



Market Research

2006 AAA Public Affairs Survey

AAA Pennsylvania Federation

EXECUTIVE SUMMARY/TOPLINE

January 2007

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Table of Contents

| | |
|-----------------------------|----|
| TABLE OF CONTENTS..... | I |
| BACKGROUND AND PURPOSE..... | 1 |
| KEY FINDINGS..... | 1 |
| NATIONAL ISSUES..... | 1 |
| LOCAL ISSUES | 7 |
| SURVEY METHODOLOGY | 12 |
| TOPLINE SURVEY RESULTS..... | 13 |

Background and Purpose

AAA/CAA is an association of 60 affiliated auto clubs across the U.S. and Canada with over 49 million members.

Since 1989, AAA has conducted an annual survey to measure its members' opinions about public affairs issues on both a national and local level for the Association and individual clubs. As a result, the Association and clubs have gained a better understanding of the views of their membership.

This study was conducted in order to support AAA's lobbying efforts and to assist individual clubs and the Association in shaping their government and public affairs policies.

Key Findings

National Issues

- Of the eight motorist safety concerns presented in the survey, drunk drivers (73%), aggressive drivers (70%) and distracted drivers (60%) are the top three motorist safety concerns of AAA Pennsylvania Federation members. Only 30 percent consider poor road quality as one of their top three safety concerns, followed by sharing the road with large trucks (30%), unlicensed drivers (14%), unrestrained or improperly restrained child passengers (10%), and drowsy drivers (8%).
 - Female members are more likely than males to believe that **drunk drivers** are more of a safety concern (80% vs. 67%).
 - Members age 65 and over and members without children under the age of 18 in the household are more likely to believe that **sharing the road with large trucks** is more of a safety concern than their counterparts (40%¹ vs. 24% and 33% vs. 15%¹ respectively).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

- Male members and members age 45 and over are more likely to believe that **unlicensed drivers** are more of a safety concern than their counterparts (17% vs. 9% and 15% vs. 6%¹ respectively).
- Members under the age of 45 and members with children under the age of 18 in the household are more likely to believe that **unrestrained or improperly restrained child passengers** are more of a safety concern than their counterparts (31%¹ vs. 8% and 23%¹ vs. 7% respectively).
- Seven in ten (70%) Pennsylvania Federation members believe that better fuel efficiency should be required for new cars, trucks and SUVs to decrease the country's dependency on foreign oil. Two-thirds (67%) believe that lawmakers should increase funding for research on alternative fuels. Half (51%) believe that more drilling and oil exploration in North America should be allowed, 36% believe that national conservation programs should be established. Only 1% do not believe that any of these options should be pursued.
 - Members without children under the age of 18 in the household are more likely to believe that that **better fuel efficiency should be required for new cars, trucks and SUVs** than their counterparts (74% vs. 51%¹).
 - Members without children under the age of 18 in the household and members with an annual household income of less than \$25,000 are more likely to believe that lawmakers should allow **more drilling and oil exploration in North America** than their counterparts (55% vs. 33%¹ and 68%¹ vs. 48% respectively).
- The majority (87%) of Pennsylvania Federation members have implemented measures to conserve gas. Seventy-four percent consolidate shopping trips when possible, 30 percent perform routine maintenance more frequently, 28 percent drive a more fuel-efficient vehicle, 18 percent revised their summer vacation plans, 16 percent share rides or car pool, 13 percent cancelled their summer vacation plans and 8 percent use public transport more often.
 - Members with an annual household income of less than \$75,000 are more likely to **consolidate shopping trips** than their counterparts (77% vs. 63%¹).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

