



A REPORT TO THE
COLORADO DEPARTMENT
OF TRANSPORTATION

2024

**DRIVING
BEHAVIOR
SURVEY**



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SECTION 1
EXECUTIVE SUMMARY

Welcome

The Colorado Department of Transportation (CDOT) conducts a yearly survey of Colorado residents to inform operations, assess trends, and better understand the attitudes and behaviors of the state's drivers.

In 2024, CDOT retained Corona Insights to conduct this research. This report presents results of the 2024 survey. The survey instrument largely replicated the previous years', with some minor edits. This report highlights statistically significant changes between 2023 and 2024 when they are present.

Surveys were collected from April 15th to May 19th, 2024, a similar time frame to previous years. The 2023 survey was fielded from April 1st to May 8th.

More details about the methodology can be found in the [Appendix](#).

Sampling Methodology

Corona Insights replicated sampling methods from the 2023 survey (and previous years) in order to collect a representative sample of Colorado's drivers and to facilitate effective comparisons of responses over time. This included:

- > A mail packet survey (in English and Spanish) sent to 5,000 randomly selected residential addresses with an oversample of non-Front Range counties. Addresses that did not initially reply were sent a follow-up postcard reminder with an option to complete the survey online.
- > An online panel was used to supplement mail responses. These panels targeted demographics that traditionally have lower response rates to surveys (younger residents and People of Color).
- > 945 Colorado residents completed the survey: 391 by mail, 216 online invited by mail, and 338 via the panel. The margin of error was $\pm 4.1\%^*$. 944 surveys were completed in 2023.

*By supplementing with panel respondents, the data reflected in this report are not a true random sample and the margin of error is approximate. This margin of error accounts for the design effect of weighting the survey data to be more representative of adult Colorado residents.

Executive Summary: Respondent Profile

Below we summarize key demographics of the population represented by these results. This summary provides overall context for interpreting results herein. These figures (and all others in this report) have been weighted by region, age, gender, and race to more effectively represent the adult population of Colorado based on data from the US Census' American Community Survey.

Gender	<i>Total</i>
Male	50%
Female	50%
Non-binary	1%
Gender(s) not listed here	0%

Educational Attainment	<i>Total</i>
11th grade or less	3%
12th grade / High school diploma / GED	11%
Some college or trade/vocational school	24%
College graduate	38%
Post graduate work or degree	24%

Household Income	<i>Total</i>
Less than \$35,000	14%
\$35,000 to \$49,999	11%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	16%
\$100,000 to \$124,999	11%
\$125,000 to \$149,999	8%
\$150,000 to \$199,999	8%
\$200,000 or more	16%

Race	<i>Total</i>
American Indian or Alaska Native	6%
Asian or Asian American	6%
Black or African American	9%
Hispanic or Latino/Latina	13%
Native Hawaiian or other Pacific Islander	1%
White	70%
Other race or combination of races	3%

Region	<i>Total</i>
Denver Metro	50%
Front Range, Non-Denver Metro	31%
Outside of Front Range	18%

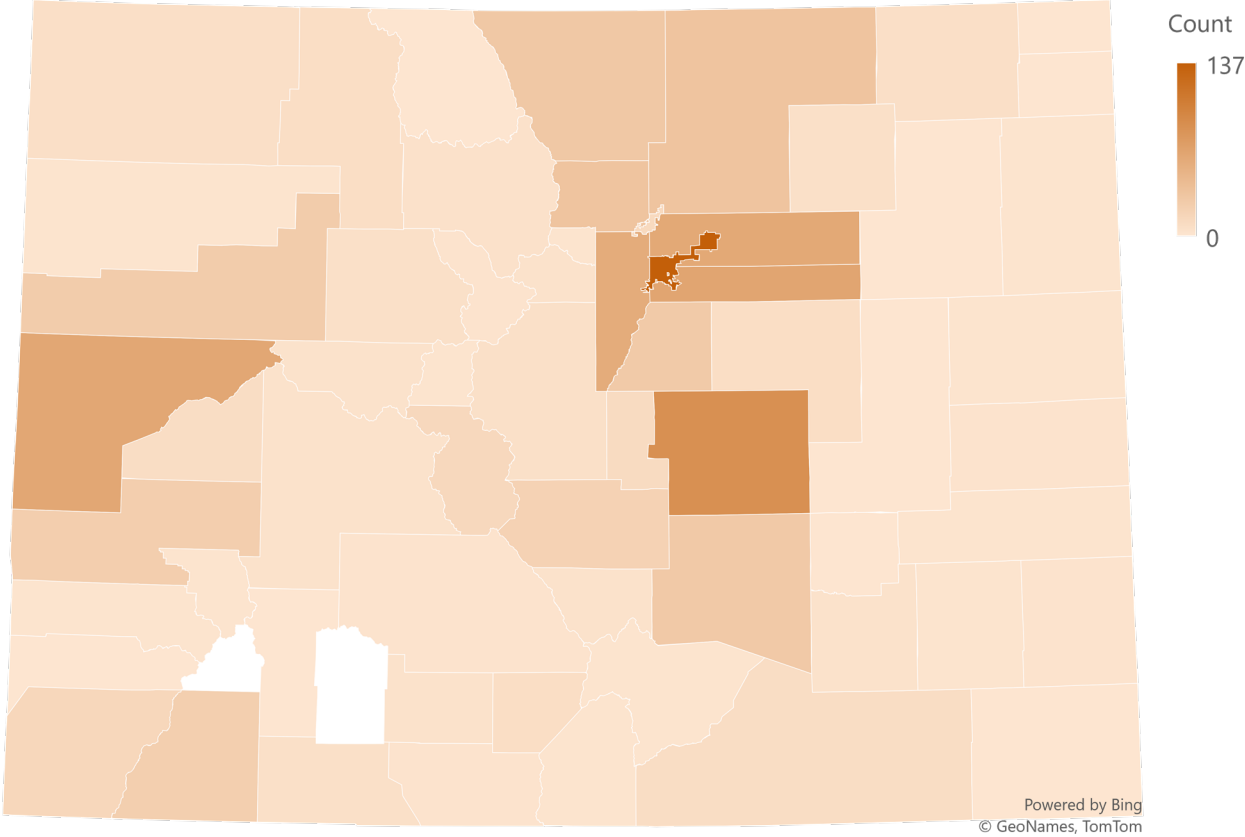
Age	<i>Total</i>
18–24	5%
25–34	18%
35–44	26%
45–54	10%
55–64	18%
65–74	12%
75 or over	10%

Languages Spoken Other Than English	<i>Total</i>
Yes	21%
No	79%

Primary Vehicle Type	<i>Total</i>
Car, station wagon, or hatchback	40%
Pickup truck	38%
Van or minivan	15%
Sport utility vehicle (SUV)	5%
Motorcycle/Other/None	2%

Model Year of Primary Vehicle	<i>Total</i>
2004 or older	10%
2005–2015	36%
2016–2018	23%
2019–2024	31%

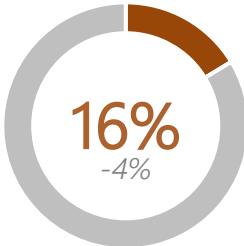
Responses by County



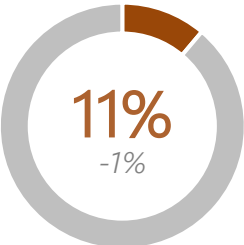
The map on the left presents the number of responses received for the 2024 survey by county. In 2024, responses were collected from 62 of Colorado’s 64 counties. 137 responses were collected from Denver County.

In order to hear from a sufficient number of rural residents, addresses from outside the Front Range were oversampled. As described on the previous slide, the survey’s results were statistically weighted to still be representative of Colorado’s adult population with this oversample.

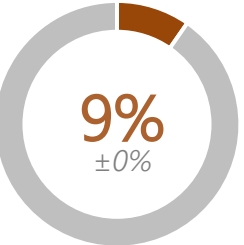
Safety



Drove over the speed limit most or all of the time overall

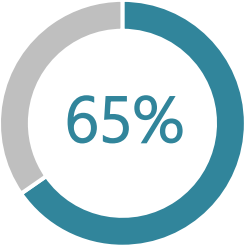


Wore a seat belt less than all the time when driving overall

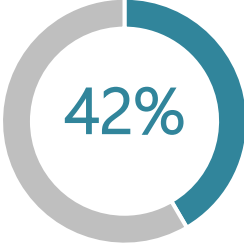


Rarely or never stopped for pedestrians not using a crosswalk

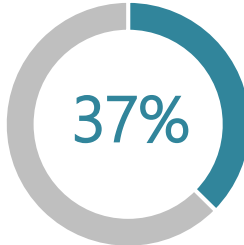
Distractions*



Talked on a phone hands-free while driving in the last week

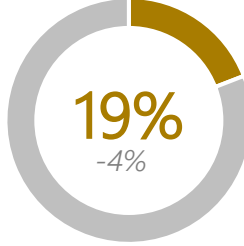


Picked up a phone to make or receive a call while driving the last week

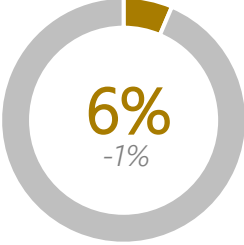


Picked up a phone to read a message while driving in the last week

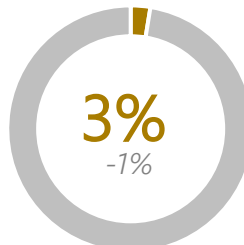
Under the Influence



Drove within two hours of drinking alcohol in the last month



Drove within two hours of consuming cannabis in the last month



Drove within two hours of consuming prescription medication in the last month

The smaller percentages in gray italics indicate the change from 2023 to 2024. None of these differences were statistically significant.

* Distractions were described with a different wording and structure in 2024 and may not be comparable to 2023 data.

SAFETY //

01

Seat belt usage varied by demographics. Most Colorado drivers said they wear their seat belt all the time across a series of driving scenarios; however, there were significant differences across segments. White drivers were more likely to say they wear their seat belt all the time while driving overall (92%) than People of Color (82%). Female drivers were more likely to have said they wear their seat belt all the time while driving overall (92%) than male drivers (86%). Drivers who had a college degree were more likely to have said they wear a seat belt when driving a distance less than two miles (85%) than those with lower educational attainment (72%). Finally, drivers with the most recent models of car (2019-2024) were more likely (95%) to say they wear their seat belt all the time overall than those with cars made before 2005 (76%).

SAFETY //

02

The perceived threat of a ticket did not increase seat belt usage among Colorado drivers. Drivers who said they would be somewhat or very likely to get a ticket if they did not wear a seat belt wore their seat belt all the time at a similar rate (86%) as those who thought they would be unlikely to get a ticket (89%). While People of Color were twice as likely (62%) to believe they would receive a ticket than White drivers (30%) in this scenario, they were still less likely to have said they wear their seat belt than White drivers in a variety of situations. When drivers who did not always wear their seat belt were asked what would get them to buckle up, they were more likely to say a car reminder (40%) would do so than thinking they would get a ticket (25%) or seeing others being ticketed for not wearing a seat belt (17%).

SAFETY //

03

Colorado drivers who thought it was likely they would be stopped by police for speeding were less likely to drive over the limit. Those who said it was very or somewhat likely that they would get stopped by police if they consistently drove 5–10 mph over a 65-mph speed limit said they drive over this speed limit most or all the time at lower rate (26%) than those who thought they were unlikely to be stopped (40%). Overall, a higher share of Colorado drivers thought it would be likely they would be stopped by police if they consistently sped in a 30-mph zone (58%) than a 65-mph zone (41%).

SAFETY //

04

Female drivers were more likely to give motorcycles extra space than male drivers. While most Colorado drivers said they gave motorcycles extra space when following most or all of the time (90%), this behavior varied significantly by gender. Three fourths of female drivers (72%) said they did this all the time when following motorcycles compared to about half (53%) of male drivers.

DISTRACTIONS //

05

While food/beverage and hands-free phone conversations were the most common distractions for Colorado drivers, most millennials said they picked up their phones to make calls or read messages in the last week. Nearly three out of four drivers (73%) said they ate food or drank beverages while driving in the last seven days and nearly two out of three (65%) said they talked on a hands-free phone. While picking up a phone to make calls, read messages, and/or send messages generally decreased with age, drivers aged 25–44 were the most likely to say they had done each of these in the last week. Most drivers of this demographic said they had picked up a phone to make calls (54%) or read messages (53%) while driving over the last seven days.

DISTRACTIONS //
06

Drivers who used their phone while driving were most likely to say hands-free features in their car would get them to stop. When asked what got them to stop using their phone while driving, drivers were most likely to say hands-free features in their car (45%) would do so. An additional 25% of these drivers said they would stop if their phone blocked calls and messages while they were driving. About one out of five said they would stop if they thought they could get ticketed (21%) or if there was a law against picking up their phone while driving (19%). The youngest drivers (aged 18–24) were more likely (38%) to say that seeing people ticketed would stop them from using their phone while driving than older drivers (14%).

UNDER THE INFLUENCE //

07

While four out of ten drivers said they drive after drinking alcohol, using cannabis, or using prescription drugs, few said they did so in the last month. Nearly one out of five drivers (19%) said they drove within two hours of drinking alcoholic beverages in the last 30 days at least once. Only 6% said they drove within two hours of using cannabis and 3% said they did so after using prescription drugs that might impair their driving in that time frame. However, 43% indicated that they drive after drinking alcohol, using cannabis, or using prescription drugs at least sometimes.

UNDER THE INFLUENCE //

08

Those who did drive under the influence were most likely to say they would stop if they thought this behavior was **unsafe**. When asked what would get them to stop, those who drive under the influence were most likely to say they would not drive if they thought they couldn't safely drive their vehicle (51%) or if they thought they were a danger to others (49%). More than two out five (43%) said they would stop if they thought they might get a DUI. About one in ten of all Colorado drivers thought they could safely drive under the influence of prescription medications (12%), cannabis (11%), or alcohol (9%).

UNDER THE INFLUENCE //

09

Most drivers thought it was likely that a police officer could tell if someone recently consumed alcohol or cannabis at a traffic stop. While a majority of drivers thought it was likely a police officer could tell when someone recently consumed alcohol (77%) or cannabis (60%), only about one third (36%) thought a police officer could do so if someone recently had taken prescription drugs. Similarly, most thought a person would be likely to get a DUI if they drove within an hour of consuming alcohol (67%) or cannabis (52%) with an amount in their body above the legal limit, but only 43% said this was likely for someone consuming prescription medication.

