

FINAL REPORT FOR THE
WICHITA COMPREHENSIVE PROGRAM TO REDUCE
DRIVING WHILE INTOXICATED

May 1986*

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EXECUTIVE SUMMARY

Prior to establishing the Wichita Target of Opportunity Program (TOP), few drunk drivers were arrested and little public attention was given to the problem. This has changed dramatically. The intensive effort to reduce drunk driving has increased the public's perception of the risk of drunk driving and reduced the number of alcohol related automobile accidents in Wichita. A description of the level and scope of activity and evidence of the impact of the TOP are detailed in the body of this report. The executive summary highlights the findings.

1. A highly visible public information campaign followed the establishment of the TOP. Public service announcements are now a routine part of prime time radio and television programming. Billboards stress reporting drunk driving, and frequent news features and editorials sustain public awareness. The survey results confirm the general public awareness and concern for this problem.

2. Community involvement with the problem of drunk driving has increased since the founding of the TOP. Community groups formed, and community leaders joined the campaign.
3. Enforcement of the now stiffer driving while intoxicated (DWI) laws has greatly increased. Although the number of arrests has fallen short of the program goal, arrests have nearly quadrupled. All police officers studied DWI detection, apprehension, case preparation, and court procedures. Arrests have been streamlined with the addition of two "BAT mobiles," roving vans equipped with breath testing equipment. The training and improved procedures have cut the time taken for DWI arrests in half.
4. The great increase in number of arrests, however, has created some problems for the courts. The average number of days from arrest to conviction has nearly tripled, although the increases began to reverse in the second half of 1984. Immediately following the crackdown on DWI, the number of diversions jumped from one quarter to two thirds of the cases. The percent of diversions has slowly declined to just under 40 percent of cases in the second half of 1984 confirming that the court system is responding to the great increase in case load. The percentage of cases convicted has steadily increased.
5. In addition to increased public awareness and more certain punishment, the public schools participated in a long-term prevention program. Most schools developed teams to design educational programs that fit into programs and curriculum.

Nearly three quarters of the schools have had teams trained in substance abuse prevention, three teaching specialists were employed by the Wichita school district, and 20,000 elementary health texts that stress substance abuse problems were purchased. Presentations on the dangers were given of drunk driving in 185 classrooms and to 517 parents.

6. All of these efforts are paying off. When compared to the rest of Kansas, the rate of accidents associated with drunk driving declined dramatically following the implementation of the TOP. Although causal certainty is not possible, the time series analysis strongly suggests that the TOP saved lives and reduced injuries. Moreover, this lower accident rate has remained over the two years following the TOP.
7. The changes in the public attitudes about drunk driving have been less pronounced. In general, the public expressed concern about drunk driving prior to the community efforts to reduce this problem. One reason the program has been successful may be that the public was already deeply concerned. Over the year and a half following the start-up of the TOP the general public did perceive that the risks of arrest and conviction increased and that the police were arresting more drunk drivers. Fear of arrest is considered essential to general deterrence, so this change in perception may account in part for the decrease in accidents.

8. In both waves of the survey, the small percentage of individuals who admit to frequent drunk driving were compared to the rest of the sample. As found in other national studies, frequent drunk drivers tend to be young, unmarried (often divorced) men who earn less than the others. They express greater leniency toward drunk driving but agree with those who do not drive when drunk that drunk driving is wrong and dangerous. These findings suggest that continual effort to reduce drunk driving by changing public attitudes may have little effect.

I. Historical Background

A. Establishing the Target of Opportunity Operation

Although the Target of Opportunity Program (TOP) officially began on October 1, 1982, there was considerable informal ground-work done in the proceeding year. The local chapter of Remove Intoxicated Drivers (RID) had its first organizational meeting in August 1982, even though it was not formally established in Wichita until January 1983. Also the local public schools had implemented a limited program in drug and alcohol prevention education, but the extent of the current activity did not begin until after the TOP.

From the beginning of this comprehensive effort to reduce drunk driving, a wide variety of community agencies have been involved in the planning and implementation of the TOP. Most active were the Wichita police; Wichita municipal court; Wichita city manager and commission; Wichita municipal prosecutors office; Wichita municipal probation office; local alcohol and drug rehabilitation services; Wichita public school system; Wichita chapter of RID; Kansas Department of Transportation's (KDOT) Office of Highway Safety; and Kansas Community Alcohol Safety Action Project. The various efforts of these individual agencies are described in the assessment section.

As with any project of this scope, there were numerous obstacles and delays in establishing the TOP. Even though many of the local organizations listed did not have a history of close collaboration, successful working relationships were established

during the year preceding the project. Success of most programs largely depends on the activities of a few individuals who act as catalysts or brokers. In the case of the Wichita TOP, the extensive cooperation among the various agencies and communities is due to the activities of D.E. Robinson of KDOT. He convinced community leaders and organizations to support the program. Largely because of his efforts, the Wichita schools and criminal justice system view the TOP as their program, rather than a set of obligations imposed by the state.

There were some minor delays in gathering the equipment needed by the police, in the hiring of additional city personnel, and in receiving the City Commission's approval for a night court judge. None of these delays has had a significant effect in the implementation of the TOP. After only one year of operation, it appears that the Wichita TOP has implemented the various components of the comprehensive model of deterrence. The actual degree of implementation for each component is discussed in Section II.

B. Public and Private Support and Involvement

In general, there has been broad support for the TOP from public and private organizations in Wichita. As discussed in Section II, two task forces that represent a range of interests in the community have been established. In addition, there has been support from Kansas Governor John Carlin's state-wide task force on drunk driving.

Several private companies and public agencies have become deeply involved in the local drunk driving effort. Donrey Outdoor

Advertising, a local billboard company, has contributed free advertising space, and the local mass media--radio, television, and newspaper--have been very supportive. The most popular television station made drunk driving its key community effort, and the head of the newspaper's editorial staff was outspoken in his support of the TOP. A local alcohol distribution company, along with the American Red Cross, a local insurance group, and a citizen's band radio club have actively participated in TOP programs.

On July 1st 1982, Kansas passed a much stiffer drunk driving law. This law reflects the changes in public values and is of central importance to the efforts to reduce drunk driving. The key provisions of this new law 1) stipulated that a 0.10 percent or more blood alcohol content constitutes prima facie evidence that a person is incapable of driving safely; 2) made refusal to submit to a blood alcohol test admissible evidence in trials and in such cases required an administrative hearing to suspend the person's drivers license for at least 120 days; 3) eliminated plea-bargaining to a lesser charge; 4) mandated the completion of Alcohol/Drug Safety Action Programs (ADSAP) for certain offenders; and 5) specified the information to be contained in pre-sentence evaluations.

In addition, the new law specified penalties for first, second, and third Driving While Intoxicated (DWI) offenses. For a first offense, the penalties are 1) not less than 48 hours but no more than 6 months in jail or 100 hours of public service; 2)

a fine of between \$200 and \$500; 3) the restriction of driver's license for the purpose of employment, medical emergencies, or attending training or treatment programs; and 4) the successful completion of an ADSAP or other treatment program. For a second offense, the penalties are 1) not less than 90 days imprisonment; 2) a fine of \$500 to \$1,000; 3) the sentence can be reduced to a minimum of 5 days if the offender successfully completes a treatment program; and 4) suspension of driver's license for one year or until treatment is completed. For third offenses, the penalties are 1) not less than 90 days imprisonment; 2) fine of \$1,000 to \$2,500; and 3) revocation of drivers license for not less than one year. For the third offense, the person convicted will not be eligible for release on probation or suspension or for a reduction in sentence.

Kansas DWI law were further stiffened in 1985. After July 1, 1985 a blood alcohol content of 0.10 will be considered actual, not prima facie, evidence of impairment. Anyone with a blood alcohol level of 0.20 or greater or involved in an injury producing accident is ineligible for probation. In addition, driving on a DWI suspended license has a fixed sentence of 90 days in jail.

II. Target Assessment

A. General Deterrence

Regardless of the vigilance of the local police, a large number of drinking drivers are never arrested or enrolled in treatment programs. To date and into the foreseeable future, most DWI cases fall into this category, and any significant reduction of the problem requires influencing these individuals. General deterrence programs refer to those efforts to change the choices and actions of the drinking driver who never enters the criminal justice system.

General deterrence has two primary thrusts and both are based on altering public awareness and understanding the problem. The first is to shape public attitudes about the seriousness of the problem through media campaigns. The second is to establish effective police enforcement followed by prompt, predictable, and severe punishment. Strict enforcement is required to alter the public's and especially the intoxicated person's perception of the risk of driving while intoxicated. Although this second component is essential in changing public attitudes, it will be discussed separately in the section on "Systems Approach."

Prior to the Targets of Opportunity programs, there was a very low level of general deterrence activity in the Wichita area. There was negligible local publicity about the problem. The Targets of Opportunity programs were the first major effort to reduce drunk driving.

With the assistance of the newly established community groups (see section on Community Focus) a highly visible, on-going public information program has been established. This has been facilitated by the hiring of a half-time public information coordinator. The public information activities since the beginning of the TOP include the following:

1. Twenty television public service announcements were aired over 1,000 times. These public service announcements are now a routine part of TV and radio programming. They are increasingly aired during prime viewing time, with stations reserving marketable commercial time slots for anti-DWI Public Service Announcements (PSA).
2. Six radio public service announcements, four of which were produced by the Wichita Remove Intoxicated Drivers program, were aired. In addition, several beer wholesalers have contributed money for production costs of PSA's. The Coors Company paid for both production costs and prime television time over holidays and when young adults were watching.
3. Fifty feature news stories and editorials in the Wichita Eagle-Beacon.
4. Numerous billboards and bus signs promoted the Report Every Drunk Driver Immediately program.
5. Several feature programs aired on local television that describe the community efforts to address the DWI problem.

6. The TOP program receives continued strong support from the mayor and city officials in Wichita.

Especially when compared to the near absence of programs prior to the TOP, the efforts to shape public attitudes regarding the nature and seriousness of the crime of DWI appear more than adequate. It is doubtful that many residents of Wichita have escaped exposure to these advertisements. Although we cannot directly judge the impact of this media campaign (see survey results), of continuing concern is whether these ads are likely to influence that portion of the general public who are most likely to drive when drunk and at what point does continual exposure to the ads lose impact.

B. Community Focus

The commitment of the local criminal justice community to reducing DWI cases is an essential component of the comprehensive approach. As discussed above, other than generalized drug and alcohol prevention and rehabilitation, the Wichita area experienced little anti-DWI activity prior to the establishment of the TOP. The community programs were involved in treatment but not prevention.

To increase community involvement in the reduction of DWI, the Community Alcohol and Drug Abuse and Traffic Safety Advisory Team was assembled in December of 1982. This advisory committee included representatives of law enforcement, the courts, schools, treatment programs, parents, the business community, city government, and the Kansas Department of Transportation. In

addition, a local Coordinating Committee comprised of members of the criminal justice and the school systems was established in July 1982. These community groups completed a local assessment in September 1982; developed an action plan in that same month; and began implementation of the variety of programs in December 1982. These groups continue to be active in developing and overseeing the TOP. In addition, several community or citizen action groups were established, and these will be discussed below in the Citizen Support section.

C. Systems Approach

Central to the comprehensive approach to deterring the drunk driver is the integration and coordination of the local and state criminal justice system. This aspect of the model is referred to as the "systems approach" and implies that the efforts of the police, probation and parole officers, prosecutors, and the courts will only have impact if the entire system collaborates. For example, a large number of DWI arrests will have little deterrent effect if punishment is light or delayed. The Wichita community plan to reduce drunk driving stresses this aspect of the TOP:

General deterrence is the heart of the Wichita program, but is not achieved through public information and education alone--the public must learn a healthy respect for the official counter-measures established and used for the purpose of controlling the problem drinking driver. A high level of drunk driving arrests by the police, supported by prosecution and by prompt and sure penalties, well publicized, may be expected to achieve greater deterrence than education and information dissemination which merely describes the evils of alcohol in general terms.

To simplify the analysis each component of the system-- enforcement, prosecution, the courts, probation, and treatment-- will be examined separately.

Enforcement. There are two primary objectives in the efforts to improve the enforcement of drunk driving laws. The first, and perhaps the single most important objective of the entire project, is to increase the number of DWI arrests. There is near unanimity among those who study and work with this problem that the fear of arrest is the primary deterrent of drunk driving. Prior to the TOP the risk of arrest in Wichita was insignificant. In the years preceding the project, an average of only 400 DWI arrests were made a year in the community with 230,000 licensed drivers. Less than 0.2 percent of drivers are arrested for DWI, a figure far below what is considered necessary to influence the general perception of the risk of arrest for drunk driving.

The community plan called for an increase to 4,000 arrests or approximately two percent of licensed drivers a year. Clearly such a dramatic increase would require considerable sustained effort by the local police. This increase in enforcement was attempted through the reassignment of existing traffic officers to times and locations with a high risk for DWI incident and related accidents. In addition, all officers were to receive training in DWI detection and apprehension, and the administration of the police department was reoriented to support a dramatic increase in DWI arrests.

One of the major administrative problems with increasing DWI arrests is the amount of time it takes to process them. The

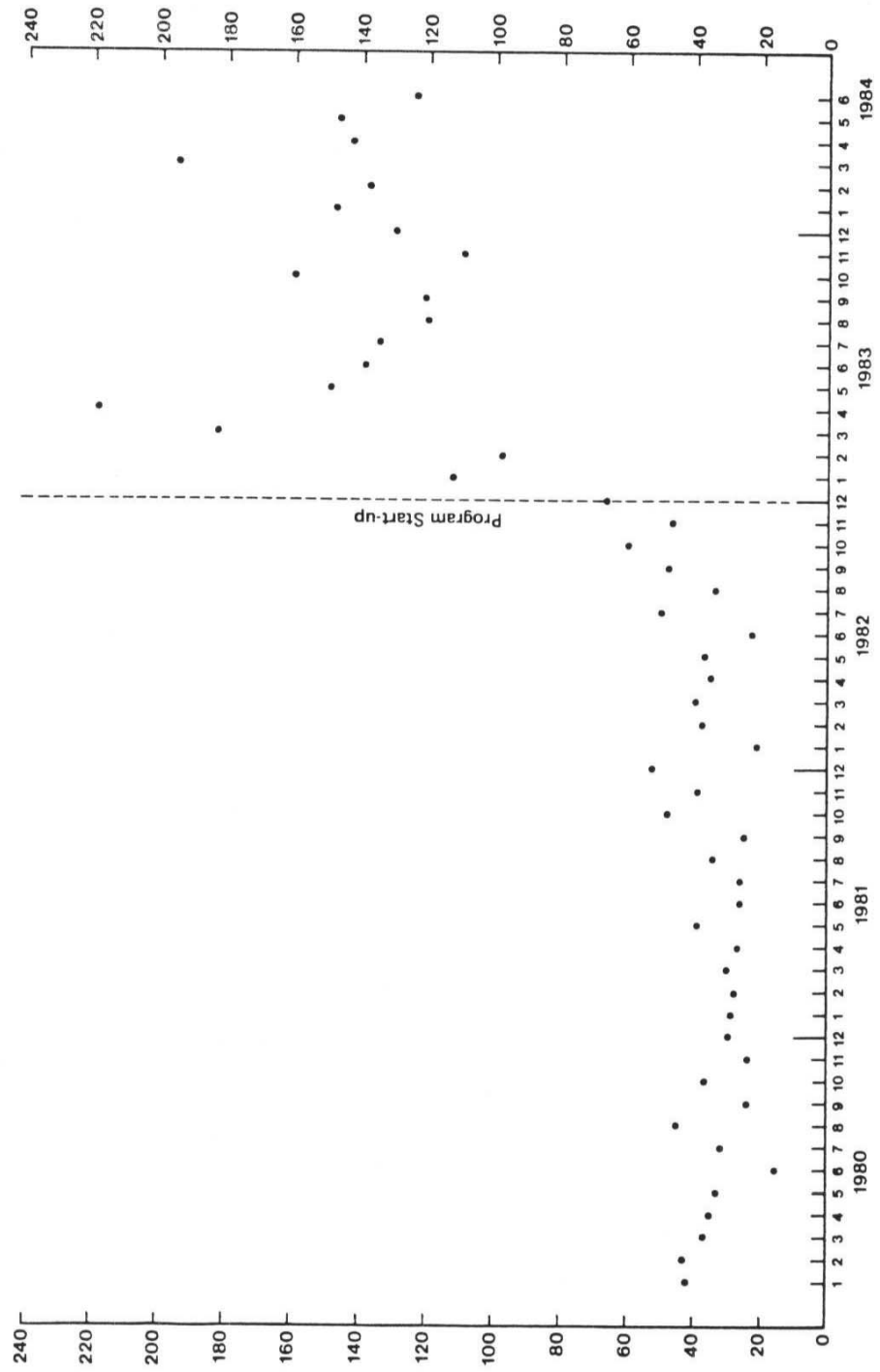
second enforcement goal was, therefore, to decrease the arresting officer's "down time." In the years, preceding the TOP it took an officer four hours, on average, to process a DWI arrest. The community advisory board concluded that this time must be reduced to one hour if arrests were to increase without disrupting the other work of the police force. To streamline the arrest and booking process, the plan called for the purchase of two vans equipped with breath testing equipment.

To implement these goals, all 359 officers received training in detection, apprehension, case preparation, and testifying. Two vans--BAT mobiles--were purchased, and eight para-professionals were hired and trained to operate the vans and their specialized equipment. The training, equipment, and new personnel have contributed to a increase in the speed of processing DWI arrests.

Although as of this writing neither of the enforcement goals has been met, the improvement in both these areas has been dramatic. The "down time" was reduced to an average of two hours in the first year of the project. The number of arrests during the first year of the project was 1,464, an increase of a factor of 3.66 above the base line. As reported in Figure 1, these arrests reached a high of 220 during April 1983, but during the summer months tapered down to an average of 140 arrests per month.

These patterns were further examined by interrupted time series analysis. The data were examined for serial correlations which are common in time series. The autocorrelational parameters

Figure 1. Frequency of Arrest by Month



(autoregressive and moving average) were not statistically significant, and a random error or "white noise" model provides an accurate measure of the treatment effects. Applying this model, the estimate of the change in the number of arrests after the intervention was 106.6. This difference is large, statistically significant ($t = 23.08$; $p < 0.001$), and confirms the visual pattern displayed in Figure 1. This t-ratio may be slightly inflated by the three outliers and by the slight curve in post intervention data.

Although the dramatic increases in arrests give strong evidence of improvement, the number of arrests falls far short of an average of 330 per month as targeted in the program objectives. These data indicate that the enforcement by the Wichita police has to be continually improved to approximate the level considered necessary for the deterrent effect.

Prosecution. If these increases in arrests are to have an impact, the arrests must lead to convictions and the courts must be able to handle an increased case load. The TOP plan had two major goals with regard to prosecution. The first was to reduce the time from arrest to trial from six to three weeks. The second was to increase the conviction rate to 80 percent. To facilitate the timely and effective handling of DWI arrests two additional prosecutors were hired.

To examine the manner DWI arrests were handled the monthly DWI court reports from July 1982 through December 1984 were examined and are reported in Figure 2. As shown on the table, the

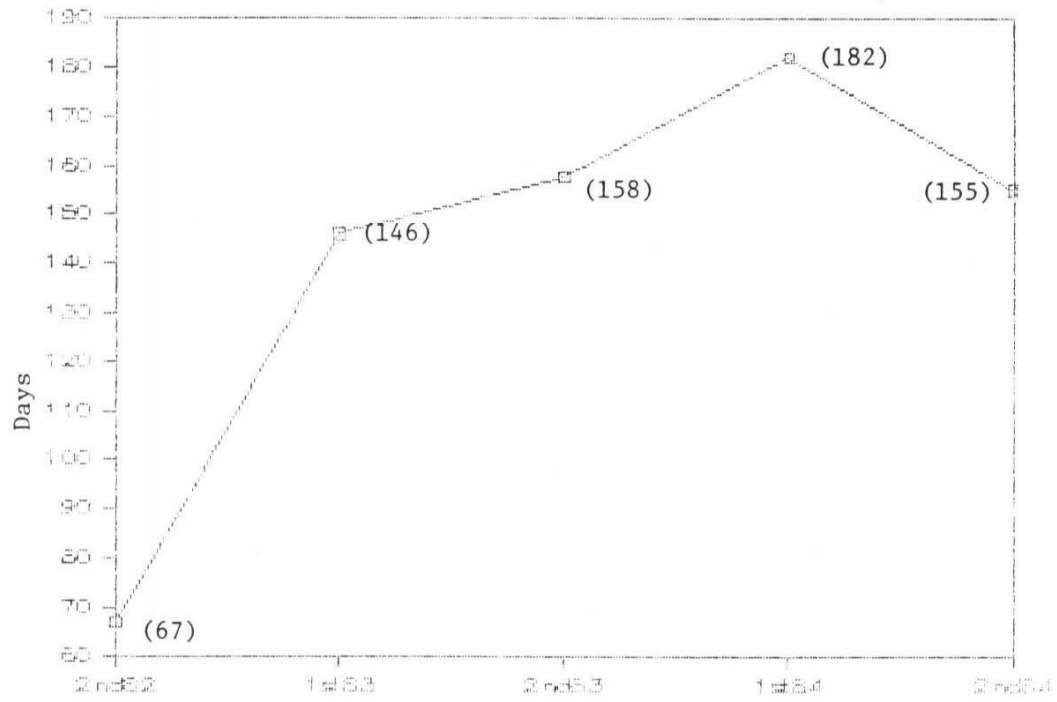


Figure 2. Average Number of Days From Arrest to Conviction in Wichita.

length of time from arrest to conviction has been steadily increasing until the second half of 1984. In the six months between June and December 1982 it took on average approximately 10 weeks from arrest to conviction. These figures are slightly inflated by the inclusion of those cases who fail to attend their scheduled trial. Nevertheless, over the two years covered by this data only nine bench warrants, automatic arrest warrants issued when trial dates are missed, were issued, indicating that the length of time between arrest and conviction are reasonably accurate.

The length of time steadily increased to the point that the average time between arrest and conviction was 26 weeks in the period including January through June, 1984. It is not clear from these data if the time span separating arrest and trial has improved as targeted in the program goals, since these findings are based on the time from arrest to conviction. Nonetheless, these court record data suggest that delays are becoming a significant problem in handling DWI convictions. The recent downward trend, if continued, suggests that the court system is beginning to adapt to the increased case loads.

During this same period, as is reported in Figure 3, the percentage of DWI arrests leading to convictions has decreased. According to the court record data, the percentage of those arrested that were found guilty decreased from a high of 58 percent in the second half of 1982 to a low of 28 percent in the second half of 1983. The steady decrease in the proportion of

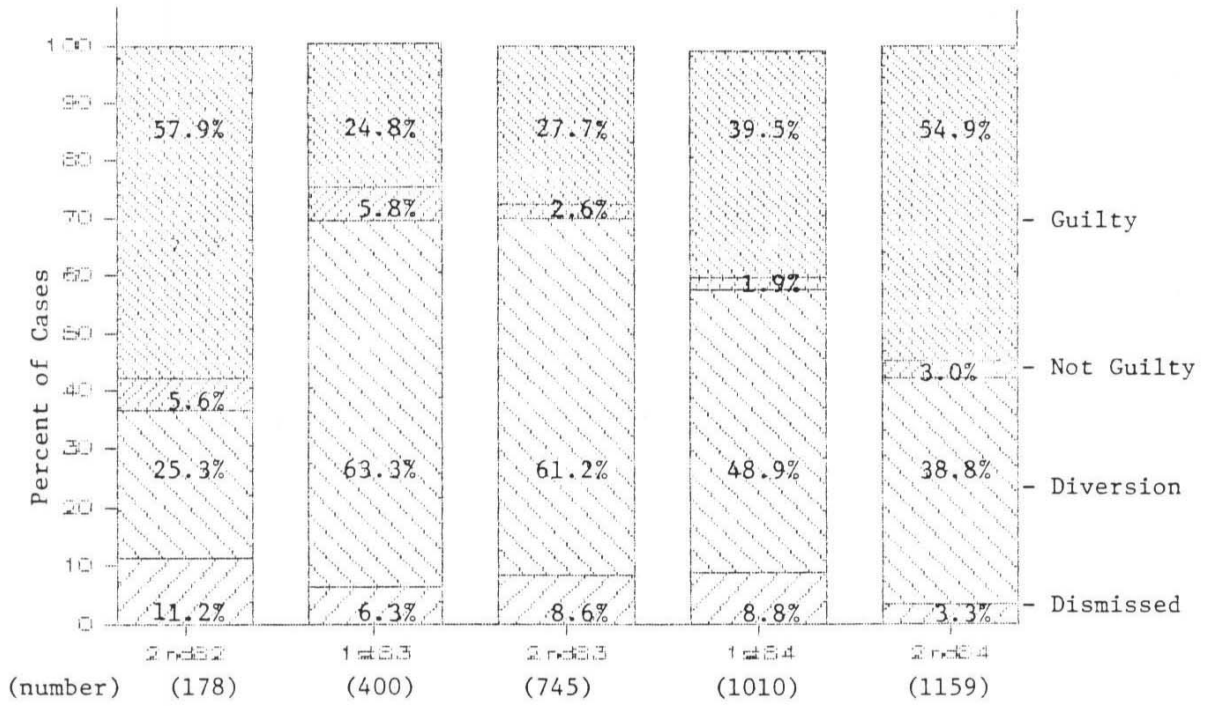


Figure 3. Changes in Wichita Municipal Court Load and Case Handling of DWI Cases (Alcohol and Drug Cases).

convictions did reverse in the second half of 1984, with the conviction rate returning to 55 percent. This rate falls short of the goal of 80 percent convictions.

The primary reason for this general decrease in convictions is the steady increase in the percentage of cases that do not go to trial. This percent steadily increased from 36 percent of all cases in the second half of 1982 to 70 percent a year later. The majority of this increase is the result of the growing number of diversions. Although technically a conviction, roughly half of all cases in Wichita are currently diverted from trial. This represents a weakening of the sanctions for DWI. The percentage of cases either dismissed or diverted declined in 1984, providing additional evidence that the courts are beginning to manage the increased case load.

Courts. One of the concerns of the TOP plan was that the increased effort in enforcement would overwhelm the ability of the courts to try offenders. To increase the capacity of the courts to try DWI cases, Wichita increased two part-time judges to full-time and approved the use of Night Court, which became operational in January 1984.

The increase in delays previously reported suggests that the courts have had considerable difficulty in dealing with the increase in arrests. Even though the delays have nearly tripled, the number of cases handled has increased by a factor of 17 over the period from July, 1982 to June, 1984. As shown in Figure 4, there has been a dramatic increase in cases processed, from 178

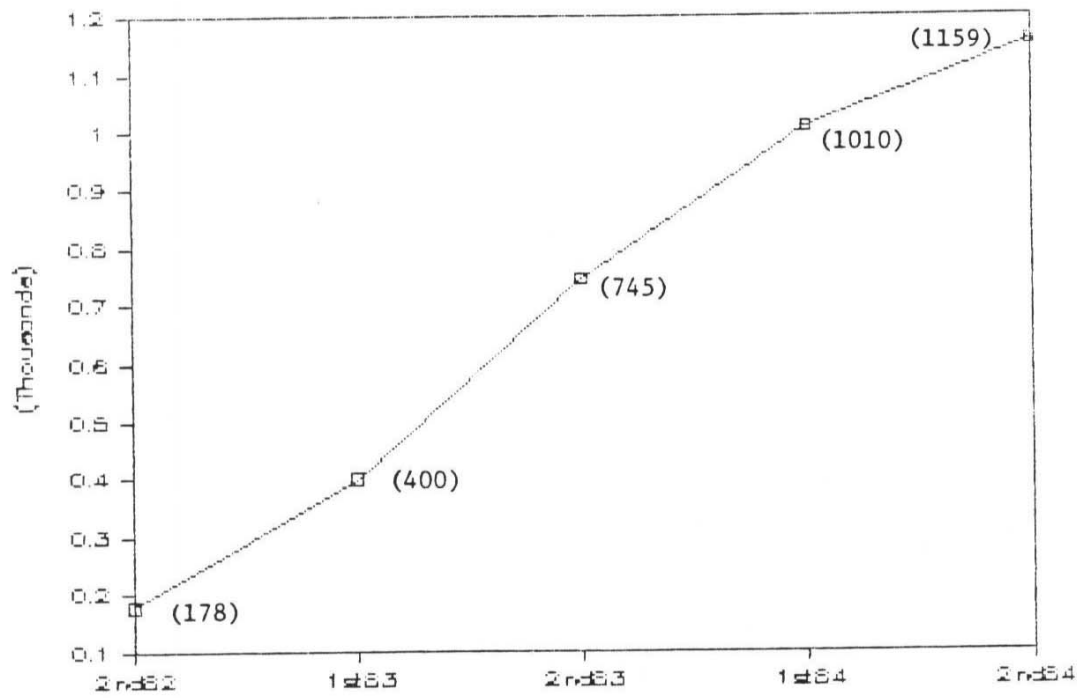


Figure 4. Total Number of Cases

in the second half of 1982 to 1,159 two years later, an increase by a factor of 6.5. Clearly the courts, despite some difficulty, have responded to the increased case load.

