



# 2008 Montana Department of Transportation Seat Belt Survey: Final Report

## Report by:

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Finally, I am most grateful to the BBER telephone survey supervisors and interviewers. Their dedication to careful research and persistence made this study a success.

John Baldrige  
July 27, 2008

## **Methodology**

### **Introduction**

The Montana Department of Transportation (MDT) needed information about citizens' perceptions regarding seat belt use, child safety seat use, and possible laws governing their use. This information is one important component that will be used to inform MDT's long-range planning process. Bureau of Business and Economic Research (BBER) at The University of Montana-Missoula administered a survey of adult residents to gather this information.

### **Questionnaire Development**

The Bureau designed the questionnaire in coordination with the Montana Department of Transportation (MDT). BBER used an iterative process to design the questionnaire. After developing a list of study topics with MDT the first draft was completed. MDT reviewed the first draft and directed changes as needed.

Following revision based on consultation with MDT the questionnaire was further refined through a full-scale field test. The field test was administered to a convenience sample of 35 adult respondents. The field test verified all survey systems, including the Computer-Assisted Telephone Interview (CATI) program, data capture, and data export functions. BBER monitored field test interviews and debriefed interviewers to determine whether the questionnaire needed further modification. MDT was the final approval authority for the questionnaire.

The final interview length averaged about 10 minutes. BBER chose this interview length to maximize data quality and to be good stewards of the public's time.

### **Sampling**

The landline portion of this survey was sampled using the random-digit dial method. The cell phone portion of this survey was a randomly sampled list of cell phone numbers purchased from Survey Samples International, Inc. The study population was all non-institutionalized adult (age 18 and older) residents of Montana who live in households with either land-line or cellular telephones. This population should not be confused with all Montana residents since it excludes households without working telephones and the institutional population. The National Center for Health Statistics (NCHS) reports that approximately 2.2 percent of occupied housing units in the United States were without a telephone.<sup>1</sup> This 2.2 percent undercoverage is not considered an inappropriately high degree of sample bias.<sup>2</sup>

In addition, NCHS estimates that 15.8% of households in the United States do not have a landline telephone but do have a wireless telephone.<sup>3</sup> According to recent scholarly research as summarized in a May 2006 report by the Pew Research Center for the People and the Press, the absence of this wireless group has had only a minimal impact on telephone survey derived

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1 Blumberg SJ, Luke JV. Wireless substitution: Early release of estimates from the National Health Interview Survey, July-December 2007. National Center for Health Statistics. Available from: <http://www.cdc.gov/nchs/nhis.htm>. May 13, 2008, p. 5.

2 Sudman, Seymour: Applied Sampling. San Diego: Academic Press, 1976, p. 6.

3 Blumberg SJ, Luke JV. Wireless substitution: Early release of estimates from the National Health Interview Survey, July-December 2007. National Center for Health Statistics. Available from: <http://www.cdc.gov/nchs/nhis.htm>. May 13, 2008, p. 1.

statistical estimates for general subjects.<sup>4</sup> However, the effect of wireless-only households on survey estimates that examine driving safety related opinions and behaviors may be substantial. Steven Blumberg and Julian Luke of NCHS found that people who live in cell phone households are more likely to engage in risk taking behaviors including binge drinking, smoking, and failing to obtain HIV testing.<sup>5</sup> It was anticipated by BBER that cell phone only adults in Montana may have significantly different opinions about driving safety and might exhibit different driving safety behaviors. Therefore, BBER included a sample of cell phone numbers in this study to mitigate any possible undercoverage bias due to the growing proportion of adults who live in wireless-only households.

A randomized method of selecting one respondent within each household was also required to avoid a disproportionate number of females participating in telephone interviews. Respondents were selected within households using the Kish table method.<sup>6</sup> While this method is in theory equivalent to the “last birthday” method, BBER experience in Montana has discovered a tendency for the last birthday method to produce a greater proportion of female respondents (see also Groves and Lyberg, 1988).

The total sample size yielded 824 landline interviews and 129 cell phone interviews (including 49 interviews from cell phone only households) for a total of 953 completed interviews. The simple random sampling method used in this survey yielded a sampling error rate of about +/- 3.5% for the overall sample.

All data reported in this analysis are weighted by their probability of selection and by 2007 U.S. Census Bureau population sex and age estimates for Montana. Post-stratification weighting is a standard data preparation procedure that improves the accuracy of survey estimates.<sup>7</sup> This weighting procedure is routinely used by the Pew Center for People and the Press and other rigorous survey organizations for combined cell and landline surveys, and has been shown to produce more accurate survey estimates than unweighted data. The cell phone sample included 80 completions that were eligible for both the landline sample and the cell phone sample because the 80 respondents had both a cell phone and a landline phone. These 80 cases received a probability of selection weight of 0.5. This protocol produced 913 weighted completions, which is the total displayed in the remainder of this report.

## **Survey Administration**

The questionnaire was administered using a Computer-Assisted Telephone Interviewing (CATI) process on May 21, 2008 through June 23, 2008. Bureau staff programmed and validated the CATI system prior to survey administration. The interviews were conducted in the dedicated telephone interview facility at BBER. This state of the art facility contains twelve sound insulated telephone interview stations plus viewing and monitoring capability for supervisors. The supervisor can visually observe each interviewer and monitor randomly selected telephone calls. Call monitoring is a vital quality control mechanism that reinforces data quality.

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4 Pew Research Center for the People and the Press, *The Cell Phone Challenge to Survey Research National Polls Not Undermined by Growing Cell-Only Population*, May 15, 2006, p. 1.

5 Blumberg SJ, Luke JV. Coverage Bias in Traditional Telephone Surveys of Low-Income and Young Adults. *Public Opinion Quarterly*, Vol. 71, No. 5 2007, pp. 734–749.

6 Dillman, Don, A. 2000. *Mail and Internet Surveys: The Tailored Design Method*. 2<sup>nd</sup> edition. New York: John Wiley & Sons. p. 203.

7 Groves, Robert, M. et. al. 2004. *Survey Methodology*. New York: John Wiley & Sons. p. 326.

Each station is equipped with a telephone, headset, and computer, allowing CATI operation. The interviewers read the survey from the computer screen and directly entered the pre-coded responses into the computer, speeding the data capture process and minimizing the opportunity for errors.

Wireless telephone respondents were offered \$5.00 as compensation for any telephone charge imposed on them as a result of the interview.

The interviews were conducted using the Bureau cadre of trained and experienced telephone interviewers and shift supervisors. There are five interviewers with more than one year of experience, and several have been with the Bureau for ten years or longer. The shift supervisors are themselves seasoned interviewers with years of experience conducting surveys for a variety of organizations, including the US Bureau of the Census. New interviewers receive classroom and “on the job” training, and are closely monitored by the shift supervisors.

2008 MDT Seat Belt Survey Respondents (Weighted %, age 18+)		
	2008 Survey	2007 Census Data
Male	49.2	49.7
Female	50.8	50.3
Mean Age (adults 18+)	45.9	47.2
American Indian/ Alaskan Native	7.1	6.4
White	92.6	90.8
Other Race	0.3	2.8

**Table 1**

BBER documented case status in a manner that allowed calculation and reporting of a unit response rate using the American Association for Public Opinion Research (2006) standard definition (RR3).<sup>8</sup> The response rate for this survey was 51.5 percent. This response rate is typical for rigorously conducted RDD surveys.<sup>9</sup>

The table on this page summarizes the demographic characteristics of the survey respondents. 2008 MDT Seat Belt Survey respondents are compared here to 2007 U.S. Census data for Montana.

2008 MDT Seat Belt Survey respondents did not differ significantly in sex, age, or race from the 2007 estimates produced by the U.S. Census Bureau. The close parallels between the 2008 MDT Seat Belt Survey and U.S. Census Bureau demographic estimates provide good evidence that the 2008 survey results are un-biased.

One additional quality benchmark for this survey can be found when comparing the self-reported rate of seat belt use found in the 2008 MDT Seat Belt Survey with the National Centers for Disease Control Behavior Risk Factor Surveillance System (BRFSS) Montana survey last conducted in 2002. The 2008 MDT Seat Belt Survey found that 66.2% of respondents reported that they always wear seat belts. The 2002 BRFSS Montana survey found that 68.5% respondents reported that they always wear seat belts. The difference between these two estimates is well within the margin of error for both surveys.

8 American Association for Public Opinion Research. 2006. *Standard Definitions: Final Dispositions of Case Codes and Outcome Rates for Surveys*. 4<sup>th</sup> edition. Lexana, Kansas: AAPOR. p. 29. e = .153.

9 Groves, Robert, M. et. al. 2004. *Survey Methodology*. New York: John Wiley & Sons. pp. 184-187.

## **Data Set Preparation**

Following collection the data were inspected to insure no duplicate cases were included and to correct any interviewer miskeys. Appropriate data labels were added. Appropriate composite variables, post-stratification weights, and flags were also added to the data set to facilitate analysis. Missing values for the income item were imputed using the hot deck method. SPSS 16.0.1 for Windows, released on November 17, 2007, including the Tables module, was used to conduct the analysis described in this report.

## **Reading this Report**

This report is divided into three sections. The first section is the main narrative. The second and third sections contains Appendices A and B. In Appendix A readers will find a set of detailed tabulations for questions included in the study. Appendix B contains the final questionnaire.

The detailed tabulations in Appendix A are a very powerful tool for those interested in the results of this study. Each table includes the question language used, the percentage of each response option chosen, and the number of responses for each question. In addition, each table provides a detailed cross-tabulation of the percentage of responses by selected demographic characteristics.

Differences cited in the remainder of this report are significant at the 95 percent confidence level. This means that if the survey were replicated 100 times, the difference cited would be found in at least 95 of the replications. Differences were evaluated by calculating the confidence intervals around point estimates or by using chi-square tests of independence. The percentage of respondents who answered "Don't Know" to questions in this study was quite low overall, so for the sake of brevity "Don't Know" percentages are excluded from the main narrative.