CDOT // **10**

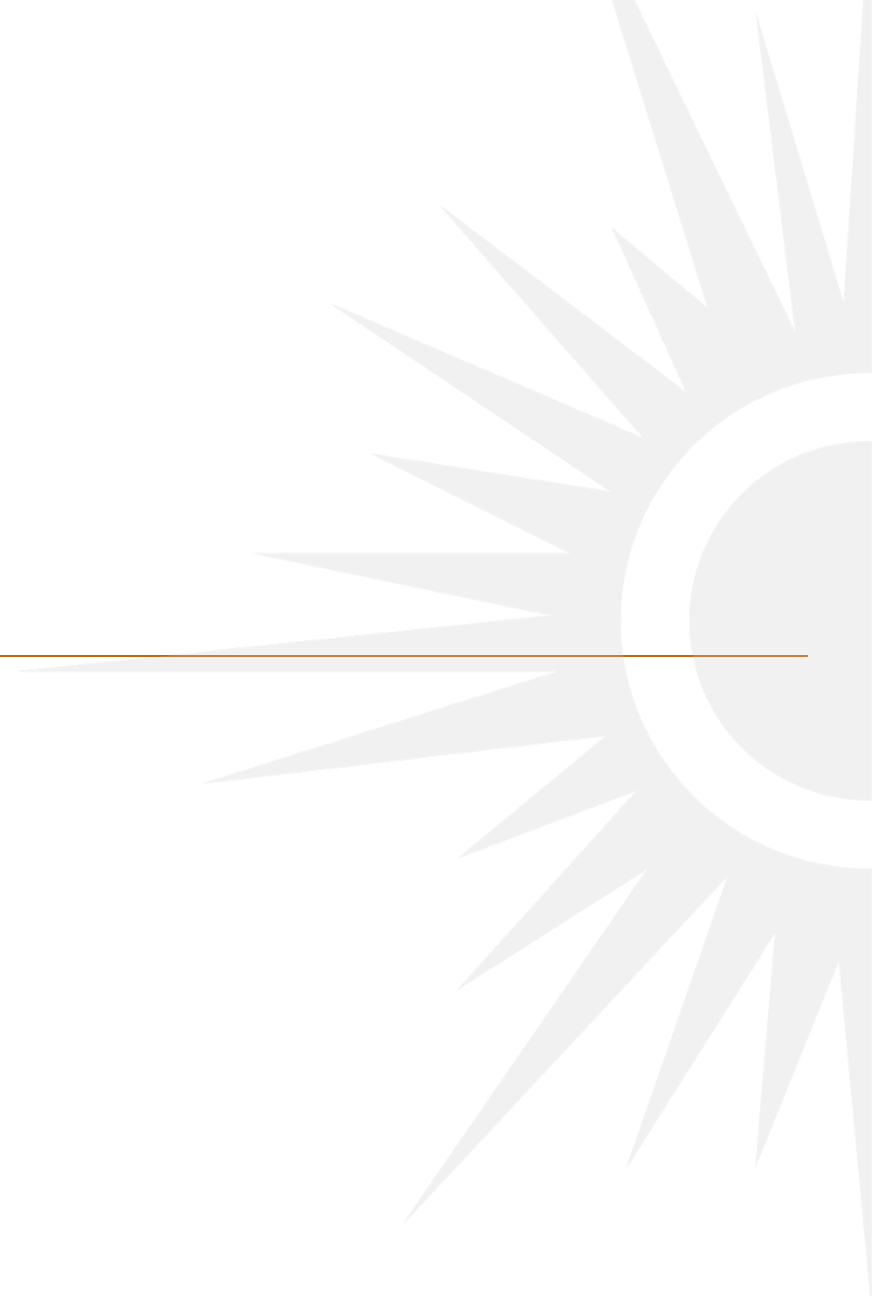
Most drivers rated CDOT's job performance as excellent or good. The percentage of drivers who rated CDOT's performance (of maintaining interstates, U.S. highways, and state highways to ensure Colorado has a safe and efficient highway system) as good or excellent was largely consistent from 2023 (54%) to 2024 (58%). Only 11% of drivers rated CDOT's performance as poor in 2024. This was similar to the rate observed in 2023 (12%).

The following sections include exhibits summarizing each question from the survey. For clarity and ease of reading, exhibits typically only show results for the driving population overall.

Notable differences by segment (e.g., age), while not shown in the exhibit, are noted in text.

Some labels on exhibits have also been removed for clarity. These represent proportions of 3% or less.

SECTION 2
SEAT BELT USAGE



Most Colorado drivers said they drive five or more days in a typical week

Days Driven in a Typical Week (n=904)



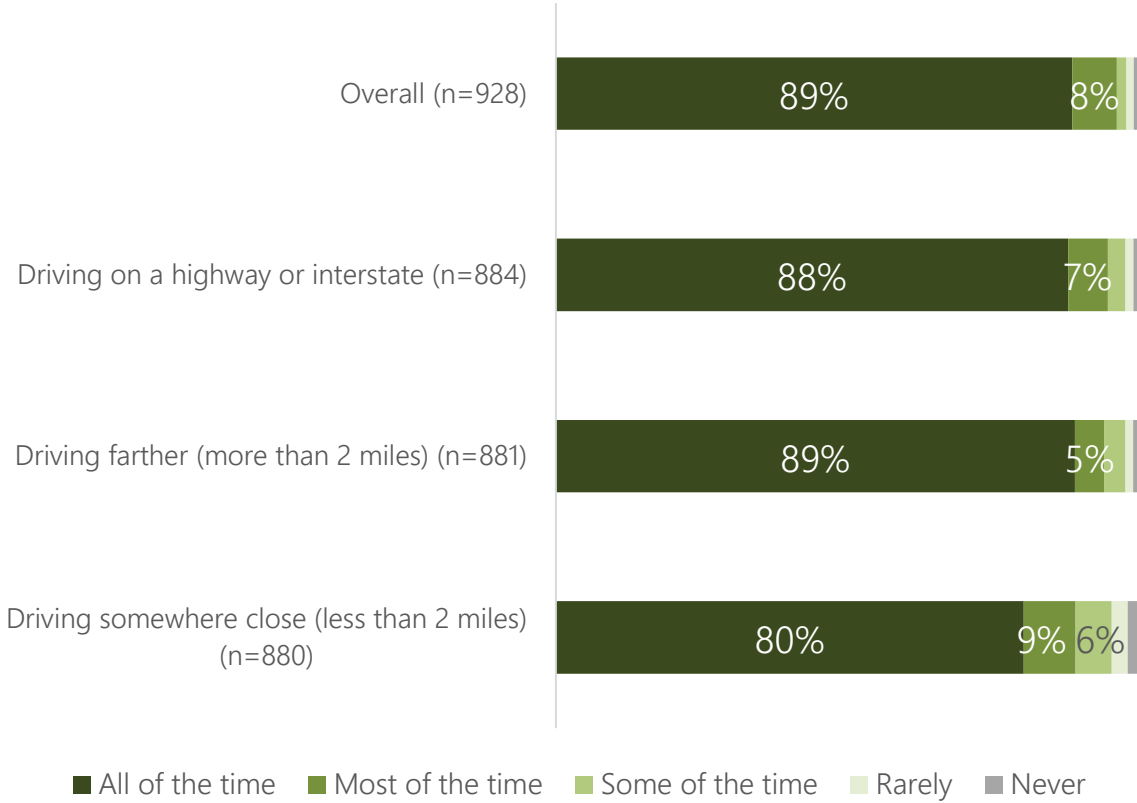
■ 1-2 days ■ 3-4 days ■ 5 or more days

- > When asked how many days they drive in a typical week, most Colorado residents (64%) said they drove five or more days.
- > Male drivers were more likely to say they drove five or more days a week (70%) than female drivers (59%).
- > People of Color were more likely to say they only drove one to two days in a typical week (19%) than White drivers (11%).
- > Drivers aged 65 and older were less likely to say they drove five or more days in a typical week (49%) than those aged 18–64 (68%).

Residents who said they do not drive at all were asked to not complete the survey. There were seven residents who said they did not drive at all who failed to follow this direction. These respondents were excluded from analysis.

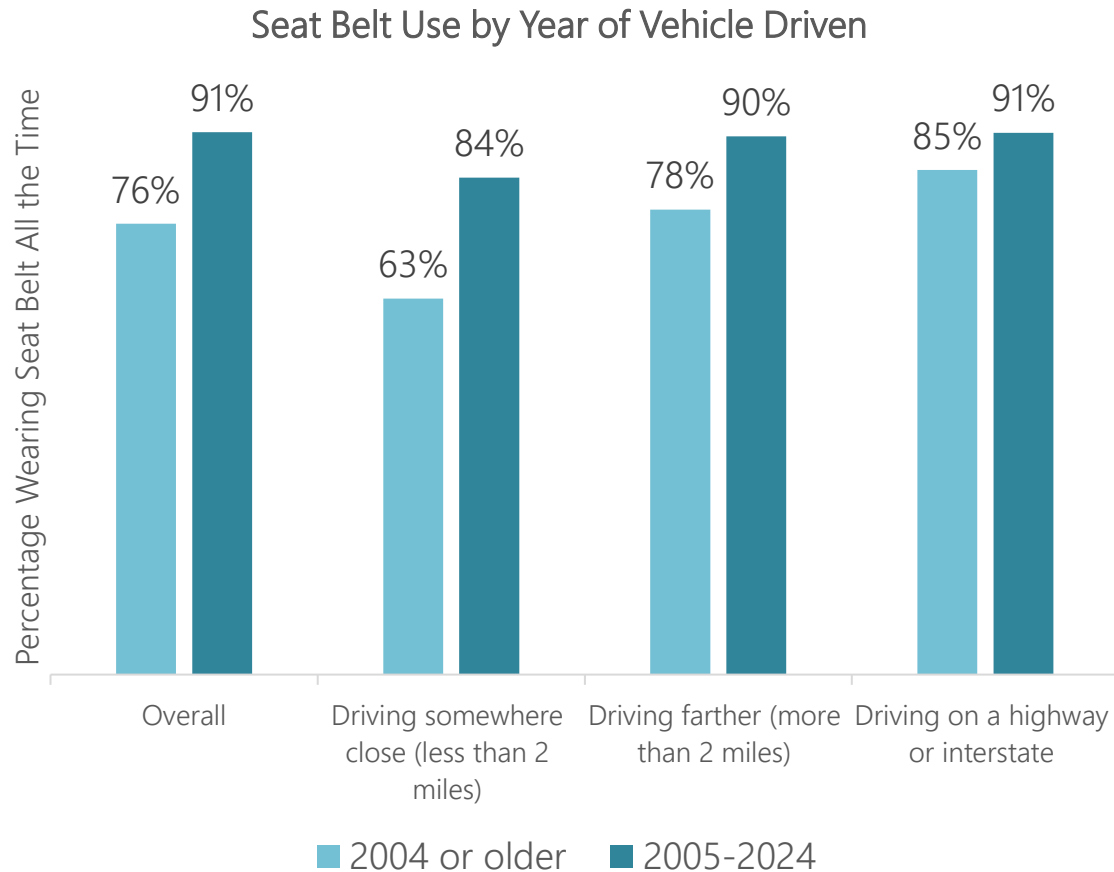
About one in five Colorado drivers said they wear their seat belt less than all the time when driving somewhere close CORONA INSIGHTS

Frequency of Wearing Seat Belt When Driving



- > While nine out of ten drivers (89%) said they wear a seat belt all the time when driving overall, this share dropped to 80% when considering driving somewhere close (less than 2 miles).
- > People of Color were less likely to have said they wear their seat belt all the time overall and in each specific scenario than those identifying as White. Specifically:
 - 63% percent of American Indian or Alaskan Native drivers said they wear their seat belt all the time overall compared to 92% of White drivers.
 - 66% percent of Black or African American drivers said they wear a seat belt all the time when driving somewhere close compared to 84% of White drivers.
 - Finally, 70% of Black or African American drivers and 80% of Hispanic or Latino/Latina drivers said they wear their seat belt all the time when driving farther compared to 92% of White drivers.
- > Male drivers were less likely to have said they wear their seat belt all the time overall (86%) than female drivers (92%).
- > In general, the reported rates of seat belt usage increased with educational attainment.

Those who drove newer vehicle models were generally more likely to say they wore their seat belt all the time

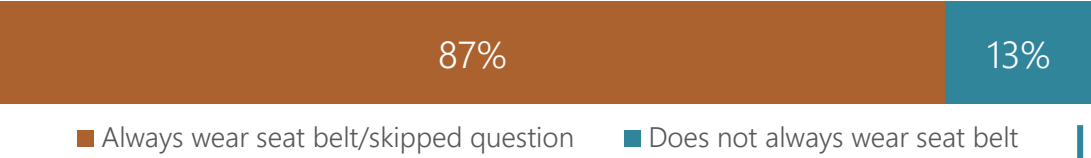


The graph on the left presents the percentage of drivers that said they wear their seat belt all the time in a series of situations. The light blue bars represent drivers who primarily drive a vehicle that is a 2004 model or older and the dark blue bars represent those that drive a vehicle that is a 2005 model or newer.

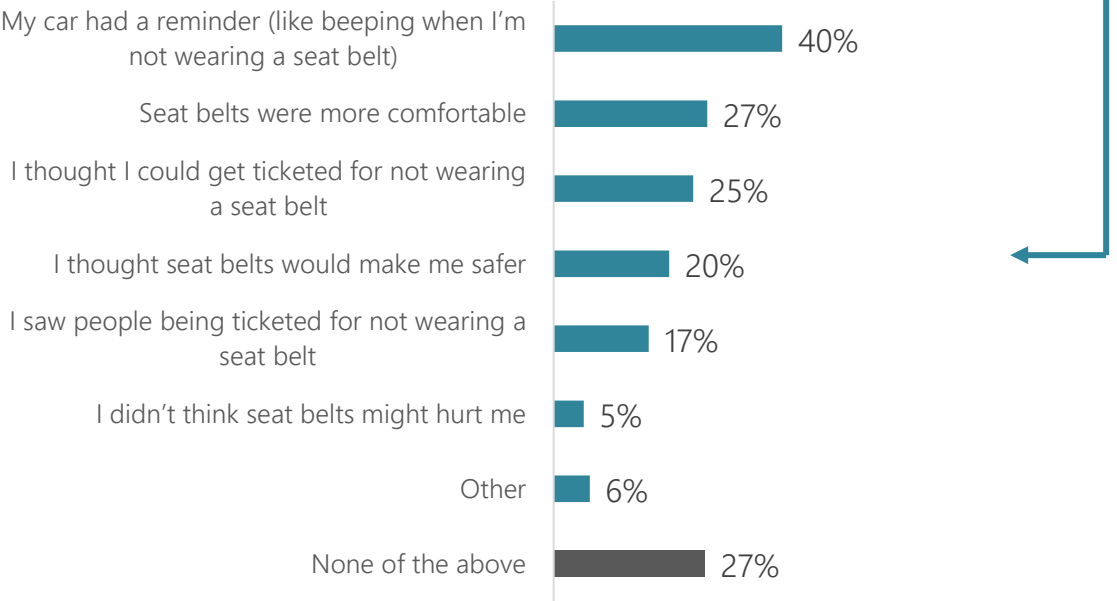
- > Drivers that primarily drove vehicle models that were 2005 and newer were more likely to have said they wear their seat belt all the time overall (91%) than those with vehicles made in 2004 or earlier.
- > All of these differences except for those observed for driving on a highway or interstate were statistically significant.
- > Higher income drivers were more likely to say they drove newer vehicle models (not shown).

Colorado drivers who don't always wear their seat belts were most likely to say car reminders could get them to buckle up

Frequency of Wearing Seat Belt When Driving (n=931)



What Would Get You to Buckle up More (Among Those Who Don't Always Wear a Seat Belt n=136)



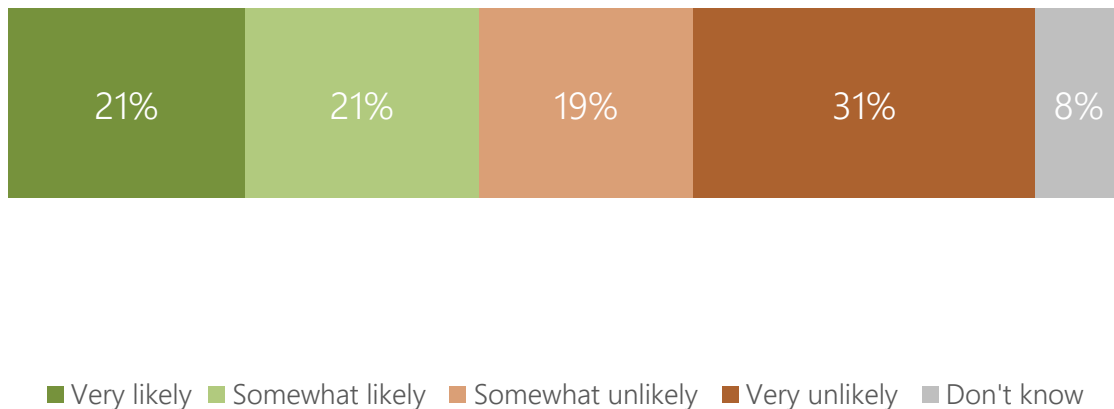
Respondents were asked to identify up to three reasons that might get them to buckle up if they did not always wear their seat belt.

- > Among the 13% of drivers who said they did not always wear their seat belt, the most frequent item to motivate use was if their car had a reminder (40%). (Note: All personal vehicles reported were new enough to have a seat belt warning.)
- > One quarter (25%) of those who did not always wear a seat belt said they would buckle up more if they thought they could get a ticket and nearly one out of five (17%) said they would buckle up more if they saw people being ticketed for not wearing a seat belt.
- > A bit more than one quarter (27%) of those who did not always wear a seat belt said nothing (none of the above) would get them to buckle up more.
- > While the sample sizes are small, these drivers identifying as White alone were more likely to say nothing would get them to buckle up more (53%) than those identifying as a Person of Color (13%).

Q3. If you do NOT always buckle up, would any of the following get you to buckle up more? Check no more than 3.

