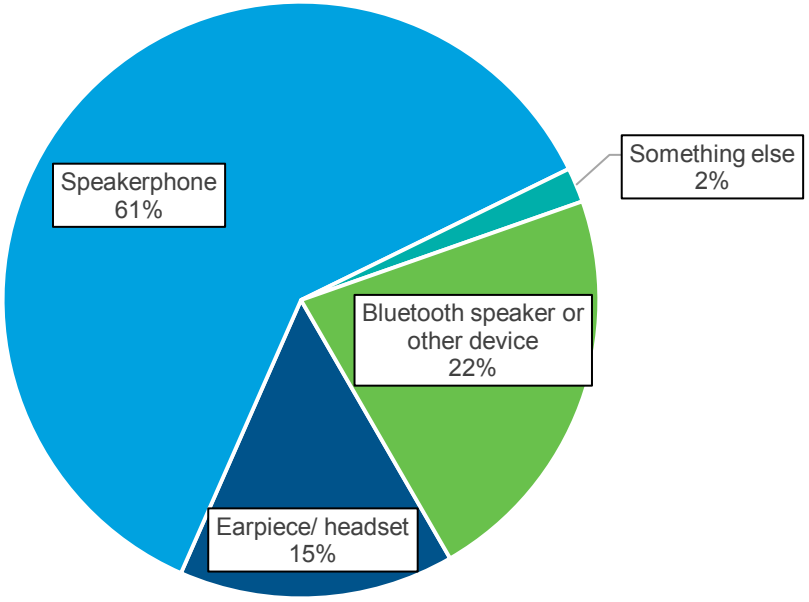
**Figure 30. How Often Use Wireless Phone Hands Free While Driving**




QA 62a: Do you always use the phone hands free when you are talking on the phone while driving, or do you sometimes hold the phone by hand when driving and talking on the phone?
Base: Tend to use the phone hands free when talking while driving
Unweighted n = 2,654

Among those who tend to use the phone hands free when driving, 61 percent reported using a speakerphone. Twenty-two percent reported using a Bluetooth speaker or other Bluetooth device, and 15 percent reported using earpieces and headsets.

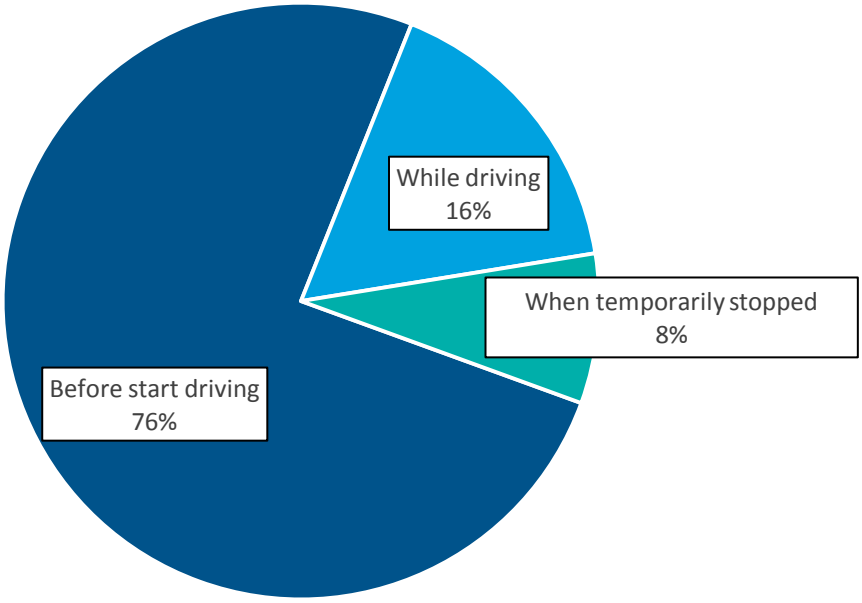
**Figure 31. Type of Hands Free Device Usually Used to Talk While Driving**




QA 63: When you are talking on the phone while driving, do you usually use an earpiece or headset to talk, do you usually use a speakerphone to talk, or do you usually use something else to talk?
Base: Tend to use the phone hands free when talking while driving
Unweighted n = 2,655

Of those drivers who usually use an earpiece or headset to talk while driving, three-quarters usually put on the earpieces or headsets before they start driving. Sixteen percent usually put on the devices while driving, and 8 percent usually put them on when temporarily stopped.

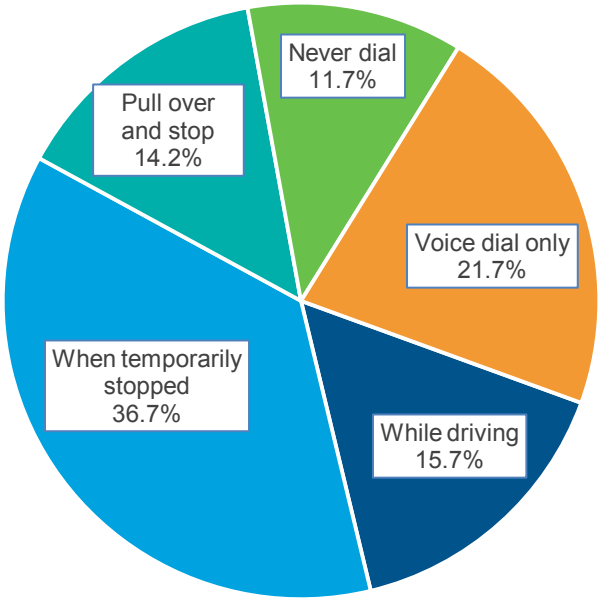
**Figure 32. When Earpiece/Headset Is Usually Put On**




QA 63a: When do you usually put the earpiece or headset on? Do you usually put the earpiece or headset on before you start driving, do you usually put it on while you are driving, or do you usually put it on while temporarily stopped?
Base: Usually use an earpiece or headset when talking while driving
Unweighted n = 372

Thirty-seven percent indicated that they usually dial the phones when temporarily stopped, and 14 percent reported that they pull over and stop to dial. Twenty-two percent reported that they voice-dial only, and 12 percent said they never dial the phone when driving. Sixteen percent of drivers answered that they dial the phones while driving.

**Figure 33. When Phone Is Dialed While Driving**

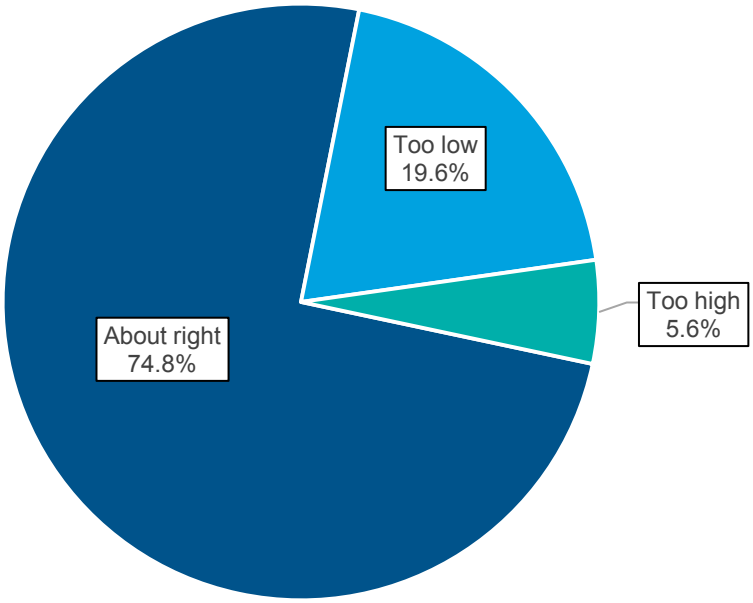



QA 64: When you are driving and want to dial the phone by hand, do you tend to dial the phone WHILE you are driving, do you tend to dial the phone while you are TEMPORARILY STOPPED, or do you tend to PULL OVER AND STOP the motor vehicle before dialing?
Base: At least on occasion talks on the phone while driving
Unweighted n = 4,001

## Speed Limits and Driver Impressions

Seventy-five percent of respondents felt that most highway speed limits are about right. About 20 percent indicate that they thought highway speed limits are too low, while 6 percent thought highway speed limits are too high.

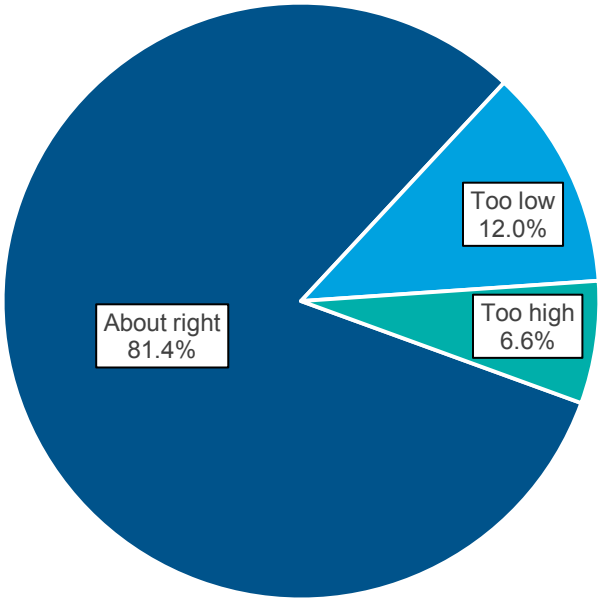
**Figure 34. Highway Speed Limits**




QA 49: In general, do you think most highway speed limits are too low, too high, or about right?
Base: Total population age 18+
Unweighted n = 5,960

About 80 percent of respondents indicated that most residential or non-highway speed limits are about right. Almost 7 percent felt that the speed limits on non-highway roadways are too high, while 12 percent thought that these speed limits are too low.

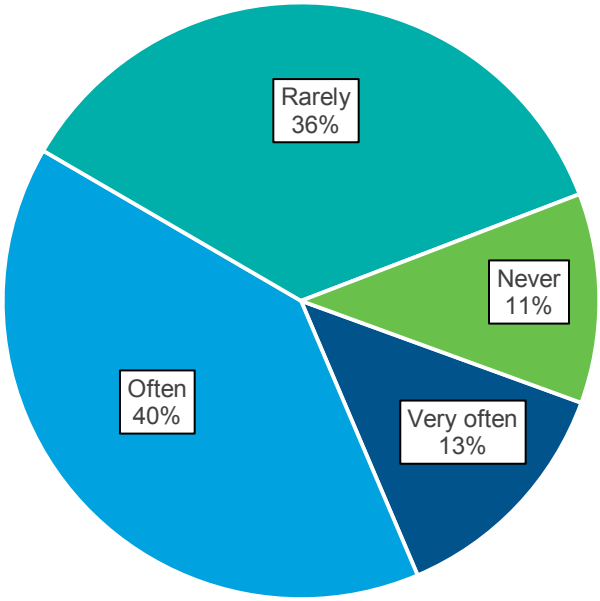
**Figure 35. Residential/Non-highway Speed Limits**




QA 50: How about residential speed limits or those not on a highway? Do you think they are too low, too high or about right?
Base: Total population age 18+
Unweighted n = 5,967

About half of drivers said they felt pressure from other drivers to go faster than the speed limit very often or often. Thirty-six percent indicated that they rarely felt pressure to speed, while 11 percent said they never felt this pressure.

**Figure 36. Pressure to Speed**




QA 52: How often do you feel pressure from other drivers to go faster than the speed limit?
Base: Drivers
Unweighted n = 5,734

Eleven percent of drivers said that they tended to pass other cars more often, while 26 percent said that they tended to be passed by other cars more often. The largest proportion of drivers felt that they both tended to pass and be passed by other drivers.

**Table 8. Passing on Highways**

| Reason | Percentage |
|---|---|
| I tend to pass other cars more often than other cars pass me | 11% |
| Other cars tend to pass me more often | 26% |
| Both, that is, I tend to pass and others tend to pass me | 39% |
| Neither, I drive the same as most others | 22% |
| I don't drive on highways | 2% |

QA 53: Which of the following statements best describes your highway driving?
Base: Drivers
Unweighted n = 5,720

Among drivers who said they drove on highways, 48 percent reported that they generally drove between 60 and 69 mph on highways, and 39 percent indicated that they drove between 70 and 79 mph.

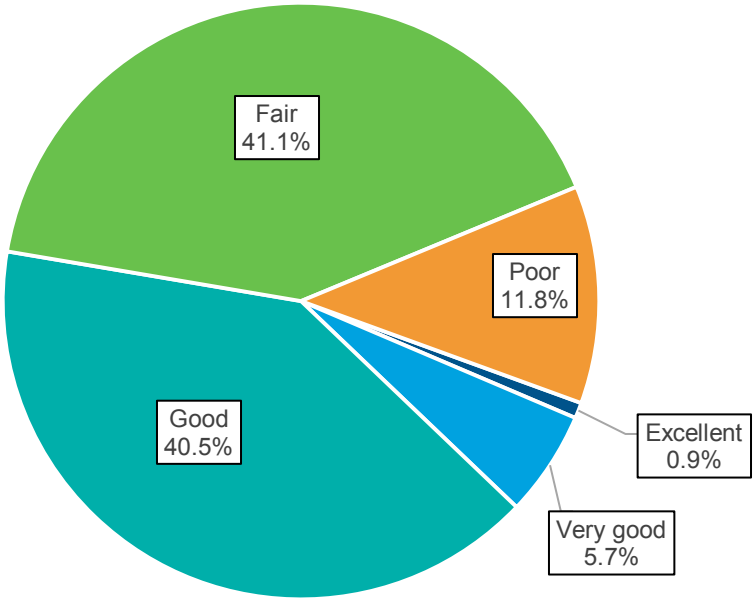
**Table 9. Highway Driving Speed**

| Typical Speed on Highways | Percentage |
|---|---|
| Less than 40 mph | 0.4% |
| 40-49 | 1% |
| 50-59 | 11% |
| 60-69 | 48% |
| 70-79 | 39% |
| 80+ | 1% |

QA 54: In general, how fast do you drive on highways?
Base: Drivers who drive on highways
Unweighted n = 5,378

About 7 percent of respondents thought that the driving of other drivers was either excellent or very good. About 80 percent said that the driving of other drivers was either good or fair. Twelve percent felt that other drivers drove poorly.

**Figure 37. Other Drivers' Driving Abilities**

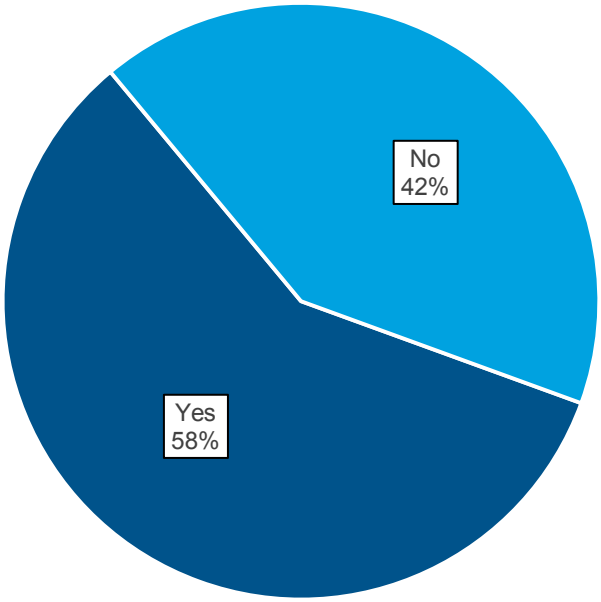



QA 51: Would you say the driving of most other drivers is…
Base: Total population age 18+
Unweighted n = 5,958

## Alcohol Use and Alcohol-Impaired Driving

Fifty-eight percent of respondents indicated that they had consumed at least one alcoholic beverage (e.g., liquor, beer, wine, or wine coolers) in the past 12 months.

