

THE PUBLIC'S ATTITUDES AND BEHAVIORS TOWARD DRINKING AND DRIVING HIGHLIGHTS FROM THE 1991, 1993, AND 1995 NATIONAL SURVEYS

Every other year, the National Highway Traffic Safety Administration (NHTSA) conducts a national survey to assess how America's attitudes about drinking and driving are changing. NHTSA conducts the survey to measure the scope of the drinking and driving problem and to guide program activities to reduce the severity of the problem.

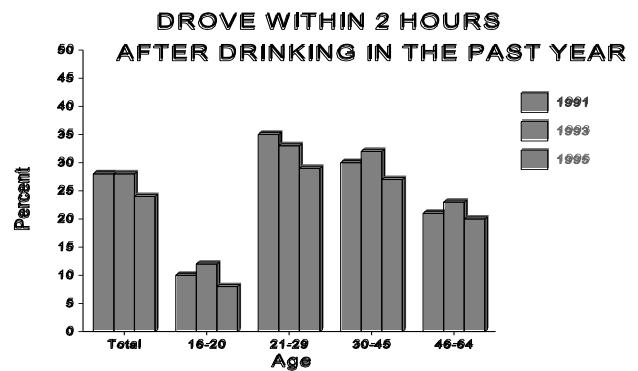
Topic areas in the 1991, 1993, and 1995 surveys included the frequency of drinking and driving, riding with impaired drivers, actions drivers take to avoid drinking and driving, and their views toward enforcement. New to the 1995 survey were knowledge items about actual BAC limits, the amount of alcohol required to reach the BAC limit, and crash and injury experiences.

Crash and Injury Experience

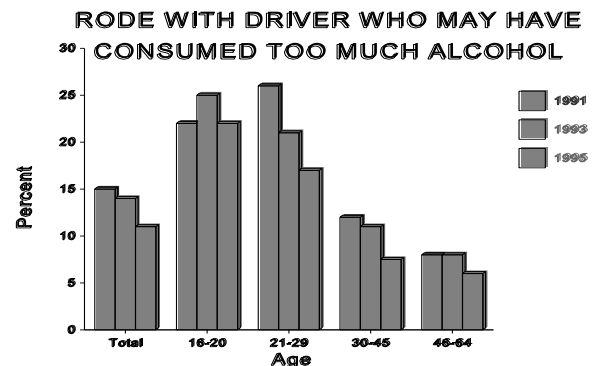
Three percent had been involved as a passenger in a crash in the past year, but over a third (36 percent) said the crash resulted in an injury to at least one person. About 6 percent of crash involved drivers had consumed alcohol before the crash. Male drivers were about 10 times more likely than females to have consumed alcohol before the crash.

Key Measures of Drinking Driving Risk Decline

Since 1991, the proportion of the driving age public who said that they drove after drinking declined from 28 percent in 1991 to 24 percent in 1995. Those who said they had ridden with an impaired driver also declined from 15 to 11 percent in this same time frame. This is good news. The graphs to the right show how these two high risk driving behaviors are changing.



In the past 12 months, have you ever driven a motor vehicle within two hours after drinking alcoholic beverages?



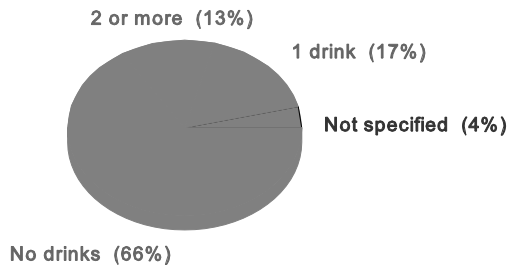
In the past 12 months, did you ever ride in a motor vehicle with a driver you thought might have consumed too much alcohol to drive safely?

Most Think a Designated Driver Should Not Drink at All

About two thirds of the driving public say that the maximum number of drinks that a designated driver should have is zero. However, 30 percent said that

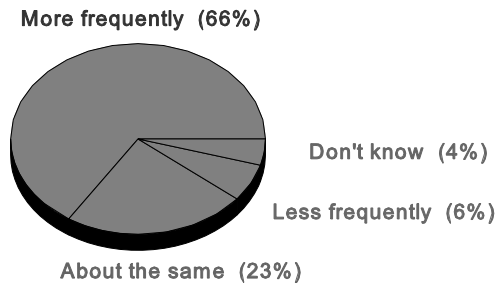
one or more drinks would be acceptable for the designated driver.

■ **HOW MANY DRINKS SHOULD A DESIGNATED DRIVER HAVE?**



What is the maximum number of drinks a person should have if he or she is the designated driver?

■ **HOW OFTEN SHOULD SOBRIETY CHECKPOINTS BE USED?**



Do you think sobriety checkpoints should be used more frequently, about the same as they are now, or less frequently?

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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Strong Support for More Sobriety Checkpoints

Sobriety checkpoints have been used as a means to deter impaired driving and to apprehend drivers who are impaired by alcohol. In the past year, about one third of the participants have seen a checkpoint in operation. Over two-thirds favor the use of more sobriety checkpoints.

Most Support Stiffer Penalties

Most (86 percent) still think it is *very important* to do something to reduce drinking and driving and almost half (46 percent) think penalties should be *much more severe*.

While progress in reducing the severity of the drinking and driving problem continues, the survey results show that it clearly remains a serious public safety concern. NHTSA will continue to track drinking and driving attitudes and behaviors in the next 1997 biennial survey.

For a copy of the *National Survey of Drinking and Driving Attitudes and Behavior, 1995*, prepared by Schulman, Ronca, and Bucuvalas, Inc., write to the Office of Program Development and Evaluation, NHTSA, NTS-30, 400 Seventh Street, S.W., Washington, DC 20590, or send a fax to (202) 366-7096. Paul Tremont, Ph.D. was the contract manager for this project. The data sets for the 1991, 1993, and 1995 surveys are available from the National Technical Information Service.