Half of Colorado drivers thought it was unlikely they would get a ticket if they did not wear their seat belt at all over the next six months

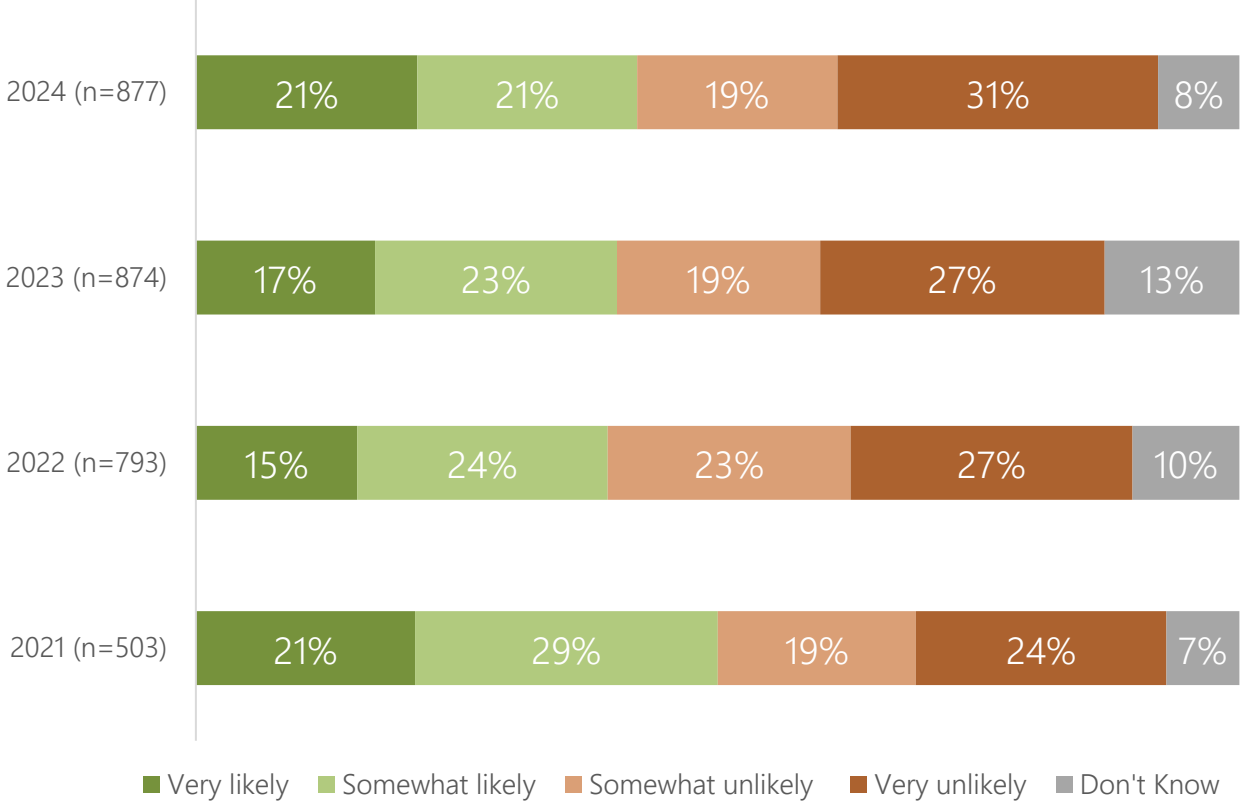
Likelihood of Getting a Ticket if Not Wearing a Seat Belt at All Over The Next 6 Months (n=877)



- > Half of Colorado drivers (50%) said it would be somewhat or very unlikely for them to get a ticket over the next six months if they were not to wear a seat belt at all while driving.
- > People of Color said it would be somewhat or very likely (62%) at a higher rate than drivers identifying as White alone (30%). Additionally, Hispanic or Latino/Latina drivers said this would be very likely (40%) at higher rate than White drivers (13%).
- > There were no substantive differences in responses among drivers who always wear their seat belts and those who do not.
- > Drivers with lower levels of education thought it was somewhat or very likely at a higher rate (55%) than those with a bachelor's degree or higher educational attainment (34%).

Perceptions of the likelihood of getting a ticket for not wearing a seat belt have largely remained steady over the last three years

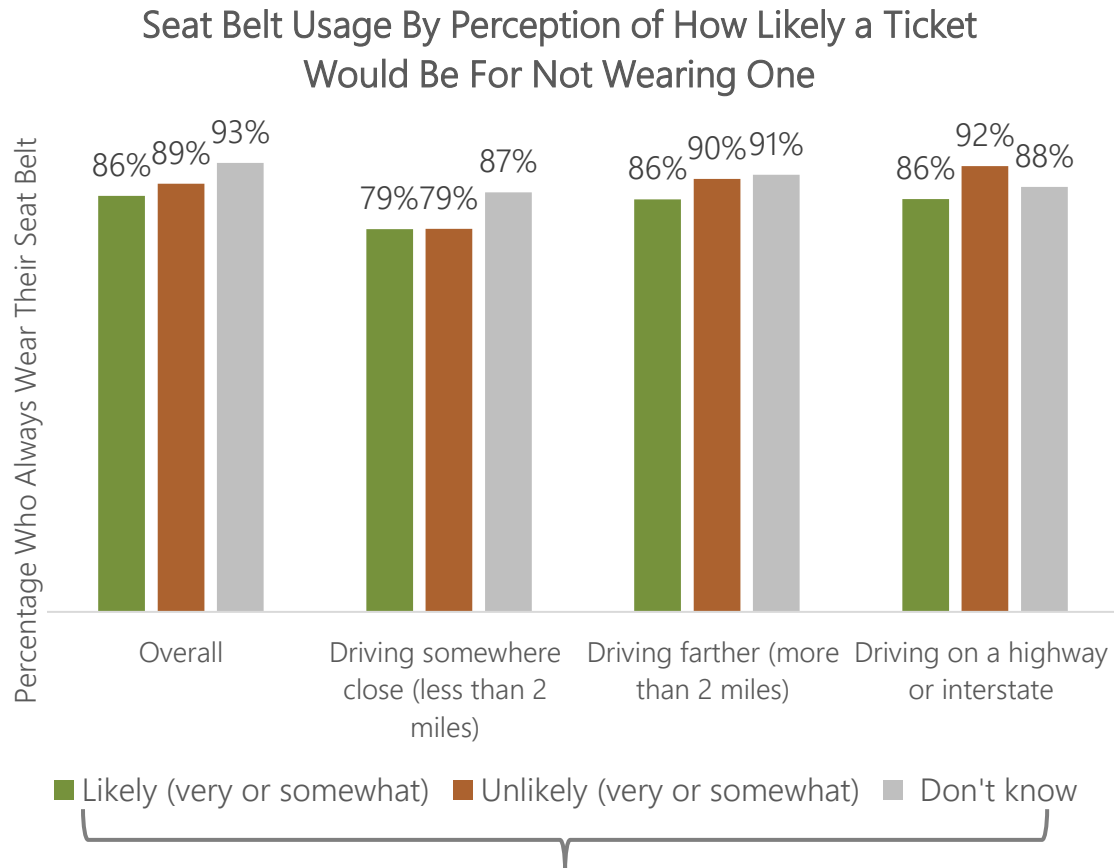
Likelihood of Getting a Ticket if Not Wearing a Seat Belt at All Over The Next 6 Months



> While the share of Colorado drivers who thought it was somewhat or very likely that they would get a ticket for not wearing a seat belt if they did not wear one at all over the next six months dropped from 50% in 2021 to 39% in 2022, this rate largely held steady to 40% in 2023 and 42% in 2024. There have been no statistically significant changes from 2022 to 2024.

Q4. Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seat belt? Please check one.

Drivers who thought it was likely that they would get a ticket for not wearing a seat belt were no more likely to wear one than those who thought it unlikely



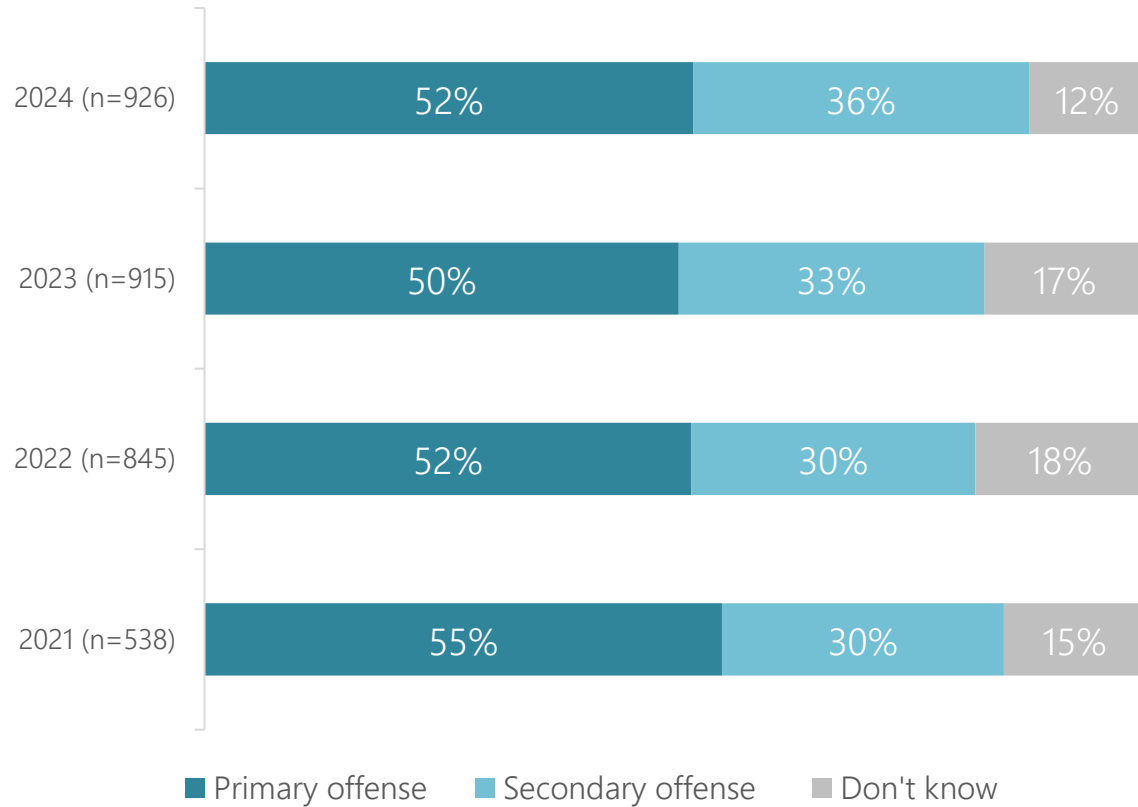
Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seat belt?

The graph on the left presents the percentage of drivers who always wear their seat belt in a variety of scenarios. The green bars present the percentage among those who said it would be very or somewhat likely that they would get a ticket if they did not wear their seat belt at all over the next six months. The rust bars present the percentage among those who said it would be somewhat or very unlikely they would get a ticket and the grey bars present those who did not know how likely getting a ticket would be.

- > If the threat of a ticket encouraged seat belt usage, those who thought a ticket was likely would wear their seat belt all the time at a higher rate than those who thought a ticket was unlikely. As can be seen in the graph, this was not the case.
- > None of these differences were statistically significant.

The share of Colorado drivers who thought a seat belt violation was a primary offense has been similar over the last four years

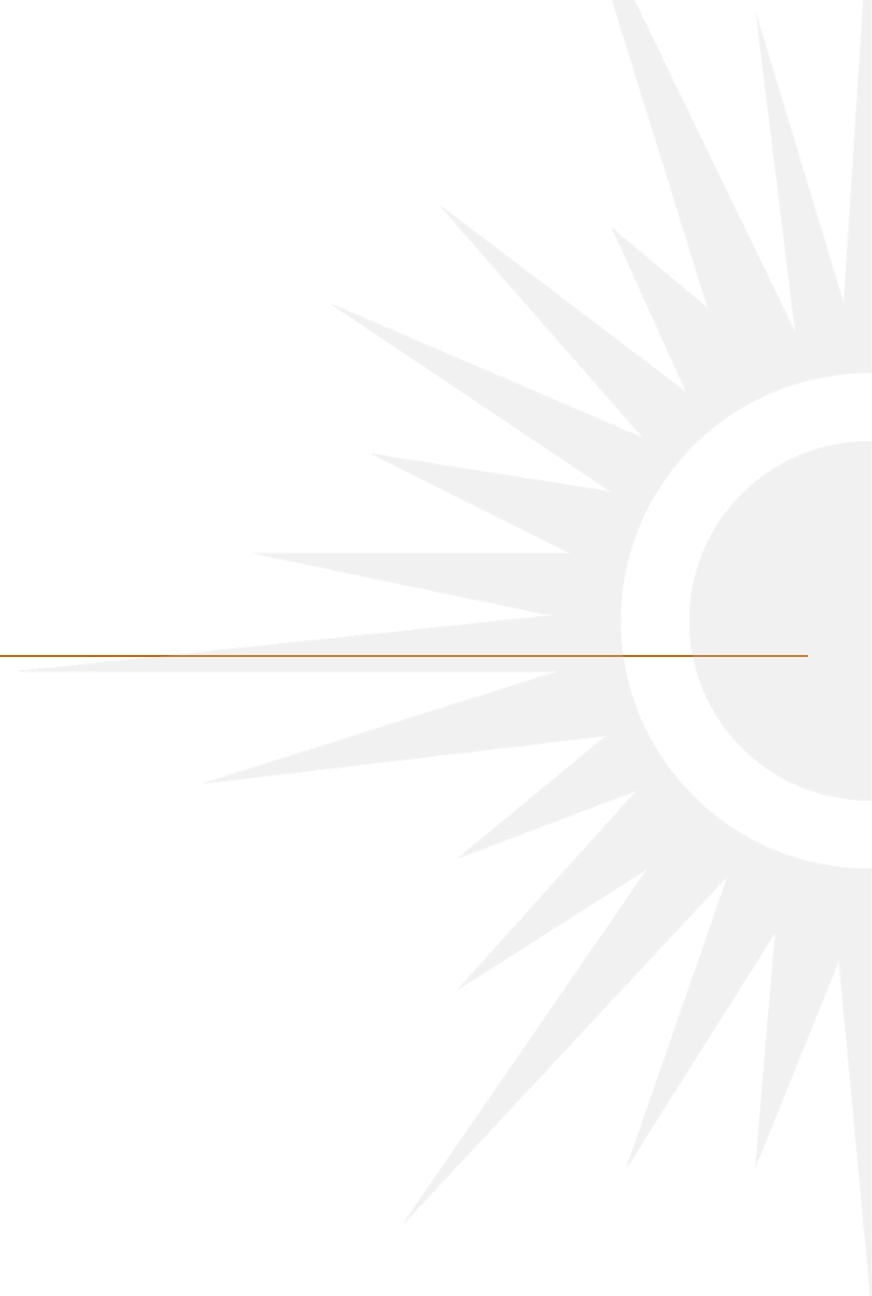
Perceptions of Severity of Seat Belt Offense



- > In 2024, half of drivers thought seat belt violations were a primary offense (52%) compared to about one third (36%) who believed it was a secondary offense. About one out of ten (12%) said they did not know.
- > Perceptions of seat belt violation severity were generally similar across demographics and behaviors in 2024.
- > The perception of seat belt violation severity was consistent over the last four years.