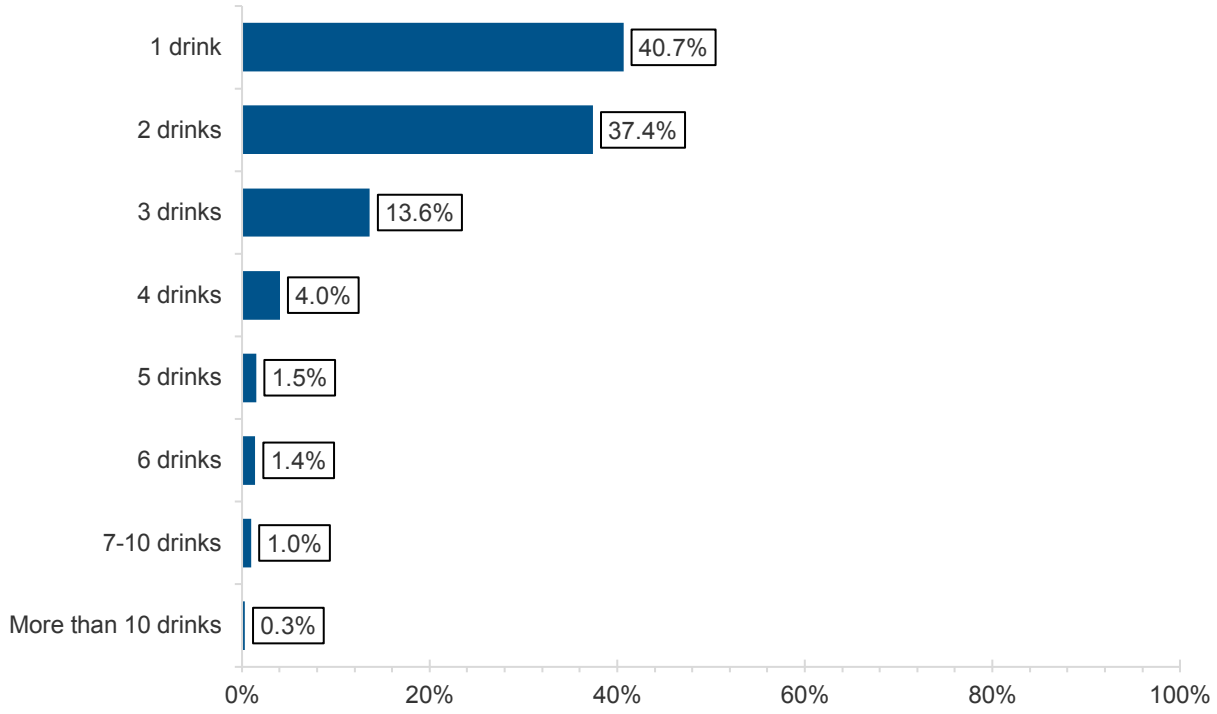
**Figure 38. At Least One Alcoholic Beverage, Past 12 Months**




QA 67: The next few questions ask about alcohol use. During the past 12 months have you had at least one drink of any alcoholic beverage, including liquor, beer, wine or wine coolers?
Base: Total population age 18+
Unweighted n = 5,957

Among respondents who had consumed at least one alcoholic beverage in the past 12 months, 41 percent reported that they consumed an average of 1 drink on the days they drank. An additional 37 percent reported an average of two drinks.

**Figure 39. Average Drinks Per Day on Days When Drinking**




QA 70: On the average, how many drinks did you typically have on the days you drank?
Base: Had at least one drink in past 12 months
Unweighted n = 3,613

Almost half of respondents indicated that they had not consumed alcohol in the past 30 days. Twenty-five percent reported that they had consumed alcohol between 1 and 4 days in the past 30 days.

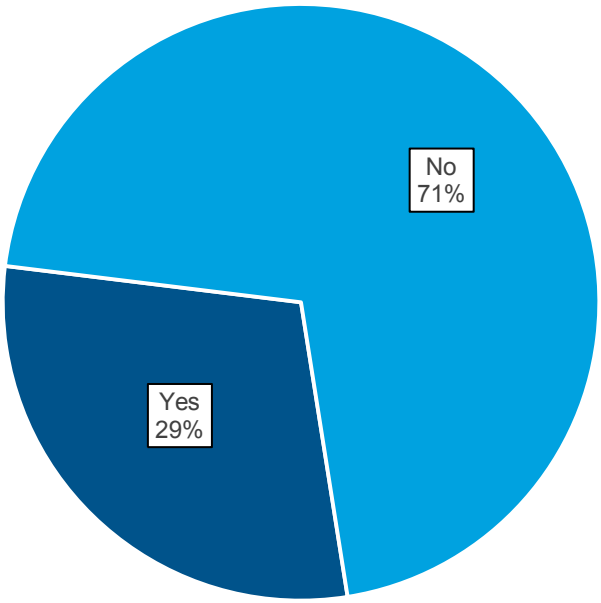
**Table 10. Number of Days Drinking, Past 30 Days**

| | Percentage |
|---|---|
| 0 days | 49% |
| 1-4 days | 25% |
| 5-7 days | 9% |
| 8-10 days | 6% |
| 11-14 days | 1% |
| 15-21 days | 6% |
| 22-30 days | 4% |

QA 69: How many days out of the past 30 days did you drink alcoholic beverages?
Base: Total population age 18+
Unweighted n = 5,933

Among respondents who had consumed at least one alcoholic beverage in the past 30 days, 29 percent reported that they had driven a vehicle after they had been drinking alcohol.

**Figure 40. Drove After Drinking Alcohol, Past 30 Days**




QA 71: During the past 30 days, have you driven a vehicle after you had been drinking alcohol?
Base: Had at least 1 alcoholic drink in past 30 days
Unweighted n = 2,762

Of the respondents who indicated that they had driven after drinking in the past 30 days, 64 percent reported that they had done so on 1 or 2 days.

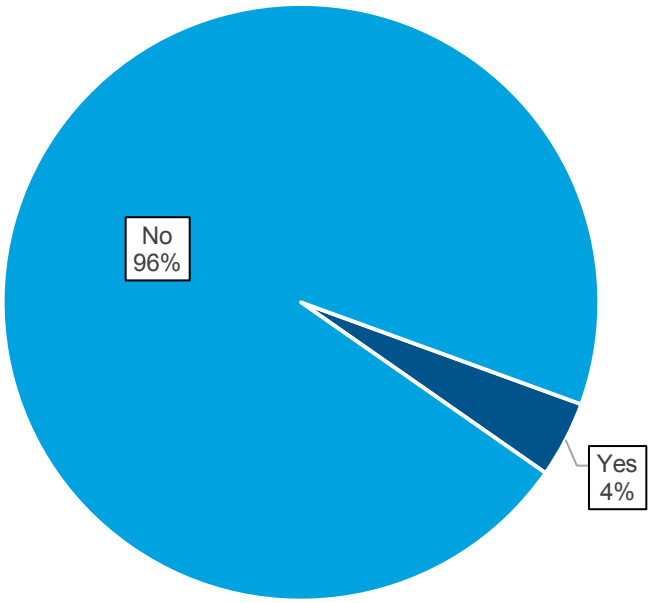
**Table 11. Number of Days Drove After Drinking, Past 30 Days**

| | Percentage |
|---|---|
| 1 day | 38% |
| 2 days | 26% |
| 3 days | 13% |
| 4 days | 9% |
| 5-7 days | 8% |
| 8-10 days | 4% |
| 11-14 days | 0.1% |
| 15-21 days | 2% |
| 22-30 days | 1% |

QA 72: How many days out of the past 30 days did you drive after drinking alcoholic beverages?
Base: Drove after drinking alcohol in past 30 days
Unweighted n = 806

Of the respondents who indicated that they had driven after drinking in the past 30 days, 4 percent reported that they had driven a vehicle when they thought they might have consumed too much alcohol.

**Figure 41. Drove After Drinking Too Much Alcohol to Drive Safely, Past 30 Days**

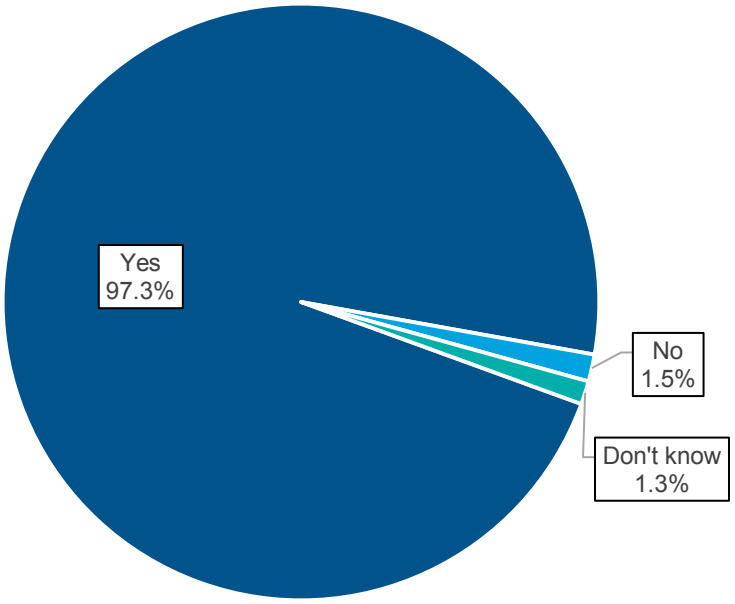



QA 73: In the past 30 days, have you driven a vehicle when you thought you might have consumed too much alcohol to drive safely?
Base: Drove after drinking alcohol in past 30 days
Unweighted n = 829

## Air Bags

Among drivers who said they most typically drive a non-motorcycle vehicle, almost all reported the vehicle they normally drive had an air bag. Almost 2 percent indicated that their vehicle did not contain an air bag.

**Figure 42. Air Bags in Vehicle**




QA 55: Does the [vehicle/sport utility vehicle] you normally drive have an air bag?
Base: Drivers, excluding those who primarily drive a motorcycle
Unweighted n = 5,690

Among drivers who indicated that the vehicle they typically used contained an air bag, most reported that the vehicle contained an air bag in the steering wheel in front of the driver. Eighty-six percent also reported having an air bag in the dashboard in front of the front passenger seat.

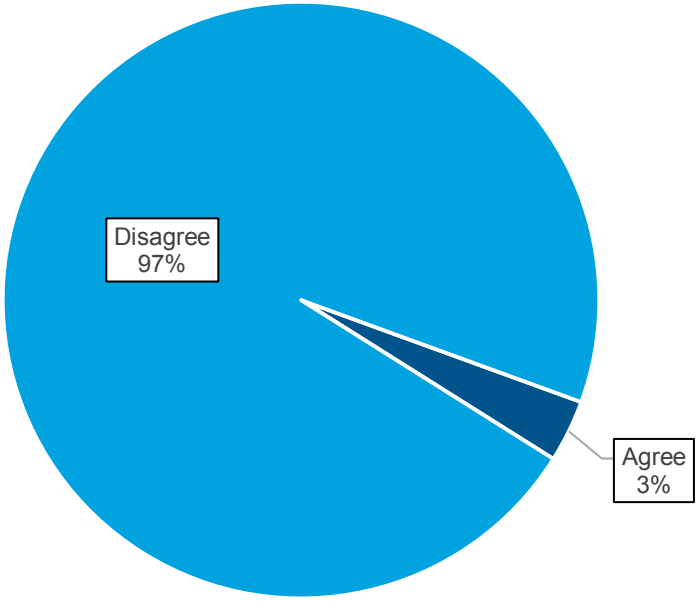
**Table 12. Location of Air Bags in Vehicle***

| Location | Percentage |
|---|---|
| In the steering wheel in front of the driver | 96% |
| In the dashboard in front of the front seat passenger | 86% |
| In the car doors next to the front seats | 34% |
| In the side of the front seats | 23% |
| In the car doors next to back seats | 23% |
| In the side of the back seats | 15% |
| Above the side windows in the front | 17% |
| Above the side windows in the back | 13% |

QA 56: Where does the vehicle you normally drive have an air bag? (Please select all that apply.)
Base: Drivers (non-motorcycle), whose regular vehicle has an air bag
Unweighted n = 5,506
*Total exceeds 100% because multiple responses were accepted.

Ninety-seven percent of all respondents disagreed with the statement: "If a seating position in a motor vehicle is protected by an air bag, then the person riding in that seating position does not need to wear a seat belt to keep safe."

**Figure 43. Perception of Need for Seat Belt Use With Air Bags**

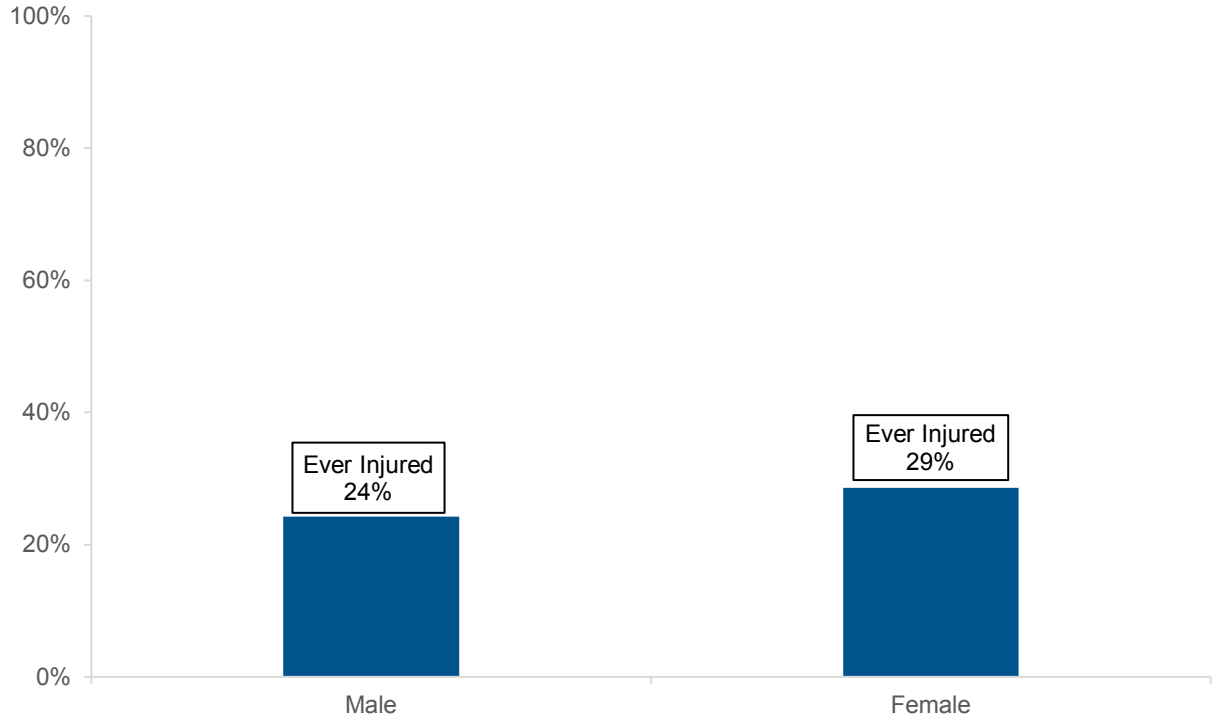



QA 57: Please tell me whether you agree or disagree with the following statement. If a seating position in a motor vehicle is protected by an air bag, then the person riding in that seating position does not need to wear a seat belt to keep safe.
Base: Total population age 18+
Unweighted n = 5,925