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- Members with an annual household income of less than \$50,000 are more likely to **perform routine maintenance** than their counterparts (40% vs. 21%).
 - Male members are more likely than females to **revise their summer vacation plans** (23% vs. 12%).
 - Female members are more likely than males to **share rides/car pool** (22% vs. 11%).
 - Members with an annual household income of less than \$50,000 are more likely to **cancel their summer vacation plans** than their counterparts (20% vs. 9%).
 - Members with an annual household income of \$50,000 or more are **less** likely to change their driving habits than their counterparts (21% vs. 6%).
- Three-quarters (75%) of Pennsylvania Federation members are unaware of which alternative sources of energy are available in their area. Fourteen percent report that ethanol is available in their area, 4 percent natural gas, 3 percent bio-diesel, 3 percent E-85 and less than one percent hydrogen fuel cells.
 - Male members are more likely than females to know that **ethanol** is available (19% vs. 8%).
 - Four in ten (39%) Pennsylvania Federation members would be willing to pay \$2,000 more to own an alternative fuel vehicle as their next primary form of personal transportation. Fourteen percent would be willing to pay \$3,000 more, 5 percent would be willing to pay \$4,000 more and 3 percent would be willing to pay \$5,000 more. However, 34 percent are not interested in driving an alternative fuel vehicle. Two percent currently drive an alternative fuel vehicle and 2 percent state that driving is not their primary means of personal transportation.
 - Members age 45 and over, members without children under the age of 18 in the household and members with an annual household income of less than \$75,000 are more likely to pay **\$2,000 more** than their counterparts (41% vs. 20%¹, 43% and 24%¹ and 44% vs. 26%¹ respectively).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

- Members under the age of 45 and members with children under the age of 18 in the household are more likely to pay **\$4,000 more** than their counterparts (17%¹ vs. 4% and 14%¹ vs. 3% respectively).
- Male members are more likely than females to state that that they are **not interested in driving an alternative fuel vehicle** (41% vs. 27%).
- Seven in ten (72%) Pennsylvania Federation members would prefer expanding capacity on congested sections as a way of enhancing the interstate highway system. Seven in ten (70%) would prefer building truck only lanes and 64 percent would prefer construction of bypasses around major metro areas. Forty-two percent would prefer the addition of new routes to the interstate highway system, 40 percent would prefer the addition of non-toll high occupancy vehicle lanes to reduce congestion and 32 percent would prefer the addition of more toll lanes to reduce congestion.
 - Male members and members under the age of 45 are more likely to prefer **expanding capacity on congested sections** than their counterparts (77% vs. 66% and 86%¹ vs. 70% respectively).
 - Male members are more likely than females to prefer **adding more toll lanes** than their counterparts (42% vs. 20%).
- In considering six ways of raising the same amount of money to support the growing demand for transportation services, three in ten (28%) Pennsylvania Federation members would support charging tolls *only* on new roads and highway lanes. Nineteen percent would support imposing a vehicle mile tax based on the number of miles driven, 16 percent would support tolls on new *and* existing road facilities and highway lanes, 13 percent would support increasing gasoline taxes, 13 percent would support leasing existing roads to private interests, and 9 percent would support increasing other taxes. However, the largest group (40%) does not support any of these options as ways of raising money to meet growing demand for transportation services.
 - Male members are more likely than females to support **charging tolls only on new roads and highway lanes** and **imposing a vehicle mile tax based on the number of miles driven** (34% vs. 20% and 26% vs. 11% respectively).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

- Male members and members with an annual household income of \$25,000 or more are more likely to support **charging tolls on new and existing roads and highway lanes** than their counterparts (20% vs. 10% and 16% vs. 6%¹ respectively).
- Members with an annual household income of \$75,000 or more are more likely to support **increasing gasoline taxes** than their counterparts (24%¹ vs. 10%).
- Members with an annual household income of \$25,000 or more are more likely to support **leasing existing roads to private interests** than their counterparts (16% vs. 6%¹).
- Female members and members with an annual household income of less than \$75,000 are more likely to support **other options** than their counterparts (53% vs. 29% and 42% vs. 25%¹ respectively).
- Six in ten (62%) Pennsylvania Federation members know of someone who has driven after drinking.
 - Members under the age of 65 and members with an annual household income of \$50,000 or more are more likely to **know someone who has driven after drinking** than their counterparts (70% vs. 46%¹ and 69% vs. 55%¹ respectively).
- Nine in ten (89%) Pennsylvania Federation members who know someone who has driven after drinking believe that people do this because they do not feel impaired and believe it will be okay. Six in ten (61%) think that only needing to drive a short distance contributes, followed by getting safely home without being stopped by law enforcement (49%), not planning ahead by assigning a sober, designated driver (44%), not wanting to leave their own vehicle, even if they can get a ride home (30%), and being unable to get a ride home (24%).
 - Members with an annual household income of \$50,000 or more are more likely to think that being able to **get safely home without being stopped by law enforcement** contributes to the decision to drive after drinking than their counterparts (57%¹ vs. 34%¹).
 - Female members are more likely than males to think that **being unable to get a ride home** contributes to the decision to drive after drinking (34%¹ vs. 15%¹).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