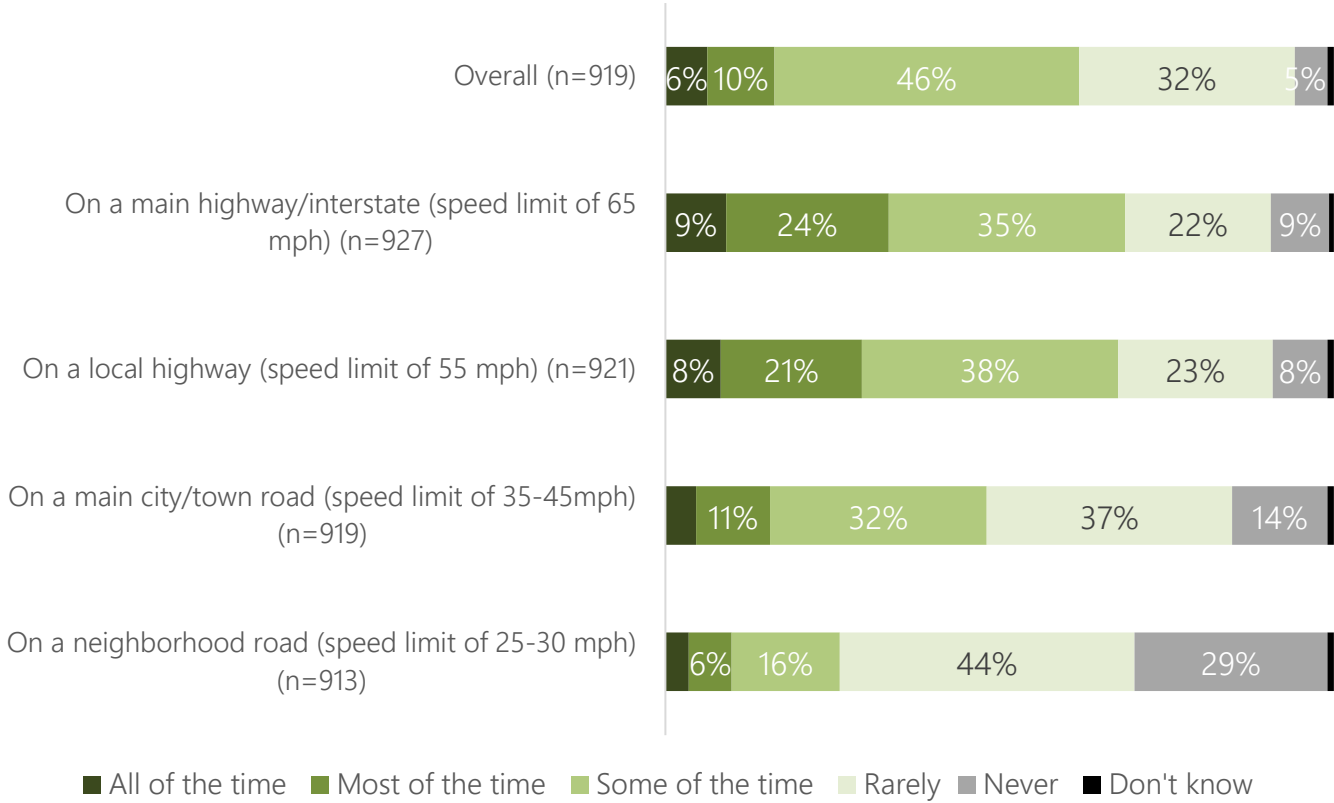
SECTION 3

DRIVING OVER THE SPEED LIMIT



Most Colorado drivers said they speed at least some of the time when driving on highways

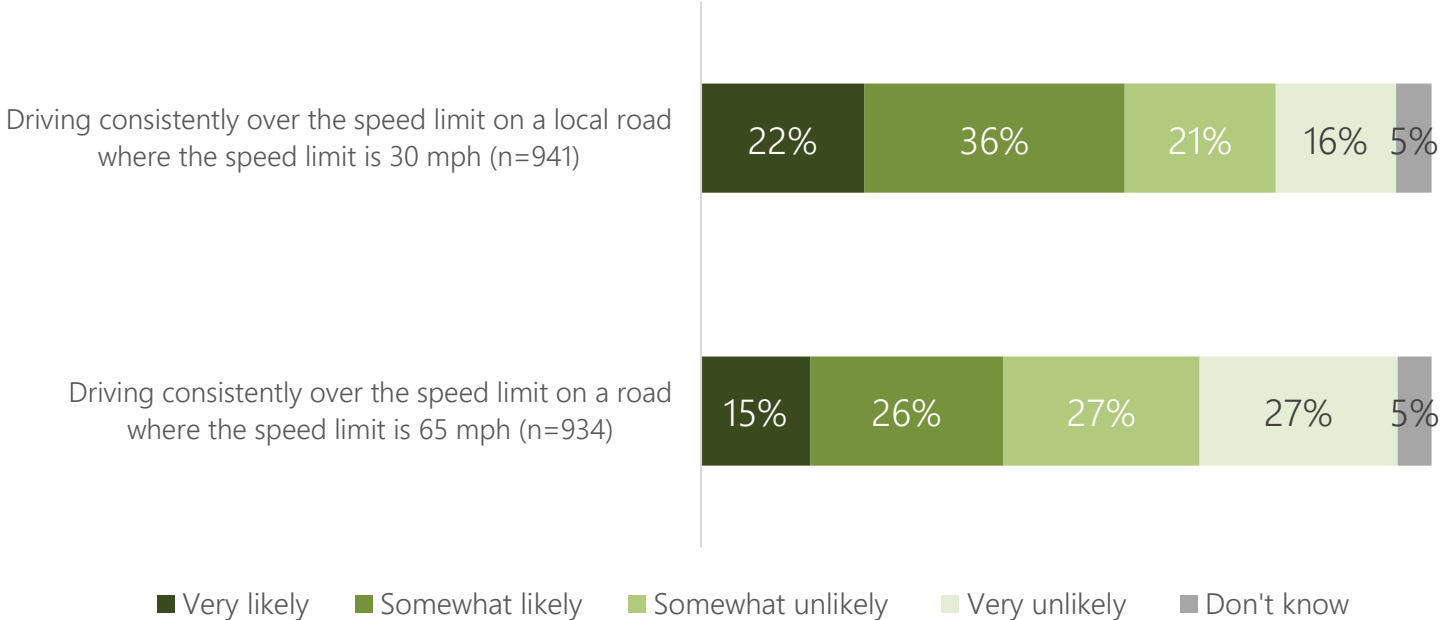
How Often Are Respondents Driving Over The Speed Limit



- > The frequency of driving over the speed limit varied widely by context. Most Colorado drivers said they drove over the speed limit on main highways (69%) and local highways (68%) at least some of the time. However, this dropped to about half (48%) of drivers when considering main city/town roads and about one quarter (26%) when considering neighborhood roads.
- > Drivers aged 18–34 were more likely to say they drive over the speed limit at least some of the time when on a neighborhood road (35%) at a higher rate than those aged 35 and older (23%).
- > Drivers with a college degree were more likely to say they speed at least some of the time overall (67%) than those with lower levels of educational attainment (53%).

Colorado drivers thought they would be more likely to get stopped by police when consistently speeding over a 30-mph limit than a 65-mph limit

How Likely Would it be For the Police to Stop You Over The Next 6 Months When...

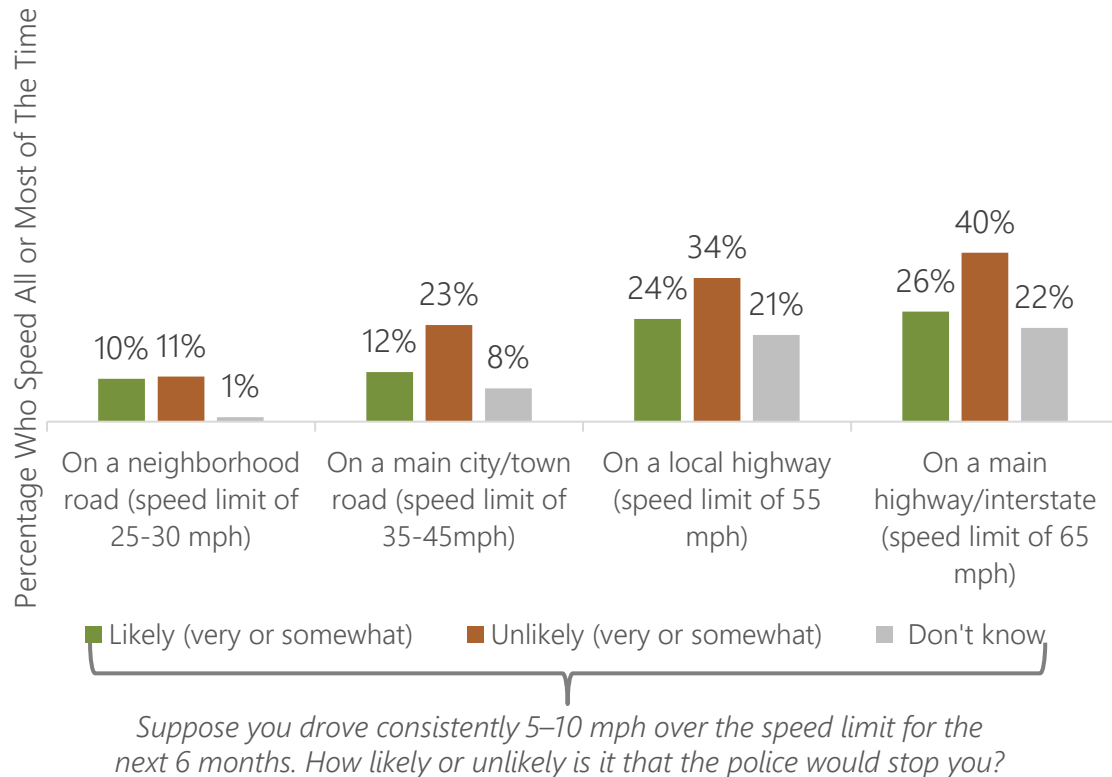


- > Most drivers (58%) said they would be at least somewhat likely to be stopped by police over the next 6 months if they consistently drove over the speed limit on a local road where the speed limit is 30 MPH.
- > Alternatively, 41% said it was at least somewhat likely to happen when driving consistently over the speed limit on a road where the speed limit is 65 MPH.
- > People of Color were more likely to say it was very likely they would get stopped by police in the 30-mph scenario (32%) and the 65-mph scenario (27%) than White drivers (17% and 9% respectively).

Q7. Suppose you drove consistently 5–10 mph over the speed limit for the next 6 months. How likely or unlikely is it that the police would stop you?

Drivers who thought getting stopped by police was likely when driving 5–10 mph over the speed limit were less likely to speed than those who thought this was unlikely in most situations

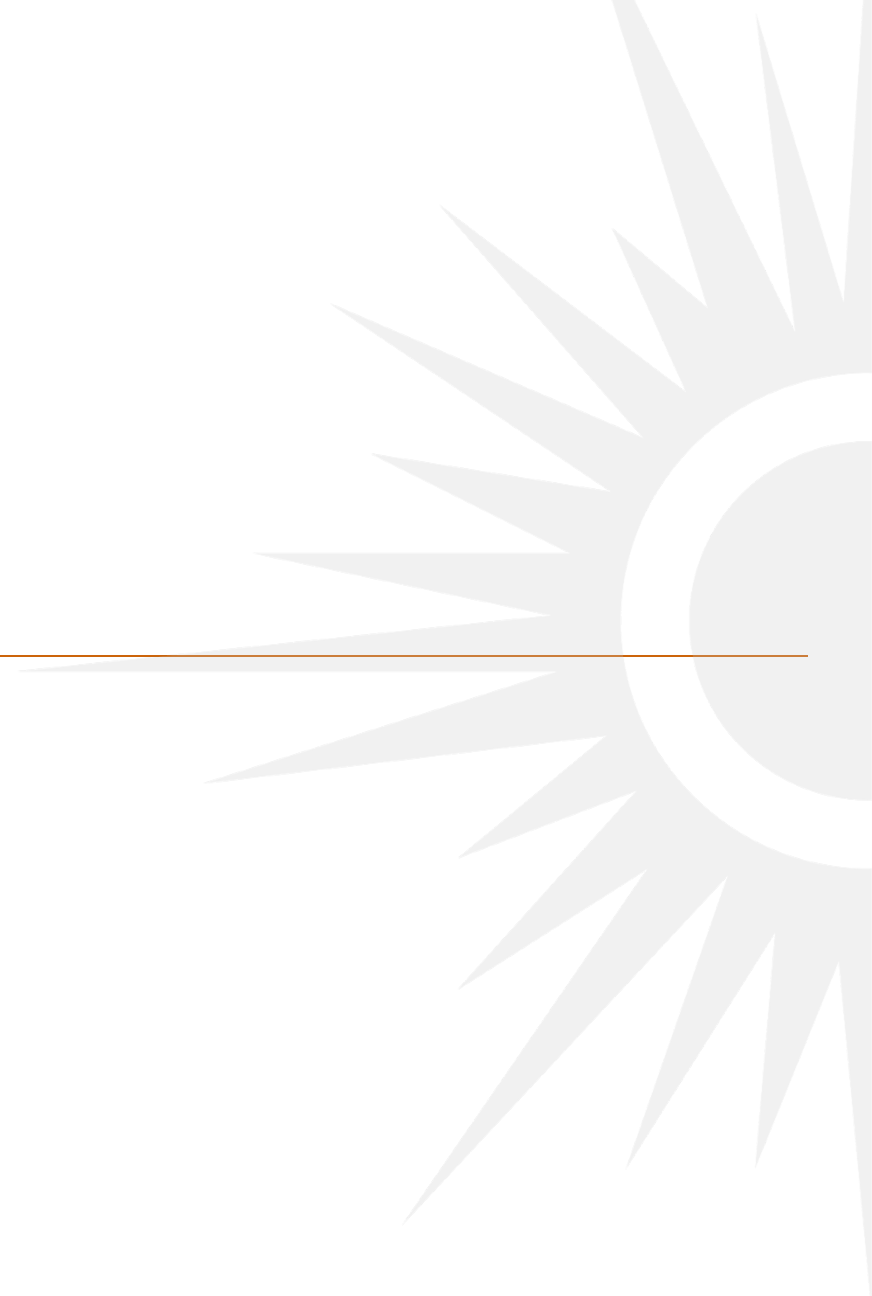
Speeding Behavior By Perception of How Likely Getting Stopped By Police Would Be For Driving 5-10 MPH Above The Speed Limit



The graph on the left presents the percentage of drivers who speed all or most of the time in a variety of scenarios. The green bars present the percentage among those who said it would be very or somewhat likely that they would get stopped by police if they consistently sped over the next six months. The rust bars present the percentage among those who said it would be somewhat or very unlikely they would get a stopped and the grey bars present those who did not know how likely getting stopped would be.

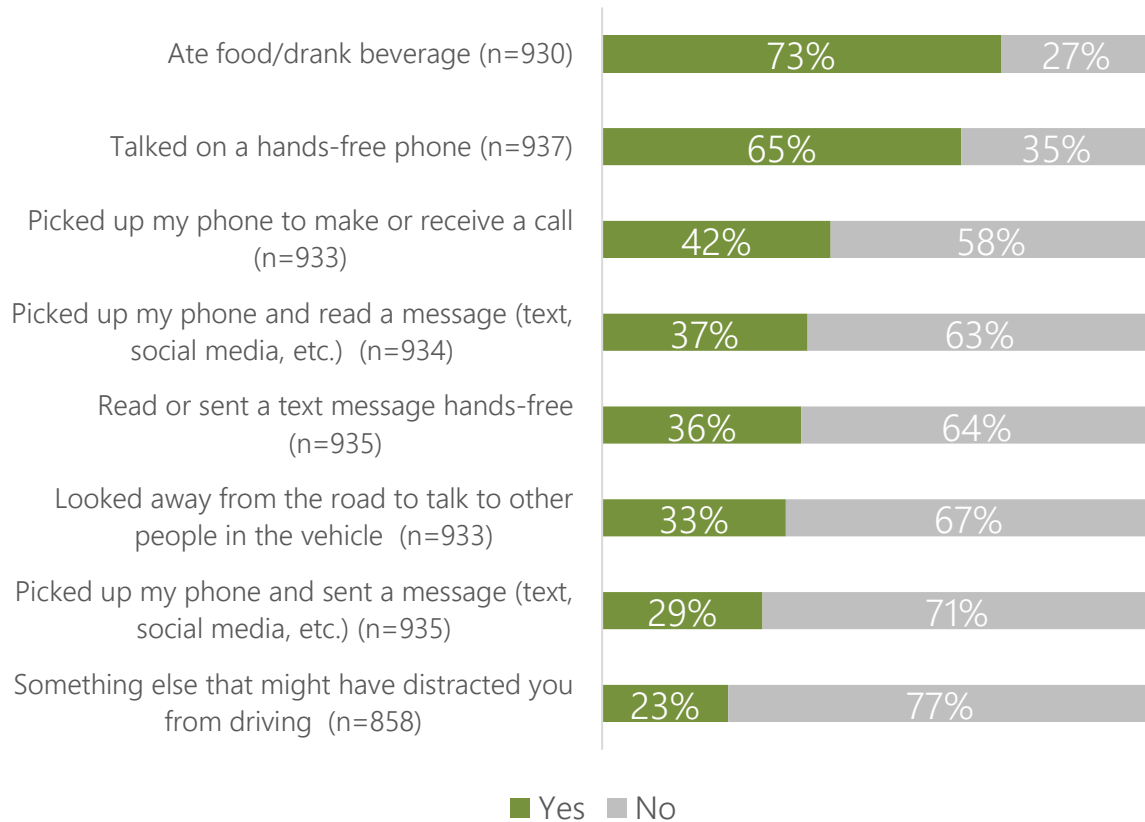
- > If the threat of getting stopped encouraged Coloradans to drive the speed limit, those who thought getting stopped was likely would speed at a lower rate than those who thought getting stopped was unlikely. As can be seen in the graph, this was the case in most situations.
- > Drivers who thought they would be likely to get stopped were less likely to say they drove above the speed limit all or most the time in every scenario except on a neighborhood road. These differences were statistically significant.