# Section 2: Supplemental Results

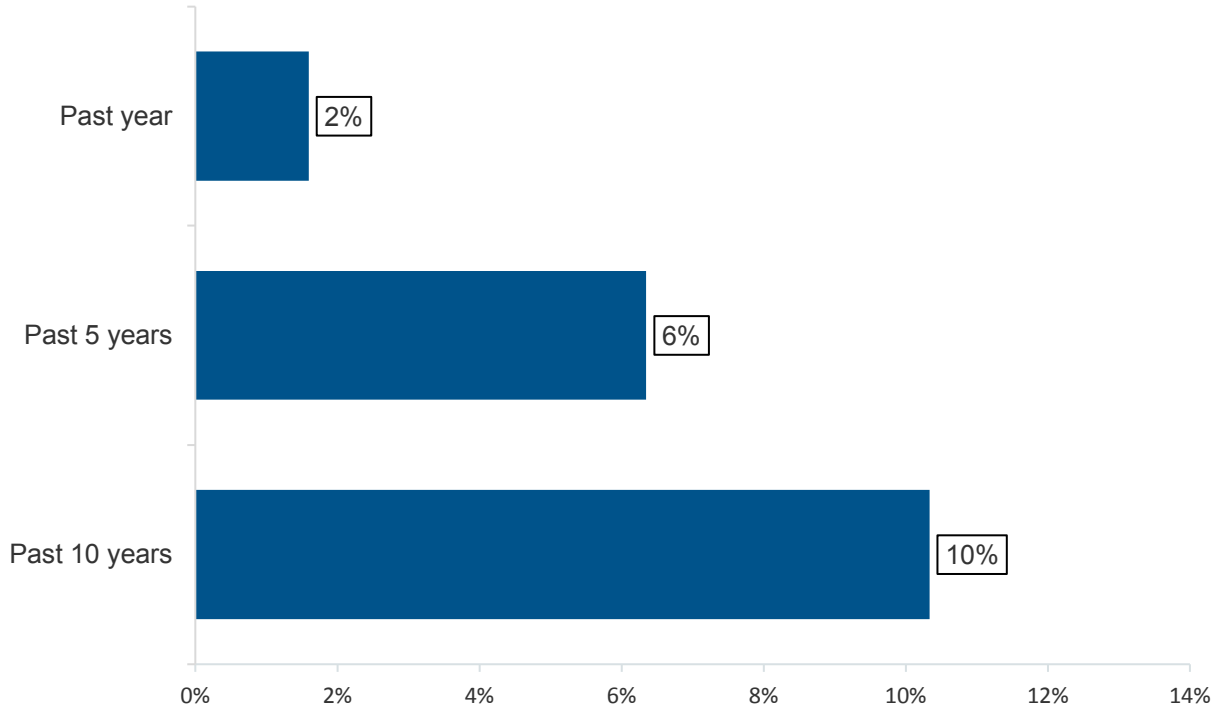
## Crash Injury Experience

**Figure 44. Crash Injury Experience, by Gender**



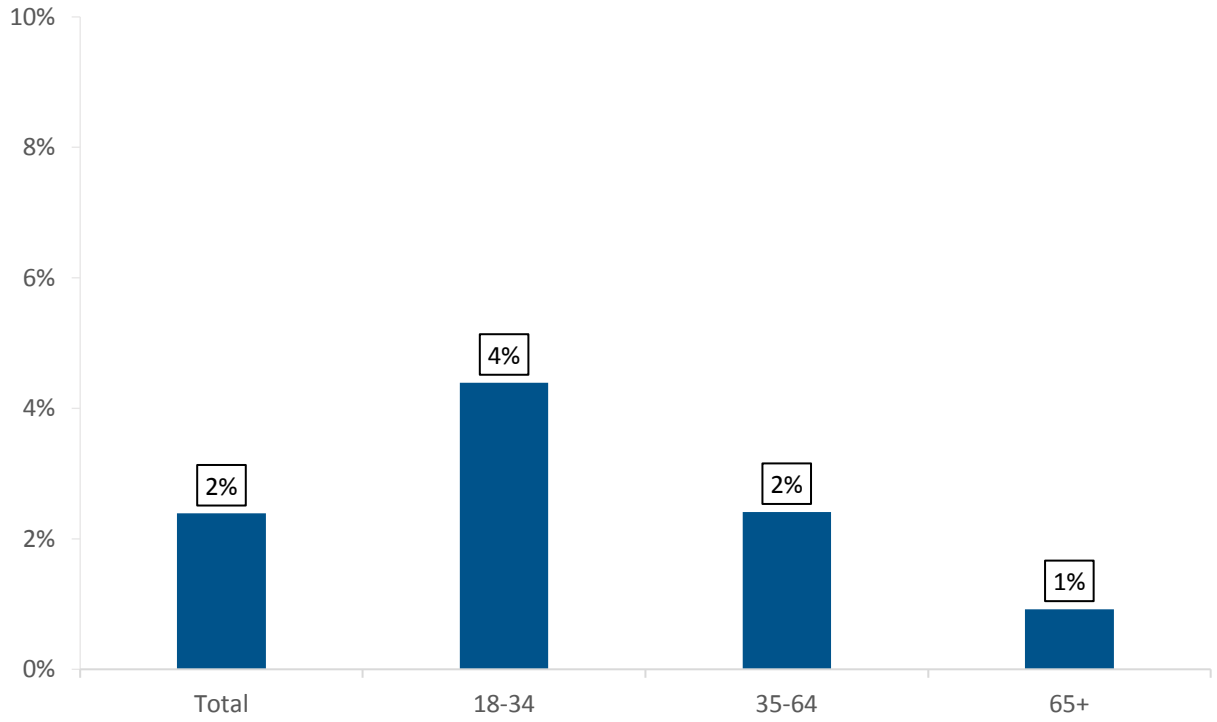

QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.
Base: Total population age 18+
Unweighted n = 11,236

## Figure 45. Percentage of Total Population Injured in a Vehicle Crash Over Time




QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.
QA 76/QB 111: How long ago did [that/the most recent] accident occur?
Base: Total population age 18+
Unweighted n = 11,128

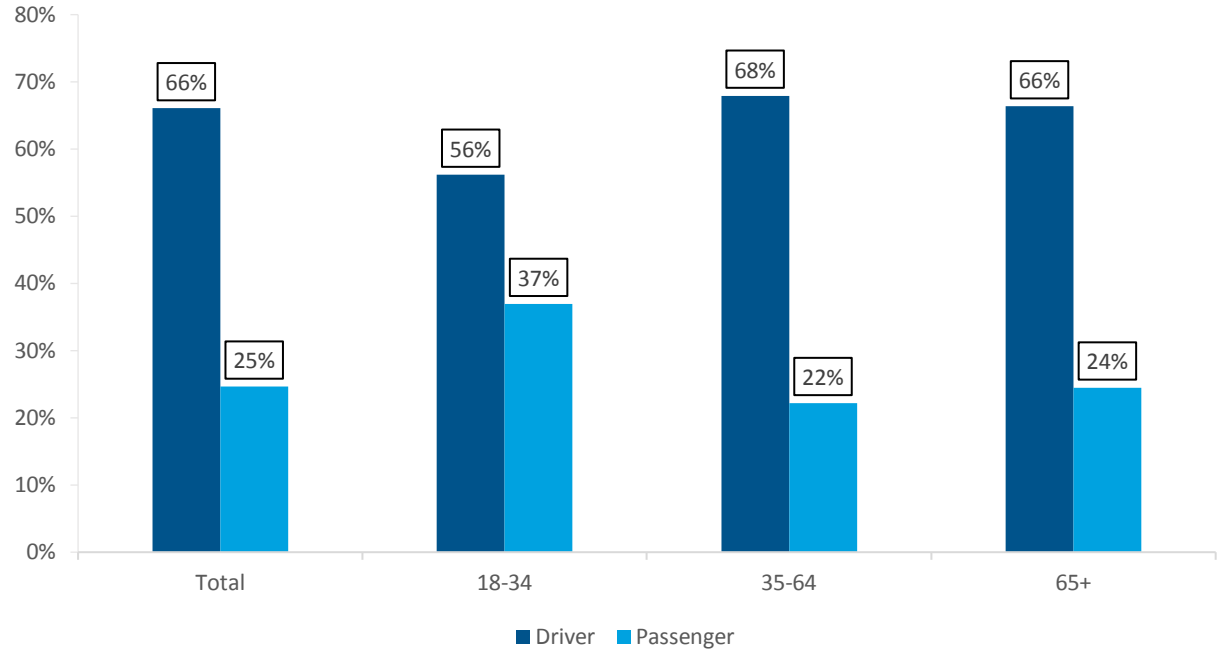
## Figure 46. Percentage Injured in a Vehicle Crash Last Year[6] by Age




QA 76/QB 111: How long ago did [that/the most recent] accident occur?
Base: Total population age 18+
Unweighted n= 11,128

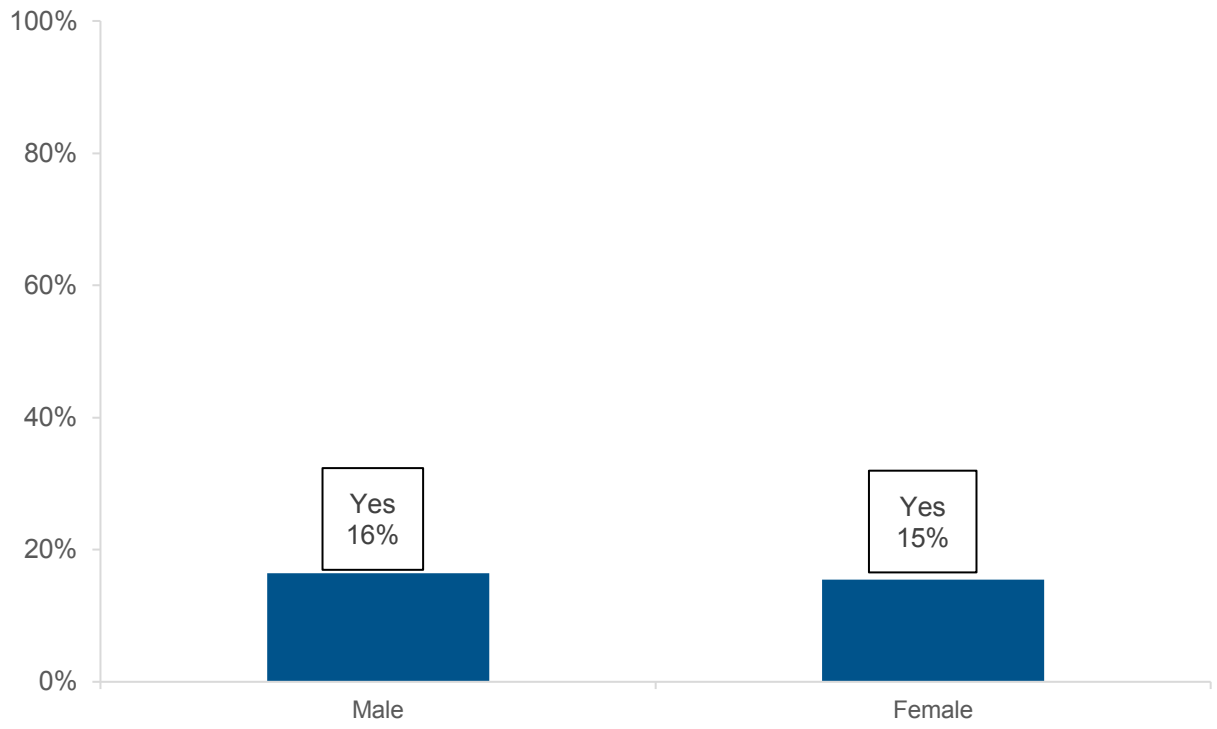
[6] Past year/last year includes those who indicated they had been in a crash "within the past year" or "one year ago."

## Figure 47. Percentage Injured, by Driver/Passenger Status and Age*



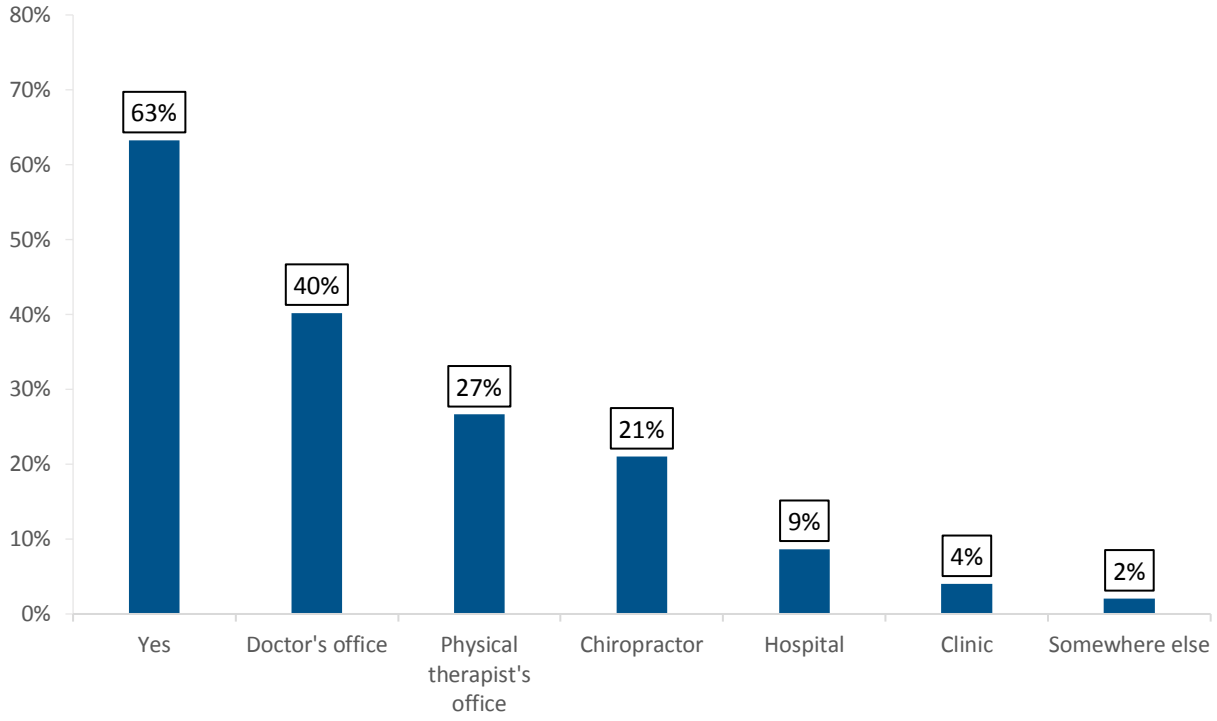

QA 77/QB 112: In [that/that most recent] accident, were you a …?
Base: Ever injured in a vehicle crash
Unweighted n= 2,999
*Totals within each age group do not sum to 100 percent due to other response categories not shown (e.g., motorcyclists, pedestrians, and bicyclists).

**Figure 48. Been Driver or Passenger in Crash Where Someone Else Was Injured, by Gender**



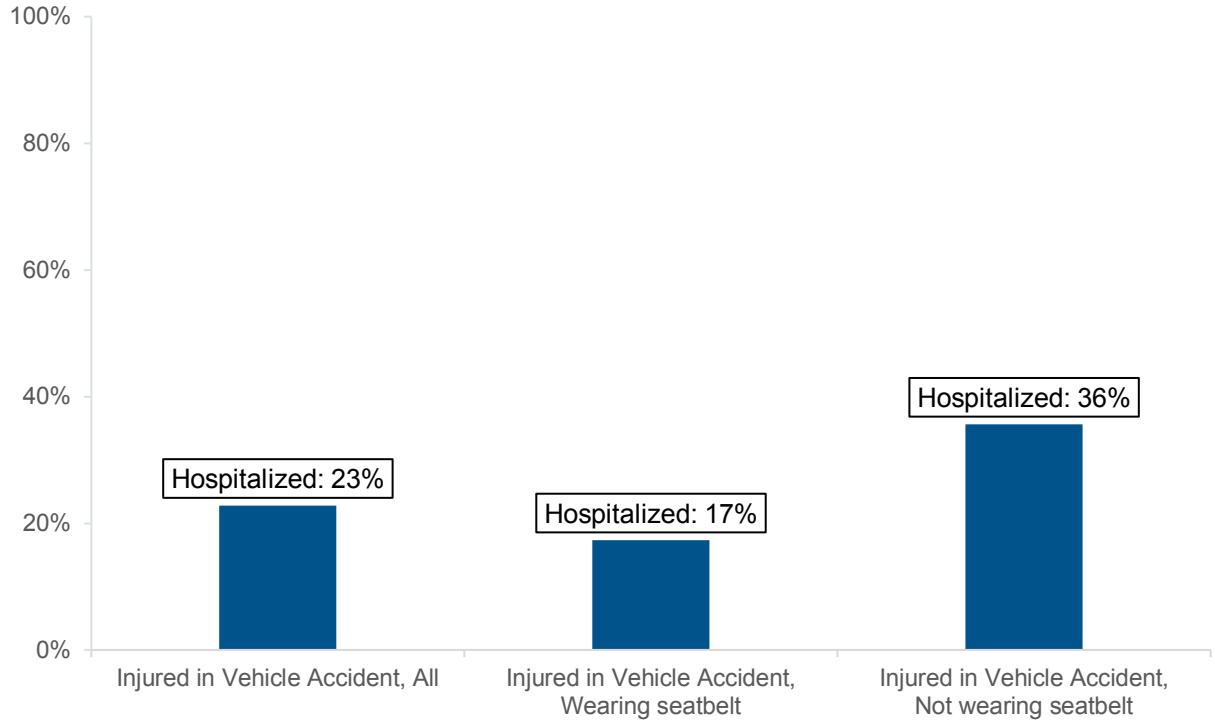

QA 74a: Were you ever a driver or a passenger in a motor vehicle accident in which someone else was injured and required medical attention?
Base: Total population age 18+
Unweighted n= 5,901

## Figure 49. Proportion Who Received Follow-Up Treatment After Crash and Where Treatment Was Received*



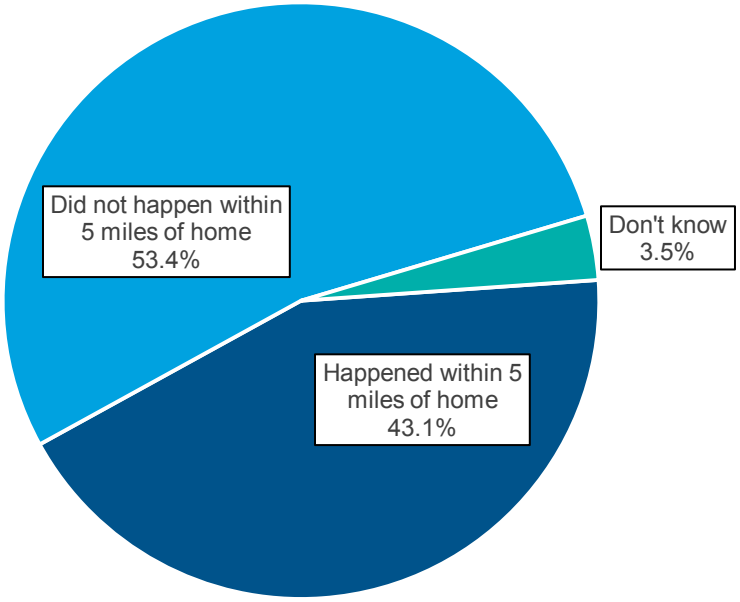

QA 82: Did you receive any continuing or follow-up treatment for your injuries?
QA 82a: Where did you receive this follow-up treatment? Was it at…?
Base: Ever been injured in a vehicle crash
Unweighted n = 1,606
*Total exceeds 100% because multiple responses were accepted.