- Most new vehicle keys are technologically advanced and require special codes to make replacements if lost, stolen or damaged. As a result, many vehicle owners can only get new keys made at a dealer during dealer hours or have them mailed to the dealer by the manufacturer. Limiting access to key codes enhances vehicle security, but it can lead to delays and added costs to replace keys. Knowing this, two-thirds (67%) of Pennsylvania Federation members think that vehicle manufacturers should be required to develop a secure way for vehicle owners and locksmiths to access the information needed to replace keys. The remaining third think that vehicle manufacturers should be allowed to restrict access to information needed to duplicate keys to their dealers only.
 - Members under the age of 45 and members with children under the age of 18 in the household are more likely to think that vehicle manufacturers should be required to develop a secure way for vehicle owners and locksmiths to access the information needed to replace keys than their counterparts (85%¹ vs. 65% and 80%¹ vs. 64% respectively).
- Seventeen percent (17%) of Pennsylvania Federation members would be willing to become actively involved in supporting AAA's advocacy efforts.
- Of those Pennsylvania Federation members willing to become actively involved in supporting AAA's advocacy efforts, 53¹ percent would talk to friends and neighbors about the value of AAA's position. Forty-eight percent (49%¹) would email/phone/write letters to legislators, 33¹ percent would sign and circulate petitions to the legislature, 16¹ percent would attend public hearings, 9¹ percent would write letters to the editor about the value of AAA's position, and 5¹ percent would represent AAA issues at Town Hall meetings. Seven¹ percent would not support any of the aforementioned activities.

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

Local Issues

- Of the six safety concerns presented in the survey, traffic congestion (87%), road maintenance (75%) and lack of alternatives to driving (43%) are the top three motorist safety concerns of AAA Pennsylvania Federation members. Thirty-nine percent consider urban sprawl as one of their top three safety concerns, followed by air quality (24%), and global warming (21%).
 - Members with an annual household income of less than \$25,000 are more likely to believe that **road maintenance** is more of a safety concern than their counterparts (97%¹ vs. 71%).
 - Members without children under the age of 18 in the household are more likely to believe that **urban sprawl** is more of a safety concern than their counterparts (42% vs. 27%¹).
 - Members with an annual household income of \$75,000 or more are more likely to believe that **air quality** is more of a safety concern than their counterparts (38%¹ vs. 14%).
 - Members with an annual household income of \$50,000 or more are more likely to believe that **global warming** is more of a safety concern than their counterparts (26% vs. 14%¹).

- Over half (56%) of Pennsylvania Federation members believe that the condition of state roads and highways in Pennsylvania is fair. Followed by twenty-seven percent who state that the road conditions are good, 17% poor and less than one percent excellent.

- Over half (55%) of Pennsylvania Federation members believe that traffic conditions are fair. Followed by twenty-seven percent who state that the traffic conditions are good, 17% poor and 1% excellent.

- Of the five suggested measures to raise revenue for bridges and highways three-quarters (75%) of Pennsylvania Federation members strongly *oppose* increasing gas taxes 10-20 cents per gallon (five percent strongly support this measure). Followed by over half

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(53%) who strongly *oppose* increasing gas taxes 5-10 cents per gallon (nine percent strongly support this measure), 40% strongly *oppose* leasing existing interstate highways to private companies (thirteen percent strongly support this measure), 36% strongly *oppose* building private toll highways (thirteen percent strongly support this measure), and 31% strongly *oppose* collecting tolls on existing interstate highways (twelve percent strongly support this measure).