SECTION 4
DISTRACTED DRIVING



The most common distractions while driving were eating food/drinking a beverage and talking on a hands-free phone

Activities Done While Driving Over The Last 7 Days

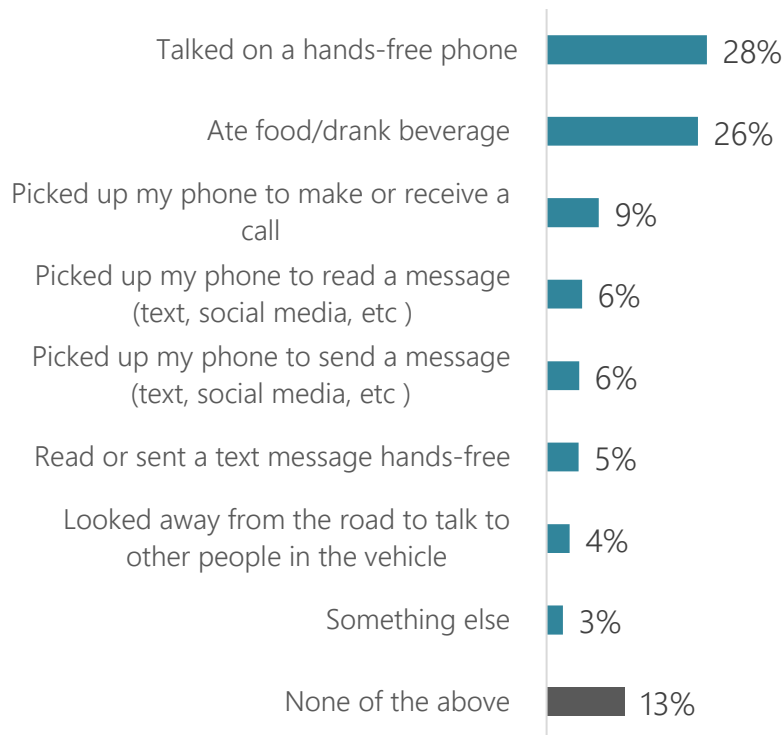


- > Nearly three out of four Colorado drivers (73%) said they ate food/drank a beverage while driving in the last seven days.
- > Nearly two of three (65%) said they had talked on a hands-free phone in the last seven days while driving.
- > White drivers were less likely (25%) to say they picked up their phone to send a message while driving in the last seven days than People of Color (37%).
- > While phone-related distractions generally decreased with age, drivers aged 25–44 reported the highest rates of picking up a phone to make calls (54%), read messages (53%), and send messages (46%) in the last week. Drivers aged 18–24 were slightly less likely to do each of these behaviors in the last seven days (48%, 46%, 40%) than those aged 25–44.

Q8. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

More than one fourth of drivers said the most common distraction in the last week was talking on a hands-free phone and eating/drinking

Activity Done Most Often While Driving in The Last 7 Days (n=907)



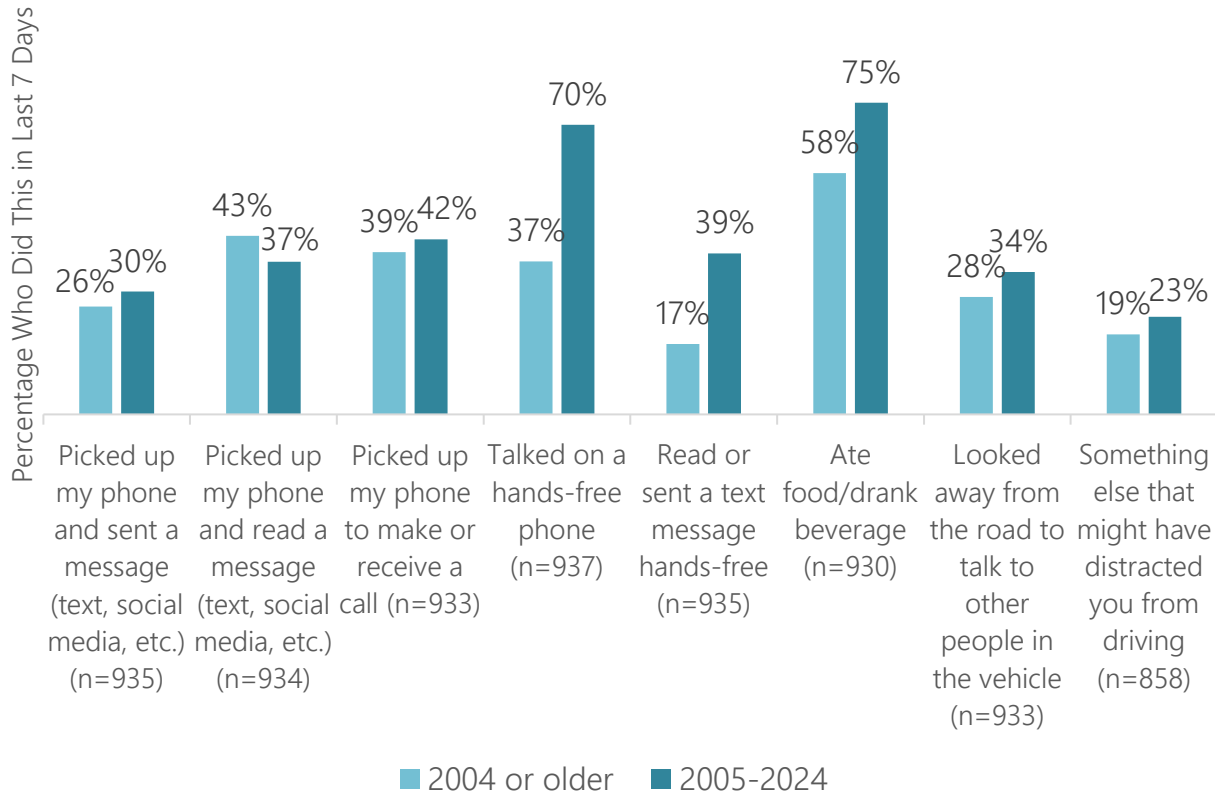
Respondents were asked to identify the activity that they did most often while driving over the last 7 days.

- > More than one quarter of drivers (28%) said their most frequent activity while driving was talking on a hands-free phone and an additional quarter (26%) identified eating food or drinking a beverage as their most frequent distraction.
- > Drivers aged 25–34 were much more likely to say that picking up their phone to read a message (17%) or to send a message (13%) was their most frequent distraction than drivers of other ages (4% and 4%)
- > Drivers who lived outside the Front Range were more likely to say their most frequent distraction was eating food/drinking a beverage (38%) than those living on the Front Range (23%).

A change in option language and question structure prohibits comparisons to previous years.

Drivers with newer car models were more likely to say they used their phones hands-free

Distractions by Year of Vehicle Driven



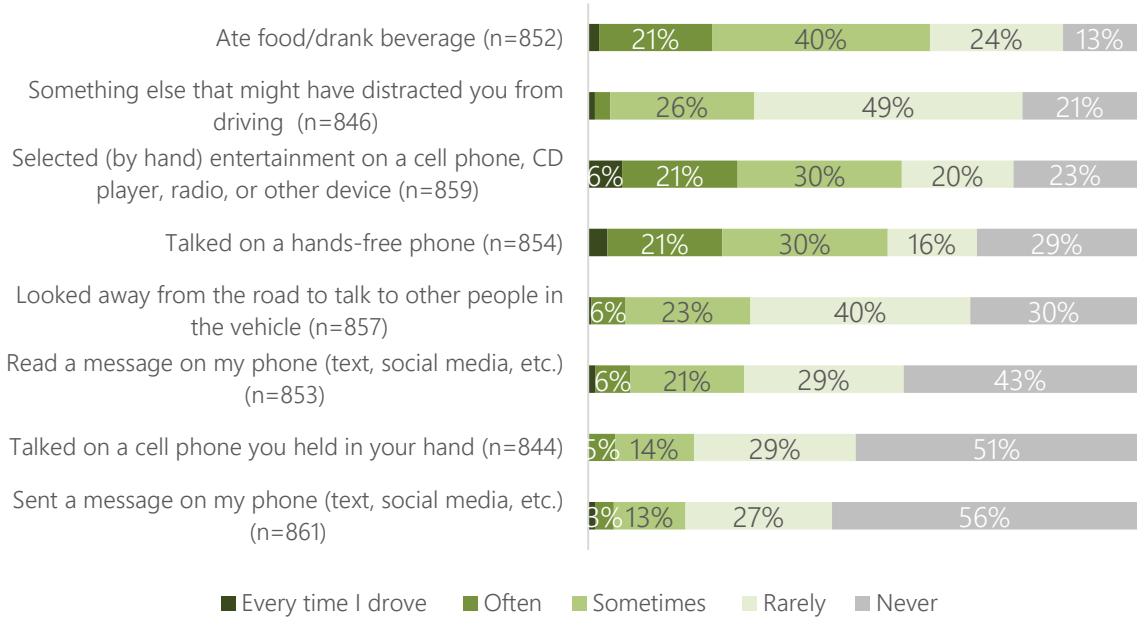
The graph on the left presents the percentage of drivers that said they did each of the following distracting behaviors while driving over the last seven days. The light blue bars represent drivers who primarily drive a vehicle that is a 2004 model or older and the dark blue bars represent those that drive a vehicle that is a 2005 model or newer.

- > Those that drive a 2005 or newer model were much more likely to talk hands-free on a phone (70%) or read/send a text message hands-free (39%) than those with older models (37% and 17% respectively).
- > However, drivers with newer models were no less likely to pick up their phone and send a message (30%) read a message (37%), or make/receive a call (42%) than those with older models (26%, 43%, and 39% respectively).
- > Higher income drivers were more likely to say they drove newer vehicle models (not shown).

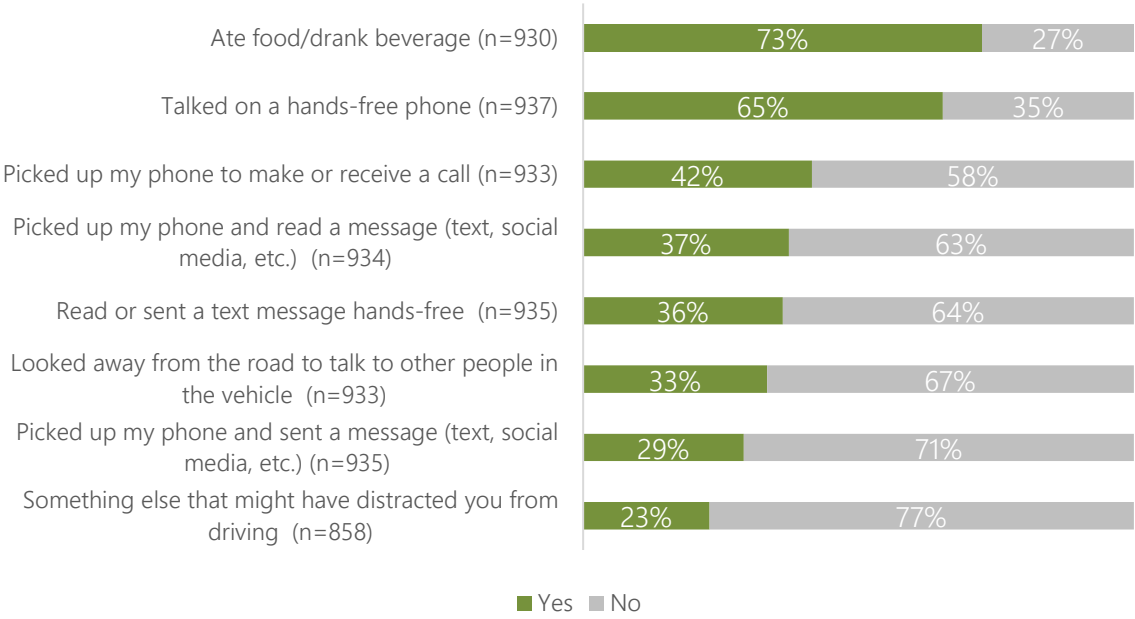
Q8. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

New question and option wording in 2024 changed the way Colorado drivers responded about driving distracted

Activities While Driving Over The Last 7 Days (2023)



Activities Done While Driving Over The Last 7 Days (2024)

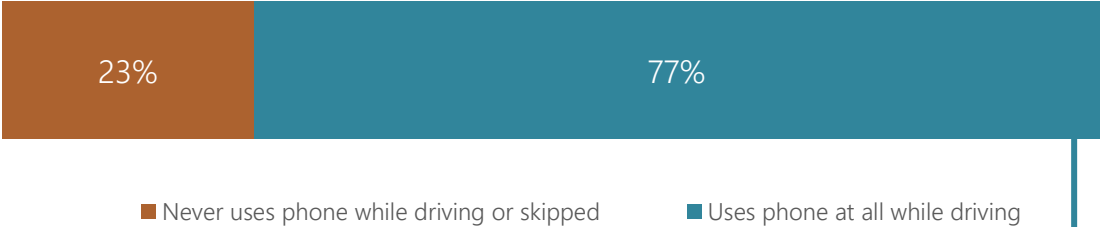


The survey questionnaire was updated in 2024 to ask about distractions in a slightly different manner than past years. While both questions asked about activities done over the last seven days while driving, the question in 2024 simply asked if these had been done (yes or no) while past years asked how often these behaviors had been done. Item descriptions were also updated. Both of these changes likely impacted how drivers answered this question and thus comparisons should be made with caution. It seems that providing a range of options for how frequent these behaviors caused drivers to be more likely to admit they engaged in these behaviors at least rarely. For example, while 13% said they never ate food or drank beverage while driving in 2023, twice the share of drivers (27%) said they did not do this over the last seven days in 2024. It is possible that social desirability caused some drivers to say they did not do this in 2024 that would have said they did this "rarely" in 2023 when provided that option.