## Figure 50. Hospitalized by Self-Reported Seat Belt Use



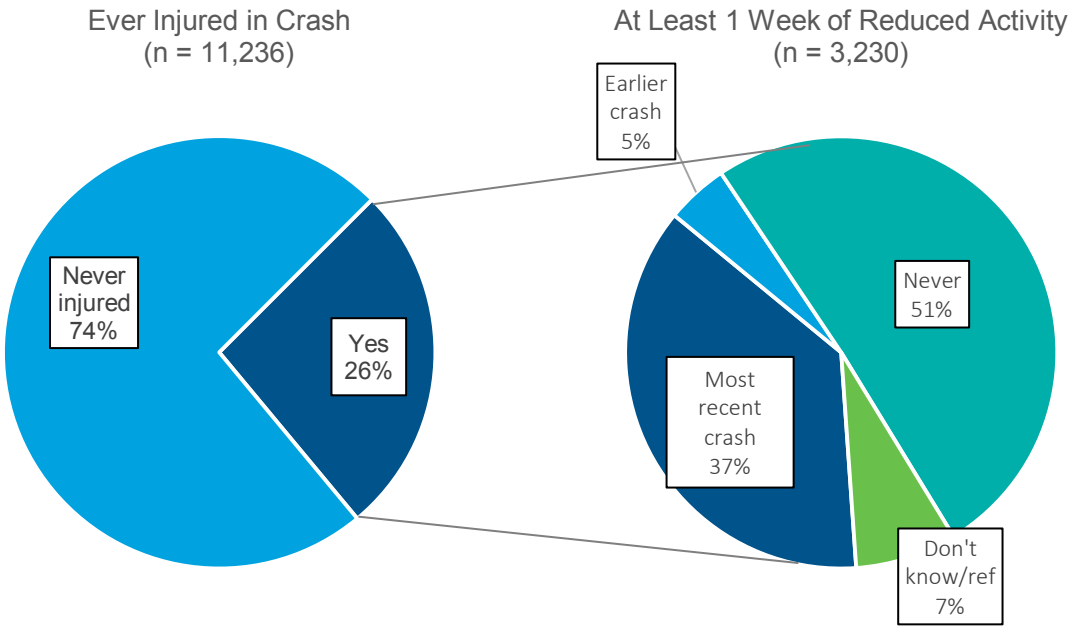

QA 81/QB 116: Were you hospitalized?
QA 78/QB 113: Were you wearing your seat belt at the time of the accident?
Base: Ever been injured in a vehicle crash
Unweighted n = 2,995

## Figure 51. Crash Occurred Less Than 5 Miles From Home




QA 76a: Did [that/the most recent accident] happen less than 5 miles from where you lived at the time of the accident?
Base: Ever been injured in a vehicle crash
Unweighted n = 1,620

## Figure 52. Crash Injury Experience




QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.
QA 83/QB 118: Did your injuries from [that/the most recent] accident prevent you from performing any of your normal activities (work, school, household) for…?
QA 84/QB 119: Prior to your most recent accident in which you were injured, had you ever received injuries from a motor vehicle accident that prevented you from performing any of your normal activities (work, school, household) for…?
Base: Total population age 18+; Had at least 1 week of reduced activity due to crash
Unweighted n's listed above

## Table 13. Concerns About Stopping to Help at a Vehicle Crash, by Gender

| | Total | Male | Female |
|---|---|---|---|
| ***Unweighted n (total population age 18+)*** | **(n = 5,286)** | **(n = 2,336)** | **(n= 2,935)** |
| **No concerns** | 5% | 6% | 4% |
| **Not knowing how to help** | 52% | 49% | 56% |
| **Personal safety (net)** | 61% | 60% | 62% |
| Trick to get you to stop | 31% | 27% | 35% |
| Concern for personal safety | 61% | 60% | 62% |
| Concern for safety of my passengers | 32% | 33% | 32% |
| **Concern about legal liability** | 24% | 28% | 20% |
| **Causing further injury to victims** | 49% | 48% | 50% |
| **Other (net)** | 17% | 17% | 18% |
| Getting sick from seeing blood or severe injuries | 8% | 7% | 9% |
| Concern about getting involved | 11% | 11% | 10% |
| Other | 1% | 1% | 1% |
| **I never drive** | 2% | 2% | 2% |

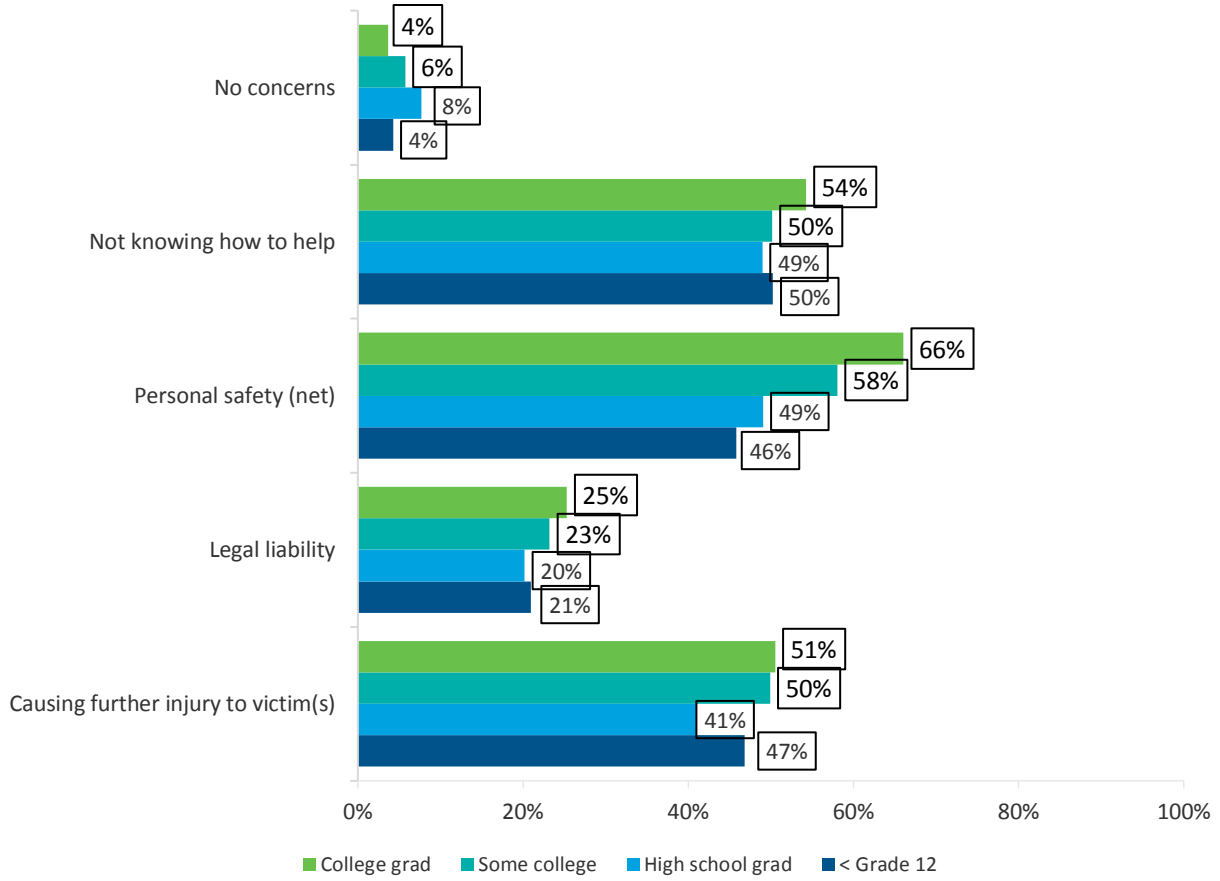
QB 108: Suppose that you are driving, you see an accident happen and no one is there at the scene to help. What concerns might you have about stopping to help? Would it be…?
[Multiple responses were accepted.]
Base: Total population age 18+
Unweighted n's listed above

## Table 14. Concerns About Stopping to Help at a Vehicle Crash, by Race/Ethnicity

| | Total | White | Black or African American | Hispanic | Non-Hispanic |
|---|---|---|---|---|---|
| ***Unweighted n (total population age 18+)*** | **(n= 5,286)** | **(n = 4,369)** | **(n = 358)** | **(n = 333)** | **(n = 4,914)** |
| **No concerns** | 5% | 5% | 4% | 3% | 5% |
| **Not knowing how to help** | 52% | 54% | 48% | 49% | 53% |
| **Personal safety (net)** | 61% | 61% | 60% | 60% | 61% |
| Trick to get you to stop | 31% | 31% | 32% | 30% | 31% |
| Concern for personal safety | 39% | 37% | 43% | 35% | 39% |
| Concern for safety of my passengers | 32% | 32% | 23% | 32% | 32% |
| **Concern about legal liability** | 24% | 24% | 19% | 24% | 24% |
| **Causing further injury to victims** | 49% | 51% | 43% | 43% | 49% |
| **Other (net)** | 17% | 16% | 19% | 20% | 17% |
| Getting sick from seeing blood or severe injuries | 8% | 8% | 9% | 9% | 8% |
| Concern about getting involved | 11% | 9% | 14% | 13% | 11% |
| Other | 1% | 1% | 0% | 2% | 1% |
| **I never drive** | 2% | 2% | 3% | 5% | 2% |

QB 108: Suppose that you are driving, you see an accident happen and no one is there at the scene to help. What concerns might you have about stopping to help? Would it be…?
[Multiple responses were accepted.]
Base: Total population age 18+
Unweighted n's listed above

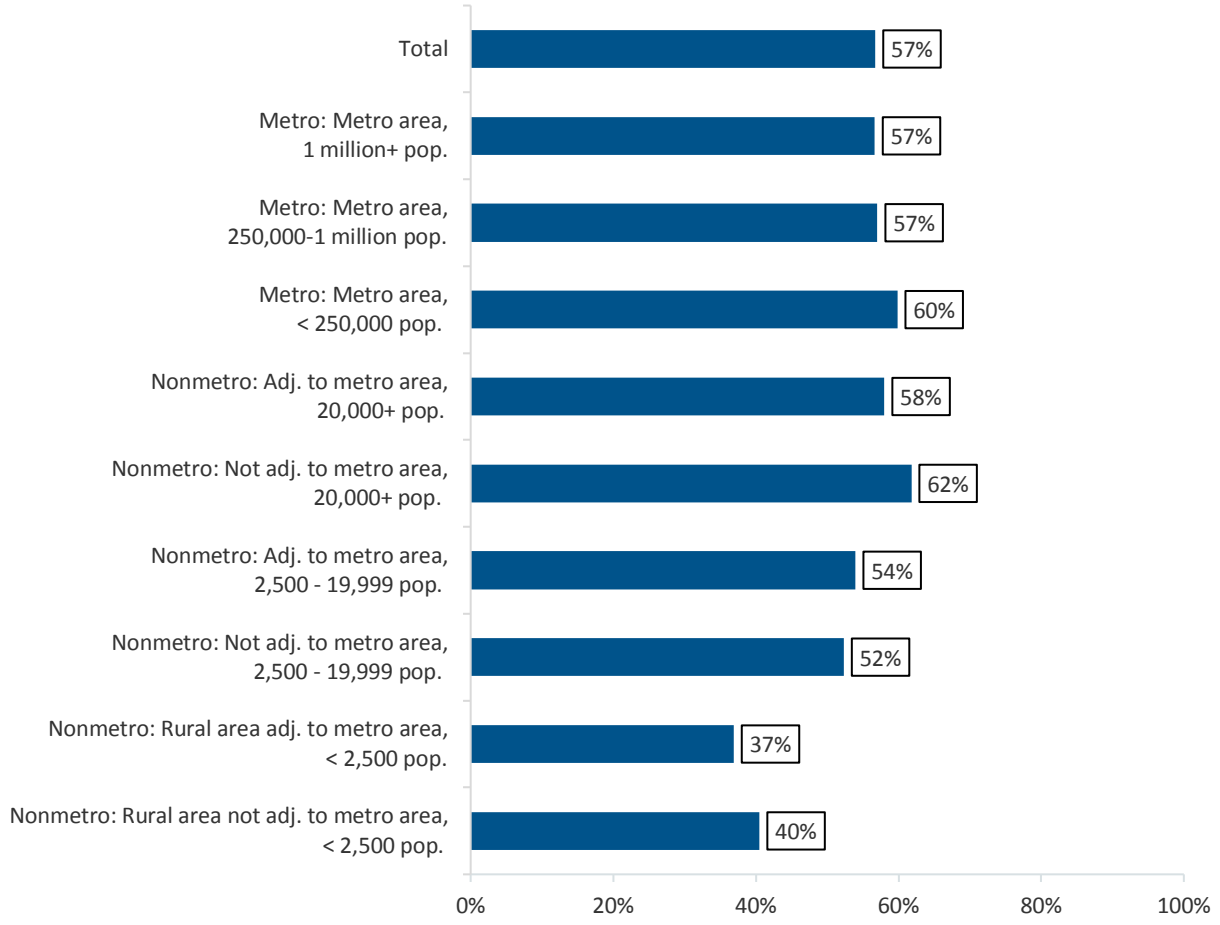
## Figure 53. Concerns About Stopping to Help at a Vehicle Crash, by Education




QB 108: Suppose that you are driving, you see an accident happen and no one is there at the scene to help. What concerns might you have about stopping to help? Would it be…?
[Multiple responses were accepted.]
Base: Total population age 18+
Unweighted n = 5,227