Probation. To help the courts try the greatly increased number of cases, the probation services of the City of Wichita, which are supervised by the courts, have greatly increased the number of pre-sentence investigations. Currently they are completing approximately 1,400 per year, up from 300 a year prior to the establishment of the program.

Treatment. Supplementing the efforts of the criminal justice system, Wichita has a large number of alcohol and drug treatment programs. One gap in treatment that has recently been addressed was in week end programs, when many DWI arrests occur. Beginning in February 1984 the Wichita Municipal Court began its Weekend Intervention Program to provide limited client evaluations and information on alcohol and traffic safety problems to offenders during their weekend confinement. The program is conducted at a University dormitory in place of County jail and is paid for by the offender. Although no objective evidence exists regarding the effects of this program, those involved consider it highly successful.

D. Financial Self-Sufficiency

The fourth component of the TOP is increasing the financial self-sufficiency of the various efforts to reduce drunk driving. It is not possible to eliminate the costs of the numerous programs established to address this problem. Nevertheless,

Wichita has had considerable success in shifting the costs to those arrested for DWI and under treatment for alcohol and drug abuse.

The Wichita effort to increase financial self-sufficiency has four major components. First, a general tax of 10 percent was levied on all alcoholic drinks sold in private clubs (the equivalent of bars and restaurants) with 25 percent of the revenues reserved for community alcohol treatment programs. This tax raised \$660,000 for alcohol and drug treatment programs in Wichita. Second, the fines for DWI convictions have been increased and the judges have become more uniform in their assessment. The minimum fine for a first offense is \$200 and for a second offense is \$600. This money goes into general city funds and is not earmarked for programs to reduce drunk driving. With increased city revenues, the courts have been successful in convincing city officials to increase their annual budget. Third, the court now charges \$85 to defray the costs of conducting a pre-sentence investigation. Fourth, to the extent individuals can pay for services, all treatment programs are assessed against the offender.

E. Citizen Support

The fifth major goal of the TOP is to increased organized citizen involvement in addressing the problem of drunk driving. When the Wichita program was first considered in 1982, no citizen activist groups existed locally. Increased public support became a major focus of the community plan. As stated in the initial program plan, "Public support is essential to the development and continuation of an effective program and advocacy groups have a leading role to play in achieving desirable State legislation, city ordinances and molding public opinion."

The initial objective was to establish one or more local advocacy groups. After the first year of the TOP, local chapters of two national citizen advocacy groups--Remove Intoxicated Drivers (RID) and Students Against Drunk Driving (SADD)--were established in Wichita. This is in addition to the community task force established to improve planning and to oversee the programs. Although additional citizens' groups and a continued broadening of public support are necessary to sustain the efforts to reduce drunk driving, the Wichita TOP has made substantial gains in implementing this component of the comprehensive model.

F. Long-term Prevention and Education

The final thrust of the comprehensive approach is a long-term effort to change the attitudes and behaviors of individuals in the community. Long-term prevention is necessarily gradual and results from the additive effect of the various efforts to address all aspects of the problem. The primary focus of this

component is on early education to change the attitudes and actions of those not yet of drinking or driving age.

The Wichita Public School System is the largest district in the State of Kansas, with an official enrollment of approximately 45,000 pupils. There are currently 74 elementary schools enrolling 24,529 pupils, 17 junior high schools enrolling 10,046 pupils, and 9 senior high schools enrolling 10,178 pupils. Clearly the size of this school district creates difficulties in reaching all students.

Prior to the TOP there was little coordinated effort to teach those of school age about the dangers of drunk driving. With the TOP, programs for kindergarten through 12th grade in the areas of drug and alcohol abuse and in traffic safety have been established. Of special note is the School Team approach, which personalizes the curriculum philosophy and activities to each school's staff and community. Methods of school and community problem solving, decision making, and safety are stressed in the team training. These programs are funded in part by the Wichita public schools. They had two major programmatic objectives.

First, the plan calls for the training of 40 Wichita schools in the School Team Approach to Substance Abuse Prevention. To date, 27 school teams have been trained indicating that this goal is 68 percent completed. The total staff directly trained in the team approach number 135. Second, technical assistance for the Wichita school teams, their staff, students, and the school district was to be provided. To date, there have been 185 classroom presentations, 44 staff in-service training sessions, and 20

presentations to 517 parents, to list only the most prominent activities. In total, approximately 4,650 students have been directly served.

In addition, the school program included a variety of supplemental activities. They include: 1) employing three teaching specialists; 2) the purchase of 20,000 elementary health texts that include material on substance abuse; 3) the purchase of 140,000 supplemental brochures; and 4) the development of a substance abuse prevention guide. The level of effort is clearly much higher than before TOP with nearly 20 percent of the Wichita schools have had team training, and the elementary health texts are available for approximately 80 percent of the students.

Although it is difficult to attribute successes directly to the TOP, there is some evidence that suggests that the increased education is having the desired effect. Pre- and post-tests of knowledge about drug and alcohol abuse have shown a 26 percent gain among elementary school students. More significant is the dramatic decline in school year absences, as much as 80 percent, in those high schools that had a high level of drug and alcohol training. Actively participating elementary and junior high schools also showed less dramatic declines in absences; they experienced approximately 10 percent declines.

III. Impact Assessment

A. Impact on Accidents, Time Series Analysis of Surrogate Measures

Reducing drunk driving is the ultimate indicator of the success of the Wichita TOP. Although there are no valid direct measures of the frequency of drunk driving, several established surrogate measures were examined. These surrogates are motor vehicle accidents in the city of Wichita and the state of Kansas. The data include four categories of accidents: single-vehicle fatalities and injuries and multiple vehicle fatalities and injuries. An injury involves temporary incapacitation or a trip to the hospital. These types of accidents are subdivided into day and night.

In this analysis, the findings for the state are compared with Wichita to isolate the specific impact of the TOP. The state is not a true control group. Many of the components of the TOP have been implemented in various degrees throughout the state. An intensive effort to reduce drunk driving in the state's largest city is likely to have profound spill-over effects. Moreover, the growing awareness of the nature of the drunk driving problem and the growing consensus that something must be done to reduce the problem is evident throughout the state. Nevertheless, the comparison of Wichita and state accidents distinguishes local from general trends.

The overall changes in accident rates in the state and Wichita are shown in Figure 5. The trend line illustrates the

combined accident rates, accidents per 100,000 people, over seven years. The monthly reports began in January, 1978 and ended in March, 1985. This includes 26 months of post intervention data. The accounting methods are the same for the Wichita and state subgroups.

The figure includes all categories of accidents and highlights two trends. First, visual inspection of Figure 5 demonstrates a downward trend in accidents for both the state and Wichita. This trend existed before the program and continues after the program. Distinguishing the effect of the program from this general reduction in accidents is central to this analysis.

Second, prior to the TOP the accident rates in Wichita and the state were similar, even though Wichita showed greater month-to-month variation. After the introduction of the TOP in January 1983, Wichita showed substantially greater reductions in overall accident rates. This reduction in accidents was most dramatic immediately after the TOP was introduced. Nevertheless, the reduction in accidents and the difference between Wichita and the state were sustained throughout the post intervention period. Other than the program, there are no reasonable explanations for this divergence. The comprehensive effort to reduce drunk driving in Wichita has apparently produced a general reduction in all categories of fatal and incapacitating accidents.

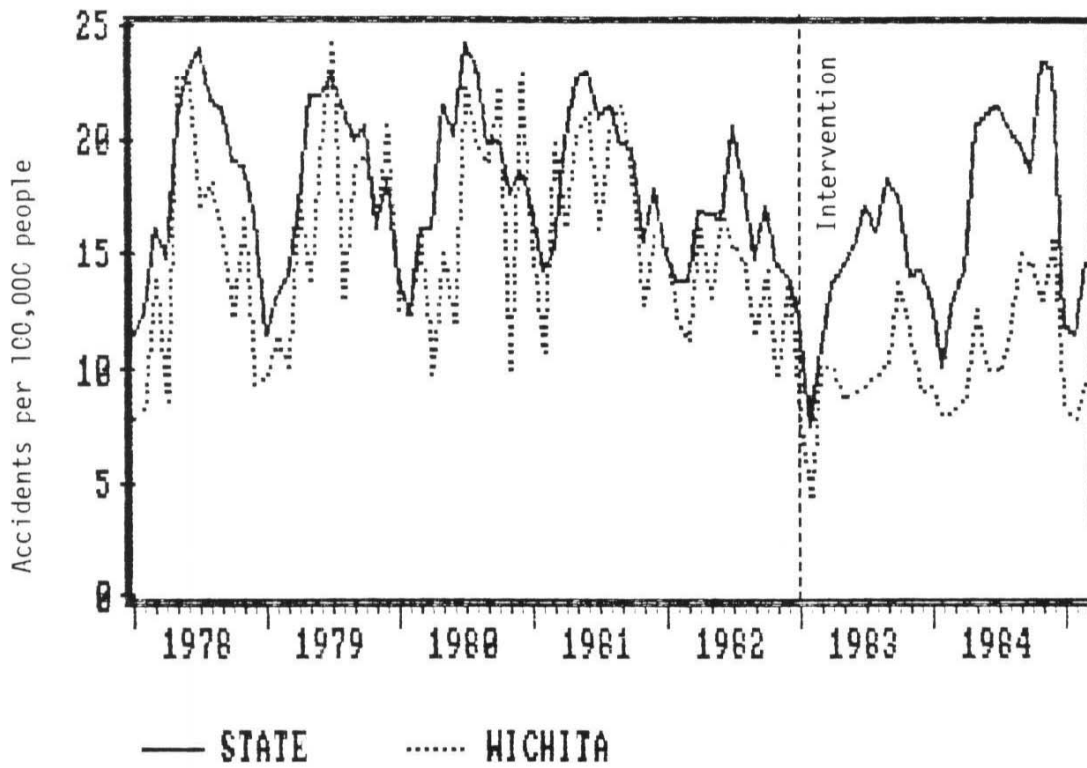


Figure 5. Time Series Plot; All Categories of Accidents

These general trends were further examined using time-series analysis. The procedure used was "multivariate robust maximum likelihood estimation." This approach is a form of multivariate regression, with serial correlations removed from the model. (The computer program used was TSP. TSP relies on the Cochrane-Orcutt technique to remove serial correlations.) In each equation, the dependent variable is the number of accidents of a certain type per month per 100,000 people in the area. To more accurately describe the changes in the accident rates, miles driven and seasonality were included as independent variables. To identify changes attributed to the TOP, an independent dummy variable, labeled "program," was included that is equal to zero before January 1983, the program start-up date, and to one afterwards. (All equations took the form: Wichita [or State] accidents = constant + program + miles driven + winter + spring + summer + state [or Wichita] accidents.)

To account for the similar changes in different accident rates over time, all equations were considered simultaneously. In other words, when measuring nighttime, single-vehicle fatalities in Wichita the equations for all other accidents are included in the overall model. In this way, the independent changes in individual accident rates are isolated. The ability to include all of the equations in a single model is the primary advantage of the approach chosen for this analysis.

Thus, when the coefficient for the program variable is statistically significant, we can conclude that the relative accident rates changed after January 1983. We can also conclude

that this decrease is not explained by the general downward trend of the accident rate, number of miles driven, or seasonal changes. When both the state and Wichita exhibit a statistically significant drop in accident rates after the introduction of the TOP, we can compare the strengths of the decreases to see if the programs in Wichita had a stronger impact.

The results of this analysis are displayed in Table 1. Table 1 reports the average accident rates before and after the intervention and the percent change in rates. The different accident rates were computed from the regression coefficients. These results are based on the independent effect of the "program" variable controlling for all other accident types, miles driven, and seasonality.

Table 1
The Change in Accident Rates Before and After the TOP

=====			
Accidents per 100,000 people			
	Before TOP	After TOP	% Change*

<u>Daytime accidents:</u>			
Wichita mult-veh injuries	5.94	3.55	-68%***
State mult-veh injuries	5.90	4.84	-22%***
Wichita mult-veh fatalities	0.30	0.20	-49%*
State mult-veh fatalities	0.47	0.39	-22%**
Wichita sing-veh fatalities	0.08	0.09	+10%
State sing-veh fatalities	0.32	0.31	-2%
 <u>Nighttime accidents:</u>			
Wichita mult-veh injuries	3.94	1.56	-153%***
State mult-veh injuries	2.78	2.21	-26%***
Wichita mult-veh fatalities	0.31	0.17	-82%**
State mult-veh fatalities	0.34	0.23	-48%***
Wichita sing-veh fatalities	0.30	0.19	-60%*
State sing-veh fatalities	0.51	0.47	-10%

* p < 0.05; ** p < 0.01; *** p < 0.001

* Percent change is calculated by:
((After TOP - Before TOP) / After TOP) * 100

In all categories of accidents, Wichita showed greater decreases in accident rates than the state. The most dramatic difference between Wichita and the rest of Kansas occurred in nighttime accidents. In accidents involving more than one vehicle, Wichita experienced 153 percent reduction in nighttime injuries and 82 percent fewer nighttime fatalities. The state showed declines of 26 percent and 48 percent for the same types of accidents.

Single-vehicle nighttime accidents are more likely to involve drunk driving. After the TOP, Wichita experienced a 60% reduction in single-vehicle nighttime fatalities. In contrast with the modest reduction of 10 percent in nighttime single-vehicle fatalities that occurred in the state is not statistically significant. Thus, in the best surrogate measure of drunk driving, Wichita showed large and statistically significant reduction, while the state experienced small, nonsignificant reductions. Even though such accidents are rare, the Wichita area showed an average decrease of 0.11 per month in single vehicle nighttime fatalities per 100,000 after the start up of the TOP.

The patterns are similar but less dramatic in daytime accidents. In accidents of more than one vehicle, Wichita reduced injury accidents by 68 percent and fatalities by 22 percent. The state showed reductions of 22 percent in both categories. Neither Wichita nor the state experienced statistically significant reductions in daytime single-vehicle fatalities.

These findings are examined in a different form in Table 2. In Table 2, the statistically significant findings are translated into the average number of accidents per month before and after January 1983. The differences are then accumulated into the change in the number of accidents per year. In daytime accidents, Wichita reduced its multiple-vehicle injuries by 108 per year and fatalities by 4 per year. The state, with 6.5 times the population, reduced multiple-vehicle injuries by 307 and fatalities by 24. Turning to nighttime accidents, Wichita reduced multiple-vehicle injuries by 106 per year and fatalities by 6 per year, and the state reduced the same type of accidents by 166 per year and 32 per year.

Although it is not possible to definitively identify the reduction of injuries and fatalities attributable to the efforts to reduce drunk driving, these figures are based on reduction in accidents after the general downward trend, number of miles driven, and changes in the seasons are accounted for. These reductions are based solely on the reduction explained by the program variable. Thus, in a state that has shown a general trend in reducing fatalities and injuries and that has had a modest state-wide effort to reduce drunk driving, a community that has implemented a highly visible, comprehensive program to reduce drunk driving has shown a greater reduction in these

Table 2
Changes in Accidents after January 1983

	Mean Accident per month		Change in average number of accidents per year
	Before Jan '83	After Jan '83	
<u>Daytime accidents:</u>			
Wichita mult-veh injuries	22.23	13.21	-108.27
State mult-veh injuries	143.21	117.57	-307.60
Wichita mult-veh fatalities	1.12	0.75	-4.45
State mult-veh fatalities	11.52	9.55	-23.73
<u>Nighttime accidents:</u>			
Wichita mult-veh injuries	14.66	5.79	-106.49
State mult-veh injuries	67.55	53.75	-165.52
Wichita mult-veh fatalities	1.14	0.63	-6.17
State mult-veh fatalities	8.22	5.56	-31.95
Wichita sing-veh fatalities	1.13	0.71	-5.10
Wichita all injuries	8.32	5.88	-29.27

various surrogate measures of drunk driving than the rest of the state. These results suggest that the TOP has worked.

B. Impact on Attitudes, Survey Results

Two waves of the Kansas Drinking and Driving Opinion Survey were completed. The first, sampling 1,058 Kansans over the age of 16, was completed between December 6th and 21st, 1982, the month prior to the start of the TOP. The second wave was completed during June, 1984, a year and a half later. It included 899 Kansans. Both samples were disproportionate stratified samples with approximately 60 percent drawn from Sedgwick County, the county that includes Wichita. When overall frequencies or other statistics are reported, they are weighted to readjust for the over sampling of Sedgwick County. The questionnaire and results for the first wave are included in Appendix A. Those for the second wave are in Appendix B.

In both waves, the bounds on the error of estimation for the Sedgwick County subsample is plus or minus 4 percent with a 95 percent level of confidence. At the same level of confidence, the bounds on the error of estimation is 5 percent for the subsample of those not in Sedgwick County and 3 percent for those in the entire sample. After four call-backs, the response rate for the first wave was 64 percent and 58 percent for the second.

The overall comparison between the two waves shows little meaningful change in attitudes over the 18 months. In addition, few differences in attitudes separate Sedgwick County and the rest of Kansas. For example, of central interest as a measure of

the impact of general deterrence was an increase in the perceived chance of arrest for drunk driving. Respondents in both waves rated their chance of arrest from 1 to 10 with 1 meaning no chance and 10 a very great chance of arrest. Focusing only on Sedgwick County, the mean response in the first wave was 4.7 and in the second 4.8.

Often changes in attitudes are not linear with positive and negative changes canceling each other out. To examine these data for non-linear shifts, the perceived risk scale was collapsed into three categories and examined for shifts across categories. This analysis is reported in Table 6. The data is for Sedgwick County residents who drink. As shown in the table there is a statistically significant difference in perceived risk of arrest between the two waves. Forty three percent in the first wave judged the risk as slight. This was reduced to 32 percent in the second wave, suggesting that the increase in arrests and media attention may have had a positive effect. As suspected, the change in perceived risk is not linear, with fewer people considering the risk high in the second wave. This analysis provides modest support for the general deterrence effect.

Table 6
 Crosstab Table of Perceived Risk of Arrest
 By Survey Wave for Sedgwick County Drinkers

Perceived Risk of Arrest	Wave I.	Wave II.
Low (1-3 on scale)	43%	32%
Moderate (4-7 on scale)	36	52
High (8-10 on scale)	<u>21</u>	<u>16</u>
total percent (number)	100% (350)	100% (350)
Chi Square = 18.83; df = 2; p < 0.001		

The survey results also indicate that the dramatic increase in number of arrests is changing people's opinion of the efforts of the police. Respondents in both surveys were asked if they agree or disagree with the statement, "Arresting drunk drivers is a high priority of the local police?" These results are reported in Table 7. The percentage of people in Sedgwick County who disagreed with this statement declined from 21 to 14 while the percentage who agreed increased from 52 to 61. These differences are statistically significant and represent a substantive shift in attitudes.

Table 7
 Changes in Perception of the Priority Local
 Police Give DWI Arrests; Sedgwick County Only

Agreement with: "Arresting drunk drivers <u>is</u> a high priority of the local police."	Wave I	Wave II
Disagree	21%	14%
Uncertain	27	25
Agree	<u>52</u>	<u>61</u>
total percent =	100%	100%
(number) =	645	527

Chi Square = 11.61; df = 2; p < 0.01

One reason for the lack of dramatic change in attitude is that Kansans, as demonstrated by the responses to the first survey, tended to consider drunk driving a serious problem prior to the implementation of the TOP. There are two plausible explanations for this. In contrast to other state polls, such as a similar one conducted in California, Kansans tend to be more conservative in their beliefs about drunk driving. There may simply have been little room for attitude change. The second explanation is that the first wave of the survey was not conducted enough in advance of the TOP. Often public attitudes shift during the public debate that proceeds the actual implementation of programs.

Comparison of Frequent and Infrequent DWI's. In both waves of the survey we asked how often the respondents were legally drunk (Question 27) and how often they drove when legally drunk (Question 28). This second question identifies a small subgroup within our sample that corresponds to the target population of the efforts to reduce DWI. To compare the backgrounds and attitude of the frequent drunk driver with the rest of the population we combined several response categories in Question 28. Eighty percent of respondents in both waves of the survey indicated that they drove while legally drunk less often than once a year. We label this group "rare DWI." Eight percent in both waves admitted to drunk driving less often than once a month. This group is labeled "infrequent DWI." Thus in both surveys, approximately 12% of the respondent drove while drunk more often than once a month and are labeled "frequent DWI."

The demographic differences between these groups correspond to national patterns. Eighty-five percent of the "frequent DWI" group are men, with the differences in employment status reflecting this gender difference. As reported in Table 8, the "frequent DWI" group is somewhat younger and earning less money than the "infrequent" and "rare DWI" groups. Table 8 also shows that there is no difference in the educational level of the three groups. The three groups differ in marital status. Forty-five percent of the "frequent DWI's" are single as opposed to 18% of the "rare DWI's." "Frequent DWI's" are more likely to be divorced and to have been divorced for more than two years.

Table 8
 Mean Age, Years Education, and Income by Frequency of DWI

	Frequency of DWI		
	Rare	Infrequent	Frequent
<hr/>			
<u>Mean Age in Years:</u>			
Wave 1**	39	30	28
Wave 2**	39	32	32
<u>Mean Years of Education:</u>			
Wave 1	13.3	13.6	13.3
Wave 2	13.7	13.6	13.8
<u>Mean Income in Dollars:</u>			
Wave 1	23,884	24,866	22,188
Wave 2*	26,448	28,410	21,032

Based on an F-test, differences are statistically significant: * p < .05; ** p < .001

The three groups also differ greatly in their attitudes about drinking and driving. Between 81 percent and 89 percent of the "rare DWI's", whereas less than half of the "frequent DWI's", consider drunk driving a serious problem (Question 6). Similarly, between 70 percent and 75 percent of the "rare DWI's" as opposed to 40 percent of the "frequent DWI's" consider drunk driving a serious crime (question 7). Similar differences were

revealed in nearly all of the attitude questions asked in both waves of the survey.

On a few important issues the three groups are remarkably similar, however. There were no meaningful differences in the perception of risk of arrest (Question 15), conviction (Question 16), or receiving the maximum punishment (Question 17). There were also no differences in their exposure to the media campaign to convince them of risks and dangers of drunk driving. Eighty-six percent of the "frequent DWI's" in the first wave and 75 percent in the second wave said they had seen media presentations on drunk driving (Question 25). Moreover, although nearly all "rare DWI's" strongly agreed with the statement "Drunks should not drive," 80 percent of those who drive while drunk more than once a month strongly agreed with the same statement.

To summarize these findings, the "frequent DWI" group are, as would be expected, more lenient in their attitudes about drunk driving than the "rare DWI" group. Nevertheless, like the smoker who reads the warning label on every pack, most "frequent DWI's" know they should not drive while drunk. They have seen the media presentations, they are as aware as the "rare DWI" group of the risks, but they still drive while drunk more than once a month. The target group of the TOP is unlikely to respond to additional efforts to change their attitudes.

IV. New and Innovative Programs

Following the consensus in the research literature, we define innovation as a procedure or technique that is novel to the implementing organization, in this case the Wichita criminal justice and education systems. A number of the innovations listed, while new to Wichita, are common in other communities; many, and especially the comprehensiveness of the TOP, are on the forefront of efforts to reduce drunk driving.

The new and innovative programs that were created by the TOP are:

1. The use of "BAT Mobiles," or special van equipped speed up the arrest and arraignment of DWI cases.
2. The training of all of the beat officers on the identification and arrest of DWI cases.
3. The use of pre-sentence investigations in all DWI arrests as mandated by Kansas law.
4. The implementation of a week end intervention program to begin treatment of drug and alcohol problems at the time of arrest.
5. The increase in the duration of the education program for the social drinker DWI.
6. The use of a college campus for both the diversion and arrest of DWI cases. The convicted are confined for 48 hours in a dorm and receive education and therapy. The program has overcome the reluctance of many prosecutors and judges to sentence social drinkers to jail and speeds

up the delivery of service. A final innovative feature of this program is that offenders pay the cost of room, board, and treatment.

7. There has been an unusually large amount of private and community support for public information and education programs about drunk driving.
8. Unlike most public service announcements which focus on social drinking in a didactic or informational style, the Wichita PSA's have focused on the financial costs of drunk driving and developed "life style" commercials focused on the young problem drinker. These PSA's for the young stress that drinking and driving is socially unacceptable to their peers, rather than unwise.

V. Catalytic Effects

Wichita is the largest city in Kansas, and the efforts there to reduce drunk driving have greatly influenced the programs throughout the state. Some of the notable catalytic effects are:

1. The state-wide conference of municipal judges focused entirely on DWI because of the Wichita project.
2. The use of the week end intervention program has spread to other communities, most notably Kansas City, Kansas.
3. The team cluster approach to organizing schools to address drug and alcohol problems has spread into other communities and has been formally adopted by the Kansas Alcohol and Drug Services for use in public schools.

4. The Wichita citizens' groups were the first community task forces focused entirely on Kansas, and they have fostered other such activist groups in the state. These groups are currently forming a state-wide network to influence state government actions.
5. The high level of public information and education activity in Wichita has spurred increased activity throughout the state. These media campaigns have often followed the approach taken in Wichita.

VI. Summary and Conclusions

The overall evaluation of the Wichita TOP can be stated simply: the program is successful. The Comprehensive Model for reducing drunk driving has been appropriately implemented and there is firm evidence that this program has reduced drunk driving and influenced public attitudes of the risk of DWI. The Wichita TOP has not met all of its program goals, most notably falling short of its projected number of arrests. It has, nonetheless, shown dramatic progress towards meeting all of its objectives. The failure to meet the arrests goal is more the result of over-zealous planners than inadequate effort. Indeed, the TOP has pushed to the limit the ability of the police, prosecutors, and courts to handle DWI cases.

Our analysis did surface one areas of concern, however. The focus of the general deterrence model on changing the attitudes of the general public may be misplaced in Kansas. As the survey

results indicate, even those who admit to frequent drunk driving are aware of the risks and think that they should not drive when drunk. At this point in time, drunk driving is not an attitudinal problem in Kansas. It is unlikely that media campaigns, except those that focus on the risk and consequences of arrest, will affect the rate of drunk driving.

Appendix A
Questionnaire and Frequencies for Wave 1

D O T

wave = 1

treatment =

id number =

card = 1

Familiar with what they do Heard name Not Familiar

Table with 5 columns: Question ID, Question Text, Familiar with what they do, Heard name, Not Familiar, and a final column with values like 1:1. Rows include Q1-Q5 and Yes/No options.

Not Serious Extremely Serious

Table with 9 columns: Question ID, Question Text, and 7 scale points (1-7), plus a final column with values like 1:1. Rows include Q6 and Q7.

Which of the following crimes would you consider more serious, just as serious, or less serious than driving while intoxicated.

Table with 5 columns: Question ID, Crime Description, More Serious, Just as Serious, or Less Serious, and a final column with values like 1:1. Rows include Q8-Q13.

...than driving while intoxicated?

Q14 Among your friends is it acceptable to suggest that someone who has had too much to drink not drive, or wait until his/her alcohol level is safe for driving?

Would you say it is...

Highly acceptable	3	1:
Somewhat acceptable, or	2	
Not at all acceptable?	1	

Q15 On a scale from 1 to 10, with 1 meaning not at all and 10 a very great chance, how likely do you think your chances of getting arrested if you were driving while intoxicated

01	02	03	04	05	06	07	08	09	10	1:
----	----	----	----	----	----	----	----	----	----	----

Q16 What would your chances of being convicted if arrested?

01	02	03	04	05	06	07	08	09	10	1:
----	----	----	----	----	----	----	----	----	----	----

Q17 What would your chances of being given the maximum punishment if convicted?

01	02	03	04	05	06	07	08	09	10	1:
----	----	----	----	----	----	----	----	----	----	----

Q18 Are the chances of being arrested great enough to keep you from driving after drinking too much?

	Yes	No	1:
	1	0	

If a person is convicted for the first time for driving while intoxicated, what should be their punishment?

	Yes	No	
Q19 Revoke their drivers license	1	0	1:
Q20 Fine of \$200 or more	1	0	1:
Q21 Jail for 48 hours	1	0	1:
Q22 Taking their license plate for 90 days	1	0	1:
Q23 Required education	1	0	1:
Q24 Do you think the police are arresting...			
Too few,	1		
Just the right amount, or	2		1:
Too many...			
intoxicated drivers?	3		

		Strongly Disagree			Uncertain			Strongly Agree		
Ⓟ Q32	I need to be careful <u>not</u> to drive while impaired by alcohol	1	2	3	4	5	6	7	2:1	
Q33	People impaired by alcohol should not drive.	1	2	3	4	5	6	7	2:1	
Q34	Individuals should take action to prevent others from driving while impaired by alcohol.	1	2	3	4	5	6	7	2:1	
Ⓟ Q35	Even if it were legal I would not drive after drinking too much	1	2	3	4	5	6	7	2:1	
Q36	I should take positive action to prevent others from driving while impaired by alcohol	1	2	3	4	5	6	7	2:1	
Ⓟ Q37	I should take action to avoid my own alcohol impaired driving	1	2	3	4	5	6	7	2:1	
Ⓟ Q38	I would drive after legally drunk	1	2	3	4	5	6	7	2:1	
Q39	Individuals should take action to avoid driving after drinking too much	1	2	3	4	5	6	7	2:1	
Q40	The police should immediately take the drivers license from drivers determined to be legally drunk	1	2	3	4	5	6	7	2:2	
Q41	Arresting drunk drivers <u>is</u> a high priority of the local police	1	2	3	4	5	6	7	2:2	
Q42	Arresting drunk drivers <u>should be</u> a high priority of the local police	1	2	3	4	5	6	7	2:2	
Q43	The schools in my community have made a special effort to teach students about the dangers of driving while intoxicated	1	2	3	4	5	6	7	2:2	

Now I would like to ask you a few background questions.