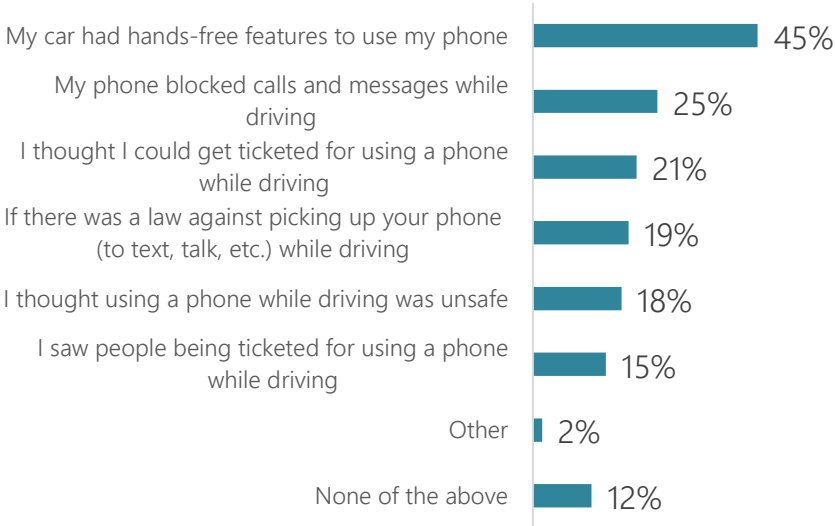
2023: Q8. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below. 2024: Q8. During the past 7 days, have you done the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

Those who used their phone while driving were most likely to say hands-free features in their car would get them to stop

Uses Phone While Driving (n=945)



What Would Get Respondents to Stop Using Their Phone While Driving (n=670)

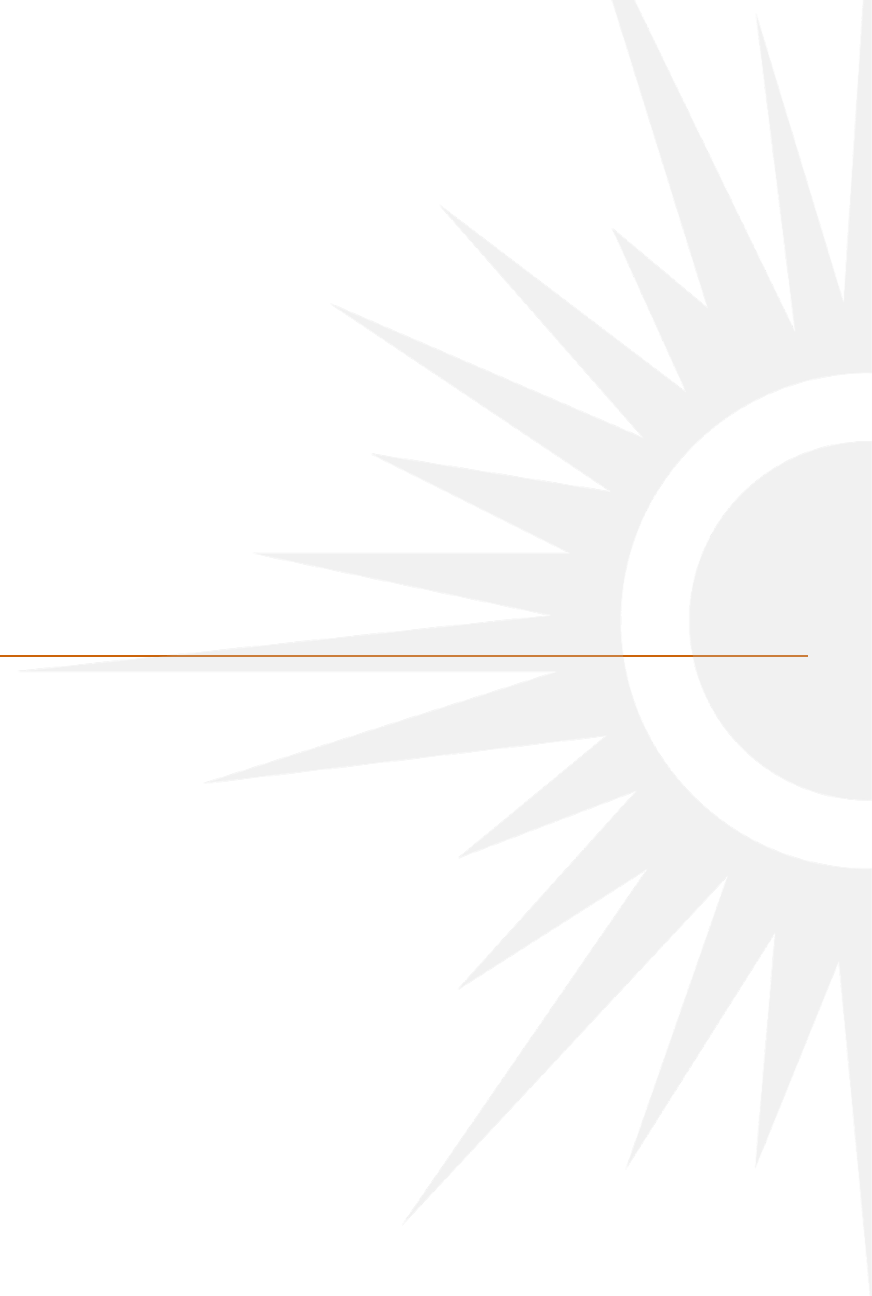


- > More than three out of four Colorado drivers (77%) indicated that they use their phone while driving.
- > Nearly half of those who used their phone at all while driving (45%) said their car having a hands-free feature would get them to stop using their phone.
- > One quarter of those who used their phone while driving (25%) said they would stop using the phone if it blocked messages while driving.
- > Drivers aged 18–24 were more likely (38%) to say that seeing people ticketed would get them to stop using their phone than older drivers (14%).

Q10. If you sometimes use your phone while driving, would any of these get you to stop? Check all that apply.

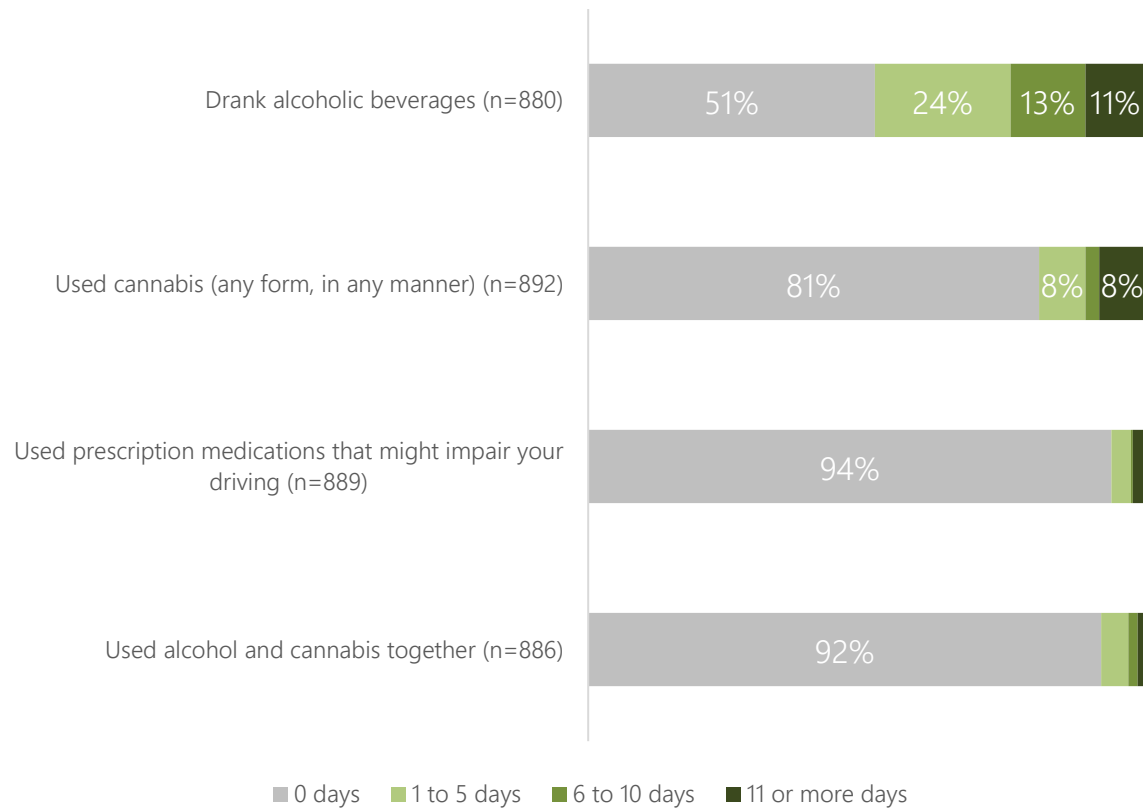
SECTION 5

DRIVING UNDER THE INFLUENCE



About half of Colorado drivers said they drank alcohol, and one out of five said they consumed cannabis, at least one day of the last 30

Out of The Past 30 Days, Number of Days That...

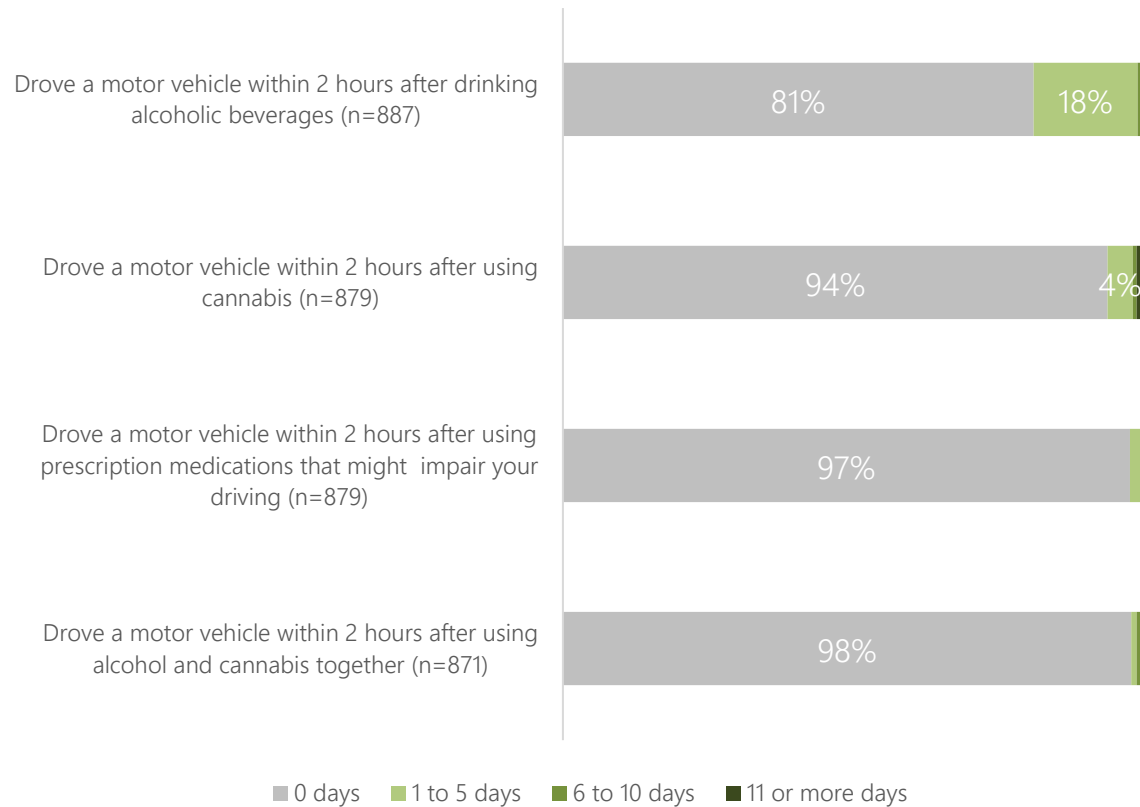


- > Nearly half (49%) of Colorado drivers said they drank alcohol at least one day out of the last 30 and 11% said they drank alcohol 11 days or more in that timeframe.
- > Nearly one out of five (19%) Colorado drivers said they used cannabis in the past 30 days.
- > White drivers were more likely (55%) to have said they drank alcoholic beverages at least once in the last 30 days than People of Color (36%). Alternatively, People of Color were more likely to say they had used cannabis (28%) than White drivers (14%) in the last 30 days.
- > Drivers aged 25–54 were more likely (57%) to have said they drank alcohol in the last 30 days than younger (28%) or older (26%) drivers.
- > Drivers aged 25–34 were more likely (41%) to have said they used cannabis in the last 30 days than younger drivers (29%) or older drivers (9%).

Q11. Out of the past 30 days, on about how many days did you do the following? For each item, please write a number between 0 and 30 days; if you did not do it in the past 30 days put "0". Your answer cannot exceed 30 days.

About one out of five Colorado drivers said they had driven within two hours after drinking alcoholic beverages

Out of The Past 30 Days, Number of Days That...

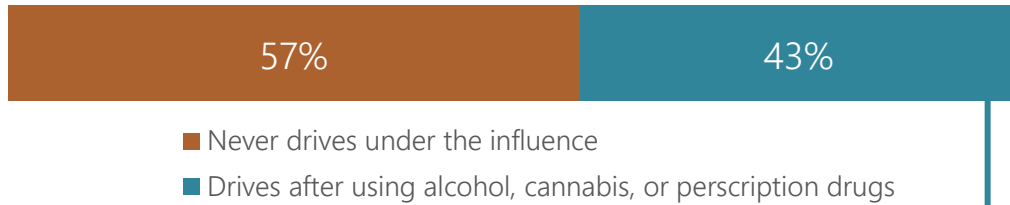


- > About one fifth (19%) drivers said that they drove a motor vehicle within 2 hours after drinking alcoholic beverages at least one day in the past 30. However, only 1% said they did this 6 or more days in the past 30.
- > Alternatively, 6% of drivers said they drove a motor vehicle within 2 hours after using cannabis in the past 30 days.
- > A small share (3%) of drivers said they drove within 2 hours of using prescription medications that might impair their driving or within 2 hours of using alcohol and cannabis together. Similarly, 2% said they drove within 2 hours of using alcohol and cannabis together.
- > Male drivers were more likely to say they drove within two hours of drinking (24%) than female drivers (14%).
- > White drivers were more likely to say they drove within two hours of drinking (23%) than People of Color (12%). Alternatively, People of Color were more likely (11%) to say they drove within two hours of using cannabis than White drivers (4%).

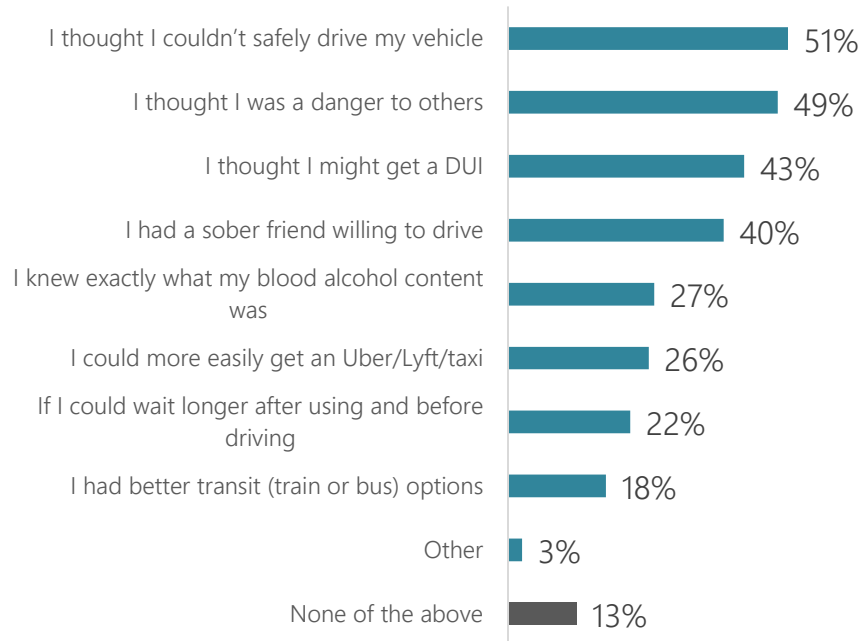
Q11. Out of the past 30 days, on about how many days did you do the following? For each item, please write a number between 0 and 30 days; if you did not do it in the past 30 days put "0". Your answer cannot exceed 30 days.

Perceived lack of safety or danger to others were the most likely to get drivers to stop driving under the influence

Drives Under The Influence (n=945)



What Would Get Respondents to Stop Driving Under The Influence (n=377)

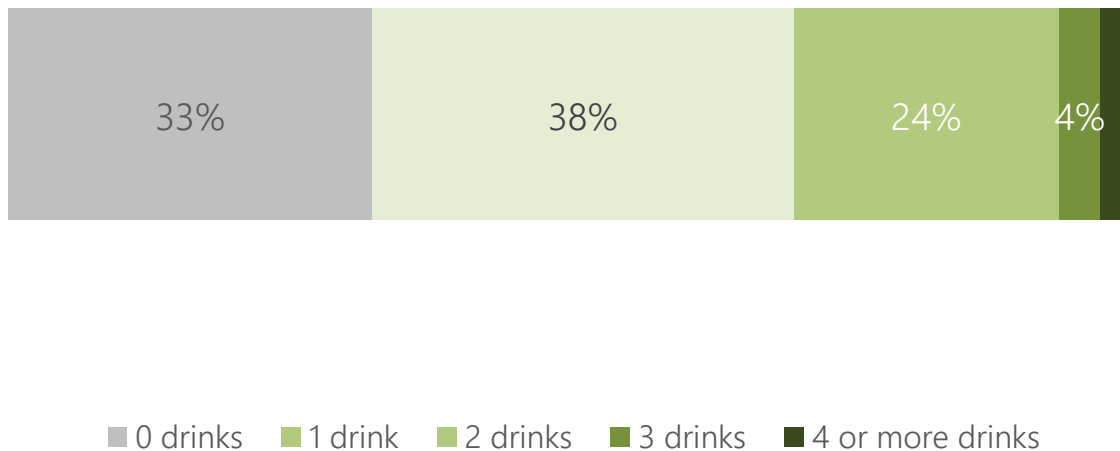


- > Most Colorado drivers (57%) said they never drive after using alcohol, cannabis, or prescription drugs.
- > Among those who said they engaged in this behavior, about half said they would stop if they thought they couldn't safely drive their vehicle (51%) or thought they were a danger to others (49%).
- > About two out of five drivers who drove under the influence said they would stop if they thought they would get a DUI (43%) or if they had sober friend willing to drive (40%).
- > While not shown here, drivers who thought it was likely for someone to get a DUI for driving with an amount of alcohol, cannabis, or prescription drug that was above the legal limit were no more or less likely to say they never drive under the influence.
- > Drivers who drove under the influence with lower levels of educational attainment were more likely (24%) to say nothing would stop this behavior (none of the above) than those with a college degree (7%).