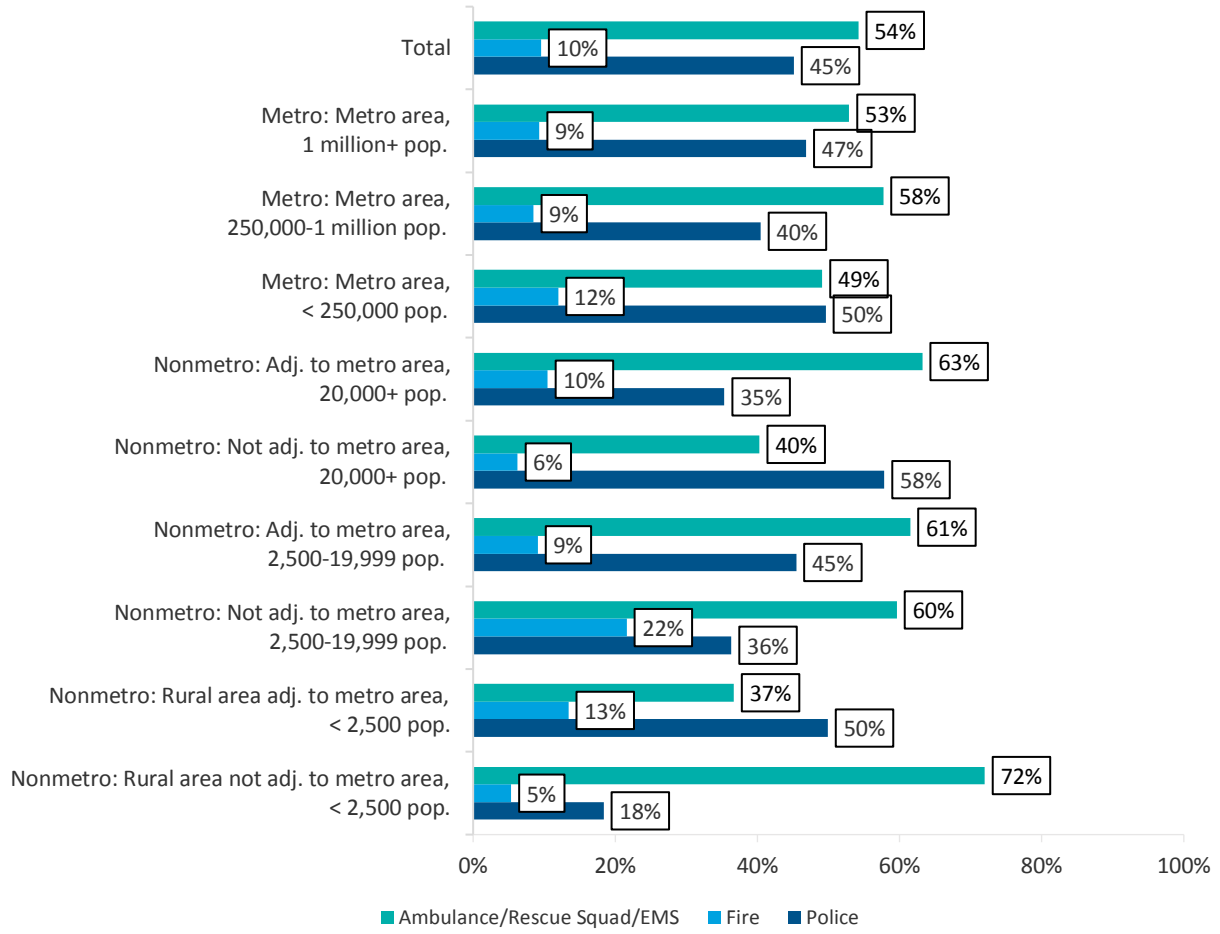
# EMS and Situations

**Figure 54. Ever Called Emergency Phone Number, by Community Type**



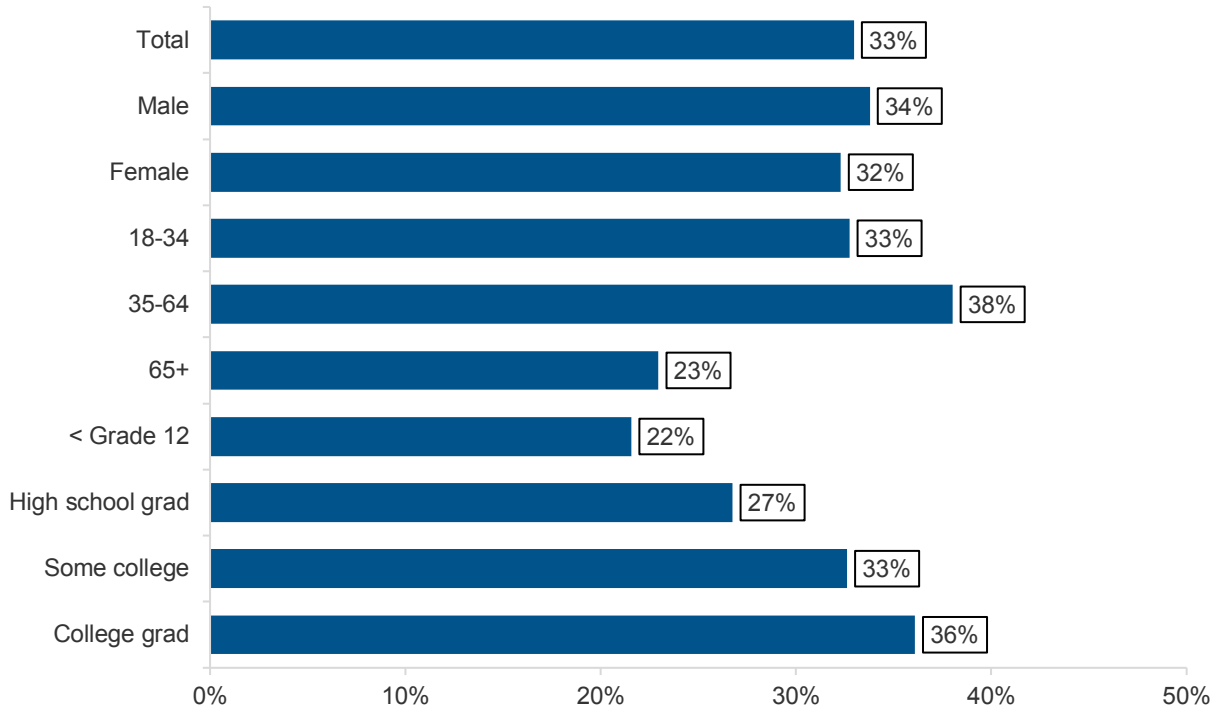

QB 89: Have you, personally, ever called 9-1-1 or another emergency number for help? Please include any type of emergency, not just those involving motor vehicle crashes.
Base: Total population age 18+
Unweighted n = 5,351

## Figure 55. Emergency Service Called, by Community Type*



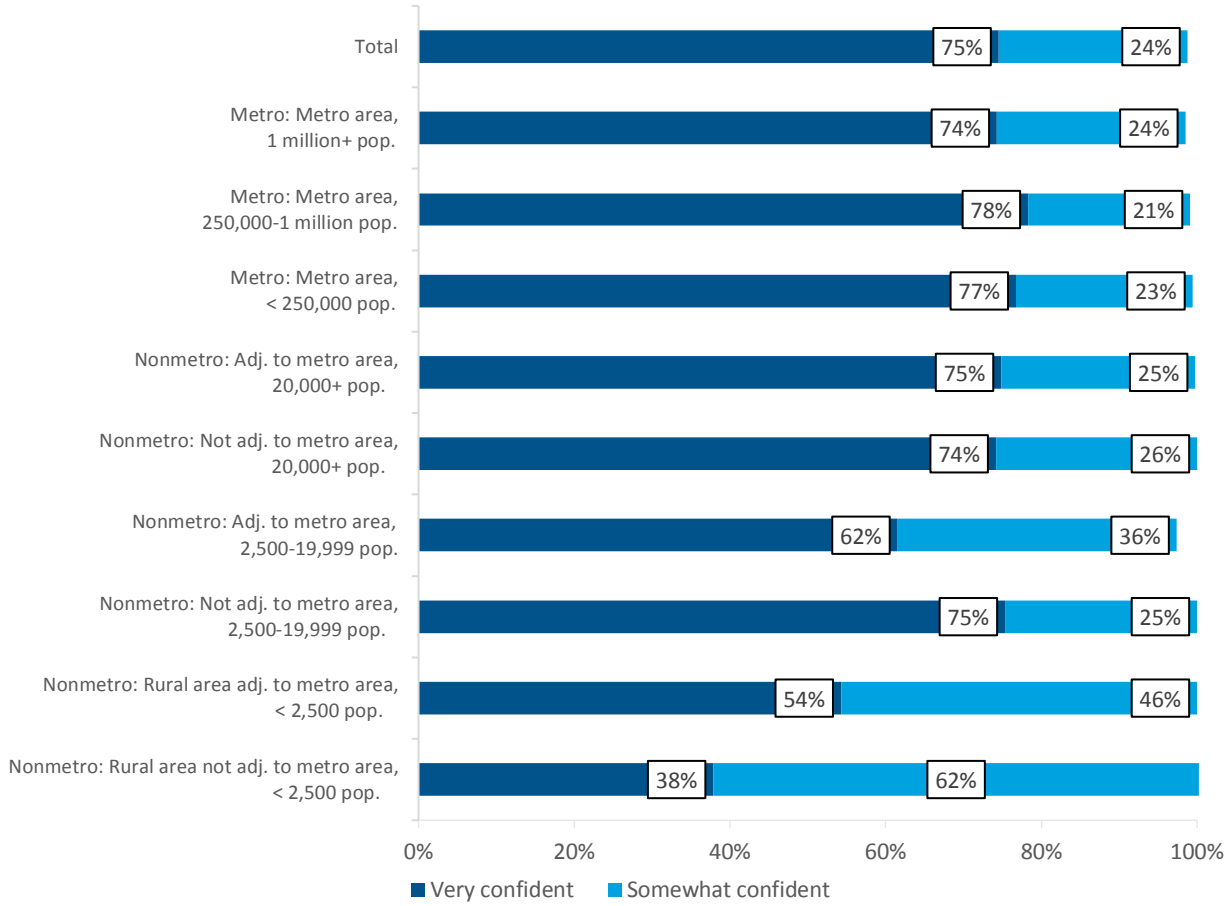

QB 91: Did you call for police, fire, an ambulance, or something else? Again, please include any type of emergency, not just those involving motor vehicle crashes. If you have called more than once, then answer for the most recent time you called 9-1-1 or another emergency number.
Base: Have ever called 9-1-1 or other emergency number
Unweighted n = 3,266
*Totals for each community type category exceed 100% because multiple responses were accepted.

## Figure 56. Used a Car/Cellular Phone to Report an Emergency, by Gender, Age, and Education



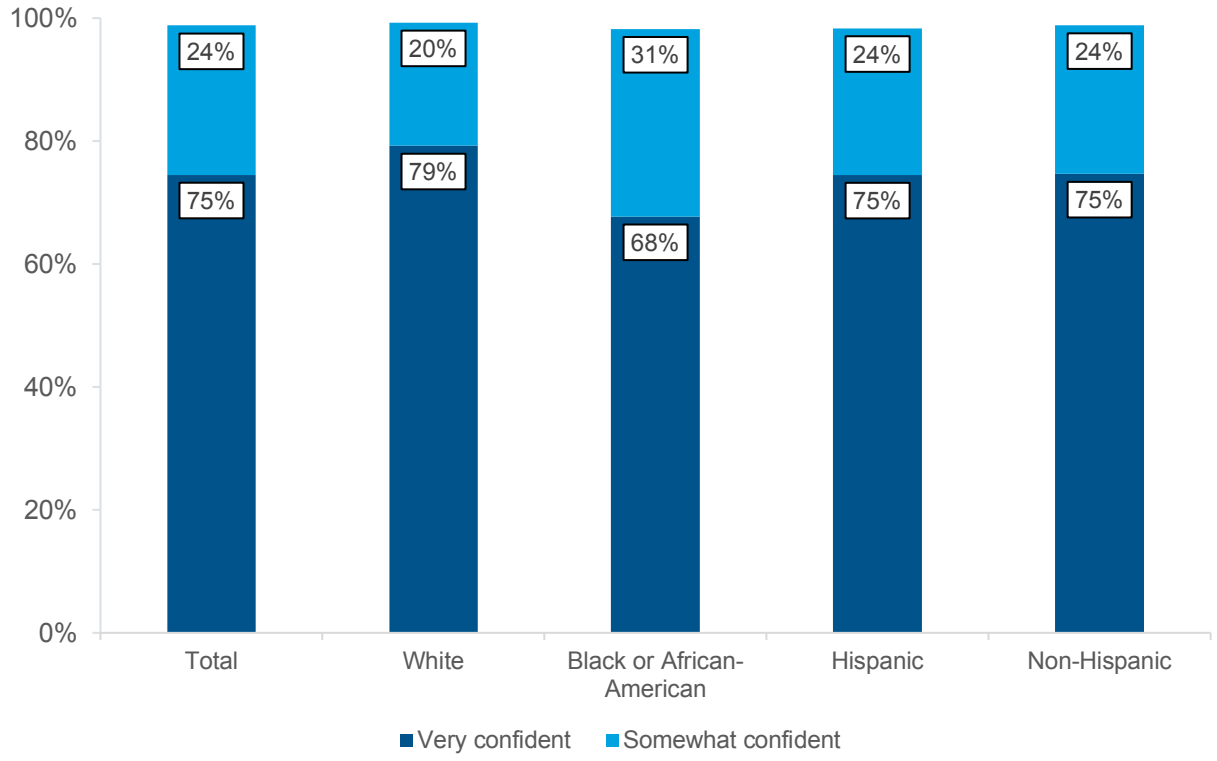

QA 66: Have you ever used a cell phone or other type of wireless phone to report an emergency while you were driving or riding in a motor vehicle?
Base: Total population age 18+
Unweighted n = 5,724

## Figure 57. Confidence in Emergency Workers, by Community Type*



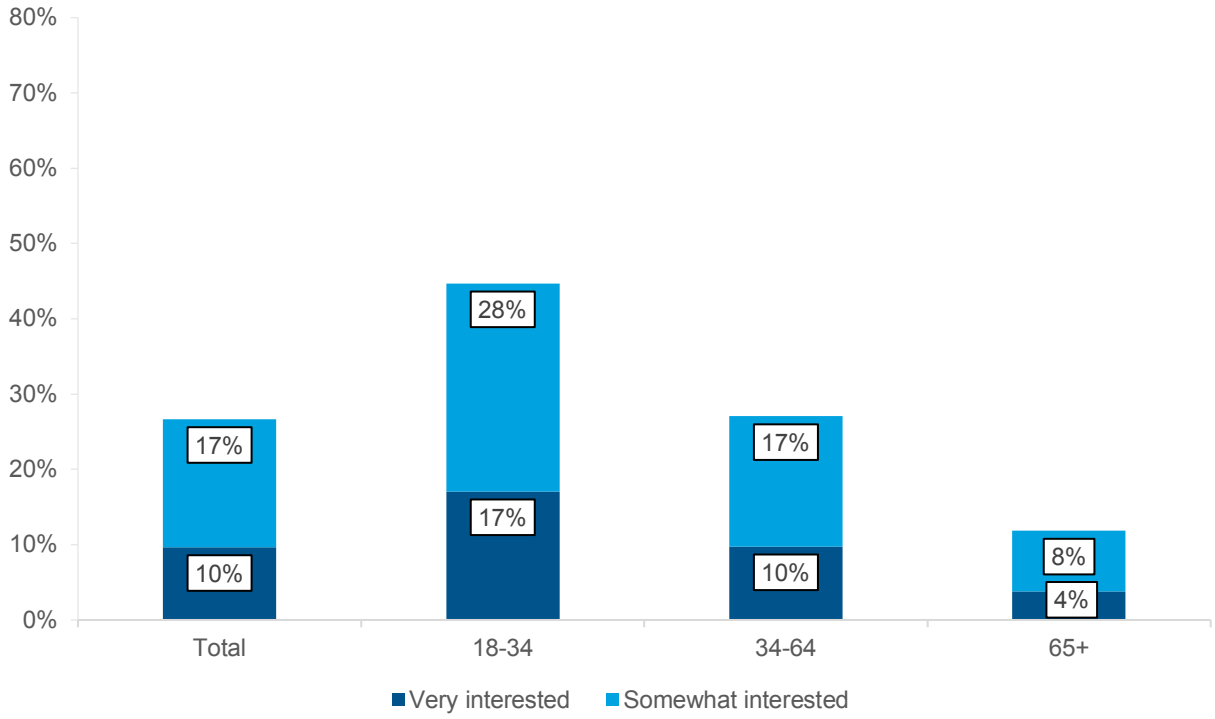

QB 95: Suppose you called 9-1-1 about a medical emergency and an ambulance was sent. Regardless of the type of medical emergency, how confident are you that the arriving ambulance or other emergency workers would know what to do? Would you say…?
Base: Total population age 18+
Unweighted n = 5,320
*Totals within each community type category do not sum to 100 percent due to other response category not shown (i.e., not confident).

**Figure 58. Confidence in Emergency Workers,* by Race/Ethnicity**



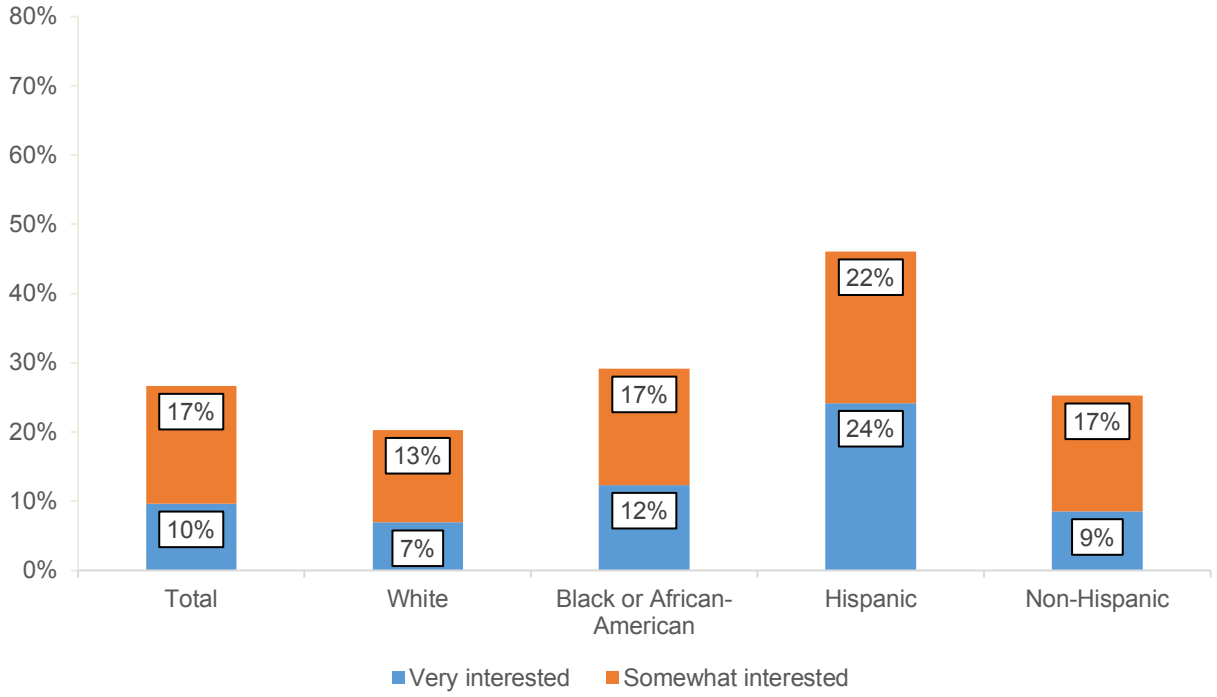

QB 95: Suppose you called 9-1-1 about a medical emergency and an ambulance was sent. Regardless of the type of medical emergency, how confident are you that the arriving ambulance or other emergency workers would know what to do? Would you say…?
Base: Total population age 18+
Unweighted n = 5,320
*Totals within each community type category do not sum to 100 percent due to other response category not shown (i.e., not confident).