- Male members are more likely than females to strongly **support increasing gas taxes 5-10 cents per gallon** (13% vs. 3%).
 - Members age 45 and over and members with an annual household income of \$50,000 or more are more likely to strongly **oppose leasing existing interstate highways to private companies** than their counterparts (42% vs. 26%¹ and 45% vs. 31%¹ respectively).
 - Members with an annual household income of less than \$50,000 are more likely to strongly **support leasing existing interstate highways to private companies** than their counterparts (19%¹ vs. 9%).
 - Members age 45 and over are more likely to strongly **oppose building private toll highways** than their counterparts (38% vs. 22%¹).
 - Members without children under the age of 18 in the household are more likely to strongly **support collecting tolls on existing interstate highways** than their counterparts (15% vs. 3%¹).
- Of the seven highway concerns presented in the survey, aggressive drivers was ranked most often as the strongest concern by AAA Pennsylvania Federation members (74%). Followed by drunk drivers (68%), distracted rivers (64%), unlicensed drivers (47%), large trucks on the highway (45%), new vehicle model blue or brighter headlights (33%), and debris on the highway (22%).
 - Female members and members with an annual household income of less than \$75,000 are more likely to rank **drunk drivers** as their strongest concern than their counterparts (75% vs. 61% and 70% vs. 55%¹ respectively).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

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- Members age 65 and over and members with an annual household income of less than \$75,000 are more likely to rank **unlicensed drivers** as their strongest concern than their counterparts (61%¹ vs. 39% and 49% vs. 32%¹ respectively).
 - Members age 45 and over and members without children under the age of 18 in the household are more likely to rank **large trucks on the highway** as their strongest concern than their counterparts (47% vs. 22%¹ and 50% vs. 27%¹ respectively).
 - Members age 65 and over are more likely to rank **new vehicle model blue or brighter headlights** as their strongest concern than their counterparts (41%¹ vs. 28%).
 - Female members are more likely than males to rank **debris on the highway** as their strongest concern (29% vs. 16%).
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- Of the fifteen proposed state laws presented in the survey, banning the use of cell phones while driving for teen driver on a junior license is most favored by AAA Pennsylvania Federation members (97%). Followed by restricting the number of teen passengers that a junior license teen driver would be permitted to have in the vehicle (93%), offering a safety course to allow driver license point reduction (92%), requiring school districts to provide driver education to teen drivers (89%), requiring motorcyclists to wear protective helmets while riding motorcycles (83%), banning the use of hand-held cellular telephones or other electronic hand-held devices while driving (79%), requiring insurance companies and lawyers to obtain a court order to download information from motorist's vehicle information 'black boxes' (78%), requiring drivers, at a specific age, to retake the state driver test (70%), creating a statewide gasoline quality inspection program (68%), prohibiting municipal governments from collecting additional fees and police costs from motorists for responding to vehicle accidents (58%), allowing the use of speed-measuring radar by local police, in addition to state police (57%), allowing police to stop and ticket motorists solely if the officer observes that the driver or passenger is not wearing a seatbelt (40%), adoption of current and future vehicle emission standards set by the state of California (39%), allowing larger and heavier trucks on interstate highways in Pennsylvania (12%), and allowing gas taxes and highway user fees to fund non-highway related programs (9%).
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- Members age 65 and over are more likely to favor **banning the use of cell phones while driving for teen driver on a junior license** than their counterparts (100%¹ vs. 96%).
- Female members are more likely than males to favor **offering a safety course to allow driver license point reduction and requiring school districts to provide driver education to teen drivers** (98% vs. 87% and 93% vs. 85% respectively).
- Female members and members with an annual household income of less than \$25,000 are more likely to favor **requiring motorcyclists to wear protective helmets while riding motorcycles** than their counterparts (87% vs. 78% and 91%¹ vs. 80% respectively).
- Members age 45 and over and members without children under the age of 18 in the household are more likely to favor **banning the use of hand-held cellular telephones or other electronic hand-held devices while driving** than their counterparts (82% vs. 61%¹ and 83% vs. 65%¹ respectively).
- Members under the age of 65, members with children under the age of 18 in the household and members with an annual household income of \$75,000 or more are more likely to favor **requiring insurance companies and lawyers to obtain a court order to download information from motorist's vehicle information 'black boxes'** than their counterparts (85% vs. 69%¹, 90%¹ vs. 75% and 86%¹ vs. 74% respectively).
- Members under the age of 45, members with children under the age of 18 in the household and members with an annual household income of \$25,000 or more are more likely to favor **requiring drivers, at a specific age, to retake the state driver test** than their counterparts (89%¹ vs. 68%, 81%¹ vs. 67% and 74% vs. 56%¹ respectively).
- Female members are more likely than males to favor **prohibiting municipal governments from collecting additional fees and police costs from motorists for responding to vehicle accidents** (66% vs. 51%).