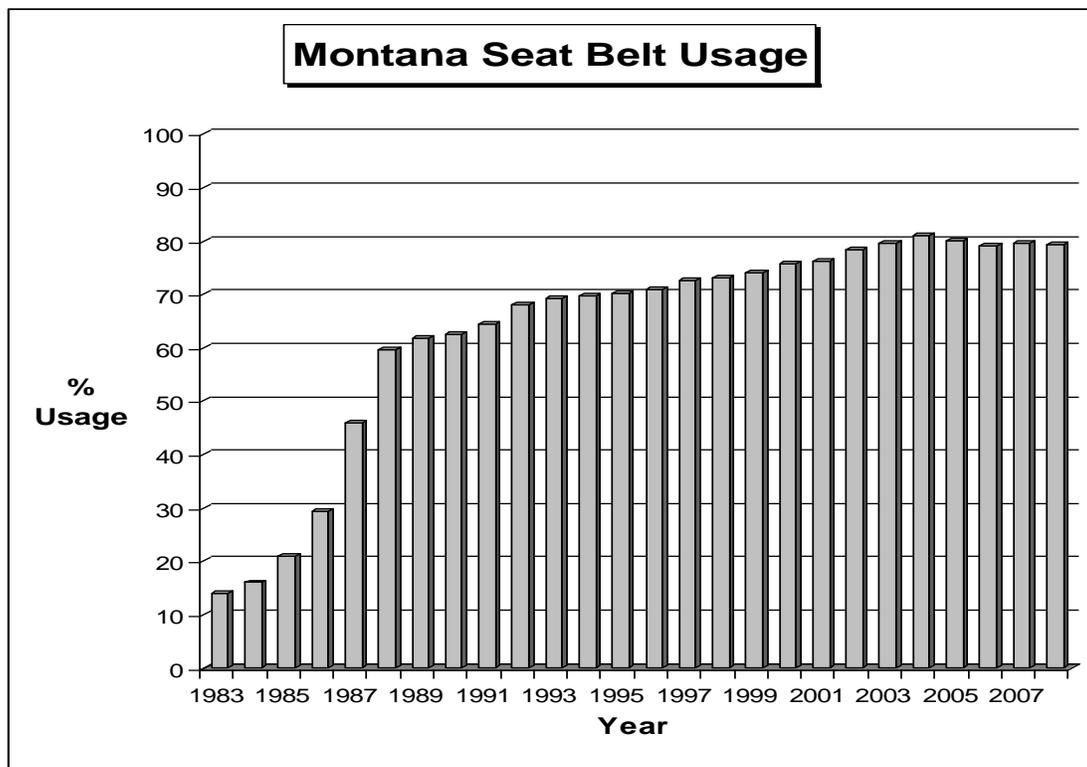
## Seat Belt Laws in Montana: Background Information

State governments have adopted two basic types of seat belt law. The first type is described as a primary law. A primary law means that a police officer who can visually observe that a person is not wearing a seatbelt may stop a person for that infraction. A secondary law means that an officer can observe that a person is not wearing a seatbelt, but cannot stop that person unless that person has committed a primary infraction (i.e. current registration not properly displayed, unlawful weaving through lanes, speeding, or other such infractions considered to be primary laws.)

The law mandating seat belt use in Montana was enacted on October 1, 1987 without violation penalties. A penalty was implemented on January 1, 1988. The law was subsequently modified in 2003, 2005, and 2007. The current law contains a secondary enforcement provision. This is the only Montana traffic law with a secondary enforcement provision. The following statement is what makes Montana's seatbelt law secondary:

MCA 61-13-103. (4) The department or its agent may not require a driver who may be in violation of this section to stop except upon reasonable cause to believe that the driver has violated another traffic regulation or that the driver's vehicle is unsafe or not equipped as required by law.

The secondary enforcement provision applies not only to vehicle seat belts but also to child safety restraints. Montana is the only state in the union that has a secondary child restraint law.



**Figure 1**

Source: Montana Department of Transportation FY09 Problem Identification Document

Figure 1 above describes seat belt usage rates in Montana during the period before and after adoption of the law mandating seat belt use. A very large increase in seat belt usage occurred around the time the mandatory seat belt law was passed (1987). These rates were obtained using an approved National Highway Transportation Safety Administration (NHTSA) observational survey. The observational survey is conducted in Montana each year during June at 120 randomly selected locations statewide.

The NHTSA observational survey data are not directly comparable to either the respondent-reported survey data reported here or the Montana BRFSS respondent-reported survey data last gathered in 2002. The respondent-reported surveys ask respondents about their seat belt use over a period of time, while the observational survey examines only one point in time.

Bills were introduced in the last three Montana legislative sessions to change the seat belt and child passenger safety laws to primary enforcement. The following describes the outcomes of the three bills:

- 2003 Session – Senate Bill 116 never moved out of the Senate Judiciary Committee,
- 2005 Session – Senate Bill 43 passed the Senate, lost by 9 votes in the House,
- 2007 Session – Senate Bill 300 passed the Senate, lost by 6 votes in the House.

## Montana Support for Primary Vehicle Safety Laws: June 2008

One primary objective of this survey was to assess the public's current views about the possibility of adopting statutes that allow law enforcement officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts or small children are not in child safety seats. Montana residents were asked whether they favor or oppose each possible law using the following scale:

<u>Scale label:</u>	<u>Scale value:</u>
Strongly favor	5
Somewhat favor	4
Neither favor nor oppose	3
Somewhat oppose	2
Strongly oppose	1

A large majority of adult Montanans (77.0%) favored a statute that allows law enforcement officers to stop a vehicle if the officer believes small children are not in child safety seats (see Figure 2). In contrast, a plurality of residents (47.8%) opposed a statute that allows law enforcement officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts.

