

Survey of Driver Attitudes and Behavior

Summary of Findings

June 27, 2007



PublicMind, an independent opinion research center at Fairleigh Dickinson University, interviewed by telephone from April 25 to May 22 a total of 947 randomly selected New Jersey residents age 17 and over who report they drive regularly. The survey asked New Jersey drivers about their behavior, their perception of other drivers, and their attitudes towards various regulatory proposals. A more detailed methodological description appears at the end of this document. The questions were asked in the order they appear in the summary.

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Summary of Findings

There are a lot of good drivers in New Jersey. In fact, two-thirds are above average—or rather two-thirds rate themselves above average. Men are more likely than women to rate themselves above average. Three of four NJ men (74%) rate themselves as above average while three in five women rate themselves above average (62%). Conservatives are also more likely to rate their driving skills above average than are liberals (72%-64%).

Question: How would you rate your own driving skills compared to most other drivers on the road? Would you say that your skills are...[READ]?

	All	Men	Women	Lib	Mod	Cons	17-30	31-45	44-60	60+
Above average	68%	74	62	64	66	72	67	76	66	68
Just average	30%	24	35	35	32	26	30	23	33	31
Below average	1%	1	1	1	1	1	2	--	1	1
Unsure/ref.	1%	1	1	--	1	1	1	--	1	1

Seatbelt use

Almost four of five drivers (78%) have heard of the “Click It or Ticket” campaign. White drivers were more likely than non-white drivers to report they had heard of this enforcement campaign.

Question: Recently, New Jersey has had a number of campaigns to enforce traffic safety... have you heard of a campaign called “Click It or Ticket” or have you not?

	All	White	Non-white
Yes	78%	82	70
No	22%	18	30

Of those who heard of the campaign, 96% correctly identified it as having to do with seatbelt use.

Question: (If yes) What is this campaign meant to do?

(N=765)	Anything about seatbelts	96%
	Anything else	2%
	Don't know	2%

About a third of drivers (35%) who know what the “Click It or Ticket” campaign is also said the campaign made them wear their seatbelt more. The youngest drivers (age 17-30) were more likely than others to say the campaign had an effect on their seatbelt use.

Question: And has this campaign made you use your seatbelt more?

(N=732)	All	17-30	31-45	44-60	60+
Yes	35%	46	26	36	36
No	64%	54	73	62	64
Unsure	1%	--	1	1	1

Most drivers (87%) report that they always wear a seatbelt. Another 7% said they wear it “most of the time.” Only 3% say they wear one “just sometimes” and 3% say they never wear it. The youngest drivers are less likely than other ages to always wear their seatbelt.

Question: How often do you wear your seatbelt...READ?

	All	17-30	31-45	44-60	60+
Always	87%	75	92	88	86
Most of the time	7%	13	3	7	10
Just sometimes	3%	8	3	3	3
Never	3%	5	2	2	1

Speeding

Half of all drivers (49%) say they drive over 65 miles an hour on the New Jersey Turnpike and highways “often” or “most of the time.” The youngest drivers are more likely than others to say they drive over 65 mph often or most of the time. Also, nearly three-quarters (73%) of people who commute more than 20 miles say they drive over 65 “often” or “most of the time,” and they are significantly more likely to report this than people who commute shorter distances. Also, people who say they talk on a hand-held cell phone “often” or “sometimes” are more likely to say they drive over 65 “often” or “most of the time” than people who say they use a hand-held cell phone “rarely” or “never.” Seven out of ten drivers (71%) who say they talk on a hand-held cell phone “often” or “sometimes” also say they drive over 65 “often” or “most of the time.”

Question: How often would you say you drive over 65 miles an hour on the turnpike or interstate highway... READ?

	All	Age				Commute		Cellphone use	
		17-30	31-45	44-60	60+	<20	20+	Often	Rarely
Most of the time	29%	45	26	29	23	27	47	45	24
Often	20%	26	23	22	11	21	26	26	19
Just once in a while	33%	15	34	39	36	37	20	24	37
Never	16%	13	15	9	28	14	6	5	19
Unsure/ref.	1%	1	1	1	1	--	--	1	1

One in five drivers report they drive over 70 mph on highways “often” or “most of the time.” Two-thirds say they “never” drive over 75 mph while 7% say they drive over 75 “often” or “most of the time.”

Question: How often would you say you drive over... miles an hour on the turnpike or interstate highway... READ?