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

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- Members age 65 and over are more likely to favor **allowing the use of speed-measuring radar by local police, in addition to state police** than their counterparts (69%¹ vs. 50%).
 - Members under the age of 45 and members with children under the age of 18 in the household are more likely to favor **adoption of current and future vehicle emission standards set by the state of California** than their counterparts (67%¹ vs. 36% and 53%¹ vs. 36% respectively).
 - Four in ten (42%) Pennsylvania Federation members believe that the level of pollution in Pennsylvania from automobiles has stayed the same. One-third (36%) believe the level has gotten worse while 21% believe it has improved.
 - Members with children under the age of 18 in the household are more likely to believe that the level has **gotten worse** than their counterparts (55%¹ vs. 32%).
 - Members without children under the age of 18 in the household are more likely to believe that the level has **improved** than their counterparts (24% vs. 10%¹).
 - Nine in ten (91%) Pennsylvania Federation members oppose a law placing a tax (up to 50 cents per gallon) on gasoline in order to reduce consumption.
 - Female members are more likely than males to oppose such a law (95% vs. 87%).
 - Four in ten (40%) Pennsylvania Federation members believe that the current emission testing program, as conducted in their local area, has had *not much impact* on reducing auto pollution. One-third (34%) believe it has had *some impact*, one-quarter (24%) *no impact at all*, and 2% believe it has had a *large impact*.

¹ Due to a small sample size (30-100 observations), this percentage should be viewed with caution.

Survey Methodology

A mail survey was conducted among 1,500 randomly selected AAA Pennsylvania Federation members. The time in the field was approximately four weeks during the fall of 2006. The total response was 273, resulting in a response rate of 25 percent.

The study has an average statistical error rate of 5.9 percent at the 95 percent confidence level. This means that there is a 95 percent chance that the results found in this study are within plus or minus 5.9 percentage points of the results that would have been found if all AAA Pennsylvania Federation members residing in Pennsylvania Federation had been interviewed using the same research methodology and questionnaire.

The actual statistical error varies for each question and is dependent on the number of respondents and observed proportions. There are a total of 27 questions, consisting of 12 national opinion questions, 8 local questions and 7 demographic questions.

Throughout this report, percentages that are based on a small sample size (30-100 observations) are highlighted. These percentages are valid but have a high statistical error rate and should therefore be used with caution.

Any differences between different demographic groups outlined in this report are statistically significant at the 95 percent confidence level. This means that there is a 95 percent chance that a difference found in this study would have also been found if all AAA Pennsylvania Federation members residing in Pennsylvania Federation had been interviewed. This also applies to differences involving demographic groups with a small sample size.

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Topline Survey Results

AAA Pennsylvania Federation

(Results based on the responses of 274 AAA Pennsylvania Federation members and has an error rate of plus or minus 5.9% at a 95% level of confidence)

National Issues

1) Of the following, what are your top three safety concerns as a motorist? (check *three*) (n=273)

- 73% Drunk drivers
- 70% Aggressive drivers
- 60% Distracted drivers
- 30% Poor road quality
- 30% Sharing the road with large trucks
- 14% Unlicensed drivers
- 10% Unrestrained or improperly restrained children
- 8% Drowsy drivers

2) Which of the following should lawmakers pursue to decrease the country's dependency on foreign oil? (check *all that apply*) (n=271)

- 70% Require better fuel efficiency for new cars, trucks and SUVs
- 67% Increase funding for research on alternative fuels
- 51% Allow more drilling and oil exploration in North America
- 36% Establish national conservation programs
- 1% None of the above

3) During the last year, gas prices have reached a record high across the nation. Which of the following measures have you implemented to conserve gas? (check *all that apply*) (n=274)

- 74% Consolidate shopping trips when possible
- 30% Perform routine maintenance more frequently
- 28% Drive a more fuel-efficient vehicle
- 18% Revised summer vacation plans
- 16% Share rides/car pool
- 13% Canceled summer vacation plans
- 8% Use public transportation more often
- 13% No change in driving habits

4) Recommendations to reduce the nation's dependence on foreign oil include increasing production and awareness of alternative fuels. Which of the following sources of energy for your car are available in your area? (check *one*) (n=246)