**Figure 59. Interest in Training to Become an EMS Provider, by Age**



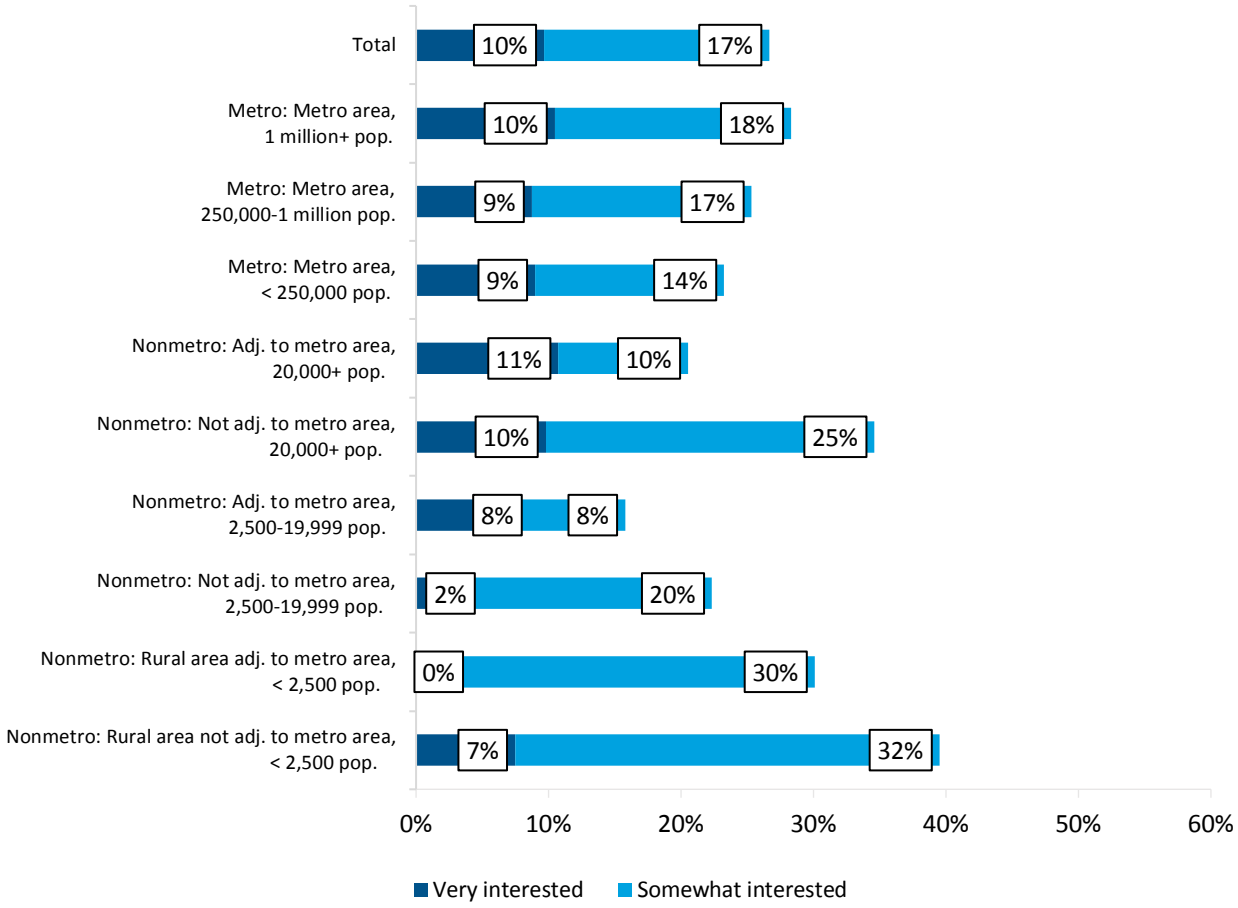

QB 107: How interested would you be in becoming a Paramedic or Emergency Medical Technician if the training was reasonably priced and in a convenient location?
Base: Total population age 18+
Unweighted n = 5,289

## Figure 60. Interest in Training to Become an EMS Provider, by Race/Ethnicity



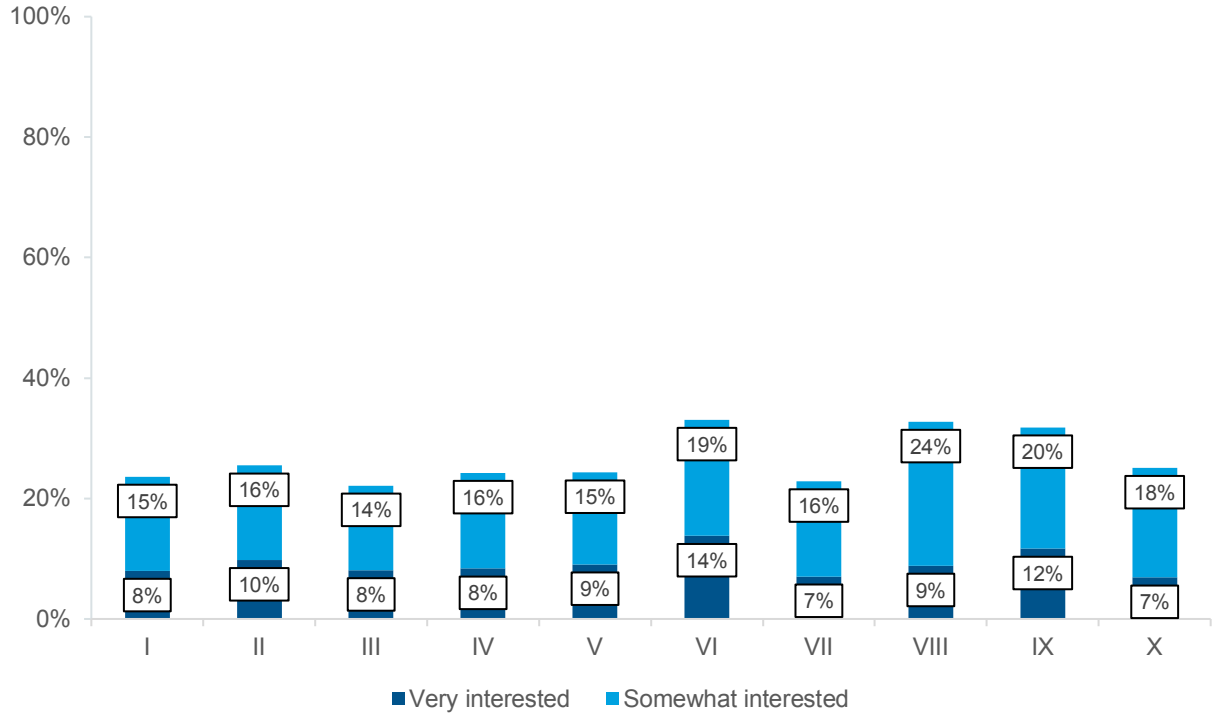

QB 107: How interested would you be in becoming a Paramedic or Emergency Medical Technician if the training was reasonably priced and in a convenient location?
Base: Total population age 18+
Unweighted n = 5,289

## Figure 61. Interest in Training to Become an EMS Provider, by Community Type




QB 107: How interested would you be in becoming a Paramedic or Emergency Medical Technician if the training was reasonably priced and in a convenient location?
Base: Total population age 18+
Unweighted n = 5,289

## Figure 62. Interest in Training to Become an EMS Provider, by NHTSA Region[7]




QB 107: How interested would you be in becoming a Paramedic or Emergency Medical Technician if the training was reasonably priced and in a convenient location?
Base: Total population age 18+
Unweighted n = 5,289

[7] **National Highway Traffic Safety Administration Regions**

| | | |
|---|---|---|
| I | New England Region | Maine, Massachusetts, New Hampshire, Rhode Island, Vermont |
| II | Eastern Region | Connecticut, New Jersey, New York, Pennsylvania |
| III | Mid-Atlantic Region | Delaware, District of Columbia, Kentucky, Maryland, North Carolina, Virginia, West Virginia |
| IV | Southeast Region | Alabama, Florida, Georgia, South Carolina, Tennessee |
| V | Great Lakes Region | Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin |
| VI | South Central Region | Louisiana, Mississippi, New Mexico, Oklahoma, Texas |
| VII | Central Region | Arkansas, Iowa, Kansas, Missouri, Nebraska |
| VIII | Rocky Mountain Region | Colorado, Nevada, North Dakota, South Dakota, Utah, Wyoming |
| IX | Western Region | Arizona, California, Hawaii, |
| X | Northwest Region | Alaska, Idaho, Montana, Oregon, Washington |

## Table 15. Concerns About Helping an Injured Person in a Disaster Situation,* by Gender

| | Total | Males | Females |
|---|---|---|---|
| ***Unweighted n (total population age 18+)*** | **(n = 5,370)** | **(n = 2,363)** | **(n = 2,946)** |
| **No concerns** | 11% | 14% | 8% |
| **Assistance (net)** | 69% | 65% | 73% |
| Not knowing how to help | 54% | 49% | 58% |
| Not having proper supplies | 47% | 45% | 49% |
| **Personal safety (net)** | 43% | 42% | 45% |
| Concern for personal safety | 35% | 33% | 36% |
| Getting infected from contact with blood | 21% | 21% | 22% |
| Additional explosions | 0% | 0% | 0% |
| **Concern about legal liability** | 26% | 28% | 24% |
| **Causing further injury to victims** | 55% | 53% | 57% |
| **Other (net)** | 14% | 14% | 15% |
| Getting sick from seeing blood or severe injuries | 8% | 7% | 9% |
| Concern about getting involved | 7% | 7% | 6% |
| Other | 2% | 1% | 2% |

QB 101: Suppose you went to a public place by yourself, an explosion occurred, and you didn't know the source of the explosion. You see several people injured, but you and others nearby are unhurt or have only scratches. During the first few minutes after the explosion, which if any of the following would you likely do? Would you…?
Base: Total population age 18+
Unweighted n's listed above.

# Cell Phone Use

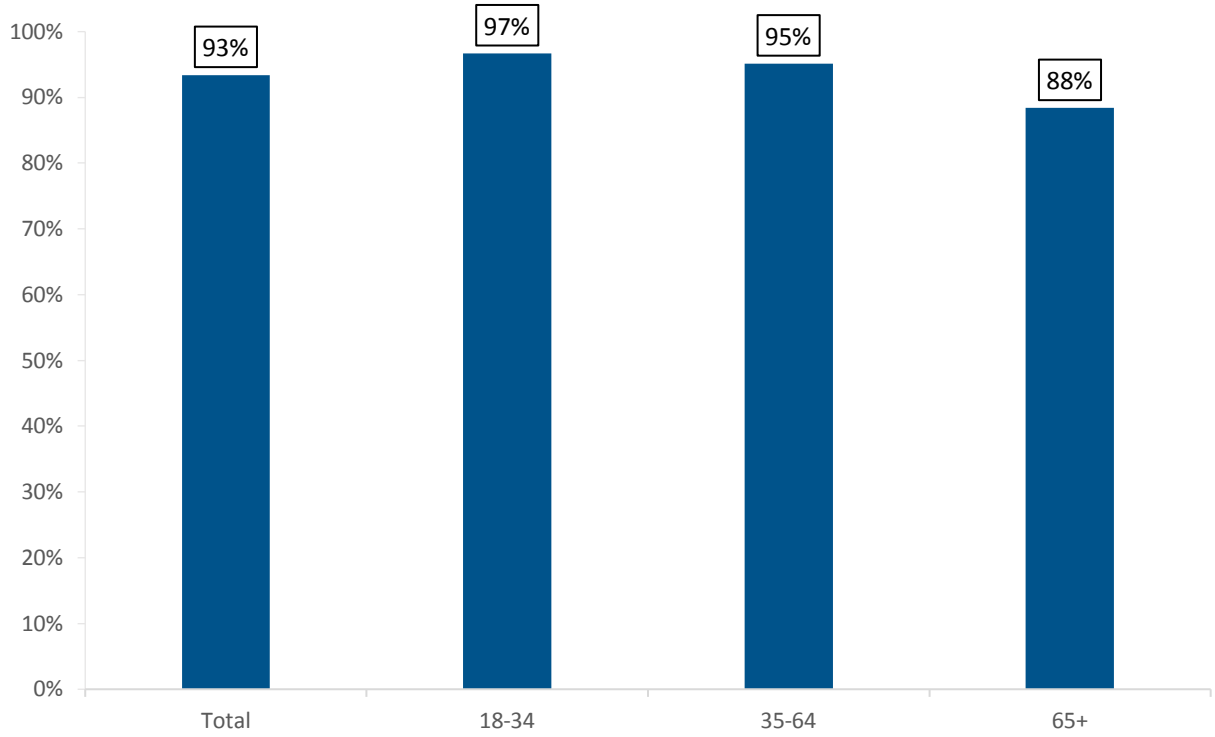
**Table 16. Beliefs About State Law Bans on Handheld Cell Phone Use**

| Beliefs about handheld cell phone usage laws | State laws regarding handheld cell phone use while driving[8] | |
|---|---|---|
| | Yes, state has handheld cell phone use ban | No, state law has no ban on handheld cell phone use |
| | **(n = 2,707)** | **(n = 3,256)** |
| Believe state has ban on handheld cell phone use | 76% | 25% |
| Believe state does not have ban on handheld cell phone use | 11% | 39% |
| Don't know | 13% | 36% |

QA 65: Does your State have a law that makes it illegal to talk on a handheld cell phone while driving?
Base: Total population age 18+
Unweighted n's listed above

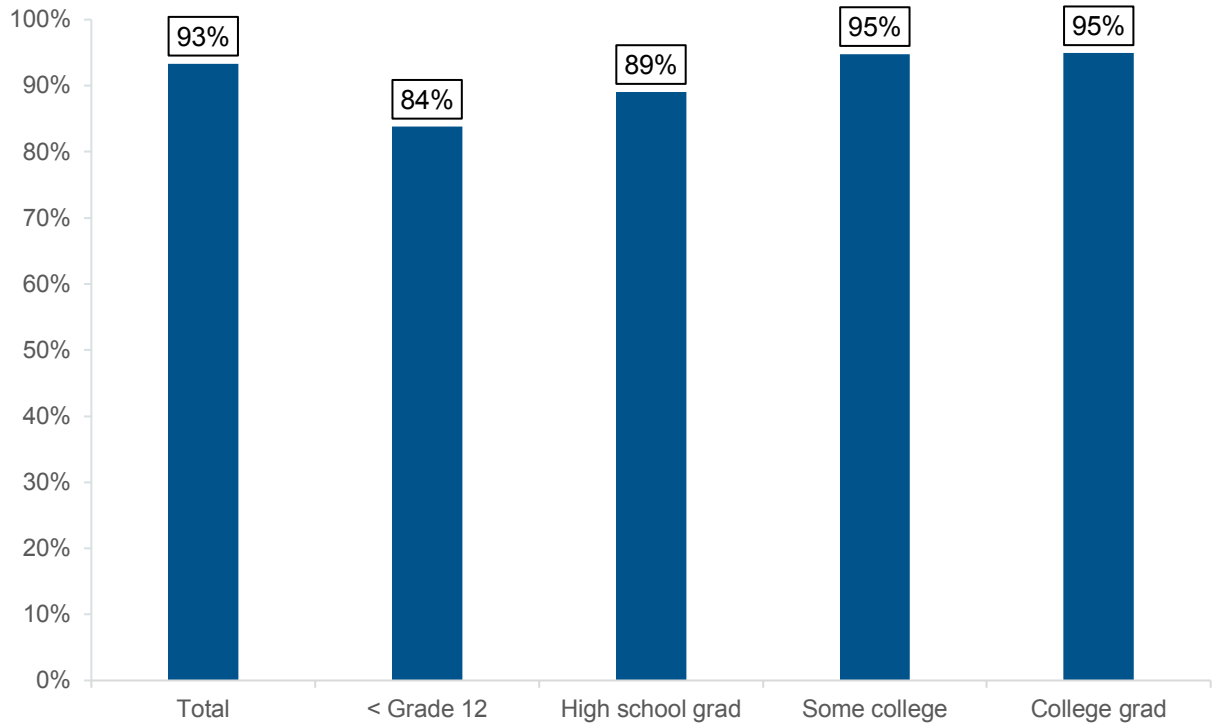
[8] Cell phone use laws were determined using information from the Insurance Institute for Highway Safety. States were designated as "Yes, state has handheld cell phone use ban" if any such ban existed – i.e., bans may be for all drivers or some subset of drivers, such as drivers in signed school zones or drivers under age 21 (for more information, see: www.iihs.org/iihs/topics/laws/cellphonelaws?topicName=distracted-driving).