Q44 What is your age?

--	--	--

2:2
2

Q45 What was the last grade you completed in school?

04	05	06	07	08	09	10	11	12	13	14	15	16	17+
elementary			Jr. High			High			Associates		Bachelors		Graduate

2:2
2

Q46 In which category does your total family income fall:

01 \$0 - \$5,000

02 5,001 - 10,000

2:

03 10,001 - 15,000

04 15,001 - 20,000

05 20,001 - 25,000

06 25,001 - 30,000

07 30,001 - 35,000

08 35,001 - 40,000

09 40,001 - 45,000

10 45,001 - 50,000

11 GT 50,001

Q47 Do you have a drivers license?

2 Yes

2:

1 Yes, but suspended

0 No

Q48 About how many miles did you drive over the last 12 months?

1 0 - 5,000 miles

2 5,001 - 10,000 miles

2:

3 10,001 - 15,000 miles

4 15,001 - 20,000 miles

5 20,001 - 25,000 miles

6 GT 25,000 miles

Q49 Are you currently...

- 1 Working at a permanent job, (includes self employed)
- 2 Working at a temporary job,
- 3 On lay-off,
- 4 Unemployed,
- 5 A student,
- 6 A homemaker,
- 7 Retired,
- 8 Disabled, or
- 9 What (specify) _____

2:

Q50 Are you currently...

- 1 Single,
- 2 Married,
- 3 Divorced, within the last 2 years,
- 4 Divorced for more than 2 years, or
- 5 Widowed

2:

Thank you very much for your time.

	Male	Female	
Q51 Code sex of respondent	0	1	2:
Q52 Code your sex	0	1	2:
Q53 Approximate interview time in minutes			

--	--

2:

time ending ____:____

Q 1 Have you heard of the REDDI ("ready")
or Report Every Drunk Driver Immediately
program?

Table A Weighted Frequencies

Categories:	Percent		
Not familiar	38.3%	Mean=	1.956
Heard name	27.7	Median=	1.921
Familiar	34.0	Standard Deviation=	.850
	100%		
	(1048)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Not familiar	27.9%	21.9	36.5	45
Heard name	31.8	39.6	27.6	25
Familiar w/	<u>40.3</u>	<u>38.5</u>	<u>36</u>	<u>30</u>
	100%	100%	100%	100%
	(283)	(366)	(203)	(200)
	Chi Sq = 5.208 ;df = 2		Chi Sq = 3.15 ;df = 2	
	p = .074		p = .21	

Q 2 Have you heard of the RID or Remove Intoxicated Drivers program?

Table A Weighted Frequencies

Categories:	Percent		
Not familiar	85.2	Mean=	1.56
Heard name	14.0	Median=	1.09
familiar w/	.9	Standard Deviation=	.387
	100%		
	(1048)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Not familiar	80.2	76.5	80.4	86.0
heard name	15.2	19.4	16.7	10.5
familiar	4.6	4.1	2.9	3.5
	100%	100%	100%	100%
	(283)	(366)	(204)	(200)
	Chi Sq = 1.98 ;df = 2		Chi Sq = 3.30 ;df = 2	
	p = .37		p = .19	

Q 3 Have you heard of the DDD or Deter*
the Drinking Driver program?

Table A Weighted Frequencies

Categories:	Percent		
Not familiar	38.3	Mean=	1.956
Heard name	27.7	Median=	1.921
familiar w/	<u>34.0</u>	Standard Deviation=	.85
	<u>100%</u>		
	(1048)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Familiar	85.1	89.6	85.3	83.9
Heard name	13.5	8.7	13.7	15.6
Familiar w/	<u>1.4</u>	<u>1.6</u>	<u>1.0</u>	<u>.5</u>
	100%	100%	100%	100%
	(282)	(366)	(204)	(199)
	Chi Sq = 3.722 ;df = 2		Chi Sq = .57 ;df = 2	
	p = .15		p = .75	

*The DDD program does not exist. These responses give some indication of the inflation of reported familiarity to the other programs.

Q 4 Have you heard of ASAP ("a sap") or Alcohol Safety Action Project?

Table A Weighted Frequencies

Categories:	Percent		
Not familiar	77.5	Mean=	1.27
heard name	18.2	Median=	1.14
familiar w/	<u>4.2</u>	Standard Deviation=	.53
	100%		
	(1050)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
not familiar	77.3	79.0	72.5	83.0
heard name	19.1	18.0	20.6	15.0
familiar w/	<u>3.5</u>	<u>3.0</u>	<u>6.9</u>	<u>2.0</u>
	100%	100%	100%	100%
	(282)	(366)	(204)	(200)
	Chi Sq = .31 ;df = 2		Chi Sq = 8.55 ;df = 2	
	p = .86		p = .014	

Q5 Do you ever drink alcoholic beverages?

Table A Weighted Frequencies

Categories:	Percent		
No	50.7	Mean=	.49
Yes	<u>49.3</u>	Median=	.49
	100%	Standard Deviation=	.50
	(1046)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	40.3	50.3	41.2	62.6
Yes	<u>59.7</u>	<u>49.7</u>	<u>58.8</u>	<u>37.4</u>
	100%	100%	100%	100%
	(283)	(366)	(204)	(198)

Chi Sq = 6.02 ;df = 1

P = .014

Chi Sq = 17.66 ;df = 1

P < .001

Q 6 On scale from 1 to 7, with 1 meaning not serious and 7 extremely serious, how serious a problem do you consider driving while intoxicated?

Table A Weighted Frequencies

Categories:	Percent		
Not serious	1	.5	Mean= 6.57
	2	.3	
	3	1.6	Median= 6.85
	4	2.9	
	5	6.0	Standard Deviation= .97
	6	11.3	
Ext. serious	7	77.4	
		100%	
		(1050)	

Table B Crosstab by Region by Sex

		Sedgwick		Kansas-SG	
		Male	Female	Male	Female
Not serious	1	.7	.3	.5	.5
	2	1.1	.5	.5	0
	3	2.8	1.9	2.0	1.0
	4	5.3	.5	4.9	1.0
	5	10.3	3.8	8.3	3.5
	6	11.0	6.3	14.7	8.0
Extremely serious	7	68.8	86.6	69.1	86.0
		100%	100%	100%	100%
		(282)	(366)	(204)	(200)

Chi Sq = 36.29 ;df = 6

p < .001

r = .19

Chi Sq = 18.46 ;df = 6

p = .005

r = .179

Q 7 On the same scale, how serious a crime
do you consider driving while intoxicated?

Table A Weighted Frequencies

Categories:		Percent		
not serious	1	.9	Mean=	6.31
	2	.8	Median=	6.75
	3	1.5	Standard Deviation=	1.78
	4	4.9		
	5	13.4		
extremely serious	6	11.7		
	7	66.8		
		100%		
		(1041)		

Table B Crosstab by Region by Sex

		<u>Sedgwick</u>		<u>Kansas-SG</u>	
		Male	Female	Male	Female
not serious	1	2.9	.6	1	.5
	2	1.8	.6	1	.5
	3	2.9	1.1	1.5	1.5
	4	9.3	3.3	7.4	1.5
	5	16.8	8.9	17.3	9.5
	6	12.9	8.6	15.3	8.5
	7	53.6	77.0	56.4	77.9
		100%	100%	100%	100%
		(280)	(361)	(202)	(199)

Chi Sq = 43.33 ;df = 6

p < .001

Chi Sq = 23.72 ;df = 6

p = .0006

Which of the following crimes would you consider more serious, just as serious, or less serious than driving while intoxicated.

Is...

Q 8 Using marijuana

Table A Weighted Frequencies

Categories:	Percent		
less serious	26.0	Mean=	1.82
just as	65.7	Median=	1.86
more serious	<u>8.2</u>	Standard Deviation=	.56
	100%		
	(1003)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	33.6	27.7	31.0	19.6
just as	57.1	65.8	57.9	74.6
more serious	<u>7.3</u>	<u>6.5</u>	<u>11.2</u>	<u>5.8</u>
	100%	100%	100%	100%
	(274)	(354)	(197)	(189)
	Chi Sq = 3.02 ;df = 2		Chi Sq = 12.24 ;df = 2	
	p = .22		p = .0022	

Q 9 Running a red light

Table A Weighted Frequencies

Categories:	Percent		
less serious	45.5	Mean=	1.61
just as	48.7	Median=	1.60
more serious	6.2	Standard Deviation=	.60
	<u>100%</u>		
	(1045)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	41.3	32.1	49.8	43.5
just a	44.5	60.0	42.4	53.5
more serious	<u>14.2</u>	<u>7.9</u>	<u>7.9</u>	<u>3.0</u>
	100%	100%	100%	100%
	(281)	(365)	(203)	(200)
	Chi Sq = 16.80 ;df = 2		Chi Sq = 7.85 ;df = 2	
	p = .0002		p = .02	

Q 10 Shop lifting

Table A Weighted Frequencies

Categories:	Percent		
less serious	59.9	Mean=	1.48
just as	31.6	Median=	1.33
more serious	<u>8.4</u>	Standard Deviation=	.65
	100%		
	(1047)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	60.9	60.1	64.5	56.0
just as	25.6	32.8	25.6	38.0
more serious	<u>13.5</u>	<u>7.2</u>	<u>9.9</u>	<u>6.0</u>
	100%	100%	100%	100%
	(281)	(363)	(203)	(200)
	Chi Sq = 9.20 ;df = 2		Chi Sq = 7.96 ;df = 2	
	P = .01		P = .02	

Q 11 Assault

Table A Weighted Frequencies

Categories:	Percent		
less serious	12.0	Mean=	2.14
just as	61.9	Median=	2.11
more serious	<u>26.1</u>	Standard Deviation=	.60
	100%		
	(1046)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	14.3	12.2	12.7	11.0
just as	56.1	64.9	57.8	66.0
more serious	<u>29.6</u>	<u>22.9</u>	<u>29.4</u>	<u>23.0</u>
	100%	100%	100%	100%
	(280)	(362)	(204)	(200)
	Chi Sq = 5.32 ;df = 2		Chi Sq = 2.93 ;df = 2	
	p = .07		p = .23	

Q 12 Carrying an illegal handgun

Table A Weighted Frequencies

Categories:	Percent		
less serious	31.1	Mean=	1.89
just as	48.6	Median=	1.89
more serious	<u>20.4</u>	Standard Deviation=	.71
	100%		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	37	23	35.8	26.7
just as	37	52.1	41.7	57.4
more serious	<u>26</u>	<u>24.9</u>	<u>22.5</u>	<u>15.9</u>
	100%	100%	100%	100%
	(281)	(361)	(204)	(195)
	Chi Sq = 18.62 ;df = 2		Chi Sq = 9.95 ;df = 2	
	p = .0001		p = .0069	

Q 13 Causing physical harm to someone carelessly

Table A Weighted Frequencies

Categories:	Percent		
less serious	15.1	Mean=	2.02
just as	67.4	Median=	2.02
more serious	17.4	Standard Deviation=	.57

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
less serious	16.1	16.4	16.3	13.8
just as	56.6	66.1	63.1	73.5
more serious	<u>27.2</u>	<u>17.5</u>	<u>20.7</u>	<u>12.8</u>
	100% (279)	100% (360)	100% (203)	100% (196)
	Chi Sq = 9.14;df = 2		Chi Sq = 5.73 ;df = 2	
	p = .01		p = .057	

Q 14 Among your friends is it acceptable to suggest that someone who has had too much to drink not drive, or wait until his/her alcohol level is safe for driving?

Would you say it is...

Table A Weighted Frequencies

Categories:	Percent		
Not at all acceptable	7.2	Mean=	2.61
Somewhat acceptable	24.6	Median=	2.77
Highly acceptable	<u>68.2</u>	Standard Deviation=	
	100%		
	(971)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Not at all acceptable	9.1	5.5	9.3	5.1
Somewhat acceptable	20.8	20.2	27.8	23.0
Highly acceptable	<u>70.1</u>	<u>74.4</u>	<u>62.9</u>	<u>71.9</u>
	100%	100%	100%	100%
	(274)	(347)	(194)	(178)
	Chi Sq = 3.29 ;df = 1		Chi Sq = 3.13 ;df = 1	
	p = .19		p = .12	

Q 15 On a scale from 1 to 10, with 1 meaning not at all and 10 a very great chance, how likely do you think your chances of getting arrested if you were driving while intoxicated
 Table A Weighted Frequencies

Categories:	Percent	On 10 pt. scale	
slight (1-3)	36.6	Mean=	4.96
moderate (4-7)	42.3	Median=	4.82
great (8-10)	<u>21.3</u>	Standard Deviation=	2.84
	100%		
	(508)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Slight	50.6	36.3	36.4	31.5
moderate	33.9	37.9	45.8	41.1
High	<u>15.5</u>	<u>25.8</u>	<u>17.8</u>	<u>27.4</u>
	100%	100%	100%	100%
	(168)	(182)	(118)	(73)

Chi Sq = 9.03 ;df = 2	Chi Sq = 2.48 ;df = 2
p =	p =

Q 16 What would your chances of being convicted if arrested?

Table A Weighted Frequencies

Categories:	Percent	on 10 pt scale	
Slightly (1-3)	25%	Mean=	6.50
Moderately (4-7)	27	Median=	7.24
Greatly (18-10)	<u>48</u>	Standard Deviation=	3.28
	100%		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Slightly	30	24	24	26
Moderately	28	32	23	32
Greatly	<u>42</u>	<u>44</u>	<u>53</u>	<u>42</u>
	100%	100%	100%	100%
	(169)	(177)	(116)	(73)

Chi Sq = 1.29 ;df = 2	Chi Sq = 2.5 ;df = 2
p =	p =

Q 17 What would your chances of being given the maximum punishment if convicted?

Table A Weighted Frequencies

Categories:	Percent	On 10 point scale:	
Slightly (1-3)	40	Mean=	4.9
Moderately (4-7)	34	Median=	4.7
Greatly (8-10)	<u>26</u>	Standard Deviation=	3.16
	100		
	(498)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Slight	42%	40%	41%	39
Moderate	33	34	31	38
Great	<u>25</u>	<u>25</u>	<u>28</u>	<u>24</u>
	100%	100%	100%	100%
	(166)	(178)	(115)	(72)
	Chi Sq = .14 ;df = 2		Chi Sq = .85 ;df = 2	
	p = NS		p = NS	

Q.18 Are the chances of being arrested great enough to keep you from driving after drinking too much?

Table A Weighted Frequencies

Categories:	Percent		
No	28.4	Mean=	.72
Yes	<u>71.6</u>	Median=	.80
	100%	Standard Deviation=	.45
	(507)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	32.3%	22.8%	33.6%	19.7%
Yes	<u>67.7</u>	<u>77.2</u>	<u>66.4</u>	<u>80.3</u>
	100%	100%	100%	100%
	(167)	(184)	(119)	(71)
	Chi Sq = 3.52 ;df = 1		Chi Sq = 3.56 ;df = 1	
	p = .06		p = .06	

If a person is convicted for the first time for driving while intoxicated, what should be their punishment?

Q19 Revoke their drivers license

Table A Weighted Frequencies

Categories:	Percent		
No	29.4	Mean=	.71
Yes	<u>70.6</u>	Median=	.79
	100%	Standard Deviation=	.46
	(1043)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	41.3	31.9	32.0	23.7
Yes	<u>58.7</u>	<u>68.1</u>	<u>68.01</u>	<u>76.3</u>
	100%	100%	100%	100%
	(283)	(364)	(203)	(198)
	Chi Sq = 5.80 ;df = 1		Chi Sq = 3.02 ;df = 1	
	p = .016		p = .08	

Q20 Fine of \$200 or more

Table A Weighted Frequencies

Categories:	Percent		
No	14	Mean=	.86
Yes	<u>86</u>	Median=	.92
	100%	Standard Deviation=	.35
	(1045)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	23.3	15.7	14.2	12.1
Yes	<u>76.7</u>	<u>84.3</u>	<u>85.8</u>	<u>87.9</u>
	100%	100%	100%	100%
	(283)	(363)	(204)	(198)
	Chi Sq = 5.50 ;df = 1		Chi Sq = .22 ;df = 1	
	p = .019		p = NS	

Q 21 Jail for 48 hours

Table A Weighted Frequencies

Categories:	Percent		
No	27.7	Mean=	.72
Yes	<u>72.3</u>	Median=	.81
	100%	Standard Deviation=	.45
	(1050)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	34.3	29.6	29.4	25.0
Yes	<u>65.7</u>	<u>70.4</u>	<u>70.6</u>	<u>75.0</u>
	100%	100%	100%	100%
	(283)	(365)	(204)	(200)
	Chi Sq = 1.41 ;df = 1		Chi Sq = .78 ;df = 1	
	p = NS		p = NS	

Q 22 Taking their license plate for 90 days

Table A Weighted Frequencies

Categories:	Percent		
No	48.6	Mean=	.51
Yes	<u>51.4</u>	Median=	.53
	100%	Standard Deviation=	.50
	(1041)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	57.2	48.1	51.0	44.4
Yes	<u>42.8</u>	<u>51.9</u>	<u>49.0</u>	<u>55.6</u>
	100%	100%	100%	100%
	(283)	(364)	(204)	(196)
	Chi Sq = 5.0 ;df = 1		Chi Sq = 1.50 ;df = 1	
	p = .025		p = NS	

Q 23 Required education

Table A Weighted Frequencies

Categories:	Percent		
No	12.2	Mean=	.88
Yes	<u>87.8</u>	Median=	.93
	100%	Standard Deviation=	.33
	(1045)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	17.3%	14.5%	11.8%	11.5%
Yes	<u>82.7</u>	<u>85.5</u>	<u>88.2</u>	<u>88.5</u>
	100%	100%	100%	100%
	(283)	(365)	(203)	(200)

Chi Sq = .74 ;df = 1	Chi Sq = 0 ;df = 1
p = NS	p = NS

Q 24 Do you think the police are arresting...

Table A Weighted Frequencies

Categories:	Percent		
Too few	73.4	Mean=	1.29
Just the right amount	24.6	Median=	1.18
Too many	<u>2.0</u>	Standard Deviation=	.49
(999)			

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Too few	69.3%	76.7%	70.6%	76. %
Just the right amount	27.3	20.8	26.8	23.0
Too many	<u>3.4</u>	<u>2.5</u>	<u>2.6</u>	<u>1.0</u>
	100%	100%	100%	100%
	(264)	(356)	(194)	(191)
	Chi Sq = 4.23 ;df = 2		Chi Sq = 2.15 ;df = 2	
	p = NS		p = NS	

Q 25 Have you seen any media presentations on drinking and driving?

Table A Weighted Frequencies

Categories:	Percent		
No	24.8	Mean=	.75
Yes	<u>75.2</u>	Median=	.84
	100%	Standard Deviation=	
	(1050)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	30.1	23.2	25.5	24.0
Yes	<u>69.9</u>	<u>76.8</u>	<u>74.5</u>	<u>76.0</u>
	100%	100%	100%	100%
	(282)	(366)	(204)	(200)
	Chi Sq = 3.59 ;df = 1		Chi Sq = .05 ;df = 1	
	p = .058		p = NS	

Q26 In what one media did you see the most frequent presentations on drinking and driving? Was that...

Table A Weighted Frequencies

Categories:	Percent	
Radio	3.5	Mean=
TV	82.6	Median=
Newspapers	12.4	Standard Deviation=
Magazines	<u>1.5</u>	
	100%	
	(768)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Radio	4.1	1.1	5.5	2.0
TV	89.2	91.0	77.2	85.3
Newspapers	5.2	5.4	16.6	11.3
Magazines	<u>1.5</u>	<u>2.5</u>	<u>.7</u>	<u>1.3</u>
	100 %	100%	100%	100%
	(194)	(279)	(145)	(158)
	Chi Sq = 5.13 ;df = 3		Chi Sq = 4.78 ;df = 3	
	p = NS		p = NS	

Q 27 How often do you have 5 or more drinks over a couple of hours? Five drinks is 5 beers, 5 glasses of wine, 5 mixed drinks, or 5 shots of liquor.

Table A Weighted Frequencies

Categories:	Percent	
LE once a year	55.0	Mean= 1.91 Median= 1.41 Standard Deviation= 1.23
LT once a month	17.3	
once a month	14.7	
once a week or more	13.0	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
LE once a year	51.5	67.8	42.9	71.2
LT once a month	11.4	14.9	17.9	19.2
Once a month	20.4	11.5	19.6	6.8
Once a week or more	<u>16.8</u>	<u>5.7</u>	<u>19.6</u>	<u>2.7</u>
	100%	100%	100%	100%
	(167)	(174)	(112)	(73)
	Chi Sq = 18.13;df = 3		Chi Sq = 21.31 ;df = 3	
	p =		p =	

Q 28 How often do you drive after having 5 or more drinks?

Table A Weighted Frequencies

Categories:	Percent		
Less than once a year	77.4	Mean=	1.45
Less than once a month	7.5	Median=	1.15
Once a month	9.4	Standard Deviation=	.93
More than once a week	<u>5.7</u>		
	100%		
	(490)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Less than once a year	71.8	91.6	66.7	91.9
Less than once a month	11.0	4.2	9.9	4.1
Once a month	9.2	2.4	15.3	2.7
More than once a week	<u>8.0</u>	<u>1.8</u>	<u>8.1</u>	<u>1.4</u>
	100%	100%	100%	100%
	(163)	(166)	(111)	(74)

Chi Sq = 21.99 ;df = 3

p =

Chi Sq = 16.32 ;df = 3

p =

Q 29 In the past month have you talked about drinking and driving with anyone?

Table A Weighted Frequencies

Categories:	Percent	
No	49.7	Mean=
Yes	50.3	Median=
	100%	Standard Deviation=
	(1045)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	53.5	54.0	51.2	46.2
Yes	<u>46.5</u>	<u>46.0</u>	<u>48.8</u>	<u>53.8</u>
	100%	100%	100%	100%
	(282)	(365)	(203)	(199)

Chi Sq = 0 ;df = 1

p = NS

Chi Sq = .82 ;df = 1

p = NS

Q 30 With whom did you discuss it?

Table A Weighted Frequencies

Categories:	Percent	
Family	45.4	Mean=
Friend	34.4	Median=
Business or professional assoc.	15.8	Standard Deviation=
Other	<u>4.4</u>	
	100%	
	(494)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Family	27.5	52.5	37.4	53.9
Friend	46.6	37.0	34.1	32.4
Business or professional assoc.	21.4	8.6	20.9	11.8
Other	<u>4.6</u>	<u>1.9</u>	<u>7.7</u>	<u>2.0</u>
	100%	100%	100%	100%
	(131)	(162)	(91)	(102)
	Chi Sq = 22.49; df = 3		Chi Sq = 8.78 ; df = 3	
	p = .0001		p = .03	

Q 31 Taxes should be raised to pay for community programs aimed at cutting down the problem of drunk driving.

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree (103)	49.3	Mean=	3.38
Uncertain (4)	21.3	Median=	3.53
Agree (507)	<u>29.3</u>	Standard Deviation=	2.32
	100%		
	(1047)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	53.5	42.1	56.9	42.7
Uncertain	23.0	30.9	15.7	25.1
Agree	<u>23.4</u>	<u>27.0</u>	<u>27.5</u>	<u>33.2</u>
	100%	100%	100%	100%
	(282)	(366)	(204)	(199)
	Chi Sq = 8.83 ;df = 2		Chi Sq = 9.20 ;df = 2	
	p =		p =	

Q 32 I need to be careful not to drive while impaired by alcohol

Table A Weighted Frequencies

Categories:	Percent	On 7-point scale	
Disagree	1.8	Mean=	6.63
Uncertain	5.1	Median=	6.89
Agree	<u>93.1</u>	Standard Deviation=	.98
	100%		
	(508)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	4.7	1.1	2.5	0
Uncertain	2.9	1.1	6.7	4.2
Agree	<u>92.4</u>	<u>97.8</u>	<u>90.8</u>	<u>95.8</u>
	100%	100%	100%	100%
	(172)	(183)	(119)	(71)

Chi Sq = 5.73 ;df = 2	Chi Sq = 2.39 ;df = 2
p = .06	p = .30

Q 33 People impaired by alcohol should not drive.

Table A Weighted Frequencies

Categories:	Percent	On 7 pt. scale	
Disagree (1-3)	.7	Mean=	6.87
Uncertain (4)	1.8	Median=	6.96
Agree (5-7)	<u>97.5</u>	Standard Deviation=	.58
	100%		
	(1046)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	2.8	.3	3.9	1.0
Uncertain	1.1	.8	1.0	0.0
Agree	<u>76.1</u>	<u>98.9</u>	<u>95.1</u>	<u>99.0</u>
	100%	100%	100%	100%
	(282)	(362)	(204)	(199)
	Chi Sq = 7.66 ;df = 2		Chi Sq = 4.44 ;df = 2	
	p = .022		p = .11	

Q 34 Individuals should take action to prevent others from driving while impaired by alcohol.

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	1.4	Mean=	6.68
Uncertain	3.5	Median=	6.90
Agree	<u>94.6</u>	Standard Deviation=	.88
	100%		
	(1050)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	1.4	1.1	2.0	1.0
Uncertain	4.2	1.1	5.4	2.0
Agree	<u>94.3</u>	<u>97.8</u>	<u>92.6</u>	<u>97.0</u>
	100%	100%	100%	100%
	(283)	(364)	(204)	(198)
	Chi Sq = 6.68 ;df = 2		Chi Sq = 3.87 ;df = 2	
	p = .04		p = .14	

Q35 Even if it were legal I would not
drive after drinking too much

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	5.4	Mean=	6.29
Uncertain	8.8	Median=	6.82
Agree	<u>85.8</u>	Standard Deviation=	1.36
	100%		
	(514)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	7.6	1.6	6.7	4.1
Uncertain	8.1	4.4	11.7	5.5
Agree	<u>84.3</u>	<u>94.0</u>	<u>81.7</u>	<u>90.4</u>
	100%	100%	100%	100%
	(172)	(182)	(120)	(73)
	Chi Sq = 9.75 ;df = 2		Chi Sq = 2.79 ;df = 2	
	p = .0076		p = .25	

Q 36 I should take positive action to prevent others from driving while impaired by alcohol

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	2.4	Mean=	6.58
Uncertain	4.2	Median=	6.89
Agree	<u>93.5</u>	Standard Deviation=	1.07
	100%		
	(1030)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	4.7	1.7	3.5	0
Uncertain	4.0	1.4	5.4	3.6
Agree	<u>91.4</u>	<u>97.0</u>	<u>91.1</u>	<u>96.4</u>
	100%	100%	100%	100%
	(278)	(363)	(202)	(194)
	Chi Sq = 9.57 ;df = 2		Chi Sq = 7.75 ;df = 2	
	p = .008		p = .02	

Q 37 I should take action to avoid my own alcohol impaired driving

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale:	
Disagree	0.8	Mean=	6.78
Uncertain	2.4	Median=	6.93
Agree	<u>97.0</u>	Standard Deviation=	.71
	100%		
	(504)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	5.9	0.6	0	0
Uncertain	2.4	1.1	4.2	0
Agree	<u>91.7</u>	<u>98.3</u>	<u>95.8</u>	<u>100</u>
	100%	100%	100%	100%
	(169)	(181)	(118)	(71)

Chi Sq = 9.22 ;df = 2	Chi Sq = 1.66 ;df = 2
p = .01	p = NS

Q 38 I would drive after legally drunk

Table A Weighted Frequencies

Categories:	Percent		
Disagree	79.2	Mean=	1.98
Uncertain	5.3	Median=	1.17
Agree	<u>15.6</u>	Standard Deviation=	1.86
	100%		
	(506)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	77.5	90.6	73.9	87.3
Uncertain	4.1	2.2	8.4	0
Agree	<u>18.3</u>	<u>7.2</u>	<u>17.6</u>	<u>12.7</u>
	100%	100%	100%	100%
	(169)	(181)	(119)	(71)
	Chi Sq = 11.48 ;df = 2		Chi Sq = 7.67 ;df = 2	
	p = .003		p = .02	

Q 39 Individuals should take action to
avoid driving after drinking too much

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	0.4	Mean=	6.88
Uncertain	0.8	Median=	6.96
Agree	<u>98.8</u>	Standard Deviation=	.50
	100%		
	(1040)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	2.1	0.6	0	0.5
Uncertain	1.1	0.8	0.15	1.0
Agree	<u>96.8</u>	<u>98.6</u>	<u>99.5</u>	<u>98.5</u>
	100%	100%	100%	100%
	(281)	(363)	(202)	(198)
	Chi Sq = 3.35 ;df = 2		Chi Sq = 1.38 ;df = 2	
	P = NS		P = NS	

Q 40 The police should immediately take the drivers license from drivers determined to be legally drunk

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	11.9	Mean=	6.05 6.05
Uncertain	6.2	Median=	6.83
Agree	<u>81.9</u>	Standard Deviation=	1.89
	100%		
	(1047)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	21.6	12.4	12.7	9.0
Uncertain	8.9	11.6	3.9	6.5
Agree	<u>69.5</u>	<u>76.0</u>	<u>83.3</u>	<u>84.4</u>
	100%	100%	100%	100%
	(282)	(363)	(204)	(199)
	Chi Sq = 10.28 ;df = 2		Chi Sq = 2.60 ;df = 2	
	p = .006		p = NS	

Q 41 Arresting drunk Drivers is a high priority of the local police

Table A Weighted Frequencies

Categories:	Percent		
Disagree	22.6	Mean=	4.67
Uncertain	28.2	Median=	4.47
Agree	<u>49.2</u>	Standard Deviation=	2.04
	100%		
	(1044)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	23.4	18.5	21.1	24.7
Uncertain	22.3	30.6	25.5	31.3
Agree	<u>54.3</u>	<u>51.0</u>	<u>53.4</u>	<u>43.9</u>
	100%	100%	100%	100%
	(282)	(363)	(204)	(198)
	Chi Sq = 6.20 ;df = 2		Chi Sq = 3.65 ;df = 2	
	p = .045		p = NS	

Q42 Arresting drunk drivers should be a high priority of the local police

Table A Weighted Frequencies

Categories:	Percent	On 7 point scale	
Disagree	5.4	Mean=	6.35
Uncertain	5.3	Median=	6.82
Agree	<u>89.4</u>	Standard Deviation=	1.38
	100%		
	(1045)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	9.2	3.6	6.9	3.0
Uncertain	9.9	6.9	4.9	4.5
Agree	<u>80.9</u>	<u>89.6</u>	<u>88.2</u>	<u>92.4</u>
	100%	100%	100%	100%
	(282)	(364)	(204)	(198)
	Chi Sq = 11.62 ;df = 2		Chi Sq = 3.19 ;df = 2	
	p = .003		p = NS	

Q 43 The schools in my community have made a special effort to teach students about the dangers of driving while intoxicated

Table A Weighted Frequencies

Categories:	Percent		
Disagree	12.8	Mean=	4.39
Uncertain	58.6	Median=	4.13
Agree	<u>28.5</u>	Standard Deviation=	1.56
	100%		
	(1040)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Disagree	16.7	10.0	14.8	10.7
Uncertain	57.8	62.3	63.1	53.8
Agree	<u>25.5</u>	<u>27.7</u>	<u>22.2</u>	<u>35.5</u>
	100%	100%	100%	100%
	(282)	(361)	(203)	(197)
	Chi Sq = 6.31 ;df = 2		Chi Sq = 9.00 ;df = 2	
	p = .04		p = .01	

Q44 What is your age?