- | | |
|----------------|-------------------------|
| 14% Ethanol | 3% BioDiesel |
| 4% Natural gas | <1% Hydrogen Fuel Cells |
| 3% E-85 | 75% Don't know |

5) When making your next vehicle purchase for your primary means of personal transportation, how much more would you pay to own an alternative fuel vehicle? (n=250)

- 39% \$2,000
- 14% \$3,000
- 5% \$4,000
- 3% \$5,000
- 2% Currently drive an alternative fuel vehicle
- 34% Not interested in driving an alternative fuel vehicle
- 2% Driving is not my primary means of personal transportation

6) Of the following enhancements to the Interstate Highway System, which three would you like to see the most? (check *three of these answers*) (n=269)

- 72% Expand capacity on congested sections
- 70% Build truck only lanes
- 64% Construct bypasses around major metro areas
- 42% Add new routes to the Interstate Highway System
- 40% Add non-toll high occupancy vehicle (HOV) lanes to reduce congestion
- 32% Add toll lanes to reduce congestion

7) If each of the options below would raise equal amounts of money, which would you support to meet the growing demand for transportation services? (check *all that apply*) (n=268)

- 28% Charge tolls *only on new* roads and highway lanes
- 19% Impose a vehicle mile tax based on the number of miles driven
- 16% Charge tolls on *new and existing* roads and highway lanes
- 13% Increase gasoline taxes
- 13% Lease existing road facility to private interests
- 9% Increase other taxes to pay for transportation (sales, income, property taxes)
- 40% None of the above

8) Do you know of anyone who has driven after drinking? (n=265)

- 62% Yes (Continue)
- 38% No (Go to question 10)

9) Which of the following do you think contributes to one's decision to drive after drinking? (check *all that apply*) (n=160)

- 89% Do not feel impaired and believe it would be okay
- 61% Only need to drive a short distance
- 49% Can get safely home without being stopped by law enforcement
- 44% Do not plan ahead by assigning a sober designated driver
- 30% Can get a ride, but do not want to leave own vehicle
- 24% Unable to get a ride home

10) Most new vehicle keys are technologically advanced and require special codes to make replacements if lost, stolen or damaged. As a result, many vehicle owners can only get new keys made at a dealer during dealer hours or have them mailed to the dealer by the manufacturer. Limiting access to key codes enhances vehicle security, but it can lead to delays and added costs to replace keys. Knowing this, which of the following statements more accurately reflects your opinion? (n=254)

- 67% Vehicle manufacturers should be required to develop a secure way for vehicle owners and locksmiths to access the information needed to replace keys
- 33% Vehicle manufacturers should be allowed to restrict access to information needed to duplicate keys to their dealers only

11) AAA advocates or takes positions on safety-related issues to try to influence government policy for the benefit of AAA members and motorists in general. Would you be willing to become actively involved in supporting AAA's advocacy efforts? (n=257)

17% Yes (Continue)
83% No (Go to question 13)

12) Which of the following would you be willing to do to help support AAA's advocacy efforts? (check *all* that apply) (n=43)

- 53% Talk to your friends and neighbors about the value of AAA's position
- 49% Email/phone/letters to legislators
- 33% Sign and circulate petitions to the legislature
- 16% Attend public hearings
- 9% Write letters to the editor about the value of AAA's position
- 5% Represent AAA issues at town hall meetings
- 7% None of the above (Continue)

Pennsylvania Federation issues

Mobility:

13) Of the following, what are your top three safety concerns as a motorist? (check *three*): (n=269)

- 87% Traffic congestion
- 75% Road maintenance
- 43% Lack of alternatives to driving
- 39% Urban sprawl
- 24% Air quality
- 21% Global warming

14) Please rate the following:

Condition of state roads and highways in Pennsylvania (n=272)
 <1% Excellent 27% Good 56% Fair 17% Poor

Traffic conditions where you work and live (n=271)
 1% Excellent 27% Good 55% Fair 16% Poor