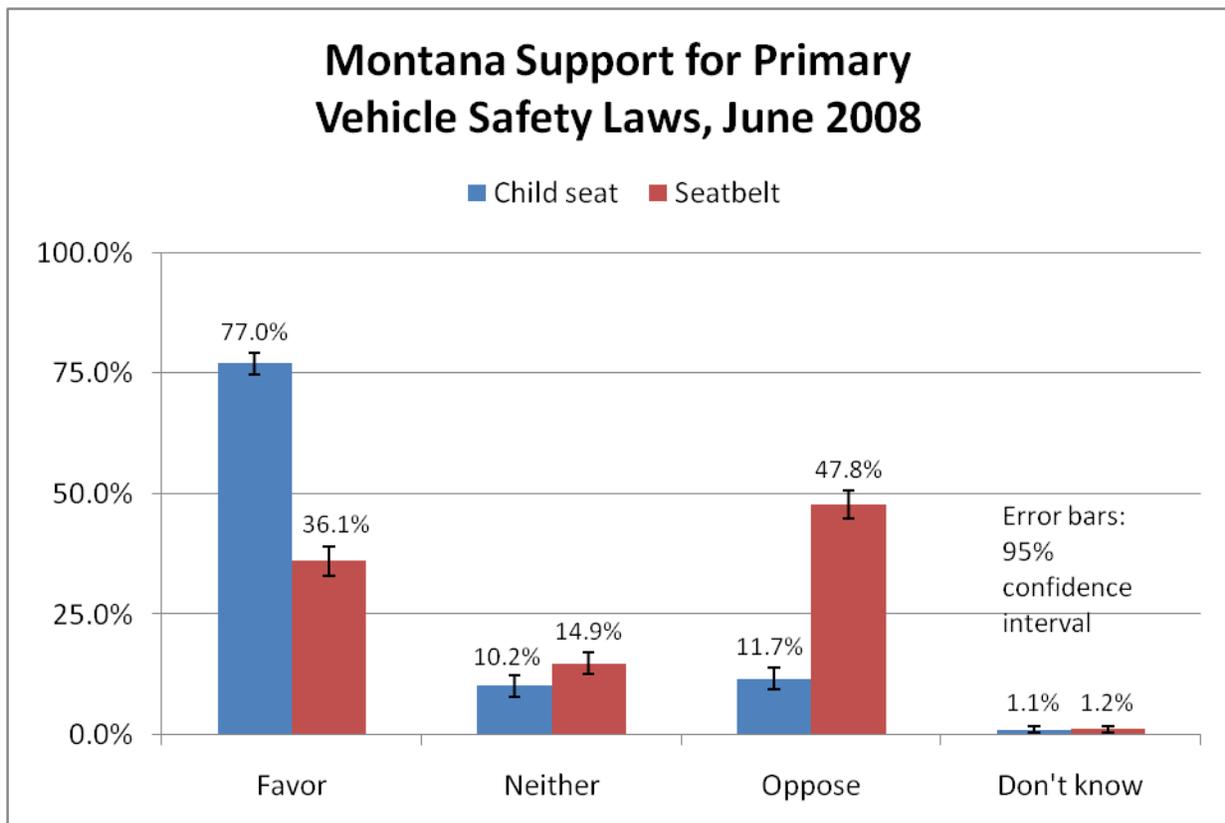


Figure 2

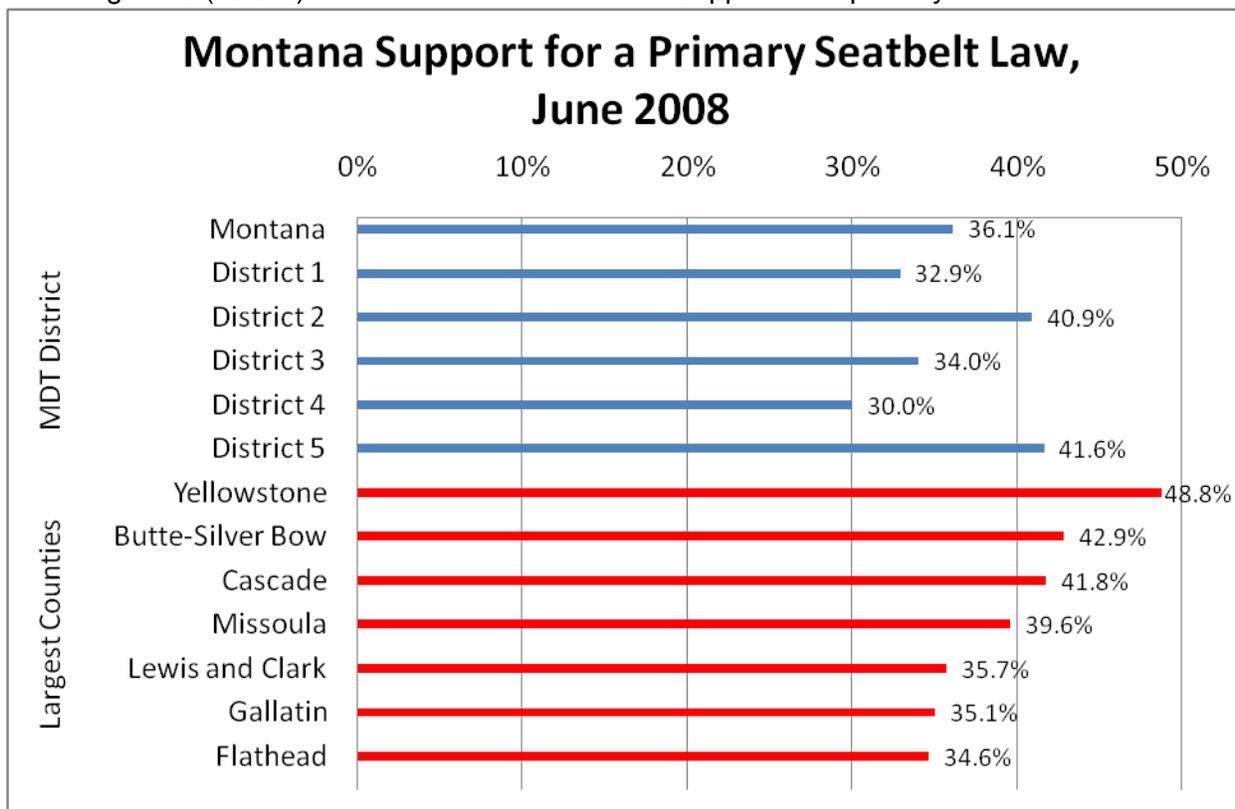
### Strength of Support for Primary Safety Laws

Support for a primary child safety seat law in Montana is very strong. 63.2% of adult Montanans said they “strongly support” a primary child safety seat law. Opinions about a primary seat belt law are concentrated at the extreme ends of the scale. 33.4% of residents strongly opposed a primary seat belt law, while 23.9% strongly favored a primary seat belt law. Significantly fewer Montanans expressed less intense levels of support (12.2%) or opposition (14.4%) to a possible primary seat belt law.

### Regional Support for Primary Safety Laws

Support for a possible primary child safety seat law is strong throughout all regions of Montana.

Urban Montanans<sup>10</sup> were more likely (40.7%) to support a primary seat belt law than were their rural neighbors (28.9%). The differences in levels of support for a primary seat belt law within



**Figure 3**

the MDT Regions and the seven largest counties were not statistically significant (see Figure 3).

Two additional observations may be useful when considering media markets for a possible future driver education effort regarding a primary seat belt law. First, 36% of all Montanans who

<sup>10</sup> Urban here means residents of Cascade, Flathead, Gallatin, Lewis and Clark, Missoula, Butte-Silver Bow, and Yellowstone counties.

were undecided regarding a primary seat belt law lived in MDT District 1. Second, the two counties with the highest proportions of people who were undecided about a primary seat belt law were Gallatin (17.9%) and Flathead (15.2%).

### Demographic Characteristics of Support for a Primary Seat Belt Law

Women are more likely than men to support a primary seat belt law. While 46.1% of women strongly support a primary seat belt law, only 25.9% of men agree. Women are also slightly more likely (17.5%) than men (12.2%) to be undecided about this issue. It may be useful to focus on women in a future education effort about a primary seat belt law.

People with at least a Bachelor’s Degree (31.9%) are more likely to strongly support a primary seat belt law than are those with a high school education (20.4%). American Indians (12.3%) are less likely to strongly support a primary law than are Whites (24.8%). In addition, nearly one-third of American Indians (34.4%) are undecided about a primary law. Montanans who drive a truck as their primary vehicle are much less likely (14.4%) to strongly support a primary seat belt law than are people who drive a SUV (36.3%).

### Reasons for Opposition to a Primary Seat Belt Law

A large plurality of people (47.3%) who opposed a primary seat belt law said such a law violates what they perceive as an individual or personal freedom or right (see Table 2). One Montanan summarized their opposition by asserting, “Freedom involves the right to choose the wrong thing.” One significant variation of this opinion, held by 5.2% of opponents, views wearing seat belts as a personal responsibility (as opposed to a right) that should not be carried out at the government level. The groups of people who stated these two reasons for opposing a primary seat belt law combined represent a majority of opponents.

14.4% of opponents expressed concern about giving law enforcement additional authority, and some of these people speculated that law enforcement might abuse the additional authority. The law “gives them too much authority to pull you over,” according to one opponent.

Top 8 Reasons for Opposing a Primary Seat Belt Law	
Reason	Percent
1. Personal freedom or right, should not be taken by government	47.3
2. Police have enough authority without the law, or too much authority, or will abuse authority	14.4
3. Pulling people over is disproportionate to the offence, not worthy of probable cause	12.8
4. Wastes law enforcement time	6.3
5. Personal responsibility, not government responsibility	5.2
6. Don't believe in seatbelts, they make it difficult to escape crash or more dangerous	2.7
7. Too difficult for law enforcement to determine whether occupant wearing seat belt	1.8
8. Physical problem or medical condition makes wearing belt difficult, uncomfortable, or impossible	1.5
General opposition, law not needed	5.1
No answer	2.8
Total	100.0

**Table 2**

People who cited personal freedom or responsibility reasons opposed a primary seat belt law more strongly than did those who cited law enforcement concerns like wasting officer time or the difficulty of spotting a seat belt violation. 73.4% of people who gave personal freedom reasons for opposition said they strongly

opposed a primary law, while somewhat fewer people who expressed law enforcement concerns (64.3%) strongly opposed the law.

## **APPENDIX A: DETAILED RESULT TABLES**

* Difference between at least two sub-groups significant at .05 level.		Some people generally favor using seatbelts while others oppose using seatbelts. Do you?						
		Strongly favor	Somewhat favor	Neither oppose or favor	Somewhat oppose	Strongly oppose	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	74.8%	11.4%	7.1%	3.0%	2.9%	.7%	910
	Male	64.8%	15.1%	9.3%	5.3%	4.6%	.9%	446
	Female	84.5%	7.9%	5.0%	.7%	1.3%	.6%	464
Age*	18-29	67.7%	12.4%	9.6%	6.4%	2.9%	.8%	186
	30-44	71.5%	14.5%	6.8%	2.9%	3.6%	.7%	283
	45-59	80.1%	8.5%	7.5%	1.1%	2.2%	.6%	225
	60+	79.9%	9.6%	4.8%	2.0%	2.8%	.9%	216
MDT district*	District 1	77.2%	10.3%	5.6%	4.5%	2.2%	.2%	300
	District 2	83.0%	7.8%	5.8%	.4%	1.9%	1.2%	176
	District 3	65.9%	14.8%	10.3%	2.2%	5.0%	1.8%	192
	District 4	63.7%	22.0%	4.3%	7.2%	2.0%	.8%	70
	District 5	77.0%	9.2%	8.5%	2.0%	3.3%	.0%	171
2007 HH income*	<20k	67.5%	12.4%	6.8%	7.1%	4.3%	1.8%	121
	20k-34k	68.2%	11.7%	11.0%	5.4%	3.7%	.0%	158
	35k-49k	82.7%	10.5%	4.0%	1.1%	1.3%	.5%	162
	50k-74k	74.7%	11.0%	6.7%	2.1%	4.1%	1.4%	219
	75k+	77.6%	11.9%	7.0%	1.4%	1.8%	.3%	250
Education attainment	Less than HS	61.0%	16.9%	12.7%	9.0%	.4%	.0%	36
	HS diploma or some college	70.3%	13.2%	7.8%	3.6%	4.1%	1.0%	560
	BA+	85.7%	7.1%	5.1%	.7%	1.1%	.2%	301
Race	White	74.1%	11.8%	7.9%	2.6%	3.1%	.5%	811
	American Indian	81.1%	8.6%	.0%	6.0%	1.1%	3.2%	62
Main vehicle	Car	76.4%	11.6%	5.6%	3.5%	2.2%	.7%	395
	Truck	66.6%	14.2%	10.2%	3.2%	5.0%	.8%	256
	Van-minivan	85.6%	6.7%	5.1%	1.0%	1.6%	.0%	77
	SUV	80.1%	7.7%	7.8%	3.0%	.9%	.4%	150