	Over 70	Over 75
Most of the time	10%	3%
Often	11%	4%
Just once in a while	36%	24%
Never	42%	67%
Unsure	2%	1%

One in five drivers (19%) say they go 10 mph over the limit on local roads “often” or “most of the time.” Young drivers are twice as likely as others to say they often drive 10 mph over the limit on local roads. And those who use hand-held cell phones “sometimes” or “often” while driving are more likely to drive 10 mph over the limit on local roads than people who rarely or never use the cell phone while driving.

Question: And what about driving on local roads: how often would you say you go 10 miles over the speed limit when driving on local roads [READ]?

	All	Age				Cellphone use	
		17-30	31-45	44-60	60+	often +	rarely -
Most of the time	8%	14	9	4	8	11	7
Often	11%	19	9	10	9	16	9
Just once in a while	44%	42	44	48	38	45	43
Never	37%	25	35	37	44	26	40
Unsure	1%	--	2	--	1	2	1

Four of five drivers (81%) say the effective speed limit on New Jersey highways--the speed at which you can go without getting a ticket—is 70 mph or more. One in three drivers (32%) say the effective speed limit is 75 mph or more.

Question: The posted speed limit is 65 on most highways in New Jersey, but what would you say is the actual speed limit—the speed at which you can go on a New Jersey highway without getting a speeding ticket?

65 mph	14%
66-69 mph	3%
70-74 mph	49%
75-79 mph	27%
80+ mph	5%
Don't know	2%

Drivers split over whether speed limits should be more strictly enforced. Almost half (48%) say they should be; others say no (46%) or aren't sure (6%). A majority of women (54%) say they should be more strictly enforced, while a majority of men (52%) say they shouldn't. A significant majority of seniors (60%) say they should be more strictly enforced but younger drivers don't agree: 57% of drivers 17-30 say they should not be.

Question: When it comes to enforcing speed limits, do you think the police should enforce the limits more strictly than they do, or not?

	All	Age				Gender	
		17-30	31-45	44-60	60+	Men	Women
Yes	48%	37	45	48	60	42	54
No	46%	57	49	46	34	52	40
Less (vol)	1%	1	--	--	2	1	--
Unsure (vol)	6%	5	7	6	4	6	6

Drivers also disagree about their chances of being in a serious crash: 43% say it is “not likely” or “very unlikely” while 49% say it is somewhat or very likely. Men are more likely than women to say their chances of being in a crash are “very unlikely” (23-16%). But the youngest drivers, age 17-30, are more likely than seniors, over 60, to say their chances of being in bad crash are “very likely.”

Question: What do you think are your chances of being in a life threatening car crash at some point...[READ]?

	All	Age				Gender	
		17-30	31-45	44-60	60+	Men	Women
Very likely	11%	16	10	13	6	12	10
Somewhat likely	38%	42	41	34	36	31	44
Not likely	24%	22	24	26	23	26	22
Very unlikely	19%	17	17	19	23	23	16
Unsure	9%	4	8	9	12	9	9

Worst neighbor

A majority of Jersey drivers (55%) point the finger at New Yorkers as the worst drivers among their neighbors. Only 15% identify Pennsylvanians as the worst. Even south Jerseyans pointed to New Yorkers more than to Pennsylvanians by 49 to 20%. It should be noted, however, that in a similar survey done in Delaware earlier in the year, a plurality of Delaware drivers (45%) singled out New Jerseyans as the worst drivers among their neighbors.

Question: Thinking about drivers from the states around you... which state would you say has the worst drivers...[READ: ROTATE]?

		North Jersey	South Jersey
New York	55%	58	49
Pennsylvania	15%	12	20
New Jersey (volunteered)	9%	9	9
Connecticut	3%	2	4
Maryland	2%	1	2
Delaware	1%	1	1
Other (volunteered)	3%	2	3
Unsure/ref.	13%	14	12

Pedestrian rights

The vast majority of New Jersey drivers (87%) recognize they must stop for people in a crosswalk. This knowledge may come from the written testing required to get a driver's license, as the proportion who remember the law drops as drivers become older, from 92% of those under 30 to 82% of those over the age of 60.

Question: By the way, to the best of your knowledge, are drivers in New Jersey actually required by law to stop for people in a crosswalk or is it not a legal requirement?