## Figure 63. Usually Have a Wireless Phone in Vehicle, by Age



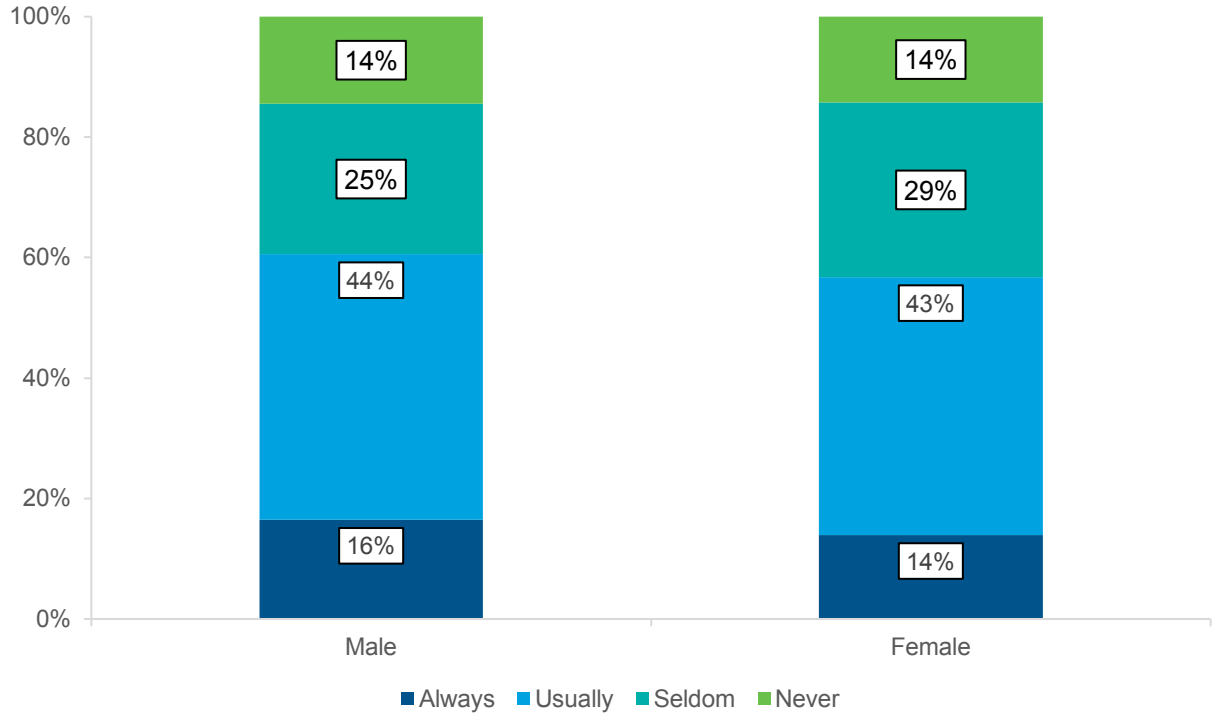

QA 58: When you drive a motor vehicle, do you usually have a cell phone or some other type of wireless phone in the vehicle with you?
Base: Drivers
Unweighted n = 5,706

## Figure 64. Usually Have a Wireless Phone in Vehicle, by Education




QA 58: When you drive a motor vehicle, do you usually have a cell phone or some other type of wireless phone in the vehicle with you?
Base: Drivers
Unweighted n = 5,706

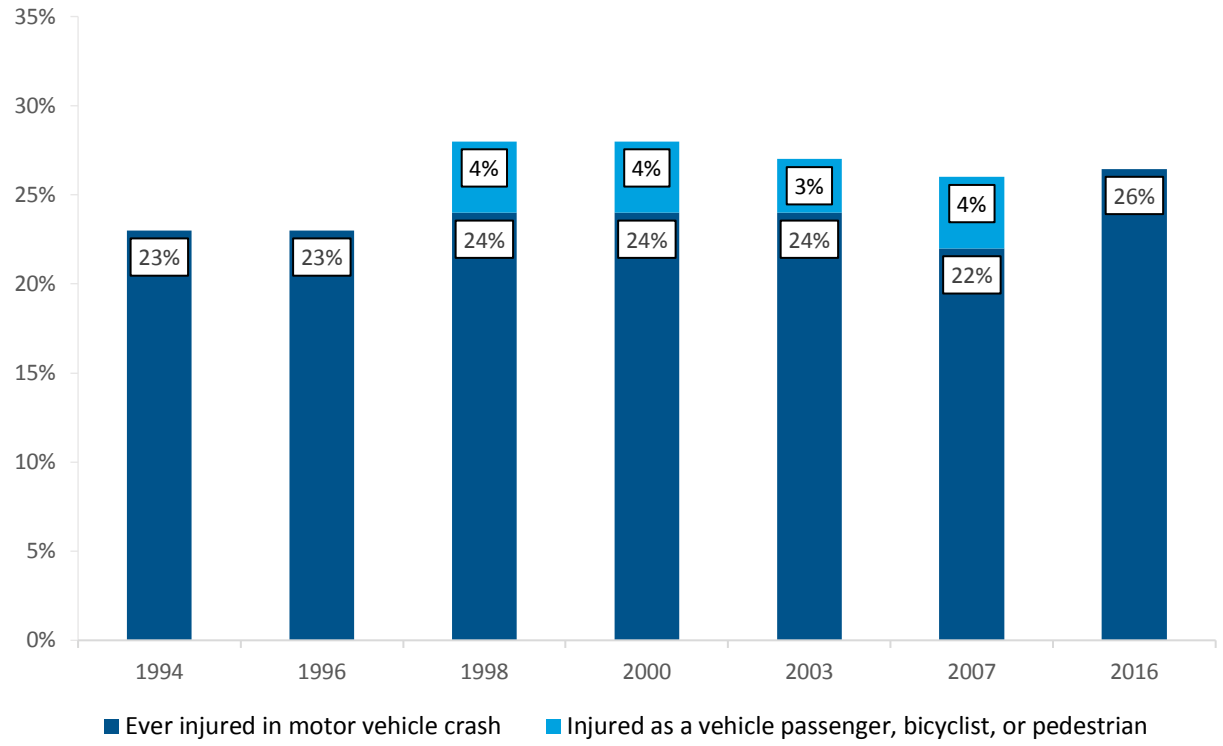
## Figure 65. How Often Answer Wireless Phone While Driving, by Gender




QA 60: When you get a call on the phone while you are driving, how often do you answer the call?
Base: Keep the phone turned on to receive calls.
Unweighted n = 4,916

# Trends, 1994-2016

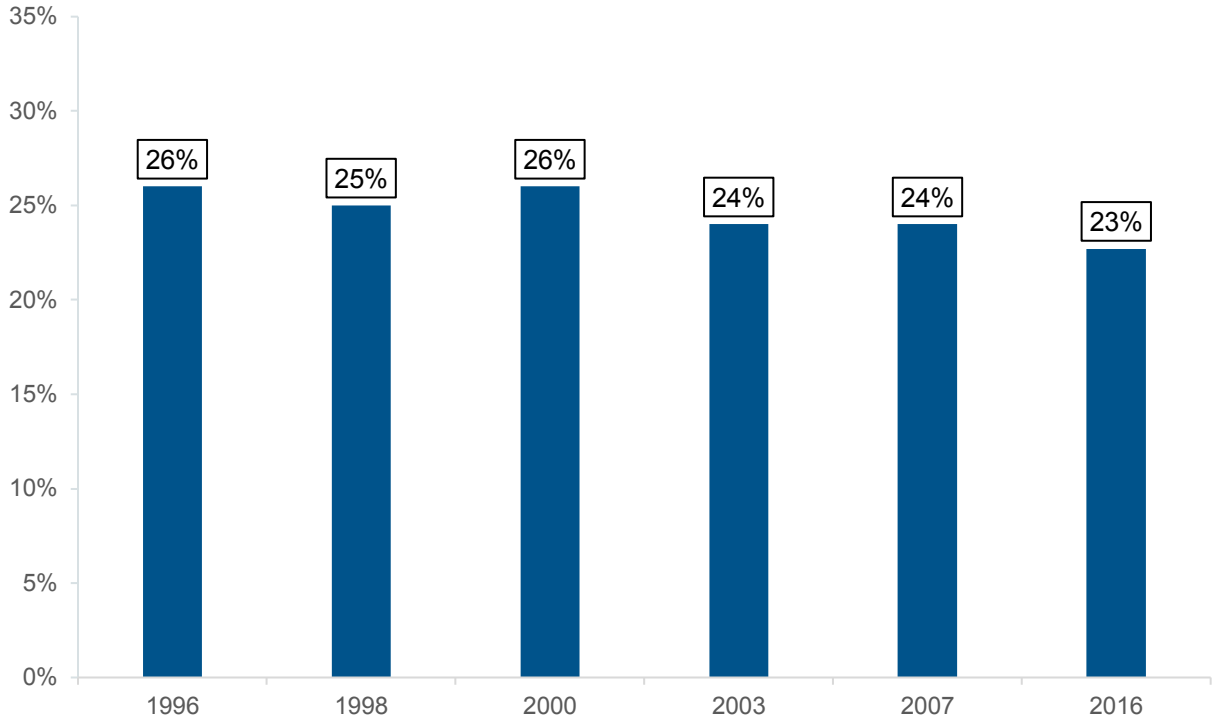
**Figure 66. Ever Injured in a Vehicle Crash, 1994-2016[9]**




QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? [Added in 2016: Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.]
Q: Have you ever been injured in a motor vehicle accident when you were a passenger, or have you ever been hit and injured by a motor vehicle when you were walking or riding a bike? Only count injuries that required medical attention (Second question added in 1998, 2000, 2003, and 2007, only).
Base: *2007 and earlier*-Total population age 16+; *2016*-Total population age 18+
Unweighted $n_{(1994)}$ = 4,018; $n_{(1996)}$ = 8,210; $n_{(1998)}$ = 8,215; $n_{(2000)}$ = 12,121; $n_{(2003)}$ = 12,377; $n_{(2007)}$ = 11,918; $n_{(2016)}$ = 11,236

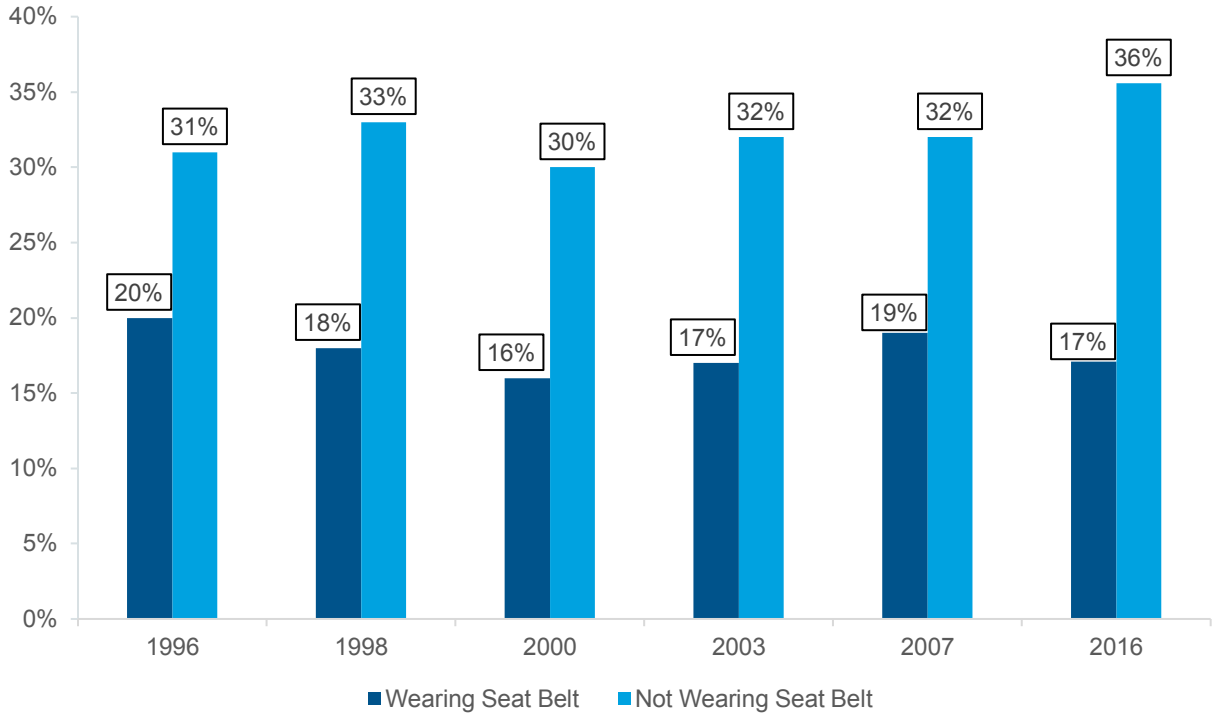
[9] In 1994 and 1996, MVOSS used a single question to identify the percentage of the population ever injured in motor vehicle crashes to the extent that they required medical attention. In 1998, 2000, 2003, and 2007, a second question was included to specifically capture those who had been injured as a vehicle passenger, bicyclist, or pedestrian. In 2016 the question wording was again changed to prompt respondents to include injuries incurred as a driver, passenger motorcyclist, bicyclist, or pedestrian. In addition, the population for MVOSS changed in 2016 to include only adults 18 and older; previously, respondents 16 and older were included in the survey.

## Figure 67. Hospitalized After a Vehicle Crash, 1996-2016



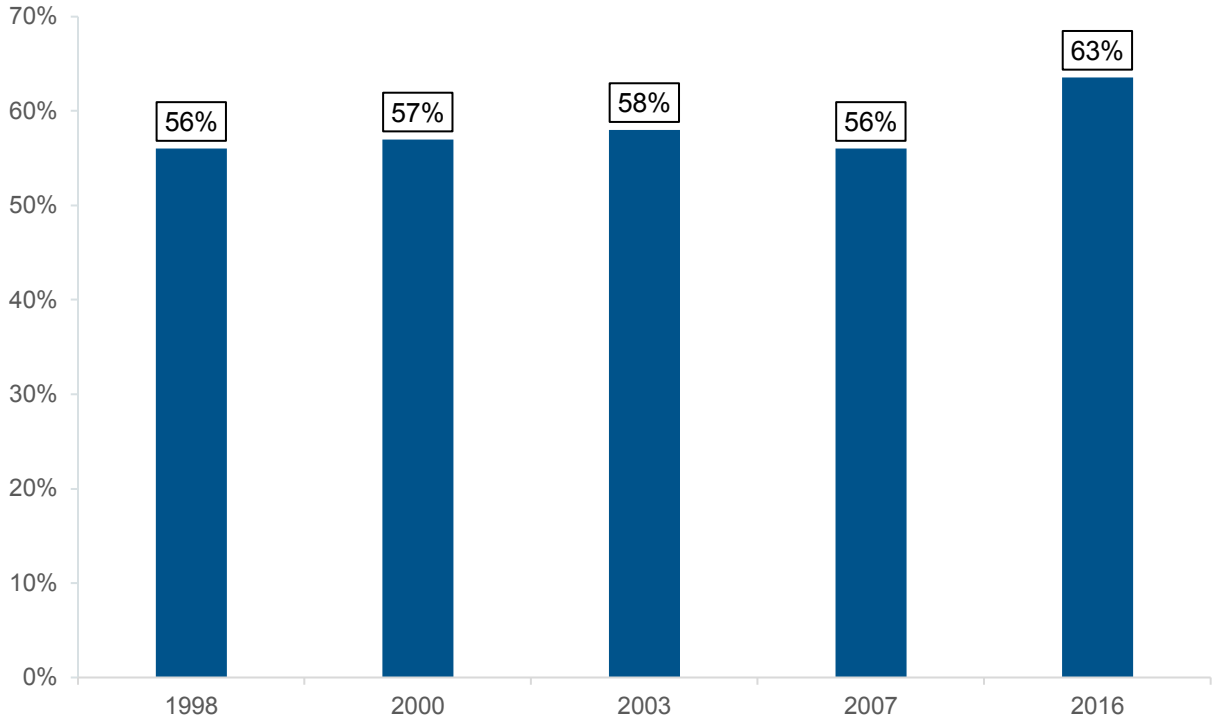

QA 81/QB 116: Were you hospitalized?
Base: *2016 and earlier*-Ever been injured in a vehicle crash
Unweighted $n_{(1996)}$ = 1,974; $n_{(1998)}$ = 1,155; $n_{(2000)}$ = 3,582; $n_{(2003)}$ = 3,470; $n_{(2007)}$ = 3,243; $n_{(2016)}$ = 2,995