* Difference between at least two sub-groups significant at .05 level.		Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts. Other people oppose this proposed law. Do you?						
		Strongly favor	Somewhat favor	Neither oppose or favor	Somewhat oppose	Strongly oppose	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	23.9%	12.3%	14.9%	14.4%	33.4%	1.2%	912
	Male	16.6%	9.3%	12.2%	16.7%	44.9%	.3%	449
Age	Female	30.9%	15.2%	17.5%	12.2%	22.3%	2.0%	463
	18-29	20.3%	15.5%	15.4%	12.7%	35.1%	1.1%	188
	30-44	19.6%	13.2%	16.3%	14.9%	36.1%	.0%	283
	45-59	25.6%	9.3%	15.2%	14.5%	34.2%	1.2%	225
MDT district	60+	30.8%	11.4%	12.3%	15.2%	27.7%	2.7%	216
	District 1	20.6%	12.4%	16.3%	14.4%	35.1%	1.2%	301
	District 2	27.0%	13.7%	16.1%	11.5%	29.7%	2.0%	176
	District 3	23.7%	10.3%	12.5%	16.3%	35.3%	1.8%	192
	District 4	18.8%	11.7%	16.5%	11.6%	41.5%	.0%	70
2007 HH income	District 5	28.5%	13.1%	13.3%	16.3%	28.8%	.0%	172
	<20k	29.6%	14.3%	12.5%	11.2%	30.5%	1.8%	122
	20k-34k	20.0%	10.8%	18.2%	13.4%	34.9%	2.6%	158
	35k-49k	19.2%	10.4%	17.3%	17.9%	33.3%	1.9%	162
	50k-74k	20.8%	12.3%	19.1%	15.0%	32.6%	.3%	219
Education attainment*	75k+	29.1%	13.4%	8.8%	13.7%	34.7%	.2%	251
	Less than HS	12.1%	27.8%	9.2%	16.5%	32.1%	2.4%	36
	HS diploma or some college	20.4%	11.0%	14.7%	15.3%	37.2%	1.3%	561
Race*	BA+	31.9%	12.9%	16.3%	12.3%	25.9%	.7%	302
	White	24.8%	12.7%	13.5%	14.6%	33.3%	1.2%	813
	American Indian	12.3%	12.2%	34.4%	8.9%	32.2%	.0%	62
Main vehicle*	Car	25.7%	13.0%	15.9%	11.8%	31.4%	2.2%	394
	Truck	14.4%	7.6%	13.6%	19.2%	44.9%	.3%	257
	Van-minivan	21.0%	24.7%	14.9%	15.1%	24.3%	.0%	77
	SUV	36.3%	11.3%	15.5%	11.4%	25.1%	.4%	150

* Difference between at least two sub-groups significant at .05 level.		Think now about other people you know well. How likely, if at all, are the other people you know well to favor a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts?						
		Very likely	Somewhat likely	Neither unlikely or likely	Somewhat unlikely	Very unlikely	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	14.6%	25.4%	6.8%	16.2%	25.2%	11.7%	910
	Male	10.2%	21.2%	8.1%	19.1%	31.7%	9.7%	446
Age	Female	18.8%	29.4%	5.5%	13.5%	19.0%	13.8%	464
	18-29	15.3%	25.8%	5.8%	17.2%	29.7%	6.2%	188
	30-44	12.7%	27.4%	7.1%	19.4%	24.5%	8.8%	281
	45-59	14.9%	22.9%	8.8%	17.0%	27.6%	8.9%	225
MDT district*	60+	16.4%	25.0%	5.1%	10.4%	19.7%	23.3%	216
	District 1	16.8%	24.3%	6.3%	16.0%	28.2%	8.3%	301
	District 2	14.8%	26.6%	9.3%	11.3%	23.3%	14.8%	176
	District 3	14.0%	20.0%	6.0%	17.6%	30.3%	12.2%	192
	District 4	10.2%	40.5%	3.6%	12.1%	16.7%	16.9%	68
2007 HH income	District 5	13.2%	26.1%	7.2%	21.9%	19.6%	12.0%	172
	<20k	18.1%	21.1%	3.1%	15.9%	26.3%	15.4%	122
	20k-34k	13.9%	22.8%	7.3%	15.3%	28.0%	12.8%	158
	35k-49k	14.7%	25.9%	3.3%	12.8%	28.1%	15.2%	161
	50k-74k	12.8%	26.2%	9.9%	19.9%	21.0%	10.2%	217
Education attainment*	75k+	14.9%	28.1%	7.8%	16.0%	24.7%	8.4%	251
	Less than HS	6.1%	29.3%	6.3%	23.8%	26.5%	8.1%	36
	HS diploma or some college	13.7%	24.0%	5.2%	17.2%	27.6%	12.2%	559
Race	BA+	17.4%	27.7%	10.1%	14.0%	19.5%	11.3%	302
	White	15.3%	25.6%	6.4%	16.8%	24.9%	11.1%	811
	American Indian	6.2%	31.6%	8.0%	13.5%	27.3%	13.3%	62
Main vehicle*	Car	15.3%	27.1%	5.9%	15.0%	21.4%	15.4%	394
	Truck	8.5%	23.2%	7.1%	18.8%	34.3%	8.2%	255
	Van-minivan	9.7%	37.7%	.7%	24.3%	22.8%	4.8%	77
	SUV	25.8%	18.8%	12.4%	12.7%	20.8%	9.4%	149

* Difference between at least two sub-groups significant at .05 level.		Some people think the proposed seatbelt law will infringe on individual rights, while other do not. Compared to existing traffic laws, do you think the proposed seatbelt law will infringe on individual rights more, the same as, or less than existing vehicle laws relating to drinking and driving?				
		More	About the same	Less	DK	Total
		Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	30.6%	33.4%	26.0%	10.1%	906
	Male	35.6%	33.0%	21.1%	10.3%	444
Age	Female	25.7%	33.7%	30.7%	9.8%	462
	18-29	31.1%	31.6%	30.0%	7.3%	188
	30-44	31.5%	34.0%	24.6%	9.9%	281
	45-59	35.5%	29.4%	27.6%	7.5%	223
MDT district	60+	23.8%	38.1%	22.6%	15.5%	214
	District 1	31.5%	36.7%	23.1%	8.7%	300
	District 2	28.8%	32.5%	26.4%	12.2%	175
	District 3	30.1%	32.5%	27.3%	10.0%	191
	District 4	28.2%	26.7%	29.9%	15.2%	67
2007 HH income	District 5	32.1%	31.8%	27.6%	8.5%	172
	<20k	38.7%	24.8%	19.6%	16.9%	122
	20k-34k	29.3%	32.5%	22.8%	15.5%	158
	35k-49k	33.2%	31.3%	27.7%	7.8%	161
	50k-74k	27.9%	35.1%	29.8%	7.1%	217
Education attainment	75k+	28.0%	37.9%	26.7%	7.4%	248
	Less than HS	19.7%	35.7%	17.2%	27.4%	36
	HS diploma or some college	33.5%	31.6%	24.9%	10.0%	560
Race	BA+	25.3%	37.3%	28.9%	8.4%	298
	White	29.7%	34.3%	26.7%	9.2%	807
Main vehicle	American Indian	41.2%	27.6%	17.0%	14.2%	62
	Car	28.6%	33.1%	26.9%	11.3%	391
	Truck	38.2%	30.5%	25.9%	5.4%	256
	Van-minivan	25.7%	33.6%	29.0%	11.8%	77
	SUV	23.9%	41.9%	23.5%	10.7%	148

* Difference between at least two sub-groups significant at .05 level.		Some people think the proposed seatbelt law will infringe on individual rights, while other do not. Compared to existing traffic laws, do you think the proposed seatbelt law will infringe on individual rights more, the same as, or less than existing vehicle laws relating to speeding?				
		More	About the same	Less	DK	Total
		Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	32.1%	36.0%	23.4%	8.5%	906
	Male	38.1%	32.9%	21.6%	7.4%	444
Age	Female	26.4%	39.0%	25.0%	9.6%	463
	18-29	34.1%	33.0%	24.8%	8.1%	188
	30-44	35.9%	37.3%	23.9%	2.9%	282
	45-59	32.2%	36.0%	24.5%	7.3%	223
MDT district	60+	25.4%	36.9%	20.2%	17.5%	214
	District 1	33.6%	33.5%	25.4%	7.5%	300
	District 2	29.5%	40.1%	23.2%	7.2%	174
	District 3	31.7%	36.2%	23.3%	8.8%	191
	District 4	24.3%	37.3%	24.5%	13.9%	69
2007 HH income	District 5	35.9%	35.4%	19.6%	9.2%	172
	<20k	29.7%	34.8%	19.2%	16.3%	123
	20k-34k	32.7%	33.1%	23.7%	10.5%	157
	35k-49k	33.2%	30.6%	28.9%	7.3%	161
	50k-74k	33.6%	35.1%	23.5%	7.9%	218
Education attainment	75k+	31.0%	42.7%	21.5%	4.8%	247
	Less than HS	29.8%	28.6%	20.9%	20.6%	36
	HS diploma or some college	32.9%	33.8%	25.2%	8.2%	557
Race	BA+	30.4%	41.6%	20.5%	7.5%	300
	White	31.7%	37.0%	23.8%	7.5%	809
Main vehicle	American Indian	33.4%	31.6%	22.5%	12.5%	61
	Car	28.5%	36.0%	25.2%	10.3%	393
	Truck	37.8%	35.8%	21.1%	5.3%	253
	Van-minivan	24.4%	36.3%	27.7%	11.6%	77
	SUV	33.7%	37.8%	22.6%	5.8%	149

* Difference between at least two sub-groups significant at .05 level.		Some people think the proposed seatbelt law will infringe on individual rights, while other do not. Compared to existing traffic laws, do you think the proposed seatbelt law will infringe on individual rights more, the same as, or less than existing vehicle laws relating to traffic lights or stop signs?				
		More	About the same	Less	DK	Total
		Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	33.7%	32.6%	24.8%	8.9%	901
	Male	40.5%	29.4%	22.7%	7.3%	441
	Female	27.1%	35.6%	26.9%	10.3%	460
	Age	18-29	33.1%	34.0%	25.7%	7.1%
	30-44	37.4%	30.4%	26.8%	5.4%	279
	45-59	34.8%	32.5%	25.7%	7.0%	222
	60+	28.1%	34.4%	20.5%	16.9%	212
MDT district	District 1	33.8%	32.9%	25.2%	8.1%	296
	District 2	36.7%	38.0%	18.9%	6.4%	175
	District 3	33.4%	30.6%	27.4%	8.5%	189
	District 4	28.9%	25.3%	29.8%	16.0%	69
	District 5	32.6%	31.8%	25.4%	10.2%	172
2007 HH income*	<20k	26.6%	39.9%	19.2%	14.3%	122
	20k-34k	36.8%	21.4%	29.2%	12.6%	155
	35k-49k	40.0%	27.7%	24.0%	8.3%	161
	50k-74k	34.1%	34.1%	24.4%	7.4%	216
	75k+	30.8%	38.0%	25.8%	5.5%	246
Education attainment	Less than HS	15.5%	41.5%	28.3%	14.6%	36
	HS diploma or some college	33.8%	30.7%	26.3%	9.3%	553
	BA+	35.1%	35.7%	22.0%	7.2%	299
Race	White	33.8%	33.0%	25.2%	8.0%	806
	American Indian	30.0%	36.5%	21.9%	11.6%	60
Main vehicle	Car	29.9%	32.7%	26.5%	10.8%	390
	Truck	42.7%	32.1%	21.7%	3.5%	252
	Van-minivan	25.7%	32.2%	27.9%	14.3%	76
	SUV	34.1%	32.5%	25.3%	8.2%	149