	All	Men	Women	Lib	Mod	Cons	17-30	31-45	46-60	60+
Yes, required	87%	88	85	88	88	85	92	87	88	82
No, not required	6%	6	6	4	6	8	5	5	4	10
Don't know	8%	6	9	8	6	7	3	8	9	9

Cell phone use and restrictions

One in four drivers (26%) say they sometimes or very often use a hand held phone while they drive. This is little changed from two years ago---just before talking on a hand held phone while driving was made a secondary offense--when 23% reported using a hand held phone sometimes or very often when they drive. In both polls, the youngest drivers were most likely to use a hand held phone very often while driving. (See also: *PublicMind*, Oct. 17, 2005 at <http://publicmind.fdu.edu/cellphones/index.html>)

Question: Now let me ask about driving and cell phones. How often do you personally drive your car and at the same time hold your cell phone and talk into it...READ?

	All	Age				Drives over 65 mph		Oct. 2005
		17-30	31-45	44-60	60+	Often +	Rarely-	
Very often	9%	19	10	8	2	15	3	10%
Sometimes	17%	22	20	19	8	22	11	13%
Rarely	28%	24	32	30	22	30	26	23%
Never	43%	34	36	42	58	32	54	47%
Unsure/don't have one	3%	1	3	2	10	1	5	7%

Three of four drivers (73%) support making driving and using a hand held phone a primary offense. Majorities in every demographic category say they support this proposal. This includes Democrats (73%), independents (72%), and Republicans (75%) as well as liberals (73%), moderates (70%), and conservatives (75%), and those who voted in the 2006 election (73%) and those who did not (74%). Support is lower for this proposal among the youngest age cohort (65%) and highest among the oldest age cohort (84%). Support is lowest (55%) among those who report they sometimes or very often use a hand-held phone while driving, but support is high (80%) among those who rarely or never use a hand-held phone while driving.

Results are similar to soundings taken in October 2005 when the question was “do you approve or disapprove of the Governor’s recent proposal to let police issue a \$100 ticket to people driving and using a hand held cell phone?” (See: *PublicMind*, Oct. 17, 2005 at <http://publicmind.fdu.edu/cellphones/index.html>)

Question: Currently, police in New Jersey cannot stop and ticket a driver just for driving and talking on a hand-held cell phone. Do you support or oppose changing the law so police can stop and ticket a driver just for using a hand-held phone while driving?

	All	Age				Cellphone use		Oct. 2005
		17-30	31-45	44-60	60+	often +	rarely -	
Support	73%	65	74	70	84	55	80	75%
Oppose	23%	31	23	26	14	41	17	23%
DK/ref.	3%	4	3	4	2	4	3	2%

Restrictions on newly licensed drivers

While most respondents agree with limitations on newly licensed drivers, young drivers are much more ambivalent about them. Two out of three (68%) drivers over the age of 30 agree with passenger limitations for new drivers, but just over half of young drivers (54%) do. In addition, women are more likely than men to favor restrictions on new drivers.

Question: Some people have suggested that newly licensed teenage drivers should not be allowed to transport passengers for the first six months. Do you support or oppose forbidding teenage drivers to have passengers during the first six months of having their license?

	All	Men	Women	Lib	Mod	Cons	17-30	31-45	46-60	60+
Support	66%	62%	69%	63%	64%	69%	54%	70%	66%	69%
Oppose	29%	33%	24%	32%	25%	26%	41%	27%	29%	22%
Unsure	6%	5%	6%	5%	11%	5%	4%	3%	5%	9%

Concerning the second restriction for young drivers – requiring up to 50 hours with an experienced driver in the car – eight of ten drivers (83%) voice their support. Young drivers do not differ from older drivers on this question, perhaps because it mirrors what many drivers do already. Women favor the restriction more strongly than men (88% compared to 77%).

Question: Some people have proposed that in order to obtain a license, teenagers should have to drive for a minimum number of hours--say 30 to 50 hours--with an experienced driver--such as their parent or an instructor. Do you support or oppose requiring teenagers to log a minimum number of hours with an experienced driver before they can get a license?

	All	Men	Women	Lib	Mod	Cons	17-30	31-45	46-60	60+
Support	83%	77	88	82	89	83	81	81	85	83
Oppose	14%	18	10	16	8	14	19	15	13	11
Unsure	3%	4	2	2	2	2	0	3	2	5
Refused	0%	0	0	0	1	0	0	0	0	1

Re-testing older drivers

Most New Jersey drivers are in favor of re-testing older drivers (79%), including nine out of ten drivers (90%) under the age of 45. But support drops off considerably among those drivers who would be re-tested. Among those drivers 60 years old and above, the proportion supporting re-testing falls to 61%: still a majority, but far lower than that of other age cohorts.