Mean	=	43.16
STD DEV	=	18.37
Min.	=	16
Max.	=	89
N	=	1045

Q 45 What was the last grade you completed in school?

Table A Weighted Frequencies

Categories:	Percent	Years of education	
Elementary	.8	Mean=	12.8
Jr. High	7.6	Median=	12.3
High	50.0	Standard Deviation=	2.4
Associates	17.8		
Bachelors	15.9		
Graduate	<u>8.3</u>		
	100%		
	(1049)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Chi Sq =		;df =	Chi Sq =	;df =
p =			p =	

Q 46 Family income:

Mean = \$17,666

Median = \$16,646

Standard deviation = \$13,435

Q 47 Do you have a drivers license?

Table A Weighted Frequencies

Categories:	Percent	
No	5.5	Mean=
Yes, but suspended	.2	Median=
Yes	<u>94.3</u>	Standard Deviation=
	100%	
	(1045)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
No	1.8	8.2	2.0	8.5
Yes, but suspended	.4	0	0.5	0
Yes	<u>97.9</u>	<u>91.8</u>	<u>97.5</u>	<u>91.5</u>
	100%	100%	100%	100%
	(282)	(364)	(203)	(199)
	Chi Sq = 14.19 ;df = 2		Chi Sq = 9.68 ;df = 2	
	p = .0008		p = .008	

Q 48 About how many miles did you drive over the last 12 months?

Table A Weighted Frequencies

Categories:	Percent	In Miles	
1 0 - 5,000 miles	35.0	Mean=	7950.4
2 5,001 - 10,000 miles	21.6	Median=	5960.8
3 10,001 - 15,000 miles	19.8	Standard Deviation=	8248.4
4 15,001 - 20,000 miles	7.7		
5 20,001 - 25,000 miles	4.8		
6 GT 25,000 miles	<u>11.2</u>		
	100%		
	(1017)		

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
1 0-5,000 miles	16.1	46.4	16.8	55.3
2 5,0001 - 10,000 miles	21.4	30.4	16.8	25.3
3 10,001 - 15,000 miles	25.4	12.8	27.2	12.6
4 15,001 - 20,000 miles	13.6	6.1	10.4	3.7
5 20,001 - 25,000 miles	8.2	1.4	7.4	2.1
6 GT 25,000 miles	<u>15.4</u>	<u>2.9</u>	<u>21.3</u>	<u>1.1</u>
	100%	100%	100%	100%
	(280)	(345)	(202)	(190)

Chi Sq = 114.62, df = 5

p < .0001

Chi Sq = 101.27, df = 5

p < .0001

Q49 Are you currently...

	<u>Percent</u>
1 Working at a permanent job,	52.4
2 Working at a temporary job,	1.3
3 On lay-off,	2.8
4 Unemployed,	2.1
5 A student,	6.1
6 A homemaker,	17.7
7 Retired,	16.7
8 Disabled, or	.8
9 What (specify)	<u>.3</u>

100%

(1038)

Q

Table A Weighted Frequencies

Categories:	Percent
-------------	---------

Mean=

Median=

Standard Deviation=

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
1 Working at a permanent job,	65.2	41.5	70.4	34.2
2 Working at a temporary job,	2.1	1.4	0.5	2.0
3 On lay-off,	5.7	3.0	3.9	1.0
4 Unemployed,	5.0	3.0	3.0	0.5
5 A student,	5.3	5.5	8.4	4.1
6 A homemaker,	0.4	26.6	0	36.7
7 Retired,	16.0	17.3	13.3	19.9
8 Disabled, or	0.4	1.1	0.5	1.0
9 What (specify)	<u>0</u>	<u>0.5</u>	<u>0</u>	<u>0.5</u>
	100%	100%	100%	100%
	(282)	(364)	(203)	(196)
	Chi Sq = 97.34 ;df = 8		Chi Sq = 115.14 ;df = 8	
	p < .0001		p < .0001	

Q 50 Are you currently.

Table A Weighted Frequencies

Categories:	Percent	
1 Single,	14.9	Mean=
2 Married,	24.6	Median=
3 Divorced, within the last 2 yrs ,		Standard Deviation=
4 Divorced for more than 2 years, or	2.0	
5 Widowed	<u>7.0</u>	
	100%	
	(1042)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Single,	24.2	14.8	20.1	7.6
Married,	67.6	71.2	72.4	77.7
Divorced, within the last 2 yrs,	2.1	1.6	2.1	1.0
Divorced for more than 2 yrs, or	3.6	3.6	1.5	2.0
Widowed	<u>2.5</u>	<u>8.8</u>	<u>2.9</u>	<u>11.7</u>
	100%	100%	100%	100%
	(281)	(365)	(204)	(197)

Chi Sq = 18.30 ;df = 4	Chi Sq = 22.76 ;df = 4
p = .001	p = .0001

Q 51 Respondent's sex

Table A Weighted Frequencies

Categories:	Percent	
Male	49.5	Mean=
Female	<u>50.6</u>	Median=
	100%	Standard Deviation=
	(1043)	

Table B Crosstab by Region by Sex

	<u>Sedgwick</u>		<u>Kansas-SG</u>	
	Male	Female	Male	Female
Chi Sq =		;df =	Chi Sq =	;df =
p =			p =	

Appendix B
Questionnaire and Frequencies for Wave 2

Weighted Frequencies of the Second Wave Survey

To adjust for the oversampling of Sedgwick County residents the responses were weighted by the inverse of the sampling fraction. The weighted frequencies can be generalized to the entire state of Kansas. The unweighted frequencies for respondents from Sedgwick County are reported Appendix ????. The weighting procedure changes the frequency counts to those expected if we had sampled proportionately to the population.

Value Label	Value	Frequency	Percent	Percent	Percent
<u>Unweighted:</u> Disproportionate stratified sample.					
Rest of Kansas	0	366	40.7	40.7	40.7
Sedgwick County	1	533	59.3	59.3	100.0
		-----	-----	-----	
	TOTAL	899	100.0	100.0	

Weighted: To match the state.

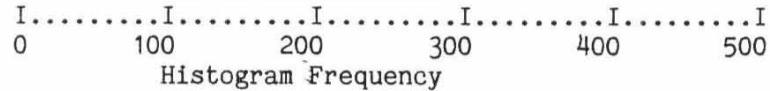
Rest of Kansas	0	734	81.6	81.6	81.6
Sedgwick County	1	165	18.4	18.4	100.0
		-----	-----	-----	
	TOTAL	899	100.0	100.0	

Q1 Have you heard of the REDDI ("ready") or Report Every Drunk Driver Immediately program?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	419	46.6	46.7	46.7
Heard name	2	198	22.1	22.1	68.8
familiar with work	3	280	31.1	31.2	100.0
	.	2	.2	MISSING	
TOTAL		899	100.0	100.0	

COUNT VALUE

419 1.00 XX
 198 2.00 XXXXXXXXXXXXXXXXXXXXXXXX
 280 3.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX



Mean 1.845 Median 2.000 Std Dev .869
 Minimum 1.000 Maximum 3.000

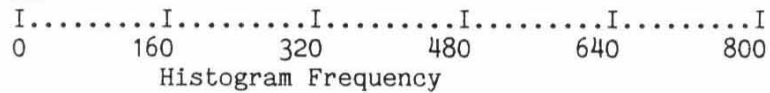
Valid Cases 897 Missing Cases 2

Q1a Have you ever used the REDDI phone number?

Value Label	Value	Frequency	Valid Percent	Cum Percent	Percent
no	0	784	87.2	97.7	97.7
yes	1	19	2.1	2.3	100.0
	.	97	10.7	MISSING	
TOTAL		899	100.0	100.0	

COUNT VALUE

784 0.0 XX
 19 1.00 XX



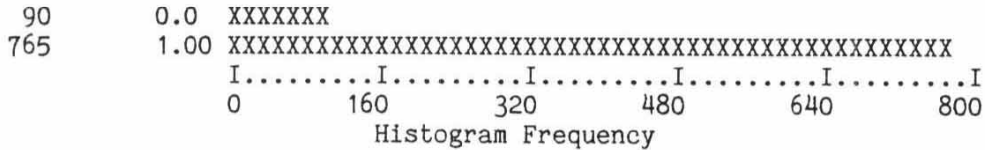
Mean .023 Median 0.0 Std Dev .150

Valid Cases 802 Missing Cases 97

Q1b Would you ever use the REDDI phone number?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
no	0	90	10.0	10.6	10.6
yes	1	765	85.1	89.4	100.0
	.	43	4.8	MISSING	
TOTAL		899	100.0	100.0	

COUNT VALUE



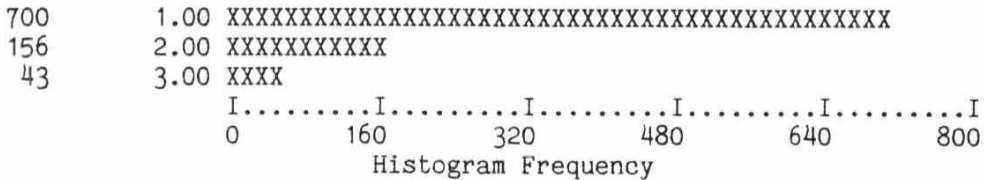
Mean	.894	Median	1.000	Std Dev	.307
Minimum	0.0	Maximum	1.000		

Valid Cases 856 Missing Cases 43

Q2 Have you heard of the Rid or Remove Intoxicated Drivers program?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	700	77.9	77.9	77.9
Heard name	2	156	17.4	17.4	95.3
familiar with work	3	43	4.7	4.7	100.0
TOTAL		899	100.0	100.0	

COUNT VALUE

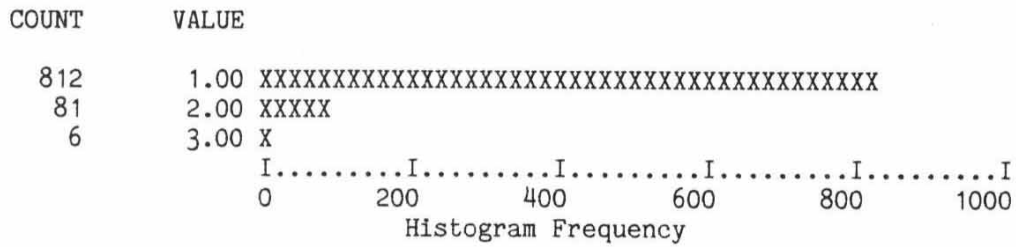


Mean	1.269	Median	1.000	Std Dev	.540
Minimum	1.000	Maximum	3.000		

Valid Cases 899 Missing Cases 0

Q3 Have you heard of the DDD or Deter the Drinking Driver program? (The DDD program does not exist. This question measures the over response to these recognition questions.)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	812	90.3	90.3	90.3
Heard name	2	81	9.1	9.1	99.4
familiar with work	3	6	.6	.6	100.0
.	.	0	.0	MISSING	
TOTAL		899	100.0	100.0	

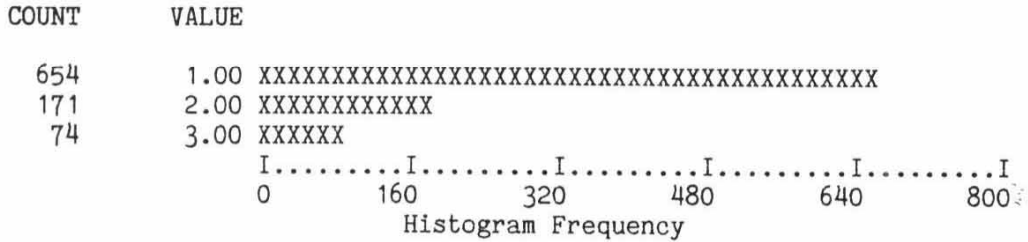


Mean	1.103	Median	1.000	Std Dev	.324
Minimum	1.000	Maximum	3.000		

Valid Cases 899 Missing Cases 0

Q4 Have you heard of ASAP or Alcohol Safety Action Project?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	654	72.7	72.8	72.8
Heard name	2	171	19.0	19.0	91.7
familiar with work	3	74	8.3	8.3	100.0
	.	0	.0	MISSING	
TOTAL		899	100.0	100.0	

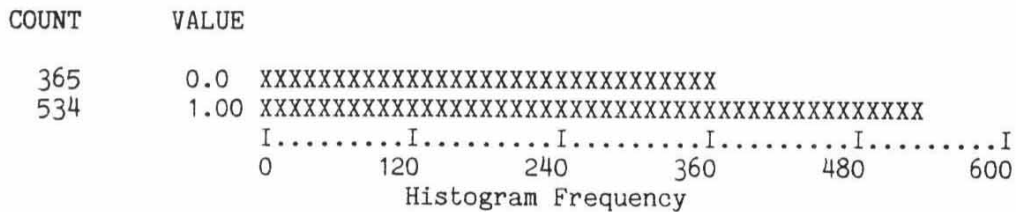


Mean	1.355	Median	1.000	Std Dev	.628
Minimum	1.000	Maximum	3.000		

Valid Cases 899 Missing Cases 0

Q5 Do you ever drink alcoholic beverages?

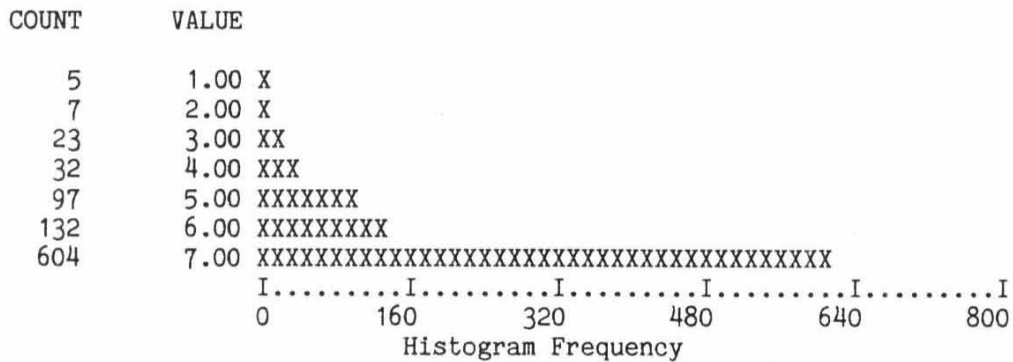
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
no	0	365	40.6	40.6	40.6
yes	1	534	59.4	59.4	100.0
TOTAL		899	100.0	100.0	



Mean	.594	Median	1.000	Std Dev	.491
Minimum	0.0	Maximum	1.000		

Q6 On a scale from 1 to 7, with 1 meaning serious and 7 meaning extremely serious, how serious a problem do you consider driving while intoxicated?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not serious	1	5	.6	.6	.6
	2	7	.8	.8	1.4
	3	23	2.5	2.5	3.9
	4	32	3.5	3.5	7.4
	5	97	10.8	10.8	18.2
Extremely serious	6	132	14.7	14.7	32.9
	7	604	67.1	67.1	100.0
TOTAL		899	100.0	100.0	



Mean	6.356	Median	7.000	Std Dev	1.138
Minimum	1.000	Maximum	7.000		

Q7 On the same scale, how serious a crime do you consider driving while intoxicated?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not serious	1	0	.0	.0	.0
	2	6	.6	.6	.7
	3	10	1.1	1.1	1.8
	4	47	5.2	5.2	7.0
	5	169	18.8	18.9	25.9
Extremely serious	6	197	21.9	22.0	47.9
	7	466	51.8	52.1	100.0
	.	5	.5	MISSING	
TOTAL		899	100.0	100.0	

COUNT	VALUE
0	1.00 X
6	2.00 XX
10	3.00 XX
47	4.00 XXXXXX
169	5.00 XXXXXXXXXXXXXXXXXXXX
197	6.00 XXXXXXXXXXXXXXXXXXXX
466	7.00 XXXXXXXXXXXXXXXXXXXX

Mean	6.168	Median	7.000	Std Dev	1.049
Minimum	1.000	Maximum	7.000		

 For Q8 through Q13: Which of the following crimes would you consider more serious, just as serious or less serious than driving while intoxicated?

Q8 Using marijuana

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	272	30.3	30.5	30.5
Just as serious	2	551	61.3	61.7	92.1
More serious	3	70	7.8	7.9	100.0
	.	5	.6	MISSING	
	TOTAL	899	100.0	100.0	

COUNT	VALUE
272	1.00 XXXXXXXXXXXXXXXXXXXX
551	2.00 XXXXXXXXXXXXXXXXXXXX
70	3.00 XXXXXX

Mean	1.774	Median	2.000	Std Dev	.577
Minimum	1.000	Maximum	3.000		

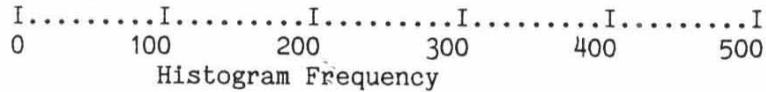
Valid Cases 894 Missing Cases 5

Q9 Running a red light

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	469	52.2	52.2	52.2
Just as serious	2	377	42.0	42.0	94.1
More serious	3	53	5.9	5.9	100.0
TOTAL		899	100.0	100.0	

COUNT VALUE

469 1.00 XX
 377 2.00 XX
 53 3.00 XXXXX



Mean	1.537	Median	1.000	Std Dev	.605
Minimum	1.000	Maximum	3.000		

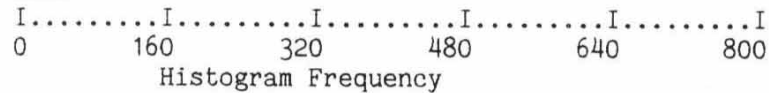
Valid Cases 899 Missing Cases 0

Q10 Shop lifting

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	608	67.7	67.7	67.7
Just as serious	2	250	27.8	27.8	95.5
More serious	3	41	4.5	4.5	100.0
TOTAL		899	100.0	100.0	

COUNT VALUE

608 1.00 XX
 250 2.00 XXXXXXXXXXXXXXXXXXXXXXXX
 41 3.00 XXXX

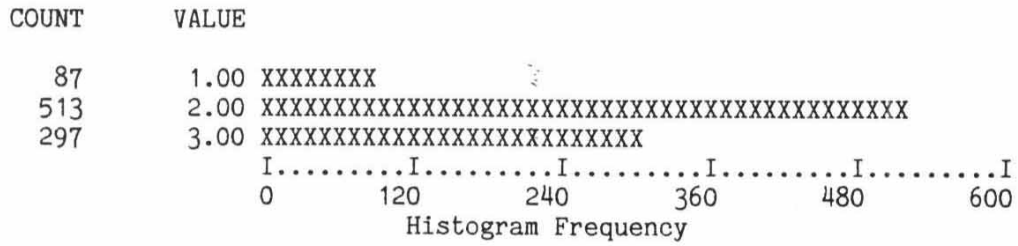


Mean	1.369	Median	1.000	Std Dev	.569
Minimum	1.000	Maximum	3.000		

Valid Cases 899 Missing Cases 0

Q11 Assault

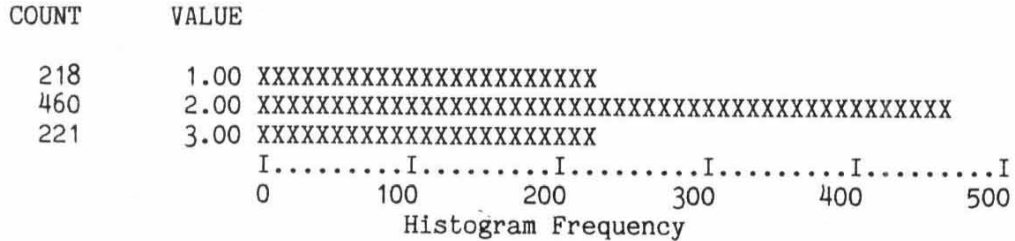
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	87	9.7	9.7	9.7
Just as serious	2	513	57.1	57.2	66.9
More serious	3	297	33.0	33.1	100.0
	.	2	.3	MISSING	
	TOTAL	899	100.0	100.0	



Mean	2.234	Median	2.000	Std Dev	.611
Minimum	1.000	Maximum	3.000		
Valid Cases	897	Missing Cases	2		

Q12 Carrying an illegal handgun

Value Label	Value	Frequency	Valid Percent	Cum Percent	Percent
Less serious	1	218	24.3	24.3	24.3
Just as serious	2	460	51.1	51.1	75.4
More serious	3	221	24.6	24.6	100.0
	.	0	.0	MISSING	
TOTAL		899	100.0	100.0	

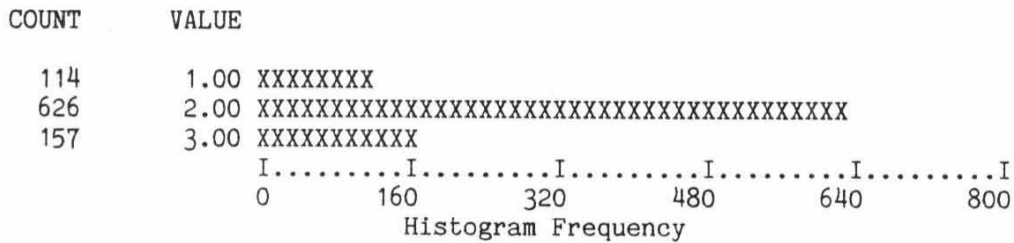


Mean	2.003	Median	2.000	Std Dev	.699
Minimum	1.000	Maximum	3.000		

Valid Cases 899 Missing Cases 0

Q13 MORE SERIOUS THAN CAUSING PHYSICAL HARM

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	114	12.7	12.7	12.7
Just as serious	2	626	69.7	69.8	82.5
More serious	3	157	17.4	17.5	100.0
	.	2	.3	MISSING	
TOTAL		899	100.0	100.0	

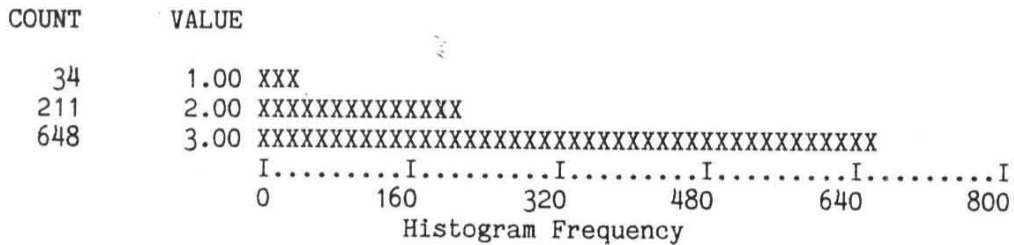


Mean	2.048	Median	2.000	Std Dev	.547
Minimum	1.000	Maximum	3.000		

Valid Cases 897 Missing Cases 2

Q14 Among your friends is it acceptable to suggest that someone who has had too much to drink not drive, or wait until his/her alcohol level is safe for driving? Would you say it is ...