* Difference between at least two sub-groups significant at .05 level.		Now I want to ask about child safety seats for vehicles. Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the small children in the vehicle are not sitting in child safety seats. Other people oppose this proposed law. Do you?						
		Strongly favor	Somewhat favor	Neither oppose or favor	Somewhat oppose	Strongly oppose	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	63.2%	13.8%	10.2%	4.6%	7.1%	1.1%	912
	Male	56.5%	16.8%	10.1%	6.3%	8.6%	1.7%	449
Age	Female	69.6%	10.8%	10.3%	3.0%	5.7%	.5%	464
	18-29	57.5%	17.0%	14.3%	3.4%	6.5%	1.3%	188
	30-44	64.1%	12.1%	10.9%	5.2%	7.1%	.7%	283
	45-59	65.1%	13.8%	8.2%	4.5%	6.9%	1.4%	226
MDT district	60+	64.9%	13.0%	7.8%	5.1%	8.0%	1.1%	216
	District 1	63.5%	17.9%	9.2%	4.5%	4.6%	.2%	302
	District 2	57.3%	15.7%	13.7%	4.4%	7.7%	1.2%	176
	District 3	66.0%	9.0%	8.9%	4.1%	9.7%	2.3%	192
2007 HH income	District 4	56.7%	15.0%	11.7%	3.8%	11.3%	1.6%	70
	District 5	68.1%	9.4%	9.1%	6.0%	6.4%	1.1%	172
	<20k	65.2%	15.0%	6.0%	5.0%	7.3%	1.5%	123
	20k-34k	63.5%	10.6%	10.3%	4.9%	10.7%	.0%	158
	35k-49k	58.4%	17.4%	13.2%	2.5%	5.5%	3.0%	162
Education attainment	50k-74k	67.2%	9.9%	10.1%	4.9%	6.3%	1.6%	219
	75k+	61.5%	16.1%	10.4%	5.4%	6.6%	.0%	251
	Less than HS	76.0%	20.6%	.0%	1.5%	1.9%	.0%	36
Race	HS diploma or some college	61.6%	13.7%	11.0%	4.9%	7.5%	1.2%	562
	BA+	65.9%	12.5%	9.4%	4.1%	7.0%	1.1%	302
	White	63.8%	13.8%	10.0%	4.2%	7.1%	1.0%	813
Main vehicle	American Indian	62.1%	14.6%	9.4%	8.4%	3.5%	2.0%	62
	Car	62.2%	13.6%	10.0%	5.8%	6.5%	1.9%	394
	Truck	60.2%	15.1%	11.5%	3.2%	9.2%	.7%	257
	Van-minivan	66.3%	12.3%	15.0%	5.3%	.2%	.9%	77
	SUV	67.5%	13.0%	7.1%	3.8%	8.6%	.0%	150

* Difference between at least two sub-groups significant at .05 level.		Many people wear seatbelts regularly, while many others do not because seatbelts hinder their ability to do their job, or are uncomfortable for them, or for other reasons. Thinking back over the last week, that is, since May X, 2008, about how often did you (yourself) wear a seatbelt in a vehicle, if at all?					
		Always	Most of the time	Half of the time	Once in a while	Never	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	66.2%	16.9%	5.9%	5.2%	5.7%	911
	Male	53.6%	19.2%	10.6%	7.3%	9.3%	448
Age*	Female	78.4%	14.8%	1.3%	3.2%	2.2%	463
	18-29	54.9%	21.6%	8.5%	6.3%	8.8%	188
	30-44	63.6%	15.8%	8.3%	7.3%	5.0%	283
	45-59	70.6%	17.3%	3.9%	2.9%	5.3%	225
MDT district*	60+	75.0%	14.0%	2.5%	4.0%	4.4%	215
	District 1	73.8%	13.6%	4.7%	3.4%	4.5%	301
	District 2	71.7%	16.7%	6.0%	4.5%	1.1%	176
	District 3	58.6%	17.1%	8.8%	7.9%	7.5%	191
	District 4	35.2%	35.7%	6.8%	11.0%	11.2%	70
2007 HH income*	District 5	68.5%	15.0%	4.3%	3.9%	8.3%	172
	<20k	62.9%	16.2%	6.3%	2.7%	11.9%	122
	20k-34k	63.2%	15.7%	3.1%	14.6%	3.4%	157
	35k-49k	71.6%	19.0%	2.7%	2.7%	3.9%	162
	50k-74k	64.5%	18.5%	5.5%	4.5%	6.9%	219
Education attainment	75k+	67.7%	15.4%	9.8%	2.8%	4.3%	251
	Less than HS	53.3%	18.7%	3.6%	4.8%	19.6%	36
	HS diploma or some college	61.8%	18.7%	6.2%	6.9%	6.3%	561
Race	BA+	76.7%	12.4%	5.8%	1.9%	3.2%	301
	White	66.4%	16.2%	6.6%	5.1%	5.6%	812
Main vehicle*	American Indian	63.5%	21.7%	.0%	5.5%	9.4%	62
	Car	69.9%	17.5%	3.9%	3.6%	5.1%	394
	Truck	49.6%	21.4%	11.0%	7.9%	10.1%	257
	Van-minivan	83.7%	10.3%	.2%	4.1%	1.7%	77
	SUV	72.8%	11.7%	6.6%	6.3%	2.6%	150

		If Montana adopts a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts, will you be more or less likely to use a seatbelt?						
		Very likely	Somewhat likely	Neither unlikely or likely	Somewhat unlikely	Very unlikely	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex	Total	29.0%	20.7%	41.4%	1.5%	5.2%	2.2%	301
	Male	28.7%	23.1%	41.8%	1.5%	4.7%	.3%	201
Age	Female	29.6%	15.8%	40.6%	1.5%	6.2%	6.2%	100
	18-29	29.0%	14.6%	45.0%	3.1%	4.9%	3.4%	81
	30-44	29.3%	24.4%	39.2%	.0%	5.2%	2.0%	100
	45-59	26.7%	24.1%	38.9%	2.3%	8.0%	.0%	66
MDT district	60+	31.2%	18.9%	43.1%	.9%	2.2%	3.8%	53
	District 1	29.7%	24.5%	42.5%	.6%	2.8%	.0%	76
	District 2	26.2%	14.1%	47.3%	.0%	5.4%	7.0%	50
	District 3	33.0%	24.4%	27.1%	3.1%	8.9%	3.4%	79
	District 4	33.4%	18.0%	42.9%	3.3%	2.4%	.0%	46
2007 HH income	District 5	20.5%	18.3%	54.7%	.0%	5.5%	1.1%	51
	<20k	20.8%	20.5%	45.6%	3.4%	8.2%	1.7%	45
	20k-34k	31.4%	19.5%	41.0%	.0%	3.4%	4.7%	58
	35k-49k	27.8%	25.1%	45.9%	.0%	1.2%	.0%	46
	50k-74k	27.4%	20.1%	43.8%	.0%	6.1%	2.6%	76
Education attainment	75k+	34.2%	19.7%	34.1%	3.9%	6.4%	1.7%	76
	Less than HS	15.3%	11.6%	73.0%	.0%	.0%	.0%	12
	HS diploma or some college	26.3%	23.1%	41.4%	1.9%	4.9%	2.5%	212
Race	BA+	39.3%	14.9%	39.5%	.6%	4.6%	1.1%	70
	White	28.1%	21.4%	43.8%	1.1%	5.1%	.5%	267
	American Indian	34.3%	23.7%	14.0%	6.7%	.0%	21.2%	22
Main vehicle	Car	33.7%	13.3%	44.5%	2.2%	3.9%	2.4%	115
	Truck	22.0%	26.0%	43.3%	1.5%	5.6%	1.5%	128
	Van-minivan	21.8%	22.9%	44.9%	.0%	.0%	10.4%	13
	SUV	38.6%	27.9%	25.1%	.0%	8.4%	.0%	39