Question: Some people have proposed that drivers over 70 be re-tested for their driver's license every few years. Do you support or oppose requiring drivers over 70 to be re-tested every few years?

	All	Men	Women	Dem	Ind	Rep	17-30	31-45	46-60	60+
Support	79%	78	81	82	79	76	91	89	81	61
Oppose	17%	18	15	15	17	20	8	8	17	31
Don't know	4%	4	3	3	3	4	1	3	2	7
Refused	0%	0	0	0	1	0	0	0	0	0

Drunk driving fines

When it comes to fines on drunk drivers, women and those drivers without long commutes to work are most likely to support increases in fines and patrols. Women support increases in the fines by eight to one (85-11%), while men are supportive but less enthusiastic than women (68-25%). Drivers with long commutes are less likely to strongly support increases in the fines than are drivers with short commutes.

Question: Some people have proposed that fines on drunk drivers should be significantly increased and that money should go to pay for more police patrols against drunk drivers. Do you support or oppose increasing drunk driving penalties and using the money to pay for more policing of drunk driving?

	All	Men	Women	Dem	Ind	Rep	Commutes 0-20 miles	Commutes 20+ miles
Support	77%	68	85	80	71	76	78	69
Oppose	18%	25	11	16	24	18	18	25
Don't know	5%	6	4	4	3	6	4	6
Refused	0%	1	0	0	2	0	1	0

Cameras for enforcement

As with other questions about increased enforcement, men are less likely to support the use of red light and speeding cameras than women. Men split on the issue 48-48%, but women support the use of camera by a margin of two to one (61-33%). However, this is one issue on which the oldest and youngest drivers

agree, with 62% of drivers under the age of 30 and 65% of drivers over the age of 60 supporting the measure, compared to 50% of drivers between 30 and 60.

Republicans and drivers with a commute of greater than 20 miles are less likely to support the measure than other groups: 47% of Republicans favor installing red light cameras and 49% oppose the idea. This compares to 60% of Democrats who support the proposal against 35% who oppose it. At the same time, a majority (53%) of drivers with long commutes – who would presumably be most often subject to these red light cameras – oppose their use, while a majority (55%) of drivers with a short commute favor it.

Question: Some people have proposed that cameras should be used to enforce speed limits and red lights. The cameras would take photographs of drivers who speed or run lights and a ticket would be mailed to the car owner's home. The ticket would carry a fine--but no points. Do you support or oppose using cameras for this purpose?

	All	Men	Wom	Dem	Ind	Rep	<i>Commuters</i>		17-30	31-45	46-60	60+
							0-20	20+				
Support	55%	48	61	60	55	47	55	45	62	50	49	65
Oppose	41%	48	33	35	42	49	41	53	37	46	47	26
Don't know	5%	4	5	5	4	3	4	1	1	4	4	9

Enforcement priorities

Asked what behaviors they would like police to enforce more, a plurality of drivers make drunk driving and aggressive driving their first choice. A plurality of drivers also make drunk or aggressive driving their second choice.

For both men and women, aggressive driving and drunk driving are the most important issues, however women are more concerned with drunk driving, and men more concerned with aggressive driving. These two responses combined account for two-thirds of all responses; the third most popular response for both men and women was talking on cell phones, with speeding a distant fourth. These patterns generally hold regardless of the age of the driver, though those between the ages of 46 and 60 are more likely to cite aggressive driving than are drivers from other age cohorts. When respondents are asked for their second most important issue, aggressive driving and drunk driving are again at the top of the list.

First + Second Choice:

Drunk driving	62%
Aggressive driving	58%
Talking on cell phones	31%
Speeding	25%
Other	12%
Wearing seat belts	7%
None of the above	5%

Question: Police enforce a lot of different traffic rules. But if you could have them focus on enforcing one thing even more, what would it be...? [Rotate List]

	All	Men	Wom	Lib	Mod	Cons	17-30	31-45	46-60	60+
Speeding	8%	7	9	10	9	6	7	7	6	12
Aggressive driving	32%	38	27	32	39	31	27	31	39	28
Talking on cell phones	13%	13	14	11	10	17	8	13	14	16
Drunk driving	35%	30	40	35	34	35	42	37	33	31
Wearing seat belts	2%	1	3	3	0	2	3	1	1	3
Other	7%	8	5	7	5	7	9	6	5	8
None of the above	3%	4	2	2	4	3	4	5	1	2