## Figure 68. Hospitalized, by Seat Belt Use, 1996-2016



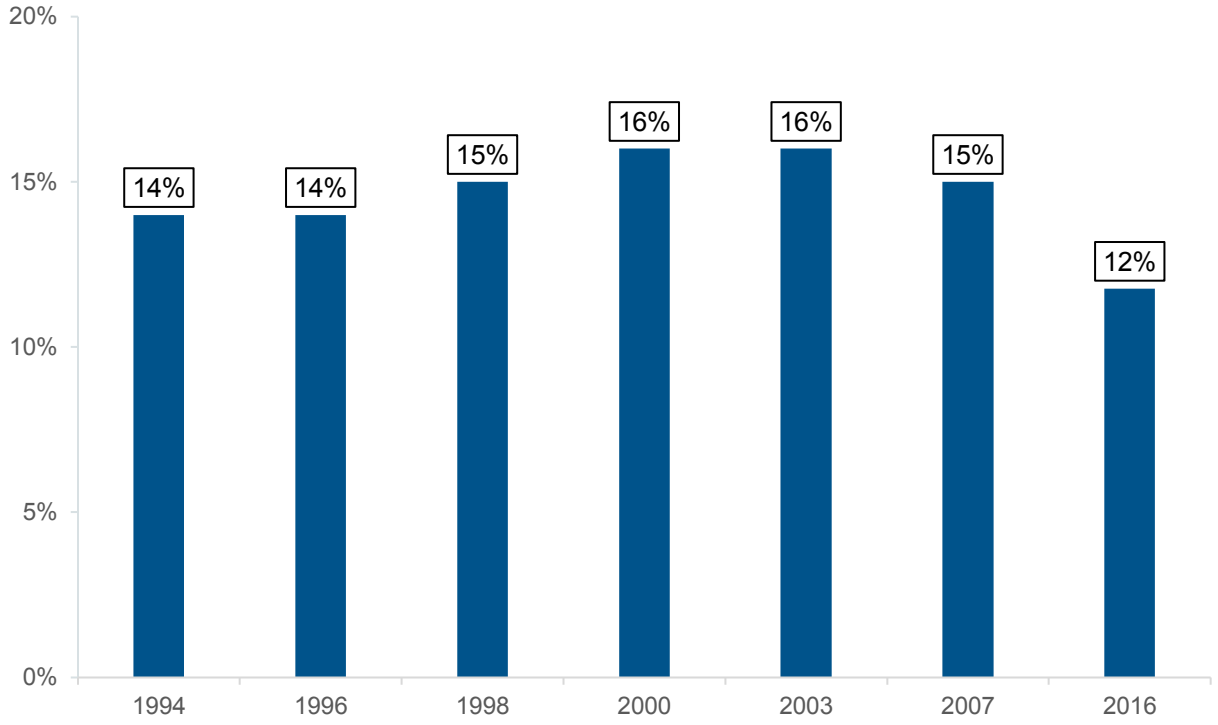

QA 81/QB 116: Were you hospitalized?
QA 78/QB 113: Were you wearing your seat belt at the time of the accident?
Base: *2016 and earlier*-Ever been injured in a vehicle crash
Unweighted $n_{(1996)}$ = 1,974; $n_{(1998)}$ = 1,155; $n_{(2000)}$ = 3,582; $n_{(2003)}$ = 3,470; $n_{(2007)}$ = 3,243; $n_{(2016)}$ = 2,671

## Figure 69. Percentage Who Received Follow-Up Treatment After Crash, 1998-2016



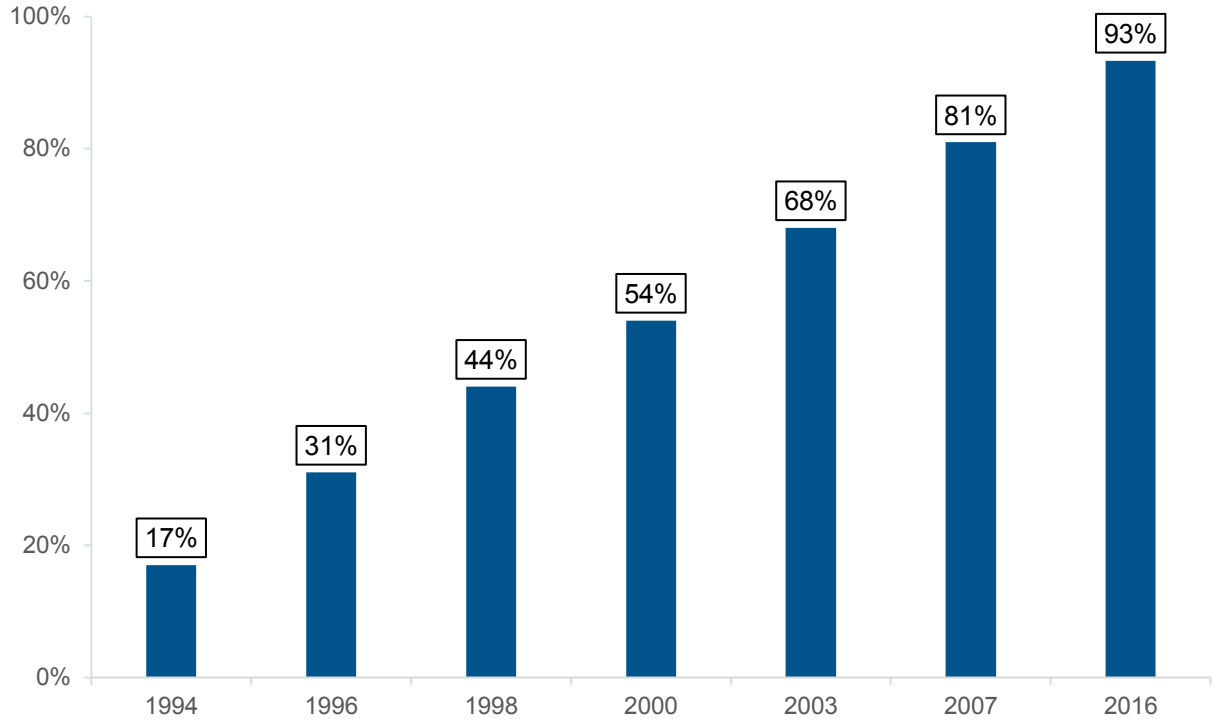

QA 82: Did you receive any continuing or follow-up treatment for your injuries?
Base: *2016 and earlier*-Ever been injured in a vehicle crash
Unweighted $n_{(1998)}$ = 1,247; $n_{(2000)}$ = 3,582; $n_{(2003)}$ = 3,470; $n_{(2007)}$ = 3,243; $n_{(2016)}$ = 1,606

## Figure 70. Disabled for at Least a Week After Vehicle Crash, 1994-2016



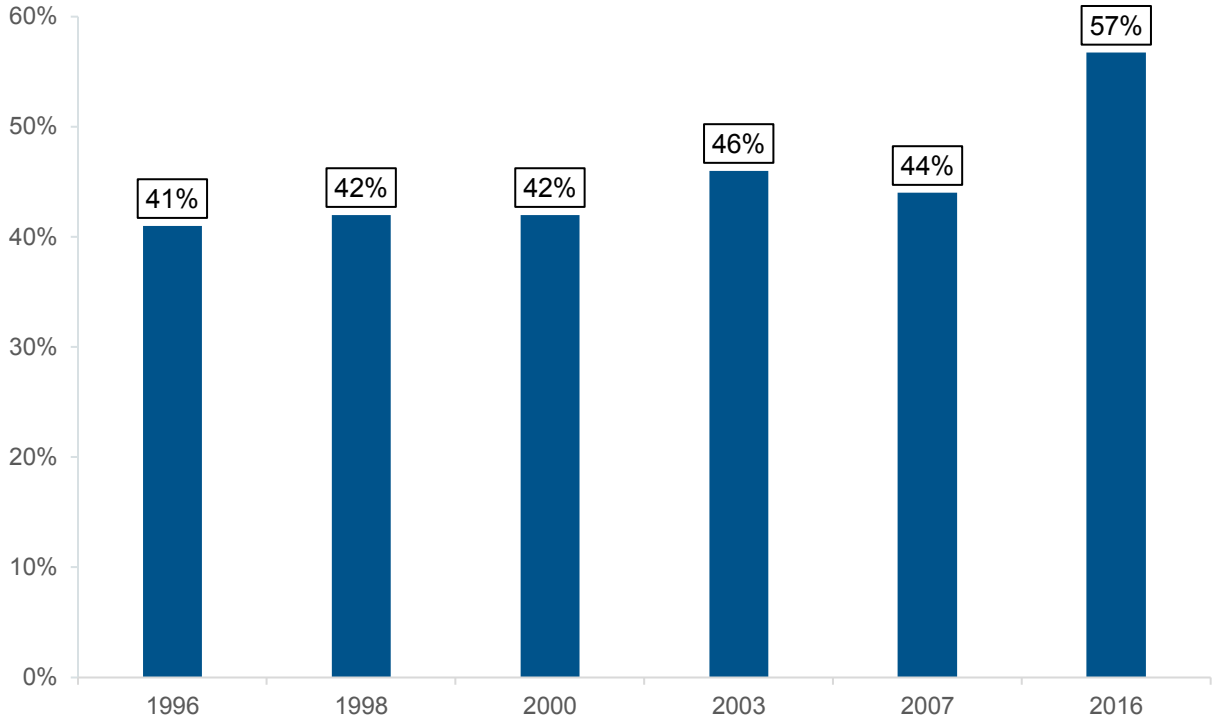

QA 74/QB 109: Have YOU ever been injured in a motor vehicle accident? [Added in 2016: Please include injuries as a driver, as a motor vehicle passenger, as a motorcyclist, as a bicyclist hit by a motor vehicle, and as a pedestrian hit by a motor vehicle. Only count injuries that required medical attention.]
QA 83/QB 118: Did your injuries from [that/the most recent] accident prevent you from performing any of your normal activities (work, school, household) for…?
QA 84/QB 119: Prior to your most recent accident in which you were injured, had you ever received injuries from a motor vehicle accident that prevented you from performing any of your normal activities (work, school, household) for…?
Base: *2007 and earlier*-Total population age 16+; *2016*-Total population age 18+
Unweighted $n_{(1994)}$ = 4,018; $n_{(1996)}$ = 4,022; $n_{(1998)}$ = 4,121; $n_{(2000)}$ = 6,049; $n_{(2003)}$ = 6,197; $n_{(2007)}$ = 11,918; $n_{(2016)}$ = 11,176

## Figure 71. Availability of Wireless Phone in Vehicle Among Drivers, 1994-2016



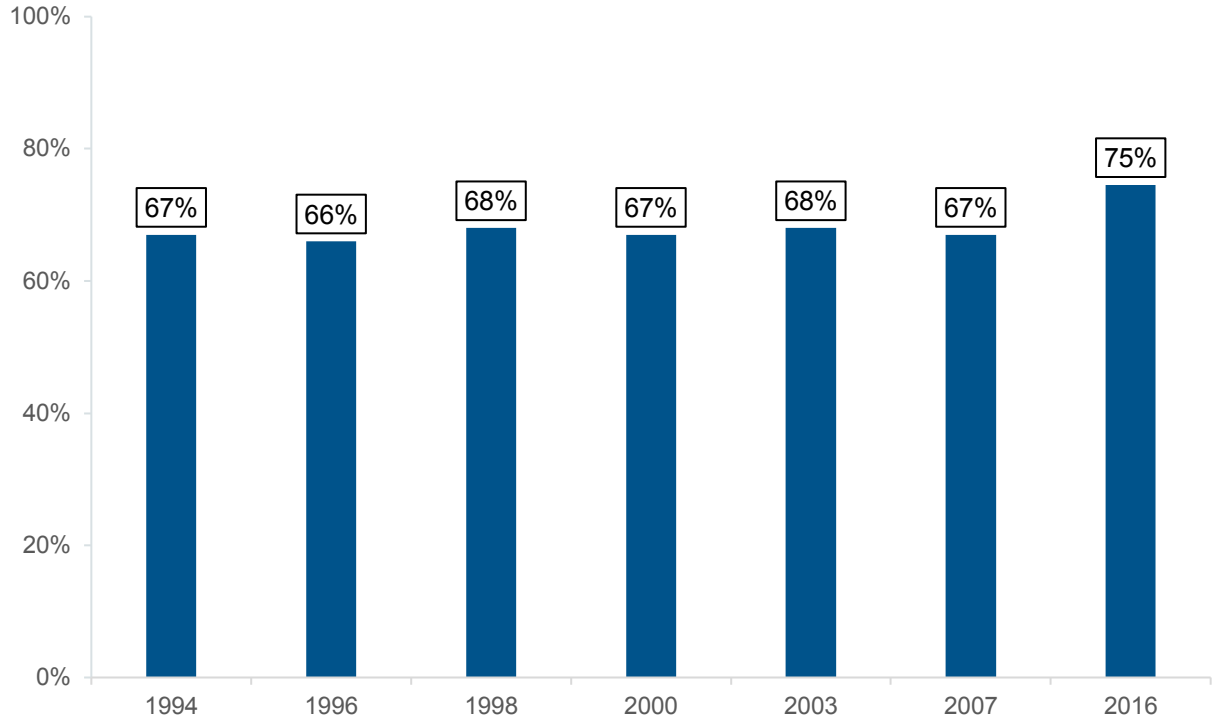

1994: Do you have a cellular phone in the car you usually drive?
1996: Do you have a car phone or carry a cellular phone in the motor vehicle you usually drive?
1998: Do you have a car phone or (ever) carry a cellular phone in the motor vehicle you usually drive?
2000: When you drive a motor vehicle, do you usually have a wireless phone of some type in the vehicle with you? This could be a car phone, a cellular phone, a PCS phone, or a satellite phone.
2003-2007: When you drive a motor vehicle, do you usually have a cell phone or some other type of wireless phone in the vehicle with you? This could be a car phone, a cellular phone, a PCS phone, a GSM phone, or a satellite phone.
2016 (QA 58): When you drive a motor vehicle, do you usually have a cell phone or some other type of wireless phone in the vehicle with you?
Base: 2016 and earlier-Drivers
Unweighted $n_{(1994)}$ = 3,685; $n_{(1996)}$ = 3,755; $n_{(1998)}$ = 3,788; $n_{(2000)}$ = 5,564; $n_{(2003)}$ = 5,509; $n_{(2007)}$ = 5,393; $n_{(2016)}$ = 5,706

## Figure 72. Ever Called Emergency Phone Number, 1996-2016




QB 89: Have you, personally, ever called 9-1-1 or another emergency number for help? Please include any type of emergency, not just those involving motor vehicle crashes.
Base: *2007 and earlier*-Total population age 16+; *2016*-Total population age 18+
Unweighted $n_{(1996)}$ = 4,022; $n_{(1998)}$ = 4,121; $n_{(2000)}$ = 6,049; $n_{(2003)}$ = 6,197; $n_{(2007)}$ = 6,010; $n_{(2016)}$ = 5,351

## Figure 73. Very Confident in Emergency Workers, 1994-2016[10]




QB 95: [Added in 2016: Suppose you called 9-1-1 about a medical emergency and an ambulance was sent.] Regardless of the type of medical emergency, how confident are you that the arriving ambulance or other emergency workers would know what to do? Would you say…?
Base: *2007 and earlier*-Total population age 16+; *2016*-Total population age 18+
Unweighted $n_{(1994)}$ = 4,018; $n_{(1996)}$ = 4,022; $n_{(1998)}$ = 4,121; $n_{(2000)}$ = 6,049; $n_{(2003)}$ = 6,197; $n_{(2007)}$ = 6,010; $n_{(2016)}$ = 5,320

[10] The percentage of adults 18 and older who reported they were very confident in emergency workers' knowledge in 2016. Part of this increase may be attributable to survey population changes or (minor) question wording differences for the 2016 MVOSS.

In addition, responses may have been affected by changes in the questionnaire item sequencing. In 2016 respondents viewed this question after being asked, "How acceptable would it be to you if 911 did not send an ambulance but instead transferred your call to a licensed nurse to give you medical instructions? Would you say…?" In 2007, however, respondents were asked about their confidence in emergency workers after being asked, "If there was a medical emergency in your neighborhood and you called an ambulance, how long do you think it would take for the ambulance to arrive?"

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