15) Please rate each of the following for what degree you support raising revenue for bridges and highways. Use a scale of 1-5 where "1" means strongly oppose and "5" means strongly support: (n=250-264)

| <u>Strongly oppose</u> | <u>Strongly support</u> | |
|-------------------------------|--------------------------------|--|
| 53% | 12% | 18% 9% 9% Increase gas taxes 5-10 cents per gallon |
| 75% | 12% | 5% 2% 5% Increase gas taxes 10-20 cents per gallon |
| 31% | 16% | 29% 13% 12% Collect tolls on existing interstate highways |
| 36% | 16% | 20% 15% 13% Build private toll highways |
| 40% | 14% | 22% 12% 13% Lease existing interstate highways to private companies and use the revenue on existing highways and bridges |

16) Please rate each of the following as a highway concern for you using a scale of 1-5 where "1" means no concern and "5" means strong concern: (n=254-270)

| <u>No concern</u> | <u>Strong concern</u> | |
|--------------------------|------------------------------|---|
| 6% | 8% | 21% 20% 45% Large trucks on the highway |
| 1% | 3% | 14% 14% 68% Drink drivers |
| 4% | 10% | 19% 21% 47% Unlicensed drivers |
| 1% | 1% | 7% 17% 74% Aggressive drivers |
| <1% | 3% | 9% 24% 64% Distracted drivers |

4% 16% 37% 22% 22% Debris on the highway
 13% 12% 24% 18% 33% New vehicle model blue or brighter headlights

State legislation:

17) Please indicate if you would favor or oppose each of the following proposed state laws:

| <u>Favor</u> | <u>Oppose</u> | |
|---------------------|----------------------|---|
| 93% | 7% | Restricting the number of teen passengers that a junior license teen driver would be permitted to have in the vehicle (n=273) |
| 97% | 3% | Ban the use of cell phones while driving for teen drivers on a junior license (n=272) |
| 89% | 11% | Requiring school districts to provide driver education to teen drivers (n=271) |
| 70% | 30% | Requiring drivers, at a specified age, to retake the state driver test (n=267) |
| 68% | 32% | Creating a statewide gasoline quality inspection program (n=259) |
| 79% | 21% | Banning the use of hand-held cellular telephones or other electronic hand-held devices while driving (n=273) |

| <u>Favor</u> | <u>Oppose</u> | |
|---------------------|----------------------|---|
| 57% | 43% | Allow the use of speed-measuring radar by local police, in addition to state police (n=269) |
| 12% | 88% | Allowing larger and heavier trucks on interstate highways in Pennsylvania (n=270) |
| 40% | 60% | Allowing police to stop and ticket motorists solely if the officer observes that the driver or passenger is not wearing a seatbelt (n=271) |
| 83% | 17% | Requiring motorcyclists to wear protective helmets while riding motorcycles (n=269) |
| 9% | 91% | Allowing gas taxes and highway user fees to fund <u>non-highway</u> related programs (n=274) |
| 78% | 22% | Requiring insurance companies and lawyers to obtain a court order to download information from motorists' vehicle information "black boxes" (n=260) |
| 92% | 8% | Offering a safety course to allow driver license point reduction (n=271) |
| 39% | 61% | Adoption of current and future vehicle emission standards set by the state of California (n=261) |
| 58% | 42% | Prohibiting municipal governments from collecting additional fees and police costs from motorists for responding to vehicle accidents (n=268) |

Environmental:

18) In the past ten years, do you believe that the level of pollution in Pennsylvania from automobiles has: (n=270)
 21% Improved 42% Stayed the same 36% Gotten worse

19) Would you favor or oppose a law placing a tax (up to 50 cents per gallon) on gasoline in order to reduce consumption? (n=273)
 9% Favor 91% Oppose

20) How much impact has the current auto emission testing program, as conducted in your local area, had on reducing auto pollution? (n=253)
 2% Large impact
 34% Some impact
 40% Not much impact
 24% No impact at all

Demographics *(Answers are for statistical purposes only.)*

21) In what year were you born? (n=255) Mean year 1946

22) Do you have any children under 18 living in your household?

(n=272)

19% Yes

81% No ⇒ **Go to Question 24**

23) Do you have any teenage drivers under the age of 18 living in your household? (n=51)

29% Yes

71% No

24) Which of the following categories best describes your total annual household income before taxes? (n=230)

15% Under \$25,000

25% \$50,000-\$74,999

28% \$25,000-\$49,999

32% \$75,000 and above

What is your home ZIP code? _____

25) How many years have you been a AAA member? (n=248)

Average 18.97 yrs

26) Please indicate your gender: (n=272) 45% Male 55% Female