Q14. If you sometimes drive after using alcohol, cannabis, or prescription drugs, would any of these get you to stop? Check all that apply.

Most Colorado drivers said they would feel comfortable having one or no drinks within a two-hour period and still feel safe driving

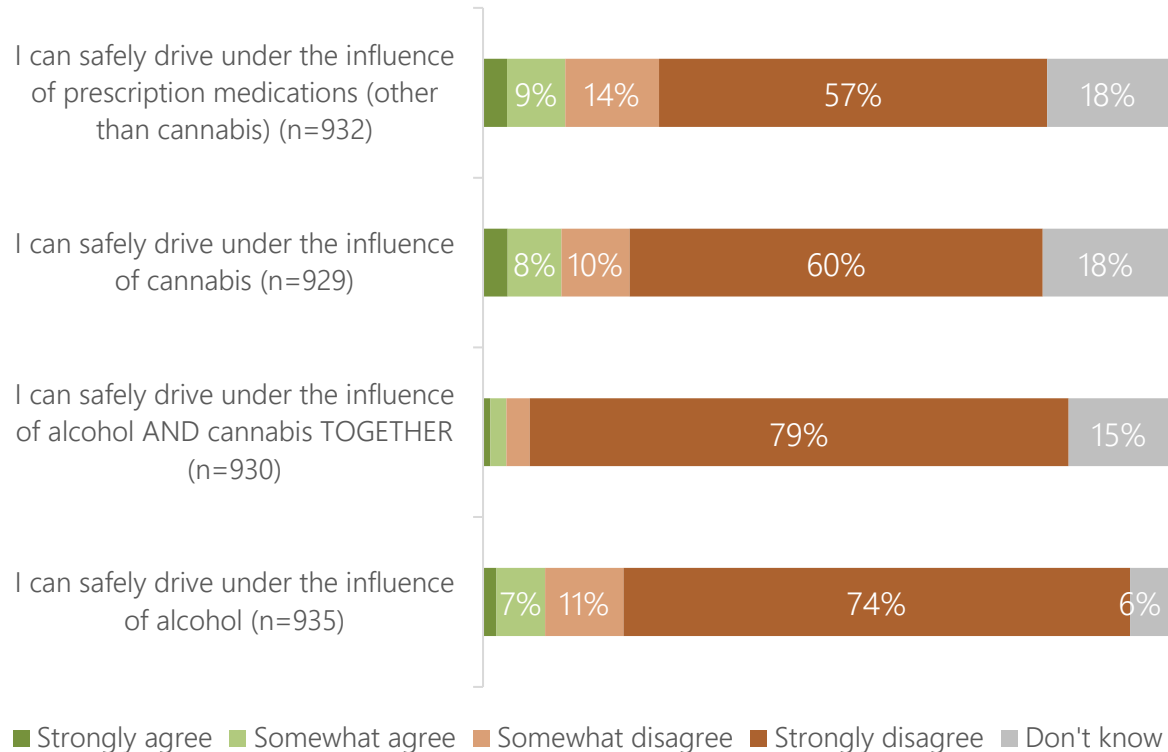
Number of Drinks Within a Two-Hour Period And Still Feel Safe Driving (n=897)



- > One out of three drivers (33%) said they would only feel safe having zero drinks within two hours of driving.
- > About four out of ten (38%) said they would feel safe having a single drink within a two-hour period before driving. Few drivers (6%) said they would feel safe having three or more drinks.
- > Female drivers were less likely (21%) to say they felt safe having two or more drinks than male drivers (38%).
- > People of Color were more likely to say they would only feel comfortable having zero drinks (40%) than those identifying as White (27%).
- > Drivers aged 25–34 were more likely to say they felt safe driving after two or more drinks (46%) or three or more drinks (15%) than those younger (25%, 3%) or older (27%, 4%).

Strong majorities of Colorado drivers disagreed that they could drive safely under the influence of various substances

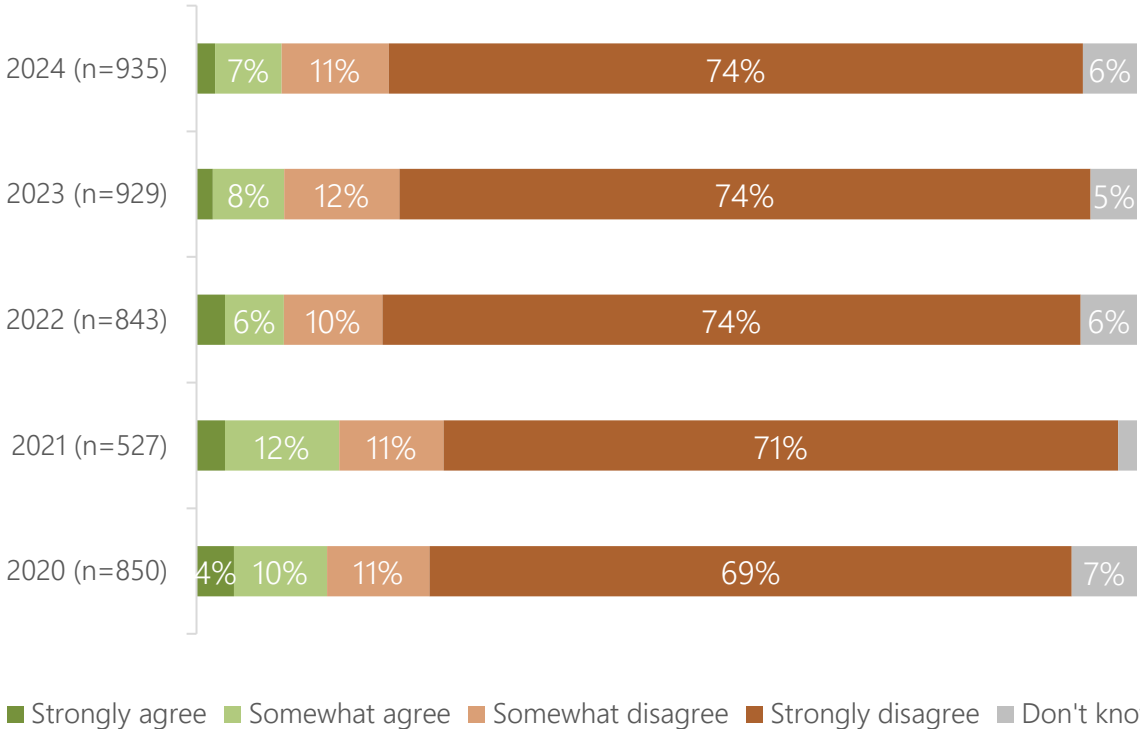
Agreement With Statements



- > A small share of Colorado drivers agreed (somewhat or strongly) that they could drive safely under the influence of prescription medication (12%), cannabis (11%), or alcohol (9%).
 - Drivers who drank alcohol were more likely to agree that they could safely drive under the influence of alcohol (13%) than those who did not (6%).
 - More than four out of ten drivers who had used cannabis in the last 30 days agreed they could drive safely under the influence of cannabis (44%) compared to just 4% of those who hadn't.
- > Nearly one in five (17%) drivers aged 18–24 said they did not know if they could drive safely under the influence of alcohol, compared to just 5% of older drivers. The share of drivers who said they did not know if they could drive safely under the influence of prescription medication and cannabis was similar across age.
- > People of Color were more likely to agree they could drive safely under the influence of cannabis (20%) than White drivers (6%).

The share of drivers that agreed they could drive safely under the influence of alcohol stayed consistent between 2022 and 2024

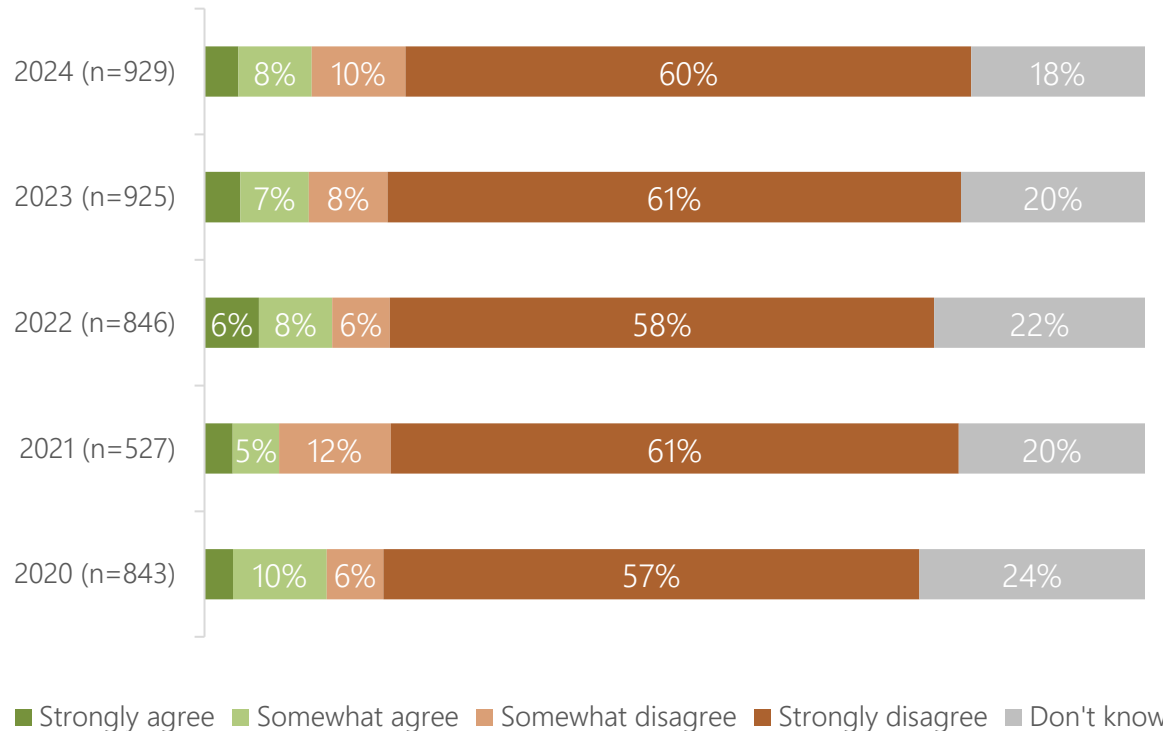
Agreement With This Statement: I Can Safely Drive Under The Influence of Alcohol



- > Comparing responses over time, a smaller share of Colorado drivers agreed (strongly or somewhat) that they could drive safely under the influence of alcohol in 2022 (9%) than in 2021 (15%). However, this percentage stayed consistent in 2022 (9%), 2023 (9%), and 2024 (9%).
- > Over the last past six years, most Colorado drivers have strongly disagreed with this statement.

The share of drivers that agreed they could drive safely under the influence of cannabis in 2024 was similar to the rates observed in previous years

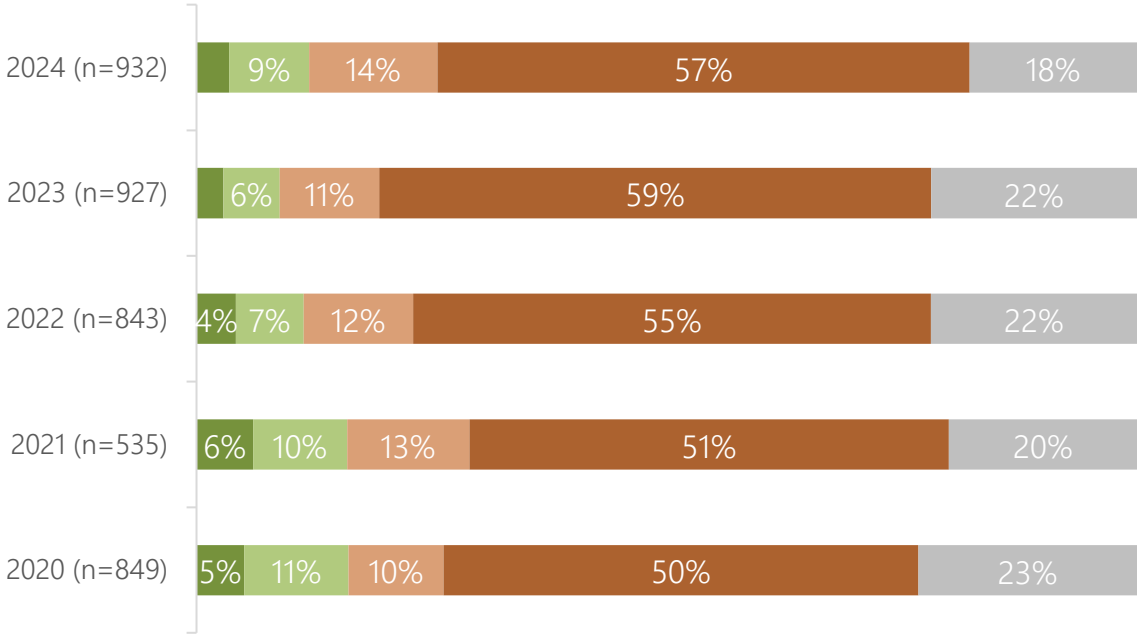
Agreement With This Statement: I Can Safely Drive Under The Influence of Cannabis



- > Overall, the share of Colorado drivers who agreed that they could drive safely under the influence of cannabis stayed largely the same between 2022 and 2024.
- > Most Colorado drivers have consistently strongly disagreed that they could drive safely under the influence of cannabis over the last six years.

The share of drivers that agreed they could drive safely under the influence of prescription medications largely stayed the same

Agreement With This Statement: I Can Safely Drive Under The Influence of Prescription Medications

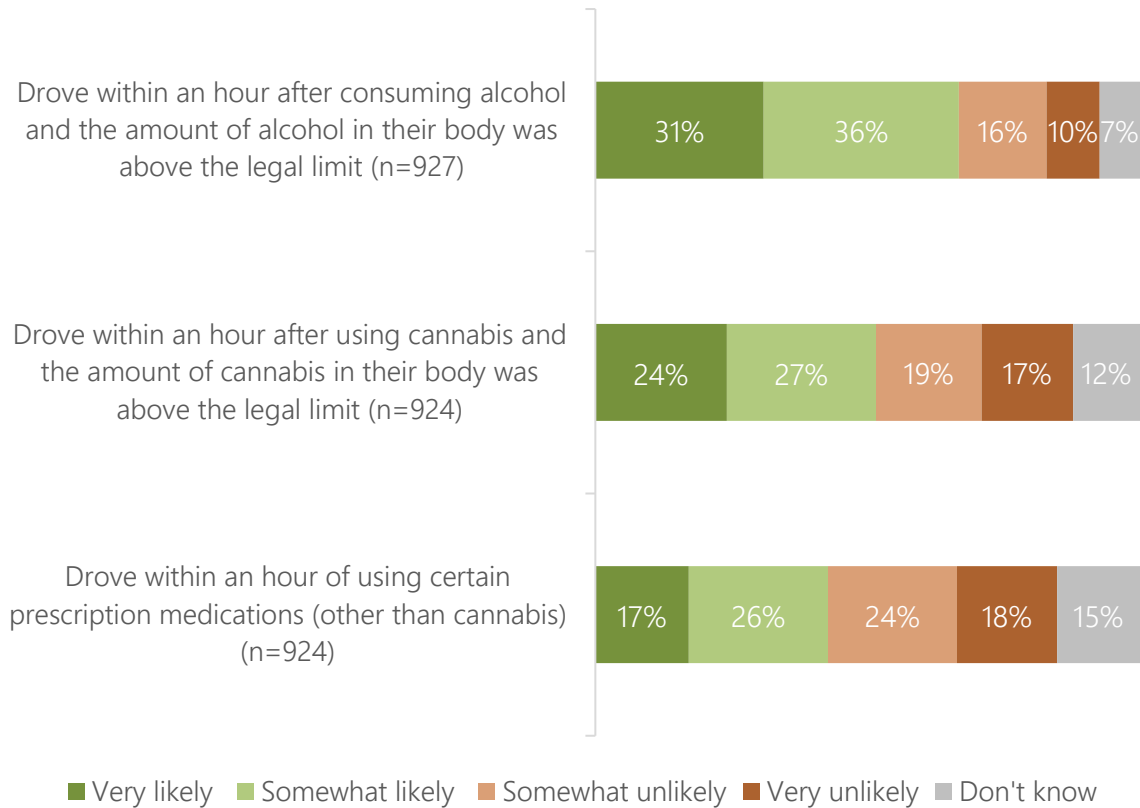


■ Strongly agree ■ Somewhat agree ■ Somewhat disagree ■ Strongly disagree ■ Don't know

- > Comparing responses over time, a smaller share of Colorado drivers agreed (strongly or somewhat) that they could drive safely under the influence of prescription medications in 2022 (11%) than in 2021 (16%). While not statistically significant, this share raised from 9% in 2023 to 12% in 2023.
- > Before 2022, opinions on driving while under the influence of prescription medications had held fairly steady over the last five years.