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not at all acceptabl	1	34	3.7	3.8	3.8
Somewhat acceptable	2	211	23.5	23.6	27.4
Highly acceptable	3	648	72.1	72.6	100.0
.	.	6	.7	MISSING	
TOTAL		899	100.0	100.0	

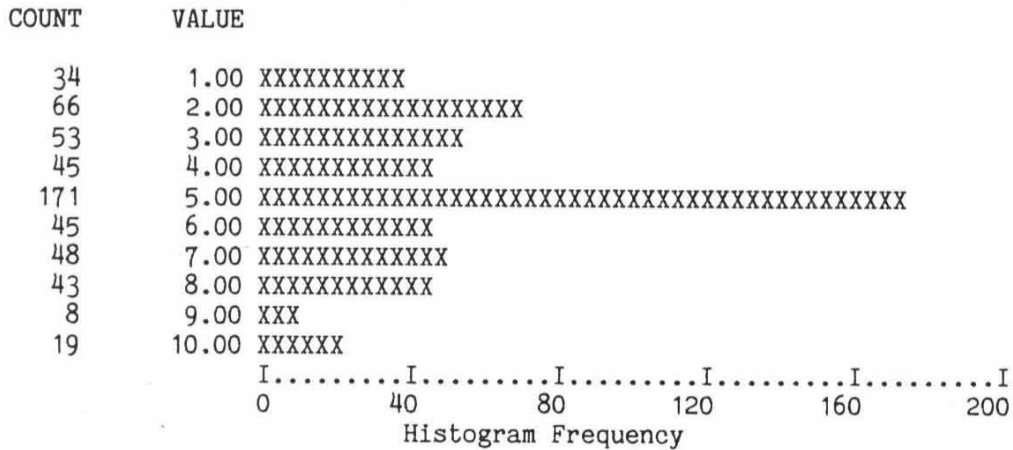


Mean	2.688	Median	3.000	Std Dev	.539
Minimum	1.000	Maximum	3.000		

Valid Cases	893	Missing Cases	6
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Q15 On a scale from 1 to 10, with 1 meaning not at all and 10 a very great chance, how likely do you think your chances of getting arrests if you were driving while intoxicated?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	34	3.8	6.4	6.4
	2	66	7.4	12.5	18.9
	3	53	5.8	9.9	28.8
	4	45	5.0	8.5	37.3
	5	171	19.0	32.2	69.5
	6	45	5.0	8.5	78.0
	7	48	5.3	9.0	87.0
	8	43	4.7	8.0	95.0
	9	8	.9	1.5	96.5
	10	19	2.1	3.5	100.0
	.	368	40.9	MISSING	
	TOTAL	899	100.0	100.0	

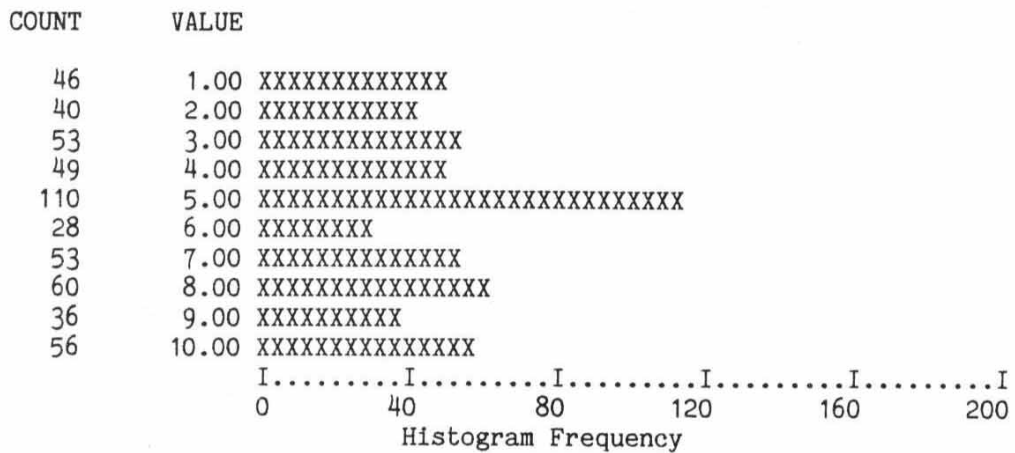


Mean	4.827	Median	5.000	Std Dev	2.212
Minimum	1.000	Maximum	10.000		

Valid Cases 532 Missing Cases 368

Q16 What would your chances of being convicted if arrested?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	46	5.2	8.7	8.7
	2	40	4.5	7.5	16.2
	3	53	5.9	10.0	26.2
	4	49	5.4	9.2	35.4
	5	110	12.2	20.7	56.1
	6	28	3.1	5.2	61.3
	7	53	5.9	9.9	71.2
	8	60	6.7	11.3	82.6
	9	36	4.0	6.8	89.4
	10	56	6.3	10.6	100.0
	.	367	40.8	MISSING	
TOTAL		899	100.0	100.0	

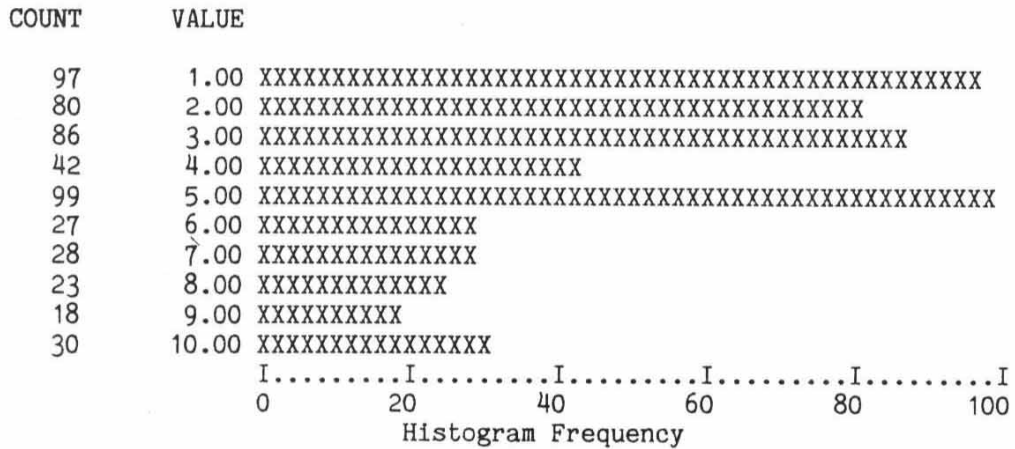


Mean	5.529	Median	5.000	Std Dev	2.740
Minimum	1.000	Maximum	10.000		

Valid Cases	532	Missing Cases	367
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Q17 What would your chances of being given the maximum punishment if convicted?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	97	10.8	18.3	18.3
	2	80	8.9	15.0	33.4
	3	86	9.6	16.3	49.6
	4	42	4.7	7.9	57.5
	5	99	11.0	18.7	76.2
	6	27	3.0	5.2	81.3
	7	28	3.1	5.2	86.6
	8	23	2.6	4.3	90.9
	9	18	2.0	3.5	94.4
	10	30	3.3	5.6	100.0
	.	370	41.1	MISSING	
	TOTAL	899	100.0	100.0	



Mean 4.118 Median 4.000 Std Dev 2.620
 Minimum 1.000 Maximum 10.000

Valid Cases 530 Missing Cases 370

COUNT	VALUE
435	0.0
461	1.00

I.....I.....I.....I.....I.....I.....I

0 100 200 300 400 500

Histogram Frequency

Mean .514 Median 1.000 Std Dev .500
 Minimum 0.0 Maximum 1.000

Valid Cases 896 Missing Cases 3

Q20 Fine of \$200 or more

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	126	14.1	14.1	14.1
Yes	1	772	85.9	85.9	100.0
	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	

COUNT	VALUE
126	0.0
772	1.00

I.....I.....I.....I.....I.....I.....I

0 160 320 480 640 800

Histogram Frequency

Mean .859 Median 1.000 Std Dev .348
 Minimum 0.0 Maximum 1.000

Valid Cases 898 Missing Cases 1

Q21 Jail for 48 hours

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	249	27.7	27.8	27.8
Yes	1	648	72.1	72.2	100.0
	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	


```

COUNT      VALUE
249          0.0 XXXXXXXXXXXXXXXXXXXX
648          1.0 XXXXXXXXXXXXXXXXXXXX
              I.....I.....I.....I.....I.....I
              0          160          320          480          640          800
              Histogram Frequency

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Mean          .722      Median          1.000      Std Dev          .448
Minimum       0.0      Maximum          1.000

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Valid Cases      898      Missing Cases      1

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Q22 Taking their license plate for 90 days

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	450	50.1	50.1	50.1
Yes	1	448	49.8	49.9	100.0
	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	

```

COUNT      VALUE
450          0.0 XXXXXXXXXXXXXXXXXXXX
448          1.0 XXXXXXXXXXXXXXXXXXXX
              I.....I.....I.....I.....I.....I
              0          100          200          300          400          500
              Histogram Frequency

```

```

Mean          .499      Median          0.0      Std Dev          .500
Minimum       0.0      Maximum          1.000

```

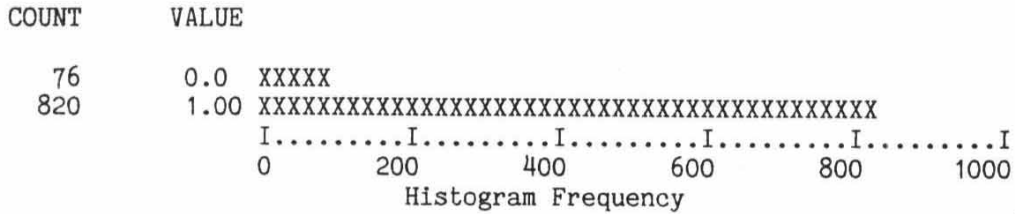
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Valid Cases      898      Missing Cases      1

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Q23 Required education

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	76	8.5	8.5	8.5
Yes	1	820	91.2	91.5	100.0
.	.	3	.4	MISSING	
TOTAL		899	100.0	100.0	

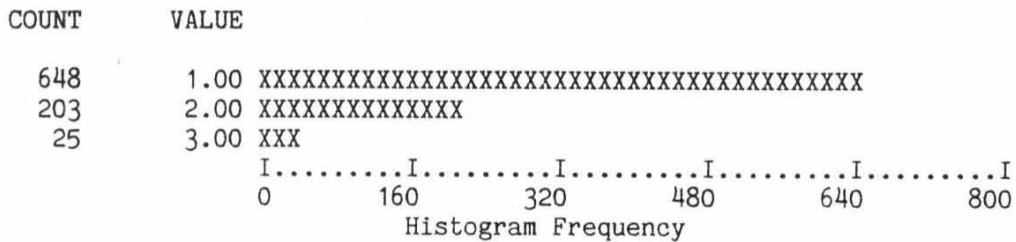


Mean	.915	Median	1.000	Std Dev	.279
Minimum	0.0	Maximum	1.000		

Valid Cases 896 Missing Cases 3

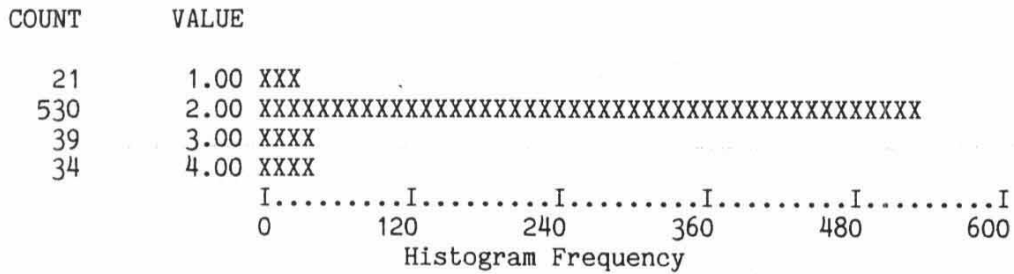
Q24 Do you think the police are arresting ...

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Too few	1	648	72.1	73.9	73.9
Just the right amoun	2	203	22.6	23.2	97.1
Too many	3	25	2.8	2.9	100.0
.	.	23	2.5	MISSING	
TOTAL		899	100.0	100.0	



Mean	1.290	Median	1.000	Std Dev	.514
Minimum	1.000	Maximum	3.000		

Valid Cases 876 Missing Cases 23

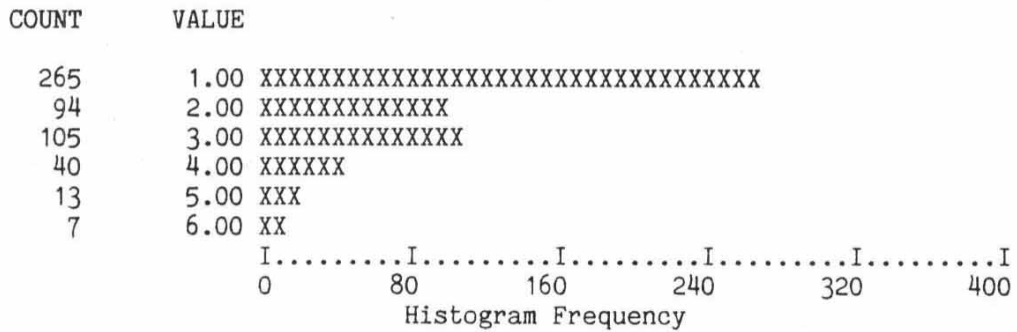


Mean	2.139	Median	2.000	Std Dev	.546
Minimum	1.000	Maximum	4.000		

Valid Cases 624 Missing Cases 275

Q27 How often do you have 5 or more drinks over a couple of hours? Five drinks is 5 beers, 5 glasses of wine, 5 mixed drinks or 5 shots of liquor?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Once a year or less	1	265	29.5	50.6	50.6
Less than once a mon	2	94	10.4	17.9	68.5
Once a month	3	105	11.7	20.1	88.6
Once a week	4	40	4.5	7.7	96.3
Several times a week	5	13	1.4	2.4	98.7
Every day	6	7	.8	1.3	100.0
	.	376	41.8	MISSING	
	TOTAL	899	100.0	100.0	

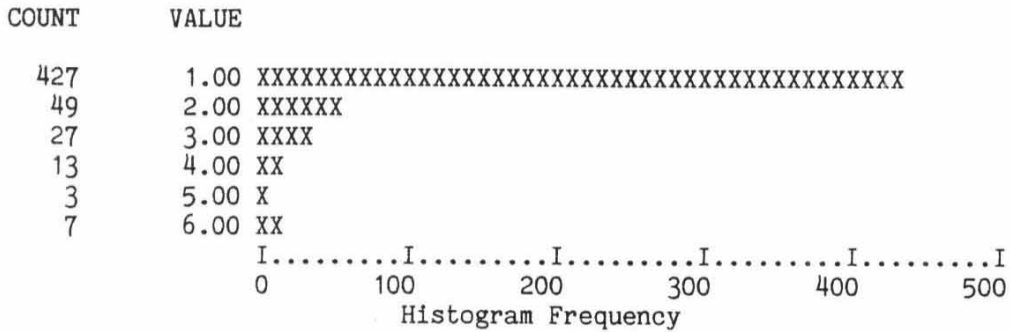


Mean	1.974	Median	1.000	Std Dev	1.202
Minimum	1.000	Maximum	6.000		

Valid Cases 523 Missing Cases 376

Q28 How often do you drive after having 5 or more drinks?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Once a year or less	1	427	47.4	81.1	81.1
Less than once a mon	2	49	5.5	9.4	90.5
Once a month	3	27	3.0	5.1	95.6
Once a week	4	13	1.5	2.5	98.1
Several times a week	5	3	.3	.6	98.6
Every day	6	7	.8	1.4	100.0
.	.	373	41.5	MISSING	
TOTAL		899	100.0	100.0	



Mean	1.361	Median	1.000	Std Dev	.909
Minimum	1.000	Maximum	6.000		

Valid Cases 526 Missing Cases 373

Q29 In the past month have you talked about drinking and driving with anyone?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	467	51.9	53.1	53.1
Yes	1	413	45.9	46.9	100.0
.	.	19	2.1	MISSING	
TOTAL		899	100.0	100.0	

```

COUNT      VALUE
467          0.0 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
413          1.0 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
I.....I.....I.....I.....I
0           100          200          300          400          500
Histogram Frequency

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Mean          .469      Median      0.0      Std Dev      .499
Minimum       0.0      Maximum    1.000

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Valid Cases      880      Missing Cases  19

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Q30 With whom did you discuss it?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
A family member	1	210	23.4	50.1	50.1
A friend	2	133	14.7	31.6	81.7
A business or profes	3	52	5.8	12.3	94.0
Other	4	25	2.8	6.0	100.0
	.	479	53.3	MISSING	
TOTAL		899	100.0	100.0	

```

COUNT      VALUE
210          1.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
133          2.00 XXXXXXXXXXXXXXXXXXXXXXX
52           3.00 XXXXXXXX
25           4.00 XXXX
I.....I.....I.....I.....I
0           80          160          240          320          400
Histogram Frequency