* Difference between at least two sub-groups significant at .05 level.		Do you feel safe or unsafe riding in a vehicle with people who are not buckled up?						
		Much more safe	Somewhat more safe	Neither safe nor unsafe	Somewhat less safe	Much less safe	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	4.2%	11.0%	33.8%	24.6%	21.6%	4.9%	902
	Male	4.9%	13.4%	37.5%	22.9%	16.4%	4.9%	442
Age*	Female	3.5%	8.6%	30.3%	26.3%	26.5%	4.8%	460
	18-29	4.7%	10.3%	40.6%	29.8%	10.5%	4.1%	183
	30-44	4.3%	11.9%	38.1%	22.1%	20.9%	2.7%	283
	45-59	3.7%	12.0%	27.1%	23.4%	27.7%	6.1%	222
MDT district*	60+	3.9%	9.3%	29.3%	24.8%	25.5%	7.1%	213
	District 1	5.3%	10.5%	30.5%	29.4%	19.1%	5.2%	298
	District 2	2.1%	10.3%	34.1%	26.8%	20.8%	5.8%	176
	District 3	3.4%	13.6%	35.3%	20.9%	20.1%	6.7%	191
	District 4	6.3%	14.9%	49.7%	11.3%	15.7%	2.0%	70
2007 HH income	District 5	4.1%	8.0%	31.0%	23.6%	30.9%	2.5%	167
	<20k	8.4%	10.3%	34.9%	19.9%	19.0%	7.5%	122
	20k-34k	2.2%	13.2%	39.0%	21.0%	21.9%	2.7%	155
	35k-49k	3.2%	11.4%	32.9%	29.2%	18.6%	4.8%	160
	50k-74k	4.3%	10.2%	34.4%	23.5%	20.0%	7.7%	218
Education attainment*	75k+	3.8%	10.3%	30.1%	27.3%	25.9%	2.5%	247
	Less than HS	2.7%	22.9%	31.1%	23.6%	11.0%	8.6%	33
	HS diploma or some college	4.5%	11.0%	36.8%	24.6%	18.0%	5.0%	556
Race*	BA+	3.8%	9.6%	27.7%	25.5%	29.8%	3.7%	301
	White	4.2%	10.4%	32.6%	26.1%	21.8%	4.9%	807
Main vehicle*	American Indian	5.7%	18.7%	40.7%	14.5%	16.3%	4.1%	62
	Car	4.5%	8.5%	32.9%	26.6%	22.4%	5.2%	389
	Truck	4.9%	13.7%	37.9%	22.1%	15.2%	6.2%	256
	Van-minivan	.9%	13.2%	24.2%	24.2%	36.6%	1.0%	75
	SUV	3.9%	10.1%	34.4%	25.6%	23.4%	2.5%	149

* Difference between at least two sub-groups significant at .05 level.		Are you comfortable or uncomfortable asking other vehicle occupants who are not wearing seatbelts to buckle up?						
		Very comfortable	Somewhat comfortable	Neither	Somewhat uncomfortable	Very uncomfortable	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	64.0%	12.6%	11.4%	8.5%	1.9%	1.7%	902
	Male	59.1%	14.4%	14.3%	9.4%	1.7%	1.1%	444
Age*	Female	68.7%	10.8%	8.6%	7.6%	2.0%	2.2%	459
	18-29	57.5%	15.6%	13.7%	13.3%	.0%	.0%	182
	30-44	64.2%	13.0%	11.5%	8.6%	1.5%	1.4%	283
	45-59	71.3%	11.3%	9.5%	4.4%	1.1%	2.4%	222
MDT district	60+	61.7%	10.9%	11.3%	8.6%	4.8%	2.8%	214
	District 1	65.2%	13.9%	10.9%	8.2%	.9%	.9%	298
	District 2	67.6%	12.3%	8.1%	8.2%	1.0%	2.8%	176
	District 3	60.9%	11.2%	15.5%	7.6%	3.4%	1.4%	187
	District 4	60.1%	11.0%	14.4%	8.0%	1.3%	5.2%	70
2007 HH income	District 5	63.0%	12.9%	9.9%	10.5%	2.9%	.8%	171
	<20k	55.3%	10.2%	15.2%	14.5%	2.4%	2.4%	123
	20k-34k	59.9%	14.8%	9.5%	12.7%	2.3%	.9%	157
	35k-49k	66.0%	11.5%	11.9%	5.3%	2.5%	2.9%	159
	50k-74k	65.4%	12.1%	13.0%	6.0%	1.3%	2.2%	215
Education attainment	75k+	68.3%	13.5%	9.0%	7.1%	1.4%	.6%	248
	Less than HS	59.3%	15.2%	12.6%	13.0%	.0%	.0%	36
	HS diploma or some college	64.3%	11.5%	11.4%	8.6%	2.0%	2.3%	558
Race	BA+	65.5%	13.9%	11.1%	6.9%	2.0%	.6%	296
	White	63.9%	12.6%	11.6%	8.8%	1.9%	1.2%	805
Main vehicle	American Indian	68.0%	12.2%	8.6%	2.9%	2.7%	5.6%	62
	Car	65.4%	13.2%	9.7%	7.9%	2.6%	1.2%	392
	Truck	57.5%	13.6%	16.1%	8.2%	1.4%	3.3%	253
	Van-minivan	71.4%	11.1%	5.8%	7.6%	4.1%	.0%	76
	SUV	72.6%	8.8%	11.4%	6.6%	.0%	.6%	148

* Difference between at least two sub-groups significant at .05 level.		If Montana adopts a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts, would you be more or less likely to ask your passengers to use their seatbelts?						
		Very likely	Somewhat likely	Neither unlikely or likely	Somewhat unlikely	Very unlikely	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	42.0%	17.2%	35.4%	2.4%	.5%	2.5%	898
	Male	37.6%	19.8%	35.5%	3.4%	.5%	3.2%	443
Age	Female	46.4%	14.6%	35.3%	1.5%	.4%	1.8%	455
	18-29	43.0%	18.2%	31.1%	4.0%	.0%	3.7%	181
	30-44	42.8%	19.8%	33.7%	1.4%	.7%	1.5%	281
	45-59	41.3%	13.1%	40.5%	3.5%	.6%	1.1%	223
MDT district	60+	40.9%	17.2%	36.0%	1.2%	.5%	4.3%	213
	District 1	36.5%	18.8%	41.5%	1.0%	.0%	2.1%	296
	District 2	43.8%	18.5%	33.4%	1.5%	1.4%	1.5%	176
	District 3	46.1%	15.8%	29.7%	2.8%	.7%	4.9%	186
	District 4	46.7%	12.8%	32.9%	5.5%	.8%	1.4%	70
2007 HH income	District 5	43.3%	16.4%	34.1%	4.2%	.0%	2.0%	170
	<20k	49.0%	11.5%	31.7%	2.9%	.0%	4.8%	121
	20k-34k	52.7%	17.3%	27.0%	.0%	1.5%	1.5%	157
	35k-49k	35.4%	19.2%	40.3%	1.6%	.3%	3.1%	158
	50k-74k	35.9%	16.3%	42.0%	3.1%	.3%	2.4%	214
Education attainment	75k+	41.4%	19.3%	33.8%	3.6%	.3%	1.6%	249
	Less than HS	29.9%	27.3%	32.1%	10.7%	.0%	.0%	36
	HS diploma or some college	43.1%	17.2%	34.0%	2.7%	.6%	2.4%	556
Race	BA+	42.1%	16.6%	38.4%	.9%	.0%	2.1%	298
	White	41.9%	18.1%	35.2%	2.3%	.4%	2.1%	803
	American Indian	53.2%	10.8%	29.3%	4.8%	.0%	1.8%	62
Main vehicle	Car	42.1%	17.9%	34.6%	2.8%	.3%	2.3%	390
	Truck	40.4%	17.7%	35.4%	2.7%	.2%	3.6%	253
	Van-minivan	44.1%	18.4%	34.1%	.0%	.0%	3.4%	77
	SUV	42.0%	13.4%	40.7%	2.5%	1.3%	.0%	150

		Many people use child safety seats regularly, while many others do not because they can't afford them, or don't have time to use them, or for other reasons. Thinking back over the last week, that is, since May X, 2008, about how often did you use a child safety seat for a child in a vehicle, if at all?					
		Always	Most of the time	Half of the time	Once in a while	Never	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex	Total	90.9%	4.8%	1.2%	.0%	3.1%	173
	Male	88.1%	6.6%	.0%	.0%	5.3%	76
Age	Female	93.1%	3.4%	2.1%	.0%	1.4%	97
	18-29	88.8%	8.0%	3.2%	.0%	.0%	62
	30-44	91.1%	3.4%	.0%	.0%	5.5%	98
	45-59	100.0%	.0%	.0%	.0%	.0%	10
MDT district	60+	100.0%	.0%	.0%	.0%	.0%	3
	District 1	94.9%	5.1%	.0%	.0%	.0%	58
	District 2	88.1%	11.9%	.0%	.0%	.0%	34
	District 3	100.0%	.0%	.0%	.0%	.0%	30
	District 4	82.0%	7.2%	10.8%	.0%	.0%	19
2007 HH income	District 5	83.4%	.0%	.0%	.0%	16.6%	32
	<20k	95.0%	5.0%	.0%	.0%	.0%	27
	20k-34k	86.0%	.0%	7.0%	.0%	7.1%	29
	35k-49k	86.5%	13.5%	.0%	.0%	.0%	22
	50k-74k	87.4%	9.5%	.0%	.0%	3.2%	42
Education attainment	75k+	96.2%	.0%	.0%	.0%	3.8%	53
	Less than HS	100.0%	.0%	.0%	.0%	.0%	10
	HS diploma or some college	88.4%	3.7%	2.1%	.0%	5.7%	94
Race	BA+	95.0%	5.0%	.0%	.0%	.0%	67
	White	91.6%	3.4%	1.4%	.0%	3.6%	148
Main vehicle	American Indian	86.9%	13.1%	.0%	.0%	.0%	25
	Car	92.6%	3.0%	4.5%	.0%	.0%	45
	Truck	83.0%	9.4%	.0%	.0%	7.6%	53
	Van-minivan	100.0%	.0%	.0%	.0%	.0%	28
	SUV	92.3%	4.6%	.0%	.0%	3.1%	43