Question: And what would be your second choice? [Drop first choice from list; Match rotation and prompt as necessary]

	All	Men	Wom	Lib	Mod	Cons	17-30	31-45	46-60	60+
Speeding	17%	16	18	14	16	21	15	15	20	17
Aggressive driving	26%	25	27	29	21	24	28	27	29	19
Talking on cell phones	18%	19	16	19	19	17	16	17	17	22
Drunk driving	27%	26	27	25	30	27	24	27	23	33
Wearing seatbelts	5%	5	5	6	4	4	9	7	3	3
Other	5%	7	4	7	5	3	6	6	5	4
None of the above	2%	3	2	1	4	3	2	1	3	2

Other driving behaviors

About one in six New Jersey drivers report having been in an accident in the past three years, consisting equally of men and women. As might be expected, though, young drivers were much more likely to report having been in an accident, with one in four drivers (27%) between 17 and 30 reporting having been in an accident, and only 13% of drivers over the age of 45 reporting having been in one. The same pattern can be seen in respondents reporting having received a speeding ticket in the last three years, with one quarter of drivers (25%) under 30 having received a ticket, compared to just 8% of drivers over 30. Younger drivers are also much more likely to report having driven while drowsy, with 47% saying they had, and the numbers dropping off as respondents grow older. Younger drivers are also substantially more likely to have made a rude gesture, with 38% of respondents under 30 doing so, compared to 26% in the overall population.

Age does not appear to matter in the proportion of respondents who report driving after drinking alcohol: 23% of all drivers reported having driven after drinking alcohol. However, there is an important difference between men and women; one third of men (33%) report drinking before driving in the past three years, compared to just 14% of women. Men are similarly more likely to report having driven while drowsy, (39% of men and 22% of women) and to report making a rude gesture at another driver (32% of men, compared to 21% of women).

Those drivers with a long commute are much more likely to have engaged in almost all of the activities than other drivers. While they are not more likely to report having been in an accident, they are more likely to have received a speeding ticket, and driven after drinking or while drowsy, and to have made a rude gesture.

Question: *In the past three years have you personally...[Read/Rotate List]*

	All	Men	Wom	17-30	31-45	46-60	60+	Commutes 0-20 miles	Commutes 20+ miles
<i>...been involved in any kind of a crash?</i>									
Yes	17%	16	18	27	20	12	14	18	16
No	83%	84	82	73	79	88	85	82	84
Unsure	--	0	0	0	1	0	0	0	0
<i>...received a speeding ticket?</i>									
Yes	10%	12	9	25	9	8	6	10	16
No	89%	88	90	75	90	92	94	90	84
Unsure	--	0	0	0	1	0	0	0	0
<i>...driven after drinking alcohol?</i>									
Yes	23%	33	14	21	25	25	20	24	32
No	76%	67	85	79	74	74	79	76	68
Unsure	1%	0	1	0	1	0	1	0	0
<i>...driven while drowsy?</i>									
Yes	30%	39	22	47	34	28	19	33	48
No	69%	61	76	52	65	71	80	66	52
Unsure	1%	1	1	1	1	1	0	1	0
<i>...made a rude gesture at another driver?</i>									
Yes	26%	32	21	38	29	26	17	26	33
No	72%	66	78	62	69	74	82	74	65
Unsure	1%	1	0	0	2	0	1	0	2
Refused	--	0	0	0	1	0	0	0	0

Knowledge of fatalities

Only about a quarter of drivers could guess correctly (within a margin of 33%) how many automobile fatalities occur each year in the state. About a third (36%) guessed fewer than 500. About a third (32%) guessed more than a thousand. Another 5% didn't venture a guess.

Question: *Finally, just give me your best estimate... about how many people in New Jersey are killed in car crashes each year?*

fewer than 500	36%
from 500 to 1000	27%
more than 1000	32%
don't know/ref.	5%

Spousal rivalry

Married respondents were asked to rate their spouses driving skills (just as they had earlier been asked to rate their own). Refusals were higher on this question than other in the survey perhaps reflecting that the spouse might have been nearby while the interview was conducted. Just as most respondents rate themselves as being above average drivers, they are likely to rate their spouses as being above average as well: 53% of men and 62% of women believe their spouses are better drivers than most of those on the road.