```

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Mean          1.743      Median      1.000      Std Dev      .895
Minimum       1.000      Maximum    4.000

```

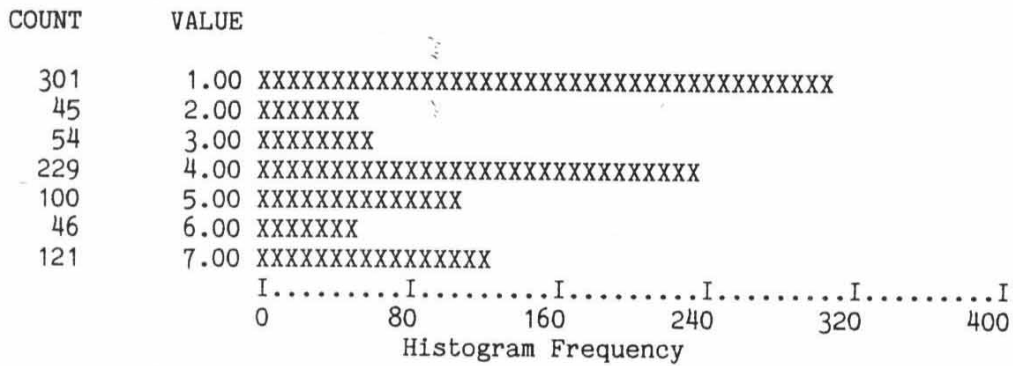
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Valid Cases      420      Missing Cases  479

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Q31 Taxes should be raised to pay for community programs aimed at cutting down the problem of drunk driving?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	301	33.5	33.6	33.6
	2	45	5.0	5.0	38.6
	3	54	6.0	6.0	44.6
Uncertain	4	229	25.5	25.5	70.2
	5	100	11.2	11.2	81.4
	6	46	5.2	5.2	86.6
Strongly agree	7	121	13.4	13.4	100.0
	.	3	.3	MISSING	
TOTAL		899	100.0	100.0	

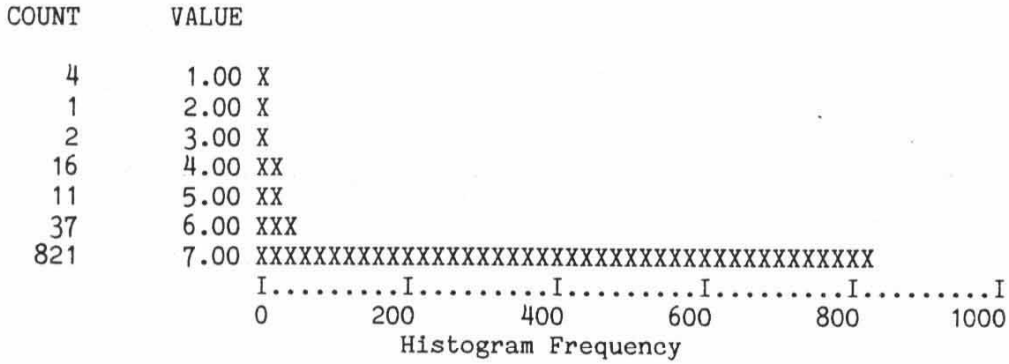


Mean 3.450 Median 4.000 Std Dev 2.125
 Minimum 1.000 Maximum 7.000

Valid Cases 896 Missing Cases 3

Q32 I need to be careful not to drive while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	5	.5	.9	.9
	2	7	.7	1.3	2.2
	3	2	.2	.4	2.6
Uncertain	4	13	1.5	2.6	5.1
	5	13	1.5	2.6	7.7
	6	19	2.1	3.6	11.3
Strongly agree	7	466	51.9	88.7	100.0
	.	373	41.5	MISSING	
TOTAL		899	100.0	100.0	

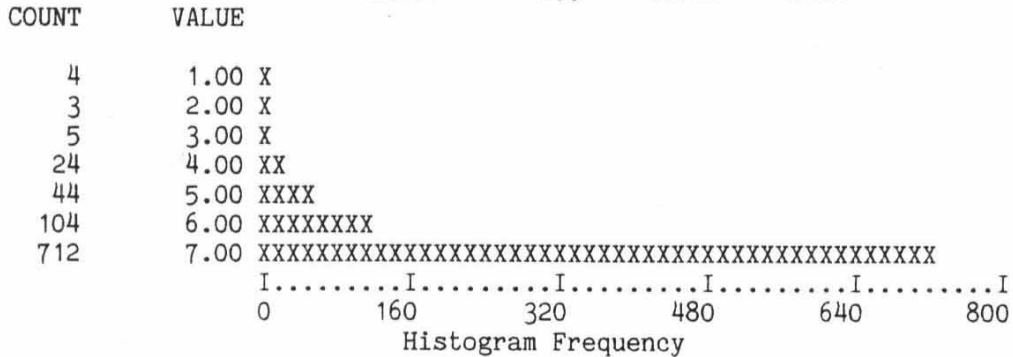


Mean 6.843 Median 7.000 Std Dev .652
 Minimum 1.000 Maximum 7.000

Valid Cases 891 Missing Cases 8

 Q34 Individuals should take action to prevent others from driving while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	4	.4	.4	.4
	2	3	.3	.3	.7
	3	5	.5	.6	1.3
Uncertain	4	24	2.6	2.7	3.9
	5	44	4.9	4.9	8.9
	6	104	11.6	11.6	20.5
Strongly agree	7	712	79.2	79.5	100.0
	.	3	.3	MISSING	
	TOTAL	899	100.0	100.0	

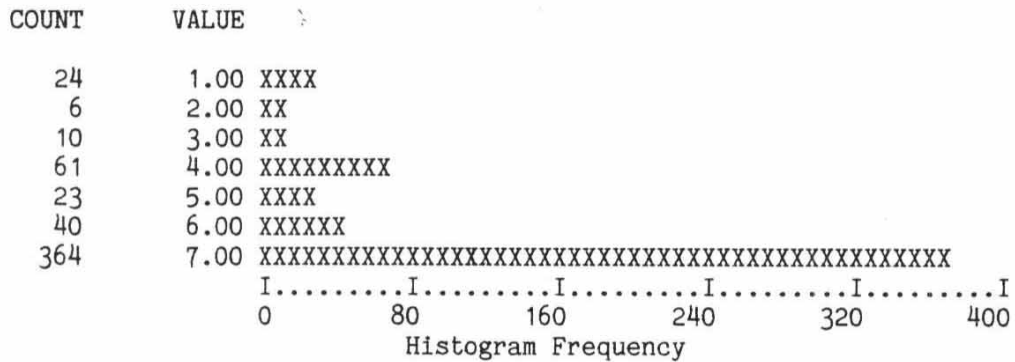


Mean 6.642 Median 7.000 Std Dev .863
 Minimum 1.000 Maximum 7.000

Valid Cases 896 Missing Cases 3

Q35 Even if it were legal I would not drive after drinking too much.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	24	2.6	4.5	4.5
	2	6	.7	1.1	5.6
	3	10	1.1	1.9	7.5
Uncertain	4	61	6.8	11.6	19.1
	5	23	2.5	4.3	23.4
	6	40	4.4	7.6	31.0
Strongly agree	7	364	40.5	69.0	100.0
	.	372	41.3	MISSING	
TOTAL		899	100.0	100.0	

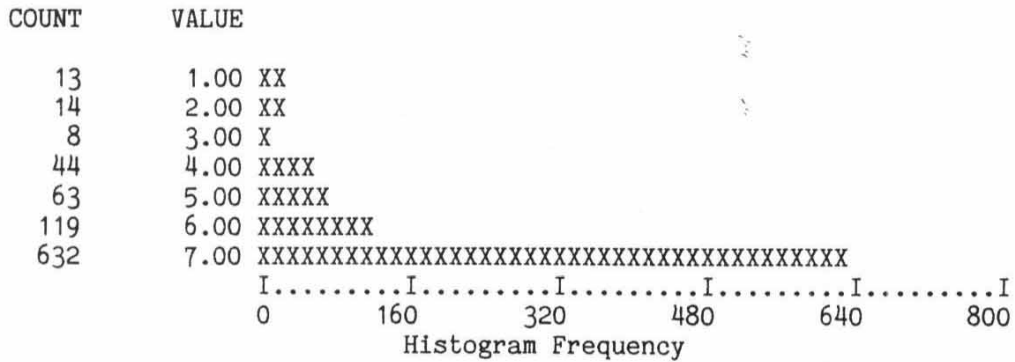


Mean	6.090	Median	7.000	Std Dev	1.631
Minimum	1.000	Maximum	7.000		

Valid Cases	528	Missing Cases	372
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Q36 I should take positive action to prevent others from driving while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	13	1.4	1.4	1.4
	2	14	1.6	1.6	3.0
	3	8	.9	.9	3.9
Uncertain	4	44	4.9	4.9	8.8
	5	63	7.0	7.1	15.8
	6	119	13.2	13.3	29.2
Strongly agree	7	632	70.3	70.8	100.0
	.	7	.8	MISSING	
TOTAL		899	100.0	100.0	

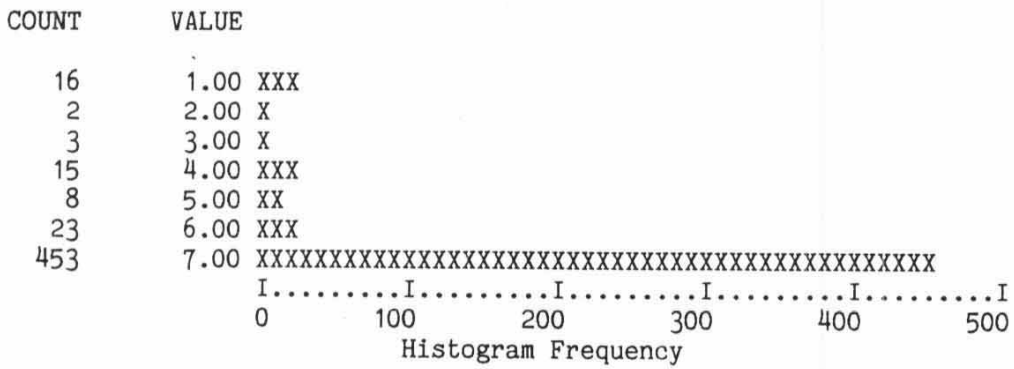


Mean	6.380	Median	7.000	Std Dev	1.231
Minimum	1.000	Maximum	7.000		

Valid Cases 892 Missing Cases 7

Q37 I should take action to avoid my own alcohol impaired driving.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	16	1.8	3.1	3.1
	2	2	.3	.4	3.5
	3	3	.3	.6	4.1
Uncertain	4	15	1.7	2.9	7.0
	5	8	.9	1.6	8.6
	6	23	2.6	4.5	13.0
Strongly agree	7	453	50.4	87.0	100.0
	.	378	42.0	MISSING	
TOTAL		899	100.0	100.0	

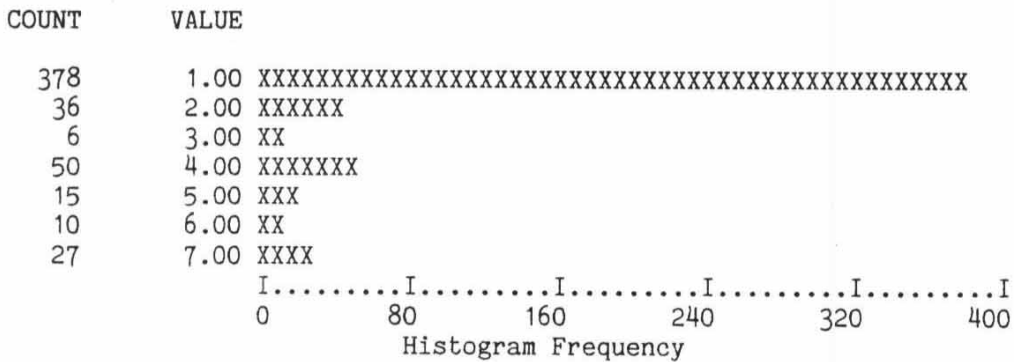


Mean	6.607	Median	7.000	Std Dev	1.236
Minimum	1.000	Maximum	7.000		

Valid Cases 521 Missing Cases 378

Q38 I would drive after legally drunk.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	378	42.0	72.4	72.4
	2	36	4.0	6.9	79.3
	3	6	.7	1.2	80.5
Uncertain	4	50	5.6	9.6	90.1
	5	15	1.6	2.8	92.9
	6	10	1.1	1.9	94.8
Strongly agree	7	27	3.0	5.2	100.0
	.	377	42.0	MISSING	
TOTAL		899	100.0	100.0	

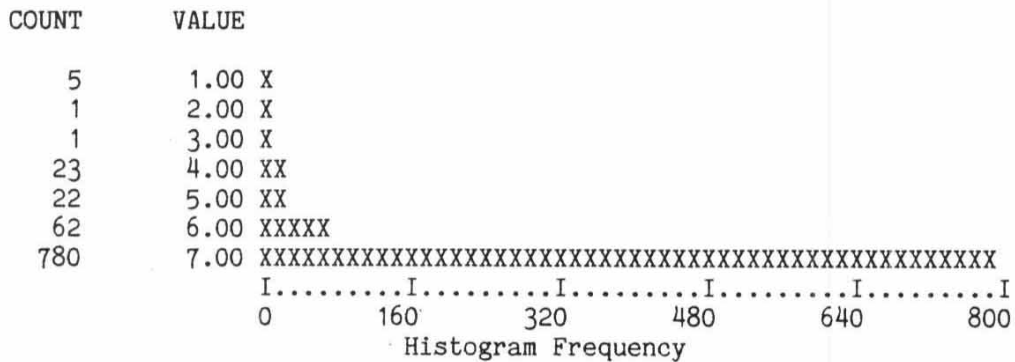


Mean	1.900	Median	1.000	Std Dev	1.722
Minimum	1.000	Maximum	7.000		

Valid Cases 522 Missing Cases 377

Q39 Individuals should take action to avoid driving after drinking too much.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	5	.5	.5	.5
	2	1	.1	.1	.7
	3	1	.1	.1	.8
Uncertain	4	23	2.5	2.5	3.3
	5	22	2.4	2.4	5.7
	6	62	6.9	7.0	12.7
Strongly agree	7	780	86.7	87.3	100.0
	.	6	.7	MISSING	
TOTAL		899	100.0	100.0	

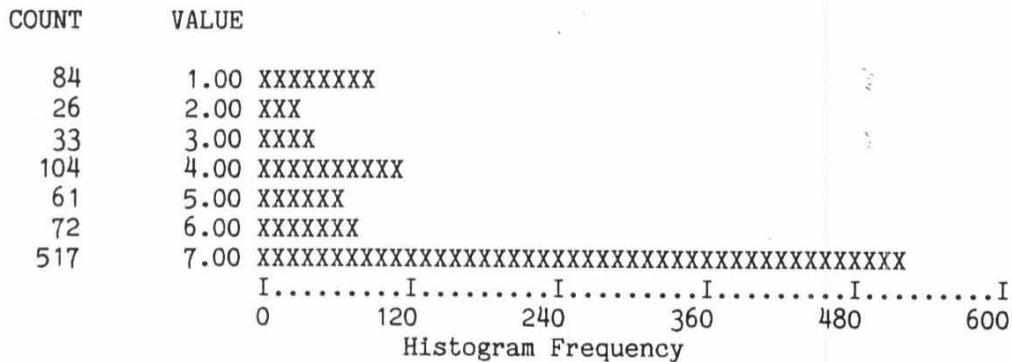


Mean	6.764	Median	7.000	Std Dev	.759
Minimum	1.000	Maximum	7.000		

Valid Cases 893 Missing Cases 6

Q40 The police should immediately take the drivers license from drivers determined to be legally drunk.

Value Label	Value	Frequency	Valid Percent	Cum Percent	Percent
Strongly disagree	1	84	9.3	9.4	9.4
	2	26	2.9	12.2	12.2
	3	33	3.6	15.9	15.9
Uncertain	4	104	11.5	27.4	27.4
	5	61	6.8	34.3	34.3
	6	72	8.0	42.3	42.3
Strongly agree	7	517	57.5	100.0	100.0
	.	3	.3	MISSING	
TOTAL		899	100.0	100.0	

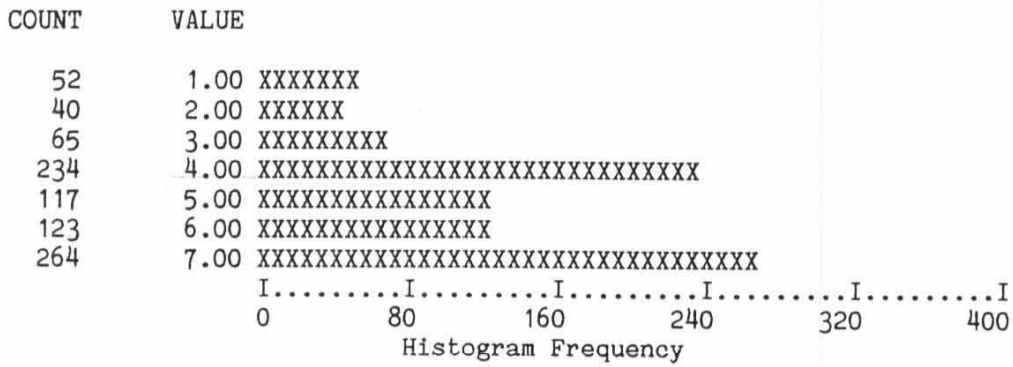


Mean 5.585 Median 7.000 Std Dev 2.017
 Minimum 1.000 Maximum 7.000

Valid Cases 896 Missing Cases 3

Q41 Arresting drunk drivers is a high priority of the local police.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	52	5.8	5.8	5.8
	2	40	4.4	10.2	10.2
	3	65	7.3	17.5	17.5
Uncertain	4	234	26.0	43.6	43.6
	5	117	13.0	56.7	56.7
	6	123	13.7	70.5	70.5
Strongly agree	7	264	29.4	100.0	100.0
	.	4	.4	MISSING	
TOTAL		899	100.0	100.0	

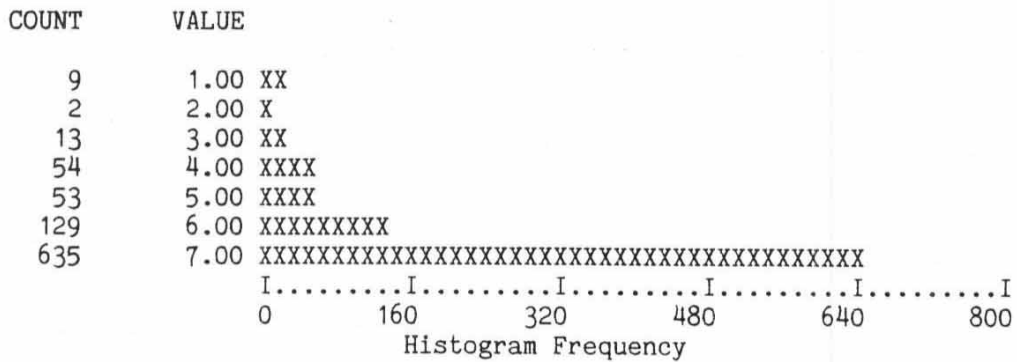


Mean	4.956	Median	5.000	Std Dev	1.789
Minimum	1.000	Maximum	7.000		

Valid Cases 895 Missing Cases 4

Q42 Arresting drunk drivers should be a high priority of the local police.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	9	1.0	1.0	1.0
	2	2	.2	.2	1.2
	3	13	1.4	1.4	2.6
Uncertain	4	54	6.0	6.0	8.7
	5	53	5.9	5.9	14.6
	6	129	14.4	14.4	29.0
Strongly agree	7	635	70.7	71.0	100.0
	.	4	.4	MISSING	
TOTAL		899	100.0	100.0	

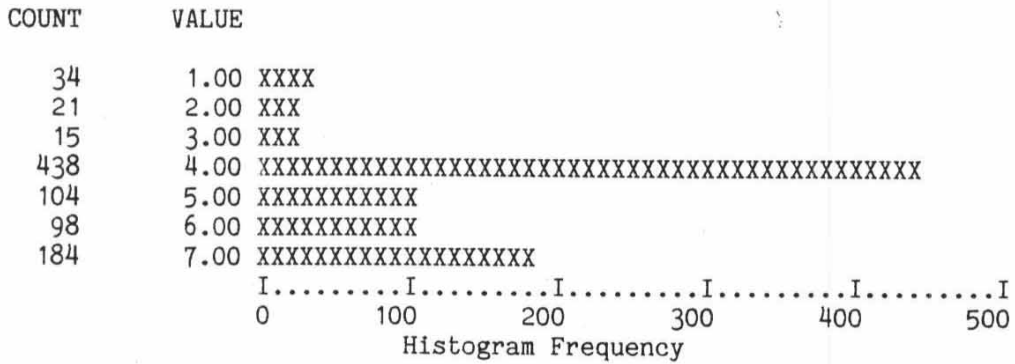


Mean	6.429	Median	7.000	Std Dev	1.114
Minimum	1.000	Maximum	7.000		

Valid Cases 896 Missing Cases 4

Q43 The schools in my community have made a special effort to teach students about the dangers of driving while intoxicated.

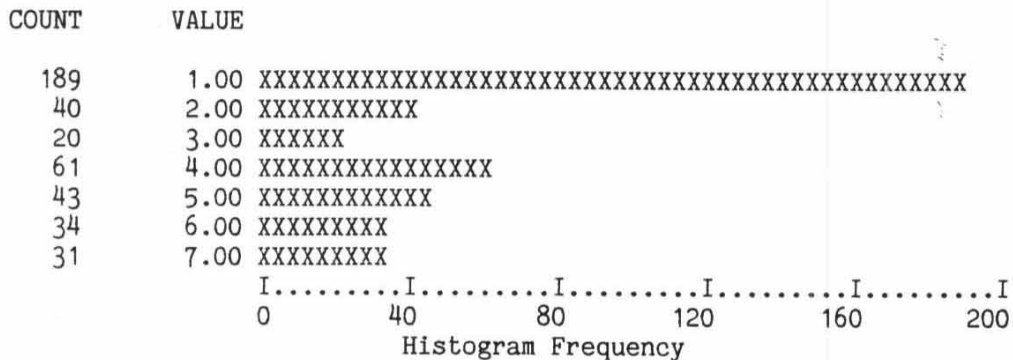
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	34	3.7	3.8	3.8
	2	21	2.3	2.3	6.1
	3	15	1.7	1.7	7.8
Uncertain	4	438	48.7	49.0	56.8
	5	104	11.6	11.7	68.4
	6	98	10.9	11.0	79.4
Strongly agree	7	184	20.5	20.6	100.0
	.	5	.5	MISSING	
TOTAL		899	100.0	100.0	



Mean	4.778	Median	4.000	Std Dev	1.501
Minimum	1.000	Maximum	7.000		
Valid Cases	894	Missing Cases	5		

Q44 IF MALE: My men friends consider driving while intoxicated acceptable for men.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	189	21.0	45.1	45.1
	2	40	4.5	9.6	54.8
	3	20	2.3	4.9	59.6
Uncertain	4	61	6.8	14.6	74.3
	5	43	4.8	10.2	84.5
	6	34	3.8	8.1	92.6
Strongly agree	7	31	3.5	7.4	100.0
	.	480	53.3	MISSING	
TOTAL		899	100.0	100.0	

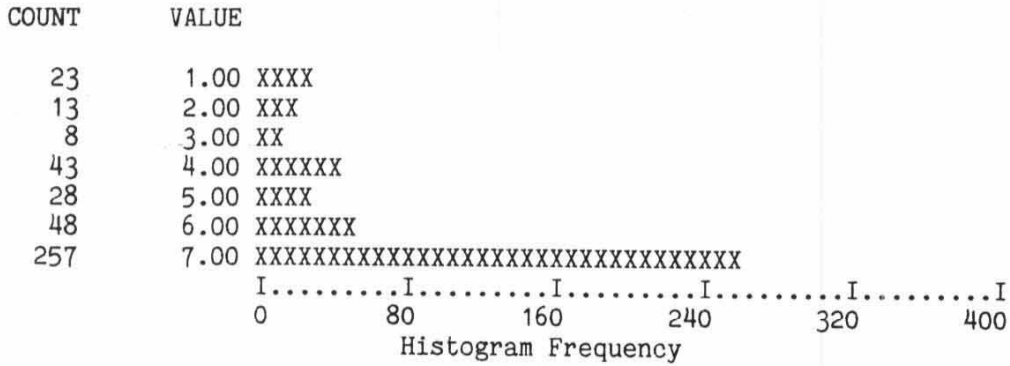


Mean 2.892 Median 2.000 Std Dev 2.091
 Minimum 1.000 Maximum 7.000

Valid Cases 419 Missing Cases 480

Q45 IF MALE: If my men friends disapproved of my driving while intoxicated, I would not do it.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	23	2.5	5.4	5.4
	2	13	1.5	3.2	8.6
	3	8	.9	1.8	10.4
Uncertain	4	43	4.7	10.2	20.6
	5	28	3.1	6.6	27.2
	6	48	5.3	11.5	38.7
Strongly agree	7	257	28.6	61.3	100.0
	.	480	53.4	MISSING	
TOTAL		899	100.0	100.0	

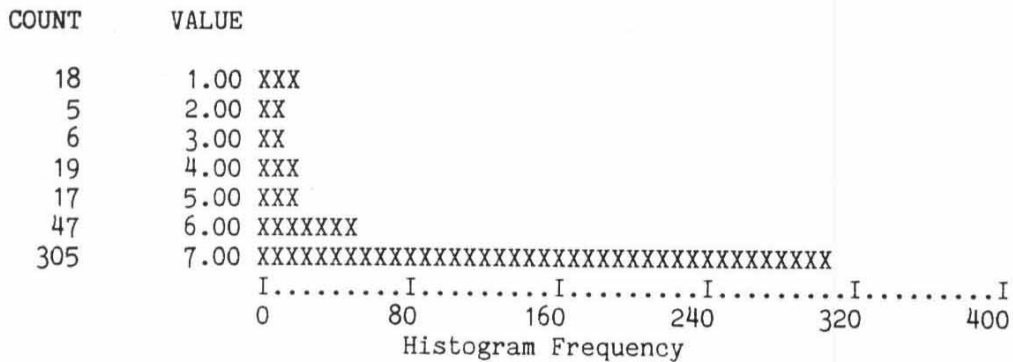


Mean	5.891	Median	7.000	Std Dev	1.762
Minimum	1.000	Maximum	7.000		

Valid Cases 419 Missing Cases 480

Q46 IF MALE: If my wife or girl friend disapproved of my driving while intoxicated, I would not do it.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	18	2.0	4.3	4.3
	2	5	.6	1.3	5.5
	3	6	.6	1.4	6.9
Uncertain	4	19	2.1	4.6	11.5
	5	17	1.9	4.1	15.6
	6	47	5.2	11.2	26.8
Strongly agree	7	305	34.0	73.2	100.0
	.	482	53.6	MISSING	
TOTAL		899	100.0	100.0	



Mean	6.294	Median	7.000	Std Dev	1.505
Minimum	1.000	Maximum	7.000		

Valid Cases 417 Missing Cases 482

Q47 What is your age?

Mean	41.976	Median	39.000	Std Dev	16.320
Minimum	16.000	Maximum	90.000		

Valid Cases 898 Missing Cases 2

Q47 What was the last grade you completed in school?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	4	0	.0	.0	.0
	6	3	.3	.3	.3
	7	7	.8	.8	1.1
	8	15	1.7	1.7	2.8
	9	22	2.5	2.5	5.3
	10	25	2.8	2.8	8.2
	11	40	4.5	4.5	12.6
	12	334	37.2	37.3	50.0
	13	65	7.2	7.3	57.2
	14	126	14.0	14.1	71.3
	15	56	6.3	6.3	77.6
	16	127	14.1	14.2	91.8
	17	74	8.2	8.2	100.0
	.	4	.4	MISSING	
	TOTAL	899	100.0	100.0	

COUNT	VALUE
0	4.00 X
0	5.00 X
3	6.00 X
7	7.00 XX
15	8.00 XXX
22	9.00 XXXX
25	10.00 XXXX
40	11.00 XXXXXX
334	12.00 XXX
65	13.00 XXXXXXXXX
126	14.00 XXXXXXXXXXXXXXXXX
56	15.00 XXXXXXXXX
127	16.00 XXXXXXXXXXXXXXXXX
74	17.00 XXXXXXXXX

I.....I.....I.....I.....I.....I.....I.....I.....I.....I	
0	400
80	240
160	320
Histogram Frequency	

Mean	13.216	Median	13.000	Std Dev	2.244
Minimum	4.000	Maximum	17.000		

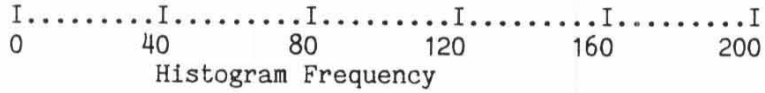
Valid Cases 895 Missing Cases 4

Q49 In which category does your total family income fall:

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
0-5000	1	40	4.4	4.5	4.5
5001-10000	2	69	7.6	7.8	12.3
10001-15000	3	108	12.0	12.2	24.5
15001-20000	4	128	14.3	14.5	39.0
20001-25000	5	101	11.2	11.4	50.4
25001-30000	6	120	13.4	13.6	64.0
30001-35000	7	107	11.9	12.1	76.1
35001-40000	8	59	6.6	6.7	82.8
40001-45000	9	58	6.5	6.6	89.4
45001-50000	10	31	3.5	3.5	93.0
GT 50001	11	62	6.9	7.0	100.0
.	.	17	1.8	MISSING	
TOTAL		899	100.0	100.0	

COUNT VALUE

40 1.00 XXXXXXXXXXXX
 69 2.00 XXXXXXXXXXXXXXXXXXXX
 108 3.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXX
 128 4.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 101 5.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXX
 120 6.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 107 7.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXX
 59 8.00 XXXXXXXXXXXXXXXXXXXX
 58 9.00 XXXXXXXXXXXXXXXXXXXX
 31 10.00 XXXXXXXXX
 62 11.00 XXXXXXXXXXXXXXXXXXXX



Mean 5.641 Median 5.000 Std Dev 2.710
 Minimum 1.000 Maximum 11.000

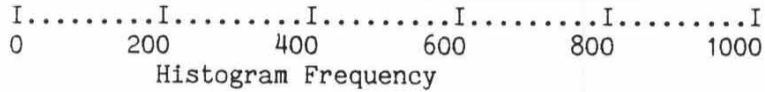
Valid Cases 883 Missing Cases 17

Q50 Do you have a drivers license?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	46	5.1	5.1	5.1
Yes but suspended	1	6	.6	.6	5.7
Yes	2	847	94.2	94.3	100.0
	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	

COUNT VALUE

46 0.0 XXX
 6 1.00 X
 847 2.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

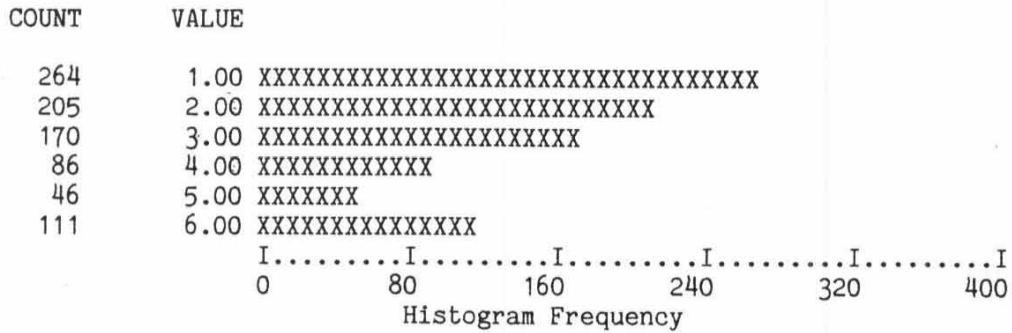


Mean 1.892 Median 2.000 Std Dev .446
 Minimum 0.0 Maximum 2.000

Valid Cases 898 Missing Cases 1

Q51 About how many miles did you drive over the last 12 months?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
1-5000	1	264	29.4	29.9	29.9
5001-10000	2	205	22.8	23.3	53.2
10001-15000	3	170	18.9	19.3	72.5
15001-20000	4	86	9.5	9.7	82.2
20001-25000	5	46	5.1	5.2	87.4
GT 25000	6	111	12.3	12.6	100.0
.	.	18	2.0	MISSING	
TOTAL		899	100.0	100.0	



Mean	2.747	Median	2.000	Std Dev	1.676
Minimum	1.000	Maximum	6.000		

Valid Cases 881 Missing Cases 18

Q52 Are you currently...

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Working at permanent job	1	538	59.9	59.9	59.9
Working at temporary job	2	62	6.9	6.9	66.9
On lay-off	3	6	.6	.6	67.5
Unemployed	4	24	2.6	2.6	70.1
Student	5	36	4.0	4.0	74.1
Homemaker	6	117	13.0	13.0	87.1
Retired	7	91	10.1	10.1	97.2
Disabled	8	18	2.0	2.0	99.2
Other	9	8	.8	.8	100.0
.	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	

COUNT	VALUE
538	1.00 XXX
62	2.00 XXXXXX
6	3.00 X
24	4.00 XXX
36	5.00 XXXX
117	6.00 XXXXXXXXXXXXX
91	7.00 XXXXXXXXXX
18	8.00 XX
8	9.00 XX

I.....I.....I.....I.....I.....I.....I

0 120 240 360 480 600

Histogram Frequency

Mean	2.781	Median	1.000	Std Dev	2.488
Minimum	1.000	Maximum	9.000		

Valid Cases 898 Missing Cases 1

Q53 Are you currently...

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Single	1	181	20.2	20.2	20.2
Married	2	599	66.6	66.7	86.9
Divorced within 2 ye	3	23	2.6	2.6	89.5