* Difference between at least two sub-groups significant at .05 level.		What type of vehicle do you, yourself, usually drive?				
		Car	Truck	Van-minivan	SUV	Total
		Row N %	Row N %	Row N %	Row N %	Count
Sex*	Total	45.0%	29.3%	8.8%	17.0%	878
	Male	34.4%	48.6%	3.3%	13.6%	439
	Female	55.5%	9.9%	14.2%	20.4%	440
Age*	18-29	51.9%	25.2%	6.6%	16.3%	177
	30-44	32.2%	32.6%	12.8%	22.4%	279
	45-59	42.7%	33.3%	7.4%	16.5%	221
	60+	59.0%	23.7%	6.6%	10.7%	201
MDT district*	District 1	37.2%	28.8%	9.7%	24.3%	292
	District 2	44.0%	30.7%	6.2%	19.1%	170
	District 3	51.3%	29.4%	8.6%	10.6%	184
	District 4	57.1%	32.7%	6.8%	3.4%	67
	District 5	47.7%	27.2%	10.5%	14.7%	165
2007 HH income*	<20k	71.0%	13.1%	10.2%	5.7%	108
	20k-34k	45.9%	22.6%	10.2%	21.4%	151
	35k-49k	48.6%	35.8%	7.6%	7.9%	157
	50k-74k	38.5%	36.2%	9.3%	16.0%	215
	75k+	36.2%	30.2%	7.5%	26.1%	246
Education attainment*	Less than HS	52.0%	24.2%	15.6%	8.2%	32
	HS diploma or some college	46.0%	31.6%	8.2%	14.2%	541
	BA+	42.4%	25.2%	9.2%	23.1%	300
Race	White	44.6%	29.6%	8.4%	17.4%	790
	American Indian	47.0%	29.0%	14.9%	9.0%	59

* Difference between at least two sub-groups significant at .05 level.	Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts. Other people oppose this proposed law. Do you?						
	Strongly favor	Somewhat favor	Neither oppose or favor	Somewhat oppose	Strongly oppose	DK	Total
	Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Urban vs. rural counties* Total	23.9%	12.3%	14.9%	14.4%	33.4%	1.2%	912
(7 counties listed below are urban)							
Urban	27.2%	13.5%	12.2%	14.2%	31.3%	1.5%	561
Rural	18.6%	10.3%	19.2%	14.7%	36.8%	.5%	351
Largest counties							
Cascade	28.5%	13.6%	8.1%	18.5%	27.7%	3.7%	79
Flathead	16.3%	18.7%	15.2%	18.1%	29.7%	1.9%	78
Gallatin	23.4%	11.7%	17.9%	6.0%	39.1%	1.9%	78
Lewis and Clark	28.2%	7.7%	11.1%	16.8%	36.3%	.0%	56
Missoula	27.0%	12.9%	11.0%	12.7%	35.5%	.9%	101
Butte-Silver Bow	34.0%	8.9%	8.6%	20.2%	23.5%	4.8%	42
Yellowstone	32.7%	16.1%	12.0%	12.3%	26.9%	.0%	127

* Difference between at least two sub-groups significant at .05 level.		Think now about other people you know well. How likely, if at all, are the other people you know well to favor a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts?						
		Very likely	Somewhat likely	Neither unlikely or likely	Somewhat unlikely	Very unlikely	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Urban vs. rural counties* (7 counties listed below are urban)	Total	14.6%	25.4%	6.8%	16.2%	25.2%	11.7%	910
	Urban	16.4%	23.2%	7.2%	18.3%	22.2%	12.7%	561
	Rural	11.8%	28.9%	6.1%	13.0%	30.0%	10.2%	349
Largest counties	Cascade	18.3%	19.4%	7.7%	20.7%	20.1%	13.7%	79
	Flathead	12.4%	22.0%	7.3%	23.0%	28.5%	6.9%	79
	Gallatin	12.9%	23.1%	10.2%	12.7%	26.3%	14.8%	78
	Lewis and Clark	12.4%	20.6%	4.1%	18.4%	26.3%	18.2%	56
	Missoula	23.6%	23.1%	6.0%	11.4%	25.8%	10.0%	101
	Butte-Silver Bow	20.9%	20.9%	7.8%	11.8%	14.3%	24.4%	42
	Yellowstone	14.4%	28.4%	7.3%	24.6%	15.2%	10.1%	127

* Difference between at least two sub-groups significant at .05 level.		Many people wear seatbelts regularly, while many others do not because seatbelts hinder their ability to do their job, or are uncomfortable for them, or for other reasons. Thinking back over the last week, that is, since May X, 2008, about how often did you (yourself) wear a seatbelt in a vehicle, if at all?					
		Always	Most of the time	Half of the time	Once in a while	Never	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Urban vs. rural counties* (7 counties listed below are urban)	Total	66.2%	16.9%	5.9%	5.2%	5.7%	911
	Urban	73.9%	11.0%	5.5%	5.2%	4.4%	560
	Rural	54.0%	26.5%	6.6%	5.2%	7.8%	350
Largest counties	Cascade	68.0%	14.2%	6.5%	9.8%	1.4%	78
	Flathead	81.7%	9.1%	4.8%	3.1%	1.4%	78
	Gallatin	76.5%	7.0%	9.4%	6.8%	.2%	78
	Lewis and Clark	65.9%	13.6%	3.6%	4.6%	12.2%	56
	Missoula	77.4%	9.1%	3.4%	5.0%	5.2%	101
	Butte-Silver Bow	76.9%	13.0%	4.9%	3.8%	1.3%	42
	Yellowstone	70.9%	12.3%	5.4%	3.7%	7.8%	127

		Now I want to ask about child safety seats for vehicles. Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the small children in the vehicle are not sitting in child safety seats. Other people oppose this proposed law. Do you?						
		Strongly favor	Somewhat favor	Neither oppose or favor	Somewhat oppose	Strongly oppose	DK	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Urban vs rural counties  County	Total	63.2%	13.8%	10.2%	4.6%	7.1%	1.1%	912
	Urban	65.2%	13.4%	8.9%	5.1%	6.5%	.8%	561
	Rural	59.9%	14.3%	12.2%	3.8%	8.2%	1.6%	352
	Cascade	71.0%	5.8%	11.6%	5.7%	5.1%	.7%	79
	Flathead	59.5%	15.7%	12.6%	5.9%	6.2%	.0%	79
	Gallatin	58.1%	12.7%	10.1%	5.0%	11.3%	2.7%	78
	Lewis and Clark	67.6%	12.3%	5.5%	4.9%	8.4%	1.2%	56
	Missoula	64.5%	20.9%	5.9%	3.9%	4.7%	.0%	101
	Butte-Silver Bow	59.1%	18.2%	10.6%	6.2%	5.9%	.0%	42
	Yellowstone	71.1%	10.0%	7.6%	5.1%	5.1%	1.0%	126

## **APPENDIX B: QUESTIONNAIRE**

Hello, my name is [INSERT YOUR FIRST AND LASTNAME].  
I'm calling from The University of Montana (here) in Missoula. We're doing a survey on behalf of the Montana Department of Transportation to find out what Montana residents think about using seatbelts.

First, though, I need to be sure I have dialed the right number. Is this [999-9999]?  
In order to do the survey, I have to follow a specific selection procedure. For this survey only people aged 18 and older are to be interviewed. So of all the people living in your household, including yourself, how many are 18 years of age and older?

\_\_\_\_\_ ENTER NUMBER

And how many of these persons are female?

\_\_\_\_\_ ENTER NUMBER

According to the selection procedure, I need to interview \_\_\_\_\_. Is he/she available? Or is that you?

READ THE FOLLOWING CONFIDENTIALITY STATEMENT TO ALL RESPONDENTS:  
**Before we start, I want to assure you that this interview is completely confidential and voluntary. If we should come to a question you don't want to answer; just let me know and we'll go on to the next question. This interview should take about 5 minutes.**

**AGE. Only people age 18 and older may participate in this survey. So, for eligibility purposes, how old were you on your last birthday?**

\_\_\_\_\_ years

IF UNDER THE AGE OF 18 TERMINATE INTERVIEW, OTHERWISE GO TO NEXT QUESTION.

**GENSUP. Some people generally favor using seatbelts while others oppose using seatbelts. Do you?**

Generally favor using seatbelts	4
Neither favor nor oppose using seatbelts	3
Generally oppose using seatbelts	2
DK	8

IF FAVOR: **Would you say that you?**

Strongly favor using seatbelts, OR	5
Somewhat favor using seatbelts	4
DK	8

IF OPPOSE: **Would you say that you?**

Strongly oppose using seatbelts, OR	1
Somewhat oppose using seatbelts	2

DK

**PRIMLAWSUP. Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts. Other people oppose this proposed law. Do you?**

Favor a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts,	4
Neither favor nor oppose the law, OR	3
Oppose the law	2
DK	8

**IF FAVOR: Would you say that you?**

Strongly favor the law, OR	5
Somewhat favor the law	4
DK	8

**IF OPPOSE: Would you say that you?**

Strongly oppose the law, OR	1
Somewhat oppose the law	2
DK	8

**WHYOPPOSEPRIME (IF OPPOSE THE LAW): What is the main reason you oppose the proposed law?**

\_\_\_\_\_ ENTER ANSWER VERBATIM

**OTHERSUP. Think now about other people you know well. How likely, if at all, are the other people you know well to favor a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts?**

Very likely	5
Somewhat likely	4
Neither likely nor unlikely	3
Somewhat unlikely	2
Very unlikely	1
DK	8

**INFRINGE. Some people think the proposed seatbelt law will infringe on individual rights, while other do not. Compared to existing traffic laws, do you think the proposed seatbelt law will infringe on individual rights more, the same as, or less than existing vehicle laws relating to:**

**INFRINGEa. Drinking and driving**

More	3
About the same	2
Less	1
DK	8



**INFRINGEb. Speeding**

More	3
About the same	2
Less	1
DK	8

**INFRINGEc. Traffic lights or stop signs**

More	3
About the same	2
Less	1
DK	8

**KIDPRIMELAW. Now I want to ask about child safety seats for vehicles. Some people favor a proposed Montana state law that allows law enforcement officers to stop a vehicle if the officer believes the small children in the vehicle are not sitting in child safety seats. Other people oppose this proposed law. Do you?**

Favor a state law that allows officers to stop a vehicle if the officer believes the small children in the vehicle are not in child safety seats,	4
Neither favor nor oppose the law, OR	3
Oppose the law	2
DK	8