Young drivers were more likely than other ages to rate their spouses as “just average” in driving skills: 48% rated their spouse as “just average,” compared to 31% of drivers over the age of 30.

Question: [Ask married and living as married only] [How do you rate your spouse's driving skills...?](#)

N=605	All	Men	Wom	Lib	Mod	Cons	17-30	31-45	46-60	60+
Above average	58%	53	62	58	57	61	44	57	62	60
Just average	33%	35	31	34	39	30	48	35	30	29
Below average	5%	5	4	7	1	4	8	5	4	3
Don't know	2%	4	1	1	1	4	0	1	3	4
Refused	3%	4	2	0	2	2	0	3	1	3

Married respondents split over whether their spouse is a better or worse driver than themselves: 36% say their spouse is better and 35% say their spouse is worse. However, this answer appears to be strongly influenced by the respondent's sex: nearly half of women (48%) say their husbands are better drivers, while only a quarter (23%) of men said that their wives are better drivers. A higher percentage of men than women report they don't know how good a driver their spouse is: 11% of men say that they don't know or don't want to answer the question, compared to just 3% of women.

Political ideology also seems to correspond to rating a spouse's driving skills. Political moderates are more likely than either liberals or conservatives to rate their spouse's driving skills as better than their own and less likely to rate their spouse's skill as worse than their own.

Just as young drivers are more likely than others to rate their spouses as “just average” drivers, they are more likely to rate their own driving skills as better than those of their spouse. Fully half (50%) of married drivers under the age of 30 say that their spouse is a worse driver than themselves, compared to just 31% of respondents over the age of 30.

Question: And would you say your spouse is a better or worse driver than you?										
N=605	All	Men	Women	Lib	Mod	Cons	17-30	31-45	46-60	60+
Better	36%	23	48	32	49	35	21	37	39	35
About the same [Volunteered]	23%	28	18	25	23	21	29	24	18	27
Worse	35%	38	32	40	24	37	50	35	37	26
Don't know	4%	7	1	2	4	5	0	1	5	8
Refused	3%	4	2	1	2	2	0	3	1	4

Methodology

This study was conducted by Fairleigh Dickinson University's PublicMind and co-sponsored by the New Jersey Division of Highway Traffic Safety. Questions were asked in the order in which they appear in the "Summary of Findings." The survey was conducted by telephone from April 25 through May 22 using a randomly selected sample of 947 New Jersey residents aged 17 and over who report they drive regularly. The sampling error for 947 randomly selected respondents in a statewide survey is +/-3 percentage points at the 95 percent level of confidence. All interviews were conducted by professionally trained interviewers using a CATI (Computer Assisted Telephone Interviewing) system. Random selection is obtained through computerized random-digit dialing. This technique gives every person with a land-line phone number an equal chance of being selected, including those with unlisted numbers. Results may be weighted to match known demographics. Survey results are also subject to non-sampling error. This kind of error, which cannot be measured, arises from a number of factors including, but not limited to, non-response (eligible individuals refusing to be interviewed), question wording, the order in which questions are asked, and variations among interviewers.

About PublicMind

Fairleigh Dickinson University's PublicMind is an independent opinion research center that conducts polling and survey research on a variety of topics for public interest, public agencies, and non-profit groups. PublicMind has conducted well-publicized surveys on:

- Presidential, gubernatorial, US Senate and state legislative races
- Homeland security, terrorism, SARS and disaster preparedness
- National energy policy and environmental attitudes
- Development and suburban sprawl

For other reports of public interest polling, visit <http://publicmind.fdu.edu>. For a driver behavior survey in Delaware see: <http://publicmind.fdu.edu/deroad/>

PublicMind uses professional telephone interviewers; all facilities have the capability for on-site and remote monitoring. All interviewing stations are equipped for CATI and the

200 interviewing stations are equipped with Query, CfMC and Results CATI software systems. Each facility is managed by an experienced telephone research professional and has a full complement of supervisors and editors.

Questions about this summary can be directed to Dr. Peter J. Woolley. Woolley is director of PublicMind and professor of comparative politics, and co-editor of *American Politics: Core Argument/Current Controversy* (Prentice-Hall, 2nd ed., 2002). He is also author of the popular op-ed piece on traffic fatalities, “A Deadly Story We Keep Missing,” first published by the *Washington Post* (Dec. 27, 2006) and reprinted around the country (see also: <http://www.washingtonpost.com/wp-dyn/content/article/2006/12/26/AR2006122600775.html>).

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