Divorced more than 2	4	31	3.4	3.4	92.9
Widowed	5	64	7.1	7.1	100.0
	.	1	.1	MISSING	
TOTAL		899	100.0	100.0	

COUNT	VALUE
181	1.00 XXXXXXXXXXXXXXX
599	2.00 XXX
23	3.00 XXX
31	4.00 XXXX
64	5.00 XXXXXX

I.....I.....I.....I.....I.....I.....I

0 120 240 360 480 600

Histogram Frequency

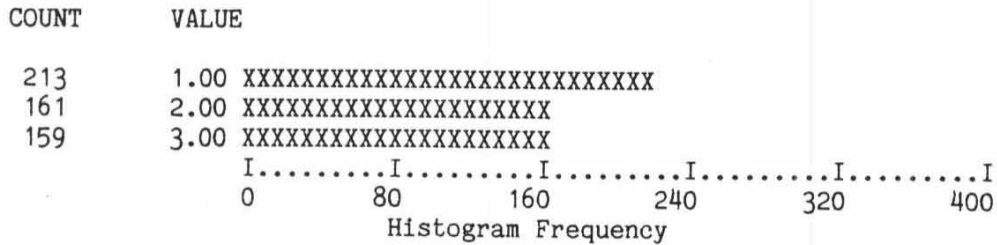
Mean	2.105	Median	2.000	Std Dev	.996
Minimum	1.000	Maximum	5.000		

Valid Cases 898 Missing Cases 1

Unweighted Frequencies for Sedgwick County, Second Wave

Q1 Have you heard of REDDI ("ready") or Report Every Drunk Driver Immediately program?

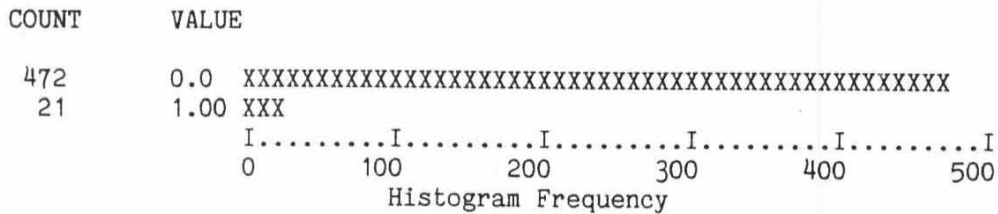
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	213	40.0	40.0	40.0
Heard name	2	161	30.2	30.2	70.2
familiar with work	3	159	29.8	29.8	100.0
TOTAL		533	100.0	100.0	



Mean	1.899	Median	2.000	Std Dev	.830
Minimum	1.000	Maximum	3.000		
Valid Cases	533	Missing Cases	0		

Q1A Have you ever used the REDDI phone number?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
no	0	472	88.6	95.7	95.7
yes	1	21	3.9	4.3	100.0
	.	40	7.5	MISSING	
TOTAL		533	100.0	100.0	



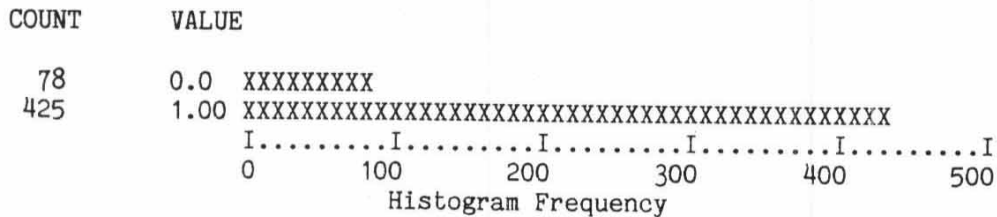
Mean	.043	Median	0.0	Std Dev	.202
Minimum	0.0	Maximum	1.000		

Valid Cases 493

Missing Cases 40

Q1B Would you ever use REDDI phone number?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
no	0	78	14.6	15.5	15.5
yes	1	425	79.7	84.5	100.0
	.	30	5.6	MISSING	
	TOTAL	533	100.0	100.0	

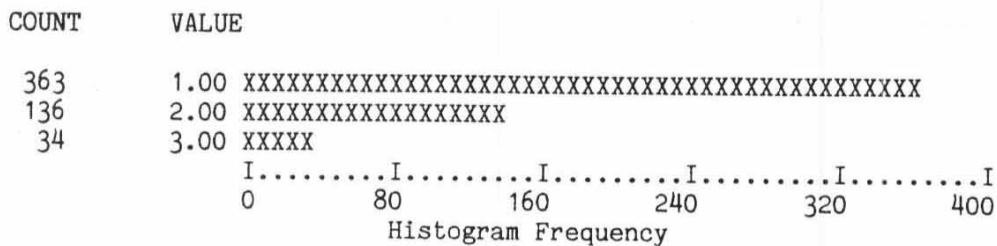


Mean	.845	Median	1.000	Std Dev	.362
Minimum	0.0	Maximum	1.000		

Valid Cases 503 Missing Cases 30

Q2 Have you heard of RID or Remove Intoxicated Drivers program?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	363	68.1	68.1	68.1
Heard name	2	136	25.5	25.5	93.6
familiar with work	3	34	6.4	6.4	100.0
	TOTAL	533	100.0	100.0	

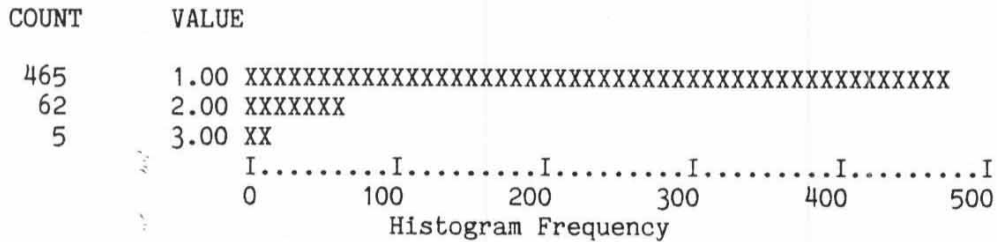


Mean	1.383	Median	1.000	Std Dev	.604
Minimum	1.000	Maximum	3.000		

Valid Cases 533 Missing Cases 0

Q3 Have you heard of DDD or Deter the Drinking Driver program? (The DDD program does not exist. This question measures the over reponse to these recognition questions.)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	465	87.2	87.4	87.4
Heard name	2	62	11.6	11.7	99.1
familiar with work	3	5	.9	.9	100.0
	.	1	.2	MISSING	
TOTAL		533	100.0	100.0	

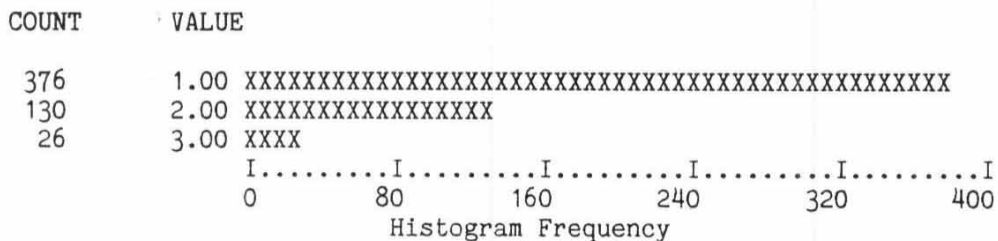


Mean	1.135	Median	1.000	Std Dev	.369
Minimum	1.000	Maximum	3.000		

Valid Cases 532 Missing Cases 1

Q4 Have you heard of ASAP or Alcohol Safety Action Project?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not familiar	1	376	70.5	70.7	70.7
Heard name	2	130	24.4	24.4	95.1
familiar with work	3	26	4.9	4.9	100.0
	.	1	.2	MISSING	
TOTAL		533	100.0	100.0	

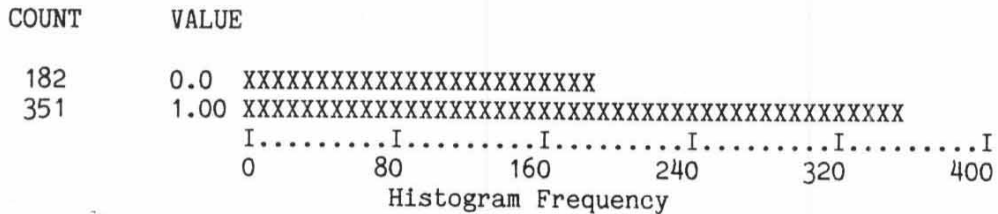


Mean	1.342	Median	1.000	Std Dev	.569
Minimum	1.000	Maximum	3.000		

Valid Cases 532 Missing Cases 1

Q5 Do you ever drink alcoholic beverages?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
no	0	182	34.1	34.1	34.1
yes	1	351	65.9	65.9	100.0
TOTAL		533	100.0	100.0	



Mean	.659	Median	1.000	Std Dev	.475
Minimum	0.0	Maximum	1.000		
Valid Cases	533	Missing Cases	0		

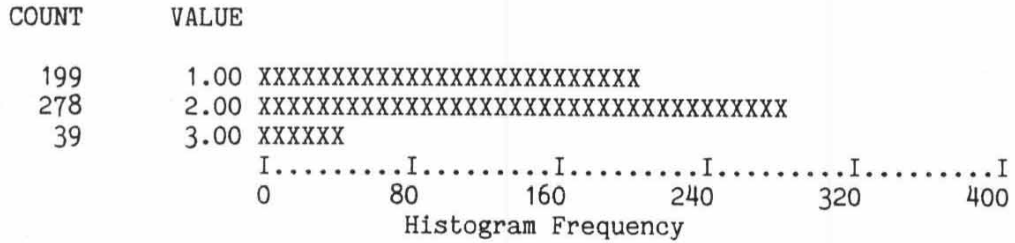
Q6 On a scale from 1 to 7, with 1 meaning serious and 7 meaning extremely serious, how serious a problem do you consider driving while intoxicated?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not serious	1	4	.8	.8	.8
	2	4	.8	.8	1.5
	3	8	1.5	1.5	3.0
	4	18	3.4	3.4	6.4
	5	67	12.6	12.6	18.9
Extremely serious	6	76	14.3	14.3	33.2
	7	356	66.8	66.8	100.0
TOTAL		533	100.0	100.0	

Q8 through Q13: Which of the following crimes would you consider more serious, just as serious or less serious than driving while intoxicated?

Q8 Using marijuana

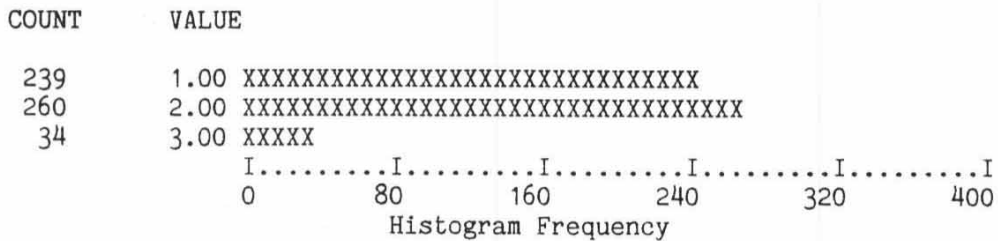
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	199	37.3	38.6	38.6
Just as serious	2	278	52.2	53.9	92.4
More serious	3	39	7.3	7.6	100.0
	.	17	3.2	MISSING	
TOTAL		533	100.0	100.0	



Mean	1.690	Median	2.000	Std Dev	.605
Minimum	1.000	Maximum	3.000		
Valid Cases	516	Missing Cases	17		

Q9 Running a red light

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	239	44.8	44.8	44.8
Just as serious	2	260	48.8	48.8	93.6
More serious	3	34	6.4	6.4	100.0
TOTAL		533	100.0	100.0	



Mean	1.615	Median	2.000	Std Dev	.604
Minimum	1.000	Maximum	3.000		
Valid Cases	533	Missing Cases	0		

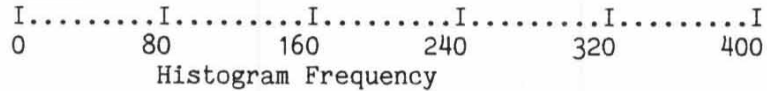
 Q10 Shop lifting

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	339	63.6	63.6	63.6
Just as serious	2	160	30.0	30.0	93.6
More serious	3	34	6.4	6.4	100.0

 TOTAL 533 100.0 100.0

COUNT VALUE

339 1.00 XX
 160 2.00 XXXXXXXXXXXXXXXXXXXXXXXX
 34 3.00 XXXXX



Mean 1.428 Median 1.000 Std Dev .611
 Minimum 1.000 Maximum 3.000

Valid Cases 533 Missing Cases 0

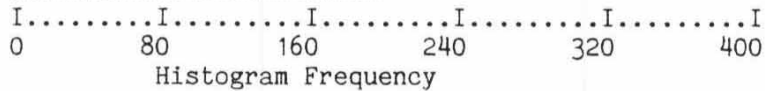
 Q11 Assault

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	41	7.7	7.7	7.7
Just as serious	2	297	55.7	55.8	63.5
More serious	3	194	36.4	36.5	100.0
.	.	1	.2	MISSING	

 TOTAL 533 100.0 100.0

COUNT VALUE

41 1.00 XXXXX
 297 2.00 XX
 194 3.00 XXXXXXXXXXXXXXXXXXXXXXXX

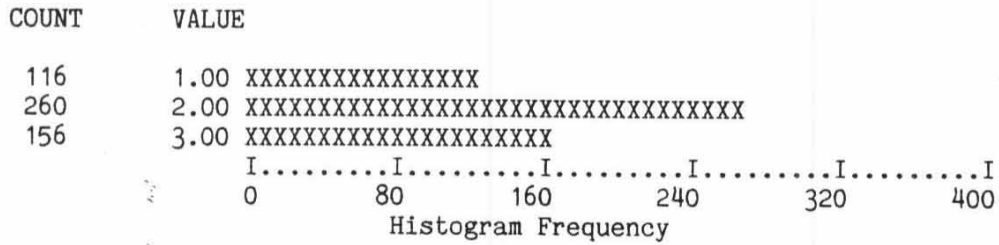


Mean 2.288 Median 2.000 Std Dev .600
 Minimum 1.000 Maximum 3.000

Valid Cases 532 Missing Cases 1

Q12 Carrying an illegal handgun

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	116	21.8	21.8	21.8
Just as serious	2	260	48.8	48.9	70.7
More serious	3	156	29.3	29.3	100.0
	.	1	.2	MISSING	
TOTAL		533	100.0	100.0	

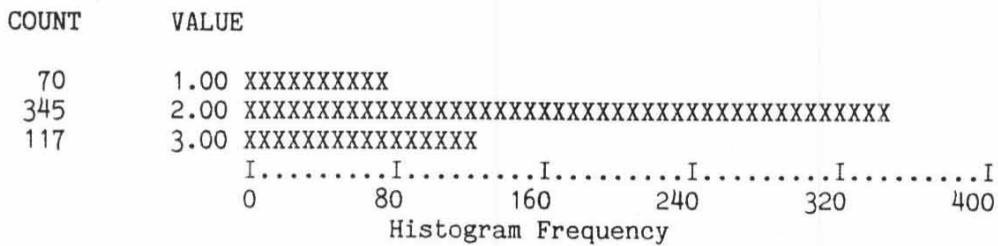


Mean	2.075	Median	2.000	Std Dev	.712
Minimum	1.000	Maximum	3.000		

Valid Cases 532 Missing Cases 1

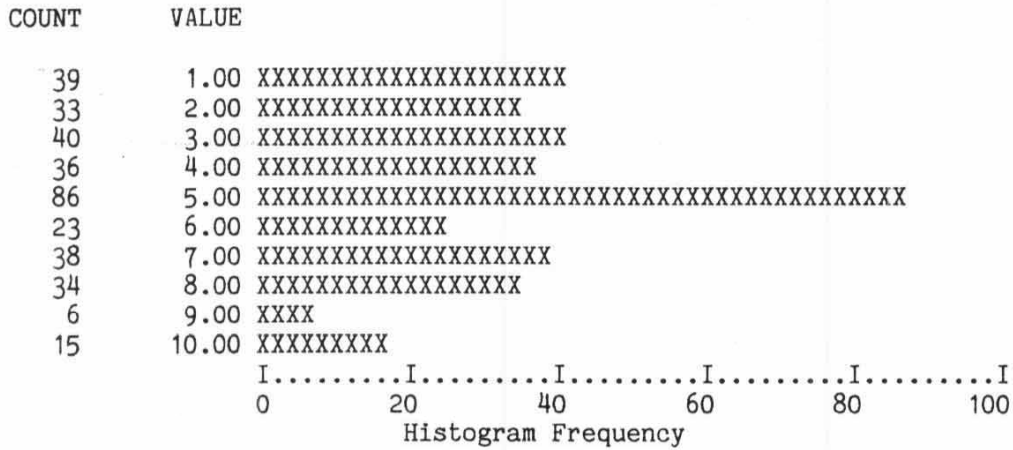
Q13 More serious than causing physical harm

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less serious	1	70	13.1	13.2	13.2
Just as serious	2	345	64.7	64.8	78.0
More serious	3	117	22.0	22.0	100.0
	.	1	.2	MISSING	
TOTAL		533	100.0	100.0	



Mean	2.088	Median	2.000	Std Dev	.587
Minimum	1.000	Maximum	3.000		

Valid Cases 532 Missing Cases 1

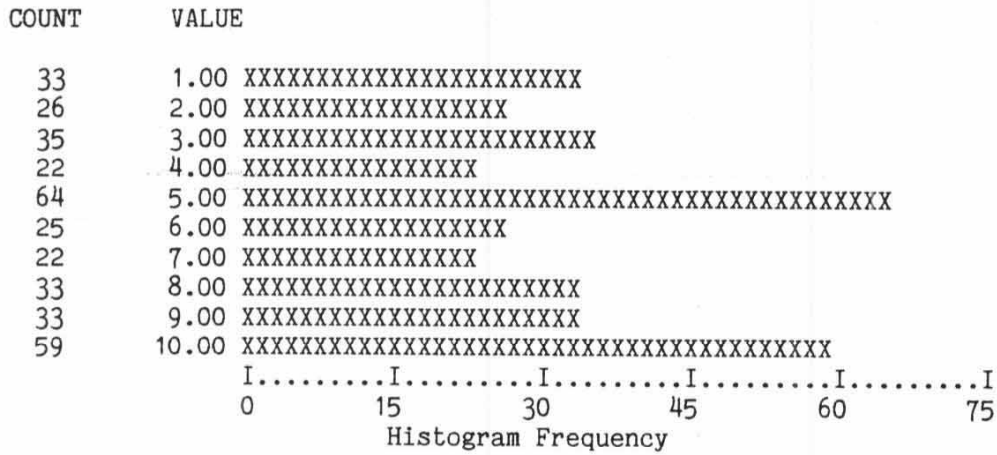


Mean	4.797	Median	5.000	Std Dev	2.426
Minimum	1.000	Maximum	10.000		

Valid Cases 350 Missing Cases 183

Q16 What would your chances of being convicted if arrested?

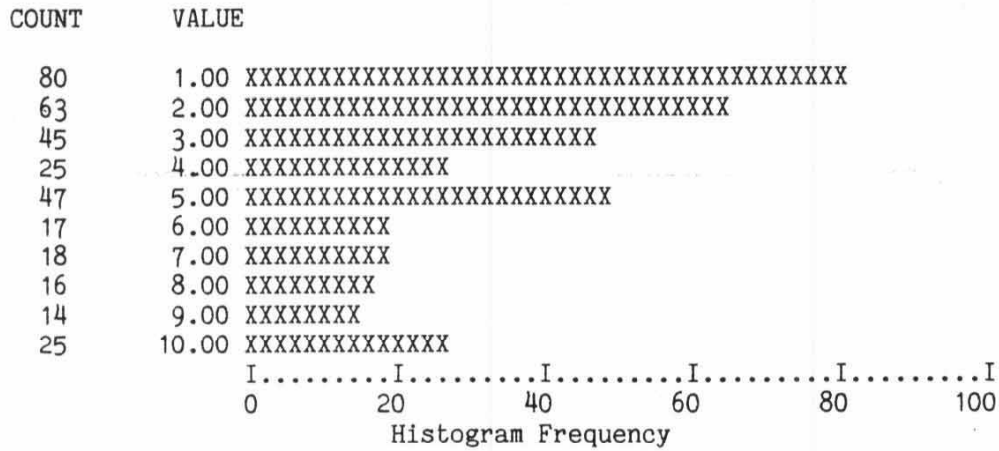
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	33	6.2	9.4	9.4
	2	26	4.9	7.4	16.8
	3	35	6.6	9.9	26.7
	4	22	4.1	6.3	33.0
	5	64	12.0	18.2	51.1
	6	25	4.7	7.1	58.2
	7	22	4.1	6.3	64.5
	8	33	6.2	9.4	73.9
	9	33	6.2	9.4	83.2
	10	59	11.1	16.8	100.0
	.	181	34.0	MISSING	
TOTAL		533	100.0	100.0	



Mean	5.832	Median	5.000	Std Dev	2.969
Minimum	1.000	Maximum	10.000		
Valid Cases	352	Missing Cases	181		

Q17 What would your chances of being given the maximum punishment if convicted?

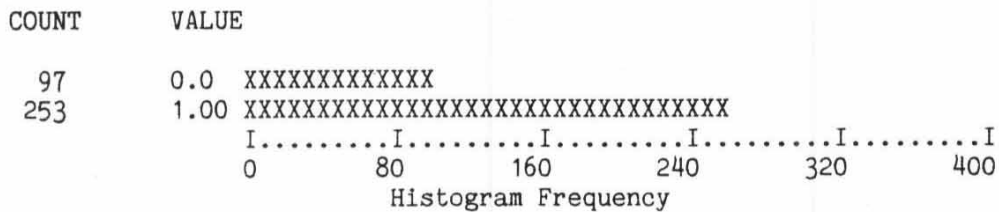
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	80	15.0	22.9	22.9
	2	63	11.8	18.0	40.9
	3	45	8.4	12.9	53.7
	4	25	4.7	7.1	60.9
	5	47	8.8	13.4	74.3
	6	17	3.2	4.9	79.1
	7	18	3.4	5.1	84.3
	8	16	3.0	4.6	88.9
	9	14	2.6	4.0	92.9
	10	25	4.7	7.1	100.0
	.	183	34.3	MISSING	
TOTAL		533	100.0	100.0	



Mean	4.023	Median	3.000	Std Dev	2.832
Minimum	1.000	Maximum	10.000		
Valid Cases	350	Missing Cases	183		

Q18 Are the chances of being arrested great enough to keep you from driving after drinking too much?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	97	18.2	27.7	27.7
Yes	1	253	47.5	72.3	100.0
	.	183	34.3	MISSING	
	TOTAL	533	100.0	100.0	



Mean	.723	Median	1.000	Std Dev	.448
Minimum	0.0	Maximum	1.000		
Valid Cases	350	Missing Cases	183		

Q19 to Q23: If a person is convicted for the first time for driving while intoxicated, what should be their punishment?

Q19 Revoke their drivers license

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	169	31.7	31.9	31.9
Yes	1	361	67.7	68.1	100.0
	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	

COUNT	VALUE
169	0.0 XXXXXXXXXXXXXXXXXXXXXXXXXX
361	1.00 XXXXXXXXXXXXXXXXXXXXXXXXXX
	I.....I.....I.....I.....I.....I.....I
	0 80 160 240 320 400
Histogram Frequency	

Mean	.681	Median	1.000	Std Dev	.466
Minimum	0.0	Maximum	1.000		

Valid Cases 530 Missing Cases 3

Q20 Fine of \$200 or more

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	78	14.6	14.7	14.7
Yes	1	453	85.0	85.3	100.0
	.	2	.4	MISSING	
TOTAL		533	100.0	100.0	

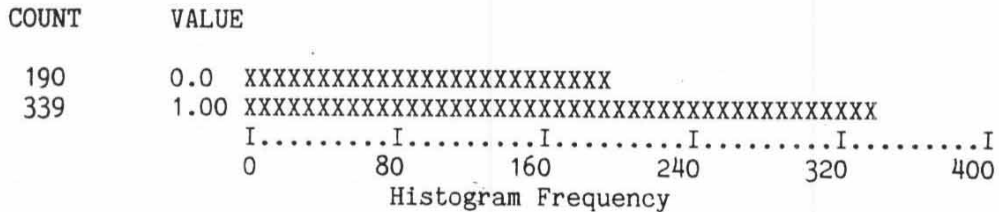
COUNT	VALUE
78	0.0 XXXXXXXXX
453	1.00 XXXXXXXXXXXXXXXXXXXXXXXXXX
	I.....I.....I.....I.....I.....I.....I
	0 100 200 300 400 500
Histogram Frequency	

Mean	.853	Median	1.000	Std Dev	.354
Minimum	0.0	Maximum	1.000		

Valid Cases 531 Missing Cases 2

Q21 Jail for 48 hours

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	190	35.6	35.9	35.9
Yes	1	339	63.6	64.1	100.0
	.	4	.8	MISSING	
TOTAL		533	100.0	100.0	

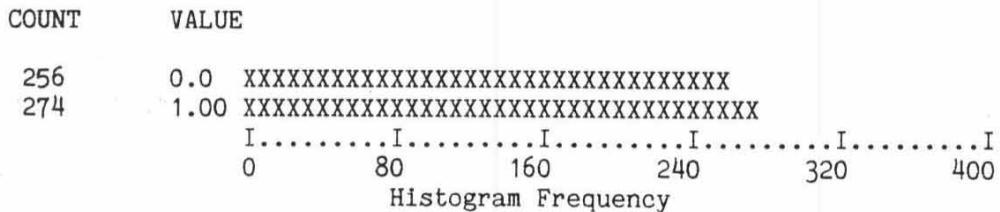


Mean	.641	Median	1.000	Std Dev	.480
Minimum	0.0	Maximum	1.000		

Valid Cases 529 Missing Cases 4

Q22 Taking their license plate for 90 days

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	256	48.0	48.3	48.3
Yes	1	274	51.4	51.7	100.0
	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	

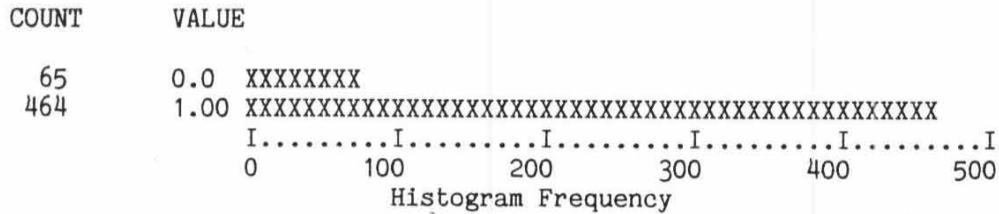


Mean	.517	Median	1.000	Std Dev	.500
Minimum	0.0	Maximum	1.000		

Valid Cases 530 Missing Cases 3

Q23 Required education

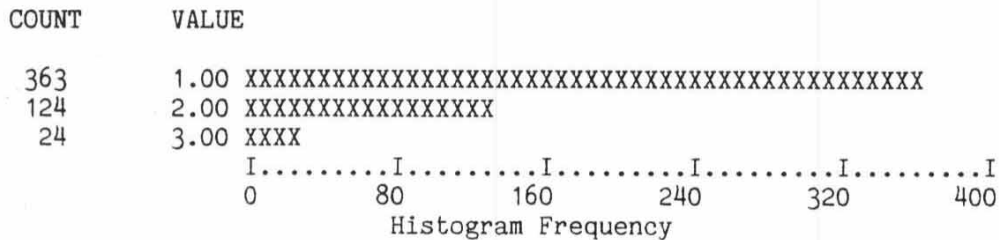
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	65	12.2	12.3	12.3
Yes	1	464	87.1	87.7	100.0
	.	4	.8	MISSING	
TOTAL		533	100.0	100.0	



Mean	.877	Median	1.000	Std Dev	.329
Minimum	0.0	Maximum	1.000		
Valid Cases	529	Missing Cases	4		

Q24 Do you think the police are arresting. . . .

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Too few	1	363	68.1	71.0	71.0
Just the right amount	2	124	23.3	24.3	95.3
Too many	3	24	4.5	4.7	100.0
	.	22	4.1	MISSING	
TOTAL		533	100.0	100.0	

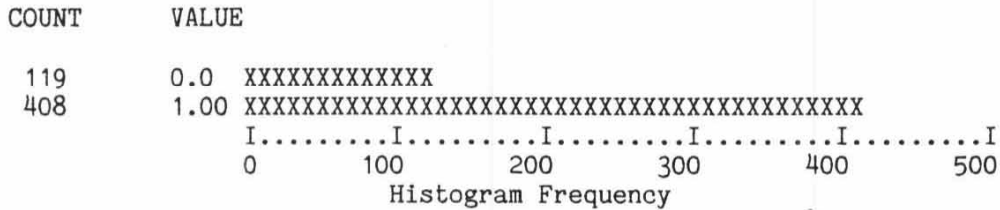


Mean	1.337	Median	1.000	Std Dev	.564
Minimum	1.000	Maximum	3.000		

Valid Cases 511 Missing Cases 22

Q25 Have you seen any media presentations on drinking and driving?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	119	22.3	22.6	22.6
Yes	1	408	76.5	77.4	100.0
	.	6	1.1	MISSING	
TOTAL		533	100.0	100.0	

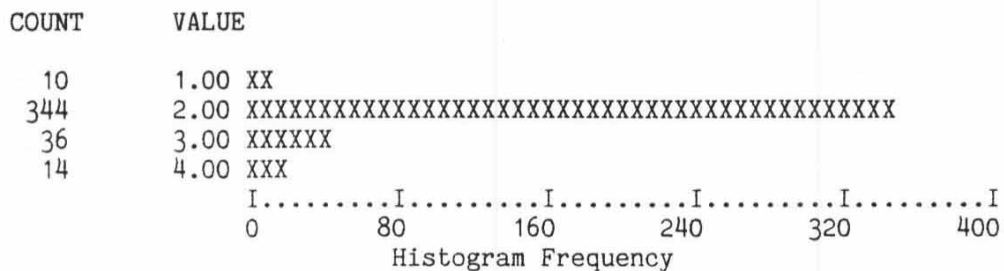


Mean	.774	Median	1.000	Std Dev	.419
Minimum	0.0	Maximum	1.000		

Valid Cases 527 Missing Cases 6

Q26 In what media did you see the most frequent presentations on drinking and driving? Was that. . . .

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Radio	1	10	1.9	2.5	2.5
TV	2	344	64.5	85.1	87.6
Newspapers	3	36	6.8	8.9	96.5
Magazines	4	14	2.6	3.5	100.0
	.	129	24.2	MISSING	
TOTAL		533	100.0	100.0	

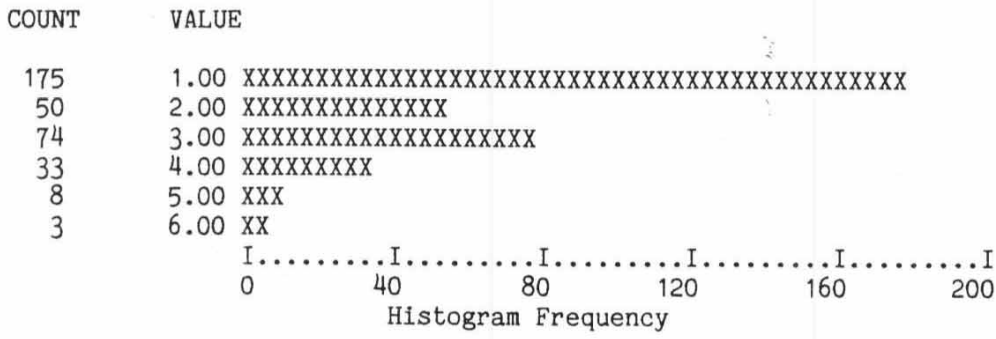


Mean	2.134	Median	2.000	Std Dev	.485
Minimum	1.000	Maximum	4.000		

Valid Cases 404 Missing Cases 129

Q27 How often do you have 5 or more drinks over a couple of hours? Five drinks is 5 beers, 5 glasses of wine, 5 mixed drinks or 5 shots of liquor?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Once a year or less	1	175	32.8	51.0	51.0
Less than once a month	2	50	9.4	14.6	65.6
Once a month	3	74	13.9	21.6	87.2
Once a week	4	33	6.2	9.6	96.8
Several times a week	5	8	1.5	2.3	99.1
Every day	6	3	.6	.9	100.0
.	.	190	35.6	MISSING	
TOTAL		533	100.0	100.0	



Mean	2.003	Median	1.000	Std Dev	1.210
Minimum	1.000	Maximum	6.000		
Valid Cases	343	Missing Cases	190		

Q28 How often do you drive after having 5 or more drinks?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Once a year or less	1	270	50.7	79.9	79.9
Less than once a month	2	23	4.3	6.8	86.7
Once a month	3	28	5.3	8.3	95.0
Once a week	4	10	1.9	3.0	97.9
Several times a week	5	3	.6	.9	98.8
Every day	6	4	.8	1.2	100.0
.	.	195	36.6	MISSING	