Most drivers thought it was at least somewhat likely that a driver would get a DUI for driving above the legal limit for alcohol and cannabis

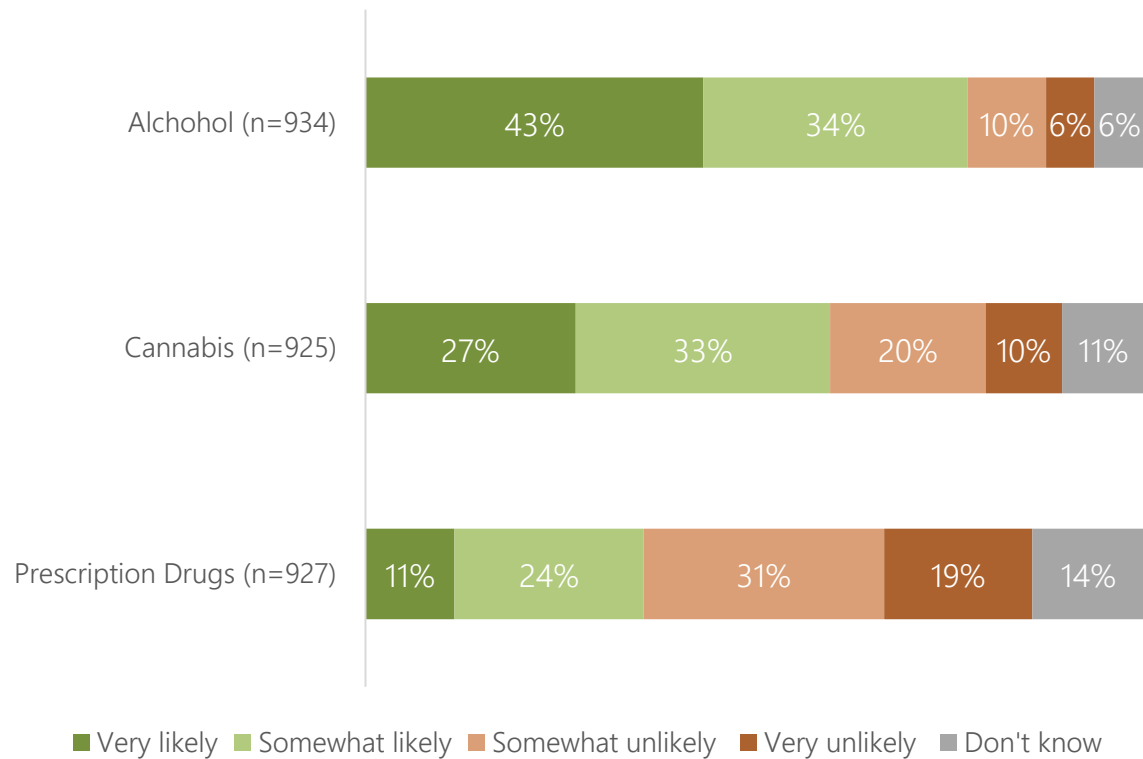
Likelihood of Getting a DUI When...



- > While 67% of drivers thought it was at least somewhat likely that a person would get a DUI if they drove within an hour after consuming alcohol and the amount of alcohol in their body was above the legal limit, a smaller share believed the same for cannabis (52%) and certain prescription medications (43%).
- > While not statistically significant, the share of drivers who thought a DUI for alcohol use (67%) and cannabis use (52%) was somewhat or very likely in 2024 was higher than 2023 (61% and 48% respectively).
- > Drivers who did consume alcohol within two hours of driving in the last 30 days said it was very likely that someone would get a DUI for the alcohol scenario (24%) at a lower rate than those who did not (37%).
- > People of Color were more likely to say it was somewhat or very likely that someone would get a DUI for consuming cannabis in this scenario (63%) than respondents identifying as White (45%).

Most Colorado drivers thought it was at least somewhat likely that a police officer could accurately tell if a driver recently consumed alcohol or cannabis

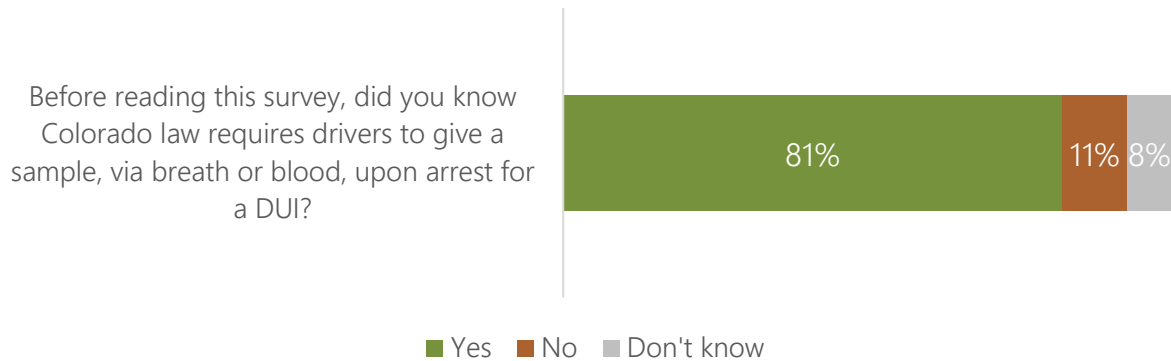
How Likely Would a Police Officer Could Accurately Tell if a Driver Recently Consumed...



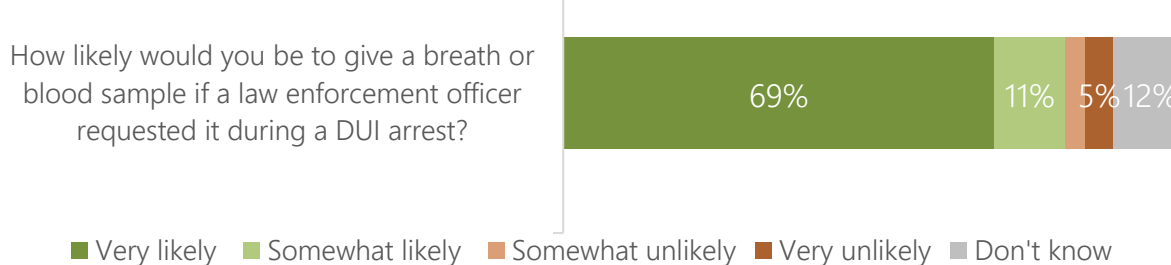
- > Three out of four Colorado drivers (77%) said it was at least somewhat likely that a police officer could accurately tell if a driver had recently consumed alcohol, and a about two out of five (43%) said this would be very likely.
- > While most drivers (60%) said it was at least somewhat likely that a police officer could tell if a driver had recently consumed cannabis, only 27% said this was very likely.
- > Denver metro drivers were less likely to say it was very likely that an officer could accurately tell if a driver had recently consumed alcohol (32%) than other drivers (55%).
- > Drivers who had used cannabis in the last 30 days said it would be very likely for an officer to be able to accurately tell if a driver had recently consumed cannabis (11%) at a lower rate than others (28%).
- > A greater share of drivers (50%) thought it was unlikely that an officer could tell if a driver had recently consumed prescription drugs than the share who thought it was likely (36%).

Most knew Colorado law requires drivers to give a sample upon DUI arrest and most said they would be very likely to comply

Awareness of Required Sample Upon DUI Arrest (n=384)



Likelihood of Giving Sample During a DUI Arrest (n=377)



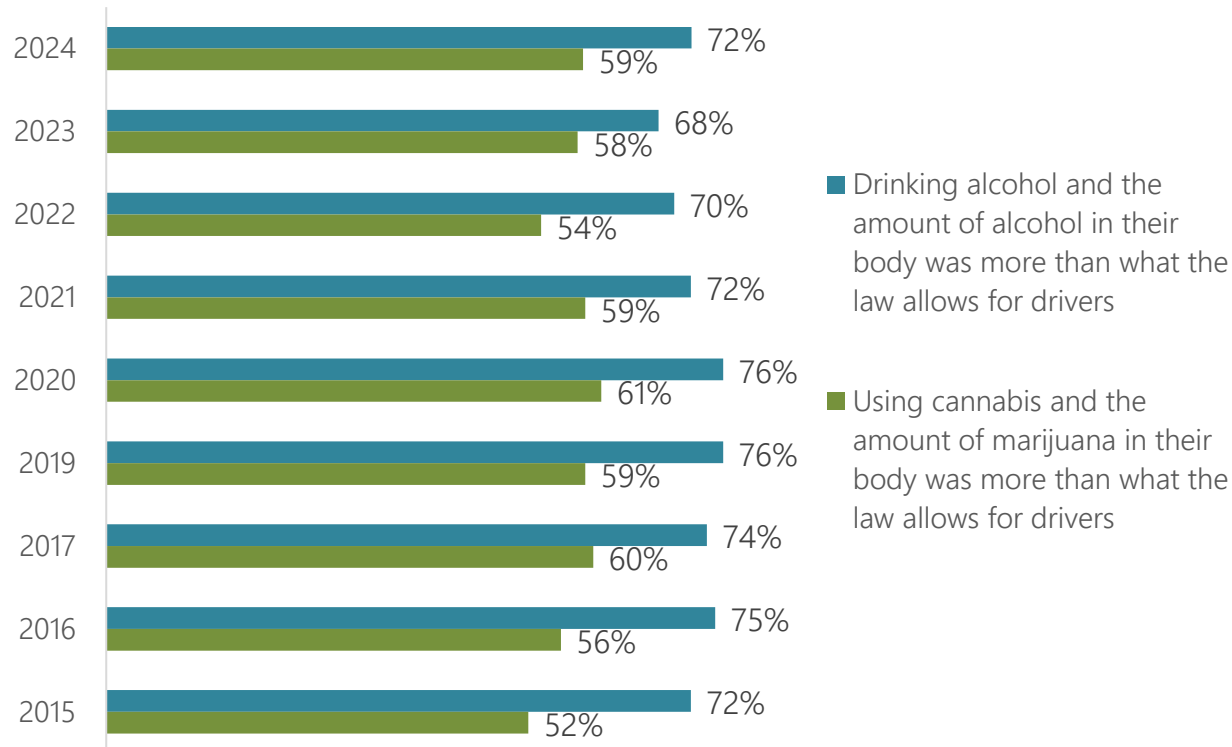
Drivers were asked two questions related to DUI arrest. First, they were asked if they knew Colorado law requires drivers to give a sample, via breath or blood, upon arrest for a DUI. Next, they were asked how likely they would be to give a breath or blood sample if a law enforcement officer requested it during a DUI arrest.

- > Four out of five (81%) drivers said they knew Colorado law requires a sample upon DUI arrest.
- > Male drivers were more likely to say they knew this before the survey (86%) than female drivers (76%).
- > A bit more than two out of three drivers (69%) said they would be very likely to give a breath or blood sample if requested by law enforcement and less than one out of 10 (8%) said they would be somewhat or very unlikely to do so.
- > Drivers aged 18–54 said they were very likely to give a sample at a lower rate (48%) than those 55 and older (76%).

Q17. Before reading this survey, did you know Colorado law requires drivers to give a sample, via breath or blood, upon arrest for a DUI? Check one. Q18. How likely would you be to give a breath or blood sample if a law enforcement officer requested it during a DUI arrest? Due to a programming error these two questions were only asked for mail-back responses.

The share of drivers who thought it was likely that a person would get a DUI after driving under the influence has been similar over the last three years

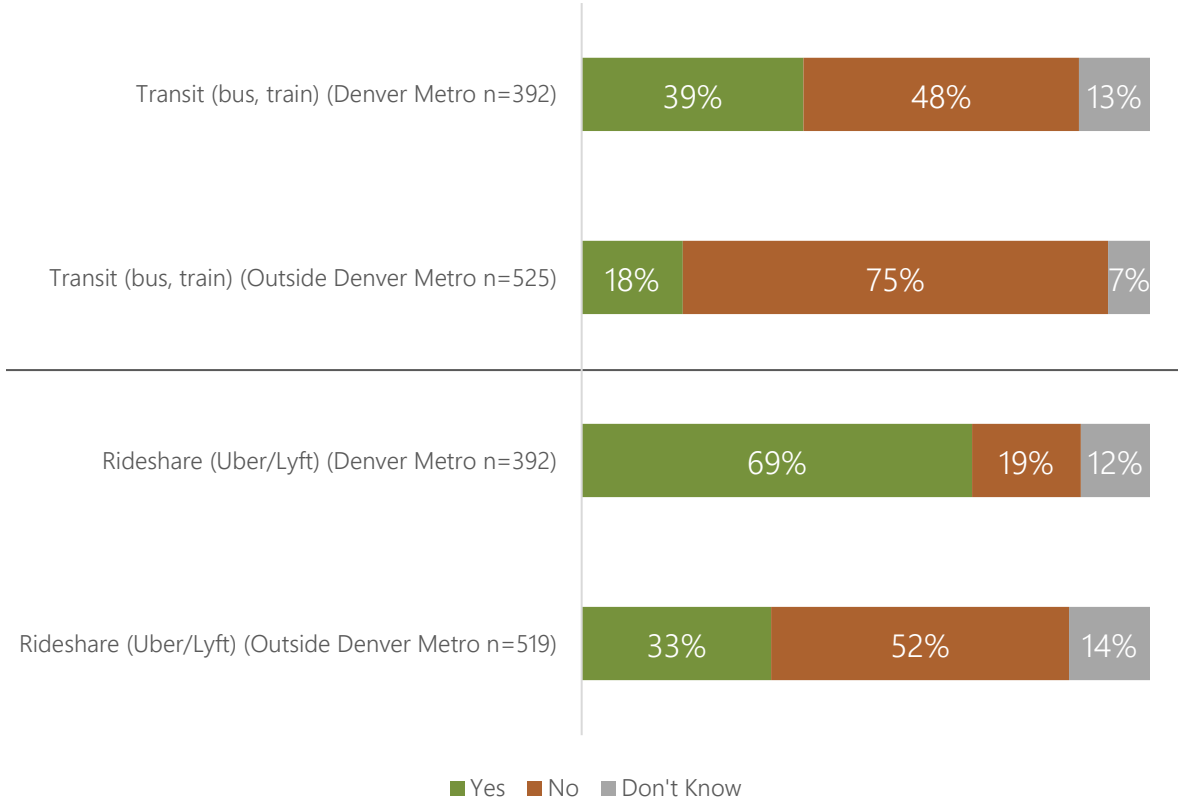
Percentage of Respondents Who Think it is Likely or Very Likely That a Person Would Get a DUI After
(Excludes Don't Know):



- > The differences in the percentage of Colorado drivers that said it would be likely or somewhat likely for a person to get a DUI if they drove within hours of drinking alcohol or using cannabis above the legal limit are minor year to year.
- > In 2022, 54% of drivers thought it would be likely or very likely for a driver using cannabis in this scenario to get a DUI. While this increased to 59% in 2024, this difference was not statistically significant.
- > Across all years, a lower share of Colorado drivers thought using cannabis above the legal limit would result in a DUI than those who thought drinking alcohol would result in a DUI.

Colorado drivers were more likely to say they could travel to and from home easily by rideshare than transit