**IF FAVOR: Would you say that you?**

Strongly favor the law, OR	5
Somewhat favor the law	4
DK	8

**IF OPPOSE: Would you say that you?**

Strongly oppose the law, OR	1
Somewhat oppose the law	2
DK	8

**The next few questions ask about your personal seatbelt use.**

**SEATBELTUSE. Many people wear seatbelts regularly, while many others do not because seatbelts hinder their ability to do their job, or are uncomfortable for them, or for other reasons. Thinking back over the last week, that is, since May X, 2008, about how often did you (yourself) wear a seatbelt in a vehicle, if at all?**

Always	5
Most of the time	4
Half of the time	3
Once in a while	2
Never	1
DK	8

(IF ALWAYS WEAR SEATBELT) REASONDO. **What was the main reason you always wore a seatbelt in a vehicle over the last week?**

\_\_\_\_\_ ENTER ANSWER VERBATIM

(IF DON'T ALWAYS WEAR SEATBELT) REASONDONT. **What was the main reason you chose not to wear a seatbelt at least some of the time while you were in a vehicle over the last week?**

\_\_\_\_\_ ENTER ANSWER VERBATIM

(IF DON'T ALWAYS WEAR SEATBELT) NOSEATBELT. **If Montana adopts a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts, will you be more or less likely to use a seatbelt?**

More likely	4
Neither more nor less likely	3
Less likely	2
DK	8

**LIKELYSEATBELT: Would you be?**

Much more likely, OR	5
Somewhat more likely	4
DK	8

**LESSLIKELYSEATBELT: Would you be?**

Much less likely, OR	1
Somewhat less likely	2
DK	8

**SAFE. Do you feel safe or unsafe riding in a vehicle with people who are not buckled up?**

Safe	4
Neither safe nor unsafe	3
Unsafe	2
DK	8

**MORESAFE: Do you feel?**

Much more safe, OR	5
Somewhat more safe	4
DK	8

**LESSSAFE: Do you feel?**

Much less safe, OR	1
Somewhat less safe	2
DK	8

**COMFORTLEVEL. Are you comfortable or uncomfortable asking other vehicle occupants who are not wearing seatbelts to buckle up?**

Comfortable	4
Neither comfortable nor uncomfortable	3
Uncomfortable	2
DK	8

**MORECOMFORTABLE: Are you?**

Very comfortable, OR	5
Somewhat comfortable	4
DK	8

**LESSCOMFORTABLE: Are you?**

Very uncomfortable, OR	1
Somewhat uncomfortable	2
DK	8

**PRIMELIKELY. If Montana adopts a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts, would you be more or less likely to ask your passengers to use their seatbelts?**

More likely	4
Neither more nor less likely	3
Less likely	2
DK	8

**MOREPRIMELIKELY: Would you be?**

Much more likely, OR	5
Somewhat more likely	4
DK	8

**LESSPRIMELIKELY: Would you be?**

Much less likely, OR	1
Somewhat less likely	2
DK	8

**COMMENTS. Is there anything else you would like to comment on regarding a state law that allows officers to stop a vehicle if the officer believes the occupants are not wearing seatbelts?**

\_\_\_\_\_ ENTER ANSWER VERBATIM

**These next questions are for classification purposes only.**

**VEHICLE. What type of vehicle do you, yourself, usually drive?**

- |                       |   |
|-----------------------|---|
| Car                   | 1 |
| Truck                 | 2 |
| Van/ Mini-van         | 3 |
| SUV                   | 4 |
| Motorcycle            | 5 |
| Other _____ (specify) | 6 |
| DK                    | 8 |

**CURRES1. First, What is the name of the city, town, or community you live in now or live closest to?**

\_\_\_\_\_ ENTER ANSWER VERBATIM

**RESLEN. How long have you lived in Montana?**

\_\_\_\_\_ YEARS ENTER ANSWER VERBATIM

**Educ. What is the highest level of education you have completed?**

- |   |    |
|---|----|
| Grade 8 or less .....   | 1  |
| Grade 9-11; Some high school, but no diploma .....                          | 2  |
| High school graduate (or equivalent; GED; vocational/trade school graduate) | 3  |
| Some college, but no degree (including trade school) .....                  | 4  |
| Associate degree (1-2 yr. occupational, technical or academic program)      | 5  |
| Four year college graduate .....  | 6  |
| Advanced degree (including master's, professional degree, or doctorate)     | 7  |
| DON'T KNOW .....  | 98 |
| REFUSED .....   | 99 |

**Kids. How many children under the age of 6 live in the house, apartment, or mobile home where you currently live or stay?**

- |     |   |
|-----|---|
| Yes | 1 |
| No  | 2 |
| DK  | 8 |

**KIDSEATUSE. IF KIDS UNDER SIX - Many people use child safety seats regularly, while many others do not because they can't afford them, or don't have time to use them, or for other reasons. Thinking back over the last week, that is, since May X, 2008, about how often did you use a child safety seat for a child in a vehicle, if at all?**

- |                  |   |
|------------------|---|
| Always           | 5 |
| Most of the time | 4 |
| Half of the time | 3 |
| Once in a while  | 2 |

Never	1
DK	8

**Income. I am going to read you a list of income categories. Which category represents your total household income from all sources in the year 2007 before taxes and other deductions?**

100,000 dollars or more	1
Between 75,000 and 100,000 dollars	2
Between 50,000 and 75,000 dollars	3
Between 35,000 and 50,000 dollars	4
Between 20,000 and 35,000 dollars	5
Between 15,000 and 20,000 dollars	6
Between 10,000 and 15,000 dollars	7
Under 10,000 dollars	8
DK	98

**RACE1. Are you Spanish/ Hispanic/ Latino?**

YES	1
NO	0

**RACE2. What is your race?** Choose one or more races.

American Indian or Alaska Native	1
African Am., Black, or Negro	2
White	3
Asian or Pacific Islander	4
Some other race	5

**Thank you very much for your time and effort!**

**SEX. ENTER NUMBER AFTER INTERVIEW COMPLETE.**

FEMALE	2
MALE	1

## **CELL PHONE QUESTIONNAIRE CHANGES**

Hello, I am \_\_\_ calling for The University of Montana (here) in Missoula. We're doing a survey on behalf of the Montana Department of Transportation to find out what Montana residents think about using seatbelts. This is not a sales call. **(IF R SAYS DRIVING/UNABLE TO TAKE CALL; Thank you. We will try you another time...)**.

**VOICE MAIL MESSAGE (LEAVE ONLY ONCE -- THE FIRST TIME A CALL GOES TO VOICEMAIL):** I am calling for The University of Montana in Missoula. We are conducting a short statewide survey of cell phone users. This is NOT a sales call. We will try to reach you again.

### **SCREENING INTERVIEW:**

S1. First, I have to ask, are you at least 18 years old?

- 1 Yes
- 2 No
- 9 Don't know/Refused

**IF S1=1, CONTINUE WITH MAIN INTERVIEW**

**IF S1=2, 9 THANK AND TERMINATE:** This survey is limited to adults age 18 and over. I won't take any more of your time...

**INTRODUCTION TO MAIN INTERVIEW:** We're interested in learning more from people with cell phones. We'd like to send you \$5 for answering a few more questions. This will only take about 10 minutes. If you are now driving a car or doing any activity requiring your full attention, I need to call you back later. The first question is...

### **INTERVIEWER:**

**IF R SAYS IT IS NOT A GOOD TIME, TRY TO ARRANGE A TIME TO CALL BACK. OFFER THE TOLL-FREE CALL-IN NUMBER THEY CAN USE TO COMPLETE THE SURVEY BEFORE ENDING THE CONVERSATION.**

AT THE END OF THE INTERVIEW:

### **ASK CELL PHONE ONLY:**

C1. Now thinking about your telephone use... Is a cell phone your only phone, or do you also have a regular phone where you currently live?

- 1 Only phone
- 2 Have regular phone at home
- 9 Don't know/Refused

**INTERVIEWER: IF R ASK WHAT IS MEANT BY "REGULAR PHONE, SAY:** "A regular telephone is sometimes called a "landline" or a phone that is wired to a jack in the wall.

**ASK IF C1=2,9:**

C2 Thinking about all the phone calls you receive, do you receive more calls on your cell phone, more calls on your regular home phone, or is it about equal? {new}

- 1 More on cell phone
- 2 More on home phone
- 3 About equal
- 9 Don't know/Refused

**IF USE CELL PHONE MORE (IF ANSWERED '1' IN C2 ASK):**

C3. Would that be a LOT MORE or just a FEW more on your cell phone? {new}

- 1 A lot more
- 2 A few more
- 9 Don't know/Refused (VOL.)

**IF USE REGULAR PHONE MORE (IF ANSWERED '2' IN C2 ASK):**

C4. Would that be a LOT MORE or just a FEW more on your regular home phone? {new}

- 1 A lot more
- 2 A few more
- 9 Don't know/Refused (VOL.)

**ASK IF C1=2,9:**

C5. If I had called you just now on your landline phone, would I have been able to reach you? {new}

- 1 Yes
- 2 No
- 9 Don't know/ Refused (VOL.)

**ASK ALL:**

ZIPCODE What is your zipcode?

- \_\_\_\_\_ Enter Zipcode
- 9 Don't know/Refused

**ASK CELL PHONE ONLY:**

MONEY That's the end of the interview. We'd like to send you \$5 for your time. Can I please have your full name and a mailing address where we can send you the money?

**INTERVIEWER NOTE:** If R does not want to give full name, explain we will be unable to send them the payment.

- 1 **[ENTER FULL NAME] – INTERVIEWER: PLEASE VERIFY SPELLING**
- 2 **[ENTER MAILING ADDRESS]**
- 3 **[City]**
- 4 **[State]**
- 5 **CONFIRM ZIP from above**

9 (VOL.) Respondent does not want the money

**END OF INTERVIEW.**

**THANK RESPONDENT:** Thank you very much for your time. Have a nice day/evening.