TOTAL		533	100.0	100.0	

COUNT	VALUE
270	1.00 XX
23	2.00 XXXX
28	3.00 XXXXX
10	4.00 XX
3	5.00 X
4	6.00 XX

Histogram Frequency	
I.....I.....I.....I.....I.....I	0 80 160 240 320 400

Mean	1.417	Median	1.000	Std Dev	.966
Minimum	1.000	Maximum	6.000		
Valid Cases	338	Missing Cases	195		

Q29 In the past month have you talked about drinking and driving with anyone?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
No	0	323	60.6	61.8	61.8
Yes	1	200	37.5	38.2	100.0
	.	10	1.9	MISSING	
TOTAL		533	100.0	100.0	

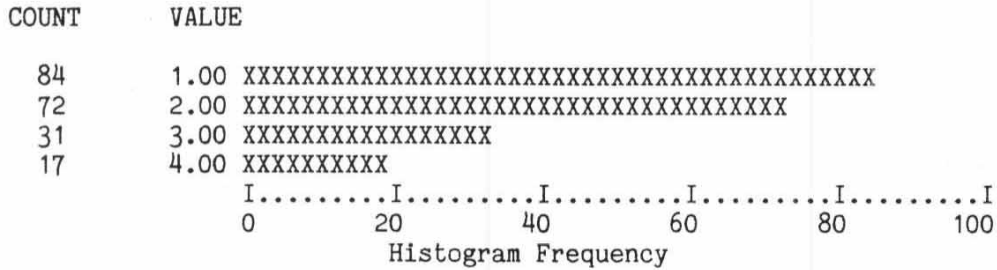
COUNT	VALUE
323	0.0 XX
200	1.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Histogram Frequency	
I.....I.....I.....I.....I.....I	0 80 160 240 320 400

Mean	.382	Median	0.0	Std Dev	.486
Minimum	0.0	Maximum	1.000		
Valid Cases	523	Missing Cases	10		

Q30 With whome did you discuss it?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
A family member	1	84	15.8	41.2	41.2
A friend	2	72	13.5	35.3	76.5
A business or profes	3	31	5.8	15.2	91.7
Other	4	17	3.2	8.3	100.0
	.	329	61.7	MISSING	
TOTAL		533	100.0	100.0	

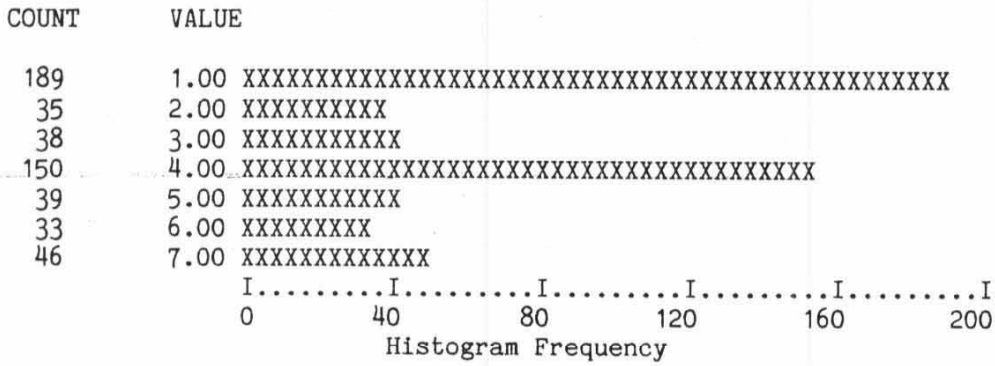


Mean	1.907	Median	2.000	Std Dev	.945
Minimum	1.000	Maximum	4.000		

Valid Cases 204 Missing Cases 329

Q31 Taxes should be raised to pay for community programs aimed at cutting down the problem of drunk driving?

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	189	35.5	35.7	35.7
	2	35	6.6	6.6	42.3
	3	38	7.1	7.2	49.4
Uncertain	4	150	28.1	28.3	77.7
	5	39	7.3	7.4	85.1
	6	33	6.2	6.2	91.3
Strongly agree	7	46	8.6	8.7	100.0
	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	

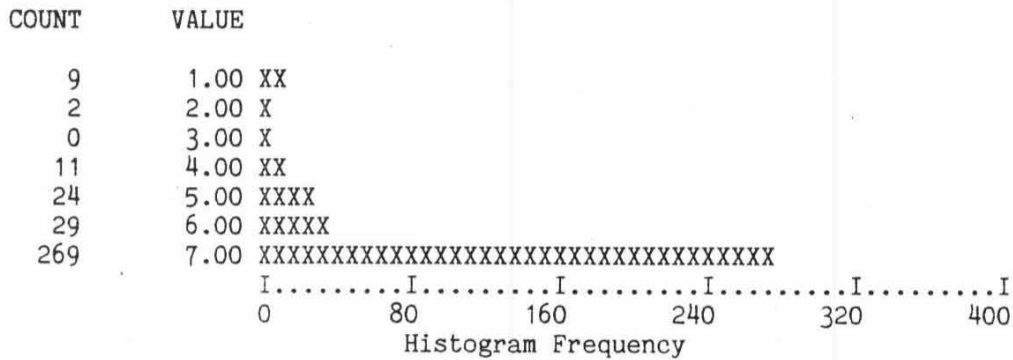


Mean	3.185	Median	4.000	Std Dev	1.998
Minimum	1.000	Maximum	7.000		

Valid Cases 530 Missing Cases 3

Q32 I need to be careful not to drive while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	9	1.7	2.6	2.6
	2	2	.4	.6	3.2
Uncertain	4	11	2.1	3.2	6.4
	5	24	4.5	7.0	13.4
	6	29	5.4	8.4	21.8
Strongly agree	7	269	50.5	78.2	100.0
	.	189	35.5	MISSING	
TOTAL		533	100.0	100.0	

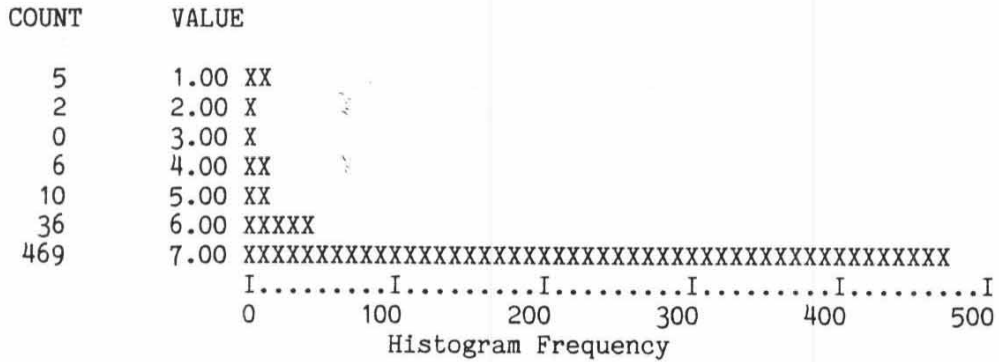


Mean	6.494	Median	7.000	Std Dev	1.219
Minimum	1.000	Maximum	7.000		

Valid Cases 344 Missing Cases 189

Q33 People impaired by alcohol should not drive.

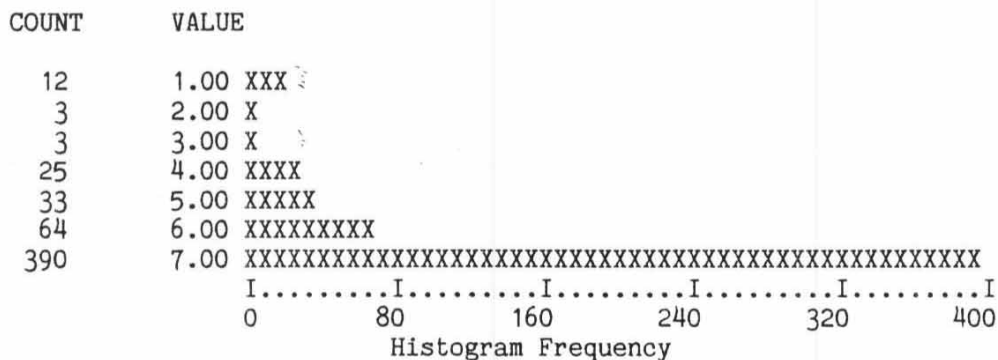
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	5	.9	.9	.9
	2	2	.4	.4	1.3
Uncertain	4	6	1.1	1.1	2.5
	5	10	1.9	1.9	4.4
Strongly agree	6	36	6.8	6.8	11.2
	7	469	88.0	88.8	100.0
	.	5	.9	MISSING	
TOTAL		533	100.0	100.0	



Mean	6.784	Median	7.000	Std Dev	.798
Minimum	1.000	Maximum	7.000		
Valid Cases	528	Missing Cases	5		

Q34 Individuals should take action to prevent others from driving while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	12	2.3	2.3	2.3
	2	3	.6	.6	2.8
	3	3	.6	.6	3.4
Uncertain	4	25	4.7	4.7	8.1
	5	33	6.2	6.2	14.3
	6	64	12.0	12.1	26.4
Strongly agree	7	390	73.2	73.6	100.0
	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	



Mean	6.426	Median	7.000	Std Dev	1.231
Minimum	1.000	Maximum	7.000		
Valid Cases	530	Missing Cases	3		

Q35 Even if it were legal I would not drive after drinking too much.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	5	.9	1.4	1.4
	2	6	1.1	1.7	3.1
	3	6	1.1	1.7	4.9
Uncertain	4	36	6.8	10.3	15.1
	5	22	4.1	6.3	21.4
	6	38	7.1	10.9	32.3
Strongly agree	7	237	44.5	67.7	100.0
	.	183	34.3	MISSING	
TOTAL		533	100.0	100.0	

COUNT	VALUE
5	1.00 XX
6	2.00 XX
6	3.00 XX
36	4.00 XXXXXX
22	5.00 XXXX
38	6.00 XXXXXX
237	7.00 XX

Histogram Frequency	
I.....I.....I.....I.....I.....I.....I	
0	80 160 240 320 400

Mean	6.217	Median	7.000	Std Dev	1.377
Minimum	1.000	Maximum	7.000		
Valid Cases	350	Missing Cases	183		

Q36 I should take positive action to prevent others from driving while impaired by alcohol.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	8	1.5	1.5	1.5
	2	7	1.3	1.3	2.9
	3	12	2.3	2.3	5.2
Uncertain	4	31	5.8	5.9	11.1
	5	16	3.0	3.1	14.2
	6	92	17.3	17.6	31.8
Strongly agree	7	356	66.8	68.2	100.0
	.	11	2.1	MISSING	
TOTAL		533	100.0	100.0	

COUNT	VALUE
8	1.00 XX
7	2.00 XX
12	3.00 XXX
31	4.00 XXXXX
16	5.00 XXX
92	6.00 XXXXXXXXXXXXX
356	7.00 XX

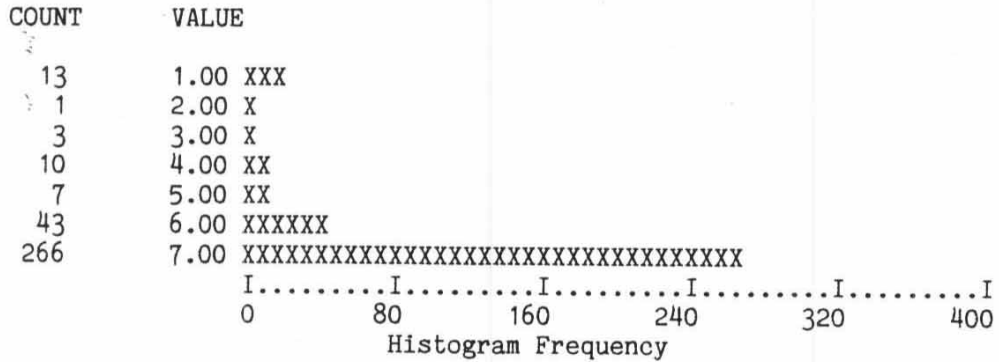
Histogram Frequency	
I.....I.....I.....I.....I.....I.....I	
0	80 160 240 320 400

Mean	6.333	Median	7.000	Std Dev	1.283
Minimum	1.000	Maximum	7.000		

Valid Cases 522 Missing Cases 11

 Q37 I should take action to avoid my own alcohol impaired driving.

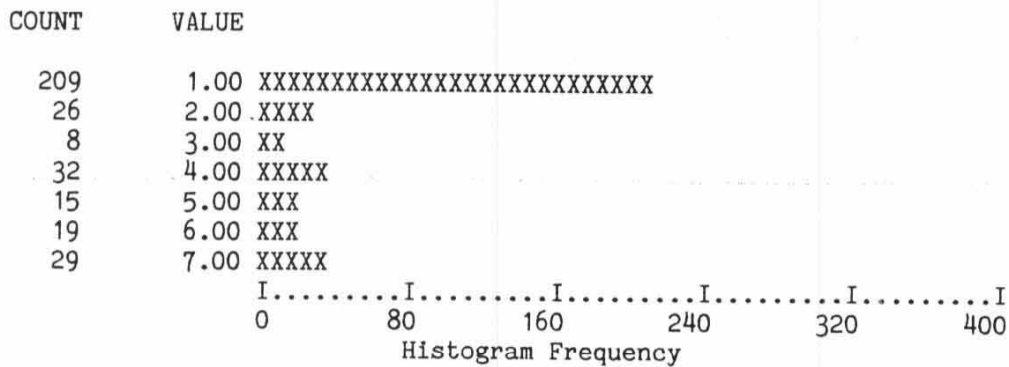
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	13	2.4	3.8	3.8
	2	1	.2	.3	4.1
Uncertain	3	3	.6	.9	5.0
	4	10	1.9	2.9	7.9
	5	7	1.3	2.0	9.9
Strongly agree	6	43	8.1	12.5	22.4
	7	266	49.9	77.6	100.0
	.	190	35.6	MISSING	
TOTAL		533	100.0	100.0	



Mean	6.469	Median	7.000	Std Dev	1.331
Minimum	1.000	Maximum	7.000		
Valid Cases	343	Missing Cases	190		

 Q38 I would drive after legally drunk.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	209	39.2	61.8	61.8
	2	26	4.9	7.7	69.5
	3	8	1.5	2.4	71.9
Uncertain	4	32	6.0	9.5	81.4
	5	15	2.8	4.4	85.8
	6	19	3.6	5.6	91.4
Strongly agree	7	29	5.4	8.6	100.0
	.	195	36.6	MISSING	
TOTAL		533	100.0	100.0	

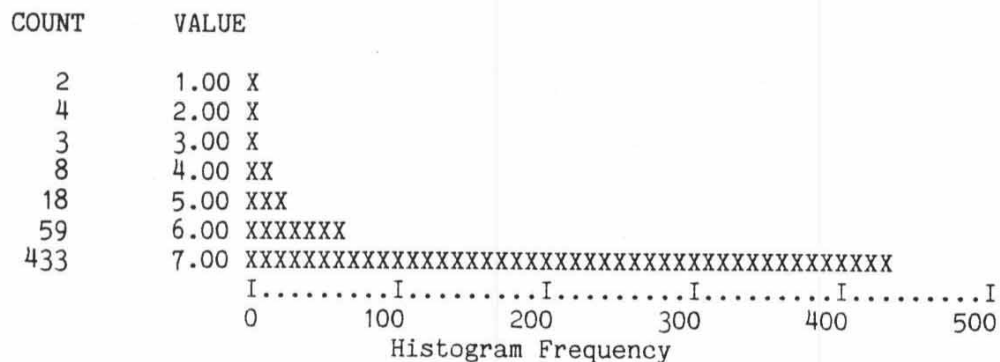


Mean	2.382	Median	1.000	Std Dev	2.081
Minimum	1.000	Maximum	7.000		

Valid Cases 338 Missing Cases 195

Q39 Individuals should take action to avoid driving after drinking too much.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	2	.4	.4	.4
	2	4	.8	.8	1.1
	3	3	.6	.6	1.7
Uncertain	4	8	1.5	1.5	3.2
	5	18	3.4	3.4	6.6
	6	59	11.1	11.2	17.8
Strongly agree	7	433	81.2	82.2	100.0
	.	6	1.1	MISSING	
TOTAL		533	100.0	100.0	

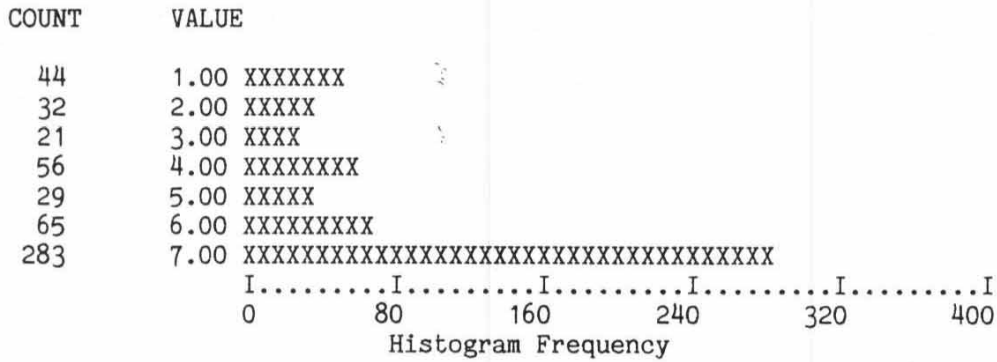


Mean	6.691	Median	7.000	Std Dev	.842
Minimum	1.000	Maximum	7.000		

Valid Cases 527 Missing Cases 6

Q40 The police should immediately take the drivers license from drivers determined to be legally drunk.

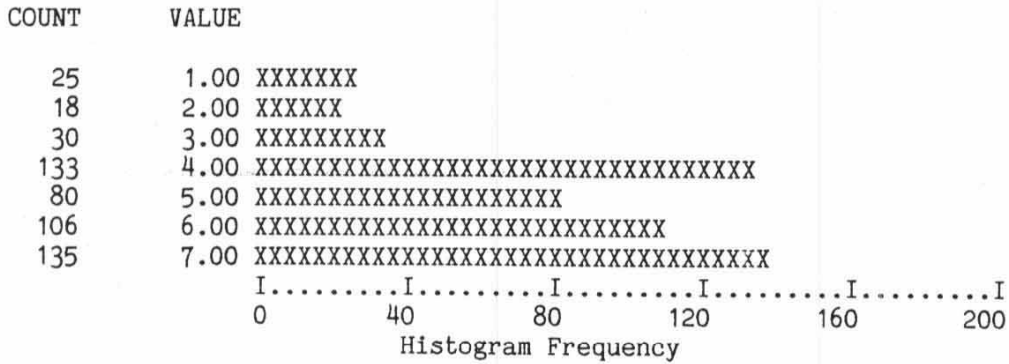
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	44	8.3	8.3	8.3
	2	32	6.0	6.0	14.3
	3	21	3.9	4.0	18.3
Uncertain	4	56	10.5	10.6	28.9
	5	29	5.4	5.5	34.3
	6	65	12.2	12.3	46.6
Strongly agree	7	283	53.1	53.4	100.0
	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	



Mean	5.492	Median	7.000	Std Dev	2.040
Minimum	1.000	Maximum	7.000		
Valid Cases	530	Missing Cases	3		

Q41 Arresting drunk drivers is a high priority of the local police.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	25	4.7	4.7	4.7
	2	18	3.4	3.4	8.2
	3	30	5.6	5.7	13.9
Uncertain	4	133	25.0	25.2	39.1
	5	80	15.0	15.2	54.3
	6	106	19.9	20.1	74.4
Strongly agree	7	135	25.3	25.6	100.0
	.	6	1.1	MISSING	
TOTAL		533	100.0	100.0	

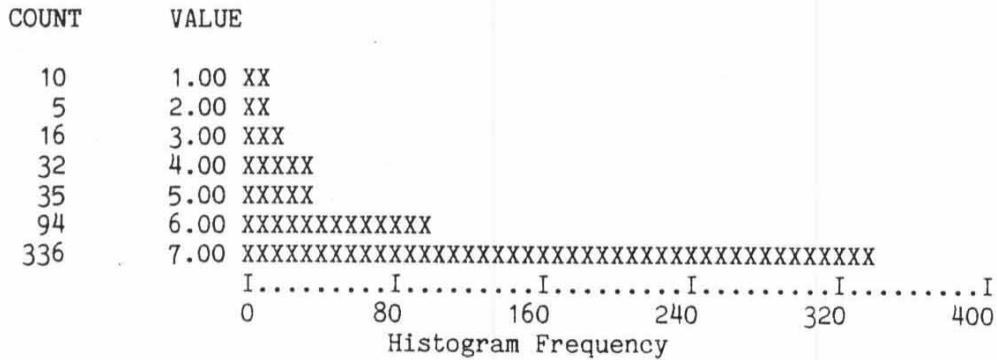


Mean	5.055	Median	5.000	Std Dev	1.666
Minimum	1.000	Maximum	7.000		

Valid Cases 527 Missing Cases 6

Q42 Arresting drunk drivers should be a high priority of the local police.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	10	1.9	1.9	1.9
	2	5	.9	.9	2.8
	3	16	3.0	3.0	5.9
Uncertain	4	32	6.0	6.1	11.9
	5	35	6.6	6.6	18.6
	6	94	17.6	17.8	36.4
Strongly agree	7	336	63.0	63.6	100.0
	.	5	.9	MISSING	
TOTAL		533	100.0	100.0	

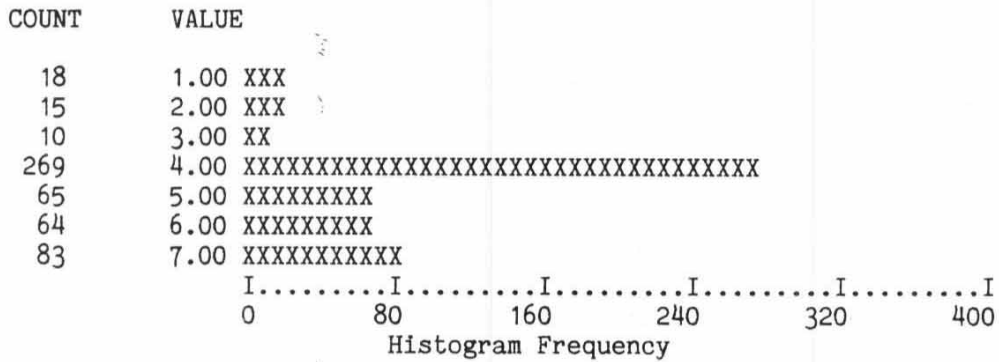


Mean	6.225	Median	7.000	Std Dev	1.340
Minimum	1.000	Maximum	7.000		

Valid Cases 528 Missing Cases 5

Q43 The schools in my community have made a special effort to teach students about the dangers of driving while intoxicated.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	18	3.4	3.4	3.4
	2	15	2.8	2.9	6.3
	3	10	1.9	1.9	8.2
Uncertain	4	269	50.5	51.3	59.5
	5	65	12.2	12.4	71.9
	6	64	12.0	12.2	84.2
Strongly agree	7	83	15.6	15.8	100.0
	.	9	1.7	MISSING	
TOTAL		533	100.0	100.0	

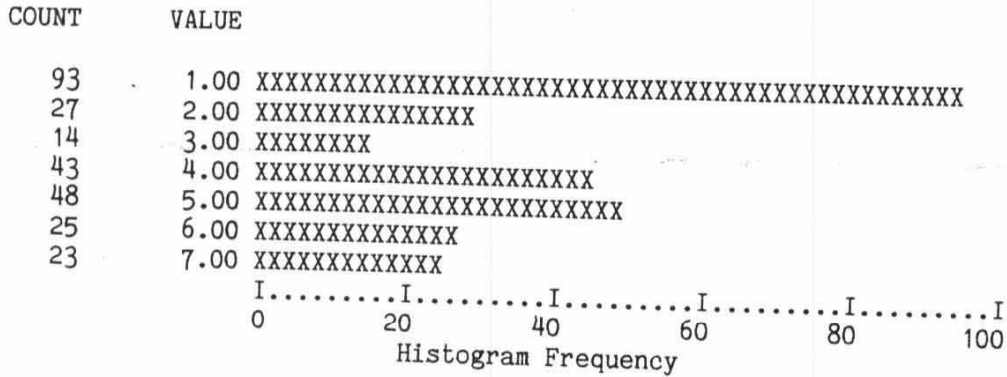


Mean	4.664	Median	4.000	Std Dev	1.430
Minimum	1.000	Maximum	7.000		

Valid Cases 524 Missing Cases 9

Q44 IF MALE: My men friends consider driving while intoxicated acceptable for men.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	93	17.4	34.1	34.1
	2	27	5.1	9.9	44.0
	3	14	2.6	5.1	49.1
Uncertain	4	43	8.1	15.8	64.8
	5	48	9.0	17.6	82.4
	6	25	4.7	9.2	91.6
Strongly agree	7	23	4.3	8.4	100.0
	.	260	48.8	MISSING	
TOTAL		533	100.0	100.0	

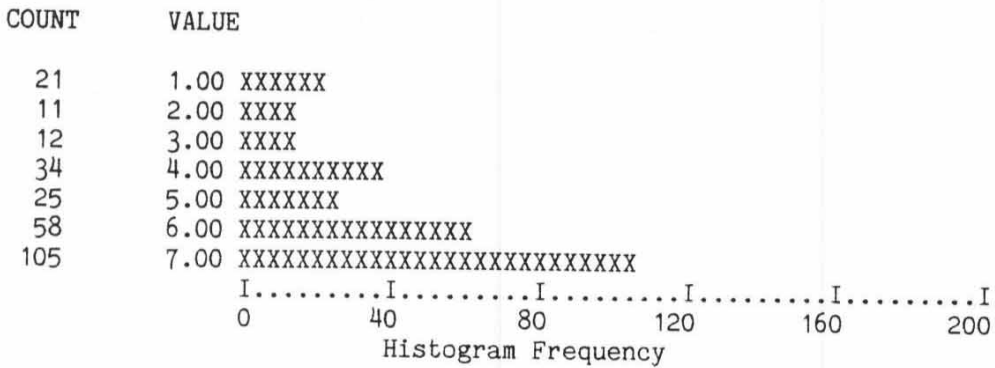


Mean	3.341	Median	4.000	Std Dev	2.096
Minimum	1.000	Maximum	7.000		

Valid Cases 273 Missing Cases 260

Q45 IF MALE: If my men friends disapproved of my driving while intoxicated, I would not do it.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	21	3.9	7.9	7.9
	2	11	2.1	4.1	12.0
	3	12	2.3	4.5	16.5
Uncertain	4	34	6.4	12.8	29.3
	5	25	4.7	9.4	38.7
	6	58	10.9	21.8	60.5
Strongly agree	7	105	19.7	39.5	100.0
	.	267	50.1	MISSING	
TOTAL		533	100.0	100.0	

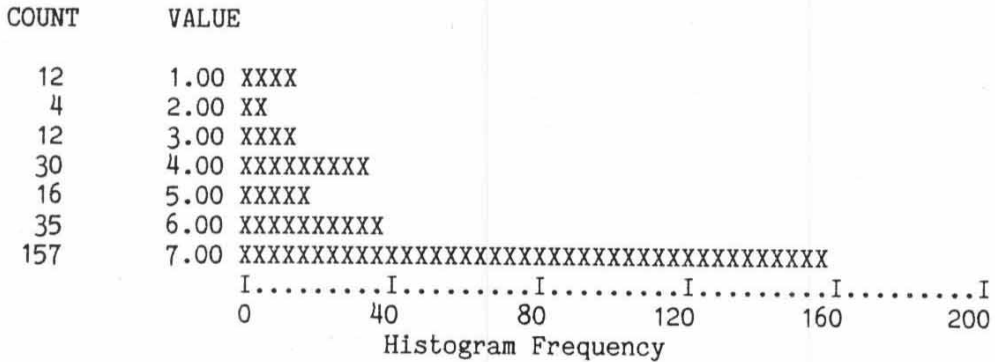


Mean	5.350	Median	6.000	Std Dev	1.906
Minimum	1.000	Maximum	7.000		

Valid Cases 266 Missing Cases 267

Q46 IF MALE: If my wife or girl friend disapproved of my driving while intoxicated, I would not do it.

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Strongly disagree	1	12	2.3	4.5	4.5
	2	4	.8	1.5	6.0
	3	12	2.3	4.5	10.5
Uncertain	4	30	5.6	11.3	21.8
	5	16	3.0	6.0	27.8
	6	35	6.6	13.2	41.0
Strongly agree	7	157	29.5	59.0	100.0
	.	267	50.1	MISSING	
TOTAL		533	100.0	100.0	



Mean	5.883	Median	7.000	Std Dev	1.695
Minimum	1.000	Maximum	7.000		

Valid Cases 266 Missing Cases 267

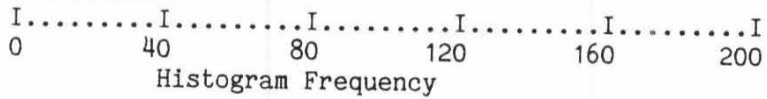
Q47 What is your age?

Mean	41.025	Median	36.000	Std Dev	16.980
Minimum	16.000	Maximum	90.000		
Valid Cases	528	Missing Cases	5		

Q48 What was the last grade you completed in school?

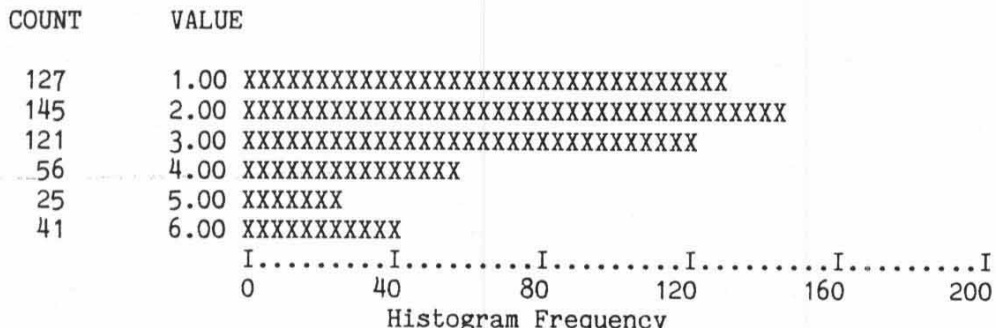
Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	4	1	.2	.2	.2
	6	2	.4	.4	.6
	7	4	.8	.8	1.3
	8	10	1.9	1.9	3.2
	9	7	1.3	1.3	4.6
	10	11	2.1	2.1	6.6
	11	26	4.9	4.9	11.6
	12	179	33.6	34.0	45.5
	13	42	7.9	8.0	53.5
	14	64	12.0	12.1	65.7
	15	39	7.3	7.4	73.1
	16	105	19.7	19.9	93.0
	17	37	6.9	7.0	100.0
	.	6	1.1	MISSING	
TOTAL		533	100.0	100.0	

COUNT	VALUE
1	4.00 X
0	5.00 X
2	6.00 XX
4	7.00 XX
10	8.00 XXXX
7	9.00 XXX
11	10.00 XXXX
26	11.00 XXXXXXXX
179	12.00 XXX
42	13.00 XXXXXXXXXXXXX
64	14.00 XXXXXXXXXXXXXXXXX
39	15.00 XXXXXXXXXXXXX
105	16.00 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
37	17.00 XXXXXXXXXXXXX



Mean	13.410	Median	13.000	Std Dev	2.280
Minimum	4.000	Maximum	17.000		

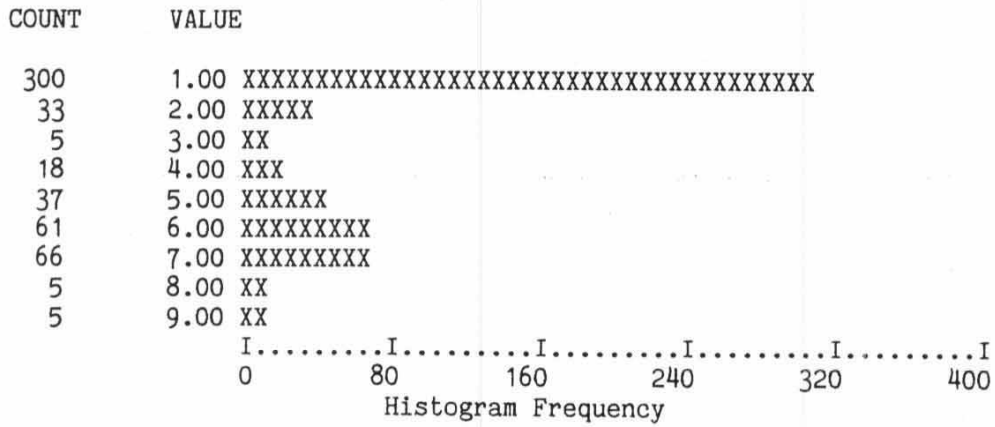
Valid Cases 527 Missing Cases 6



Mean	2.670	Median	2.000	Std Dev	1.477
Minimum	1.000	Maximum	6.000		
Valid Cases	515	Missing Cases	18		

Q52 Are your currently. . . .

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Working at permanent	1	300	56.3	56.6	56.6
Working at temporary	2	33	6.2	6.2	62.8
On lay-off	3	5	.9	.9	63.8
Unemployed	4	18	3.4	3.4	67.2
Student	5	37	6.9	7.0	74.2
Homemaker	6	61	11.4	11.5	85.7
Retired	7	66	12.4	12.5	98.1
Disabled	8	5	.9	.9	99.1
Other	9	5	.9	.9	100.0
	.	3	.6	MISSING	
	TOTAL	533	100.0	100.0	

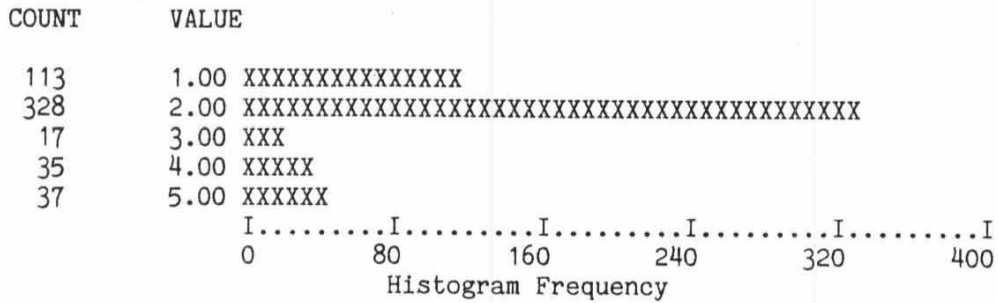


Mean	2.926	Median	1.000	Std Dev	2.500
Minimum	1.000	Maximum	9.000		

Valid Cases 530 Missing Cases 3

253 Are you currently. . . .

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Single	1	113	21.2	21.3	21.3
Married	2	328	61.5	61.9	83.2
Divorced within 2 years	3	17	3.2	3.2	86.4
Divorced more than 2	4	35	6.6	6.6	93.0
Widowed	5	37	6.9	7.0	100.0
.	.	3	.6	MISSING	
TOTAL		533	100.0	100.0	

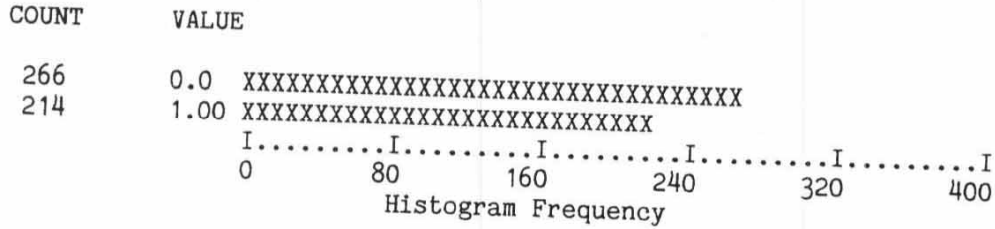


Mean	2.160	Median	2.000	Std Dev	1.056
Minimum	1.000	Maximum	5.000		

Valid Cases 530 Missing Cases 3

Q54 Code sex of respondent

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Male	0	266	49.9	55.4	55.4
Female	1	214	40.2	44.6	100.0
	.	53	9.9	MISSING	
	TOTAL	533	100.0	100.0	



Mean	.446	Median	0.0	Std Dev	.498
Minimum	0.0	Maximum	1.000		

Valid Cases 480 Missing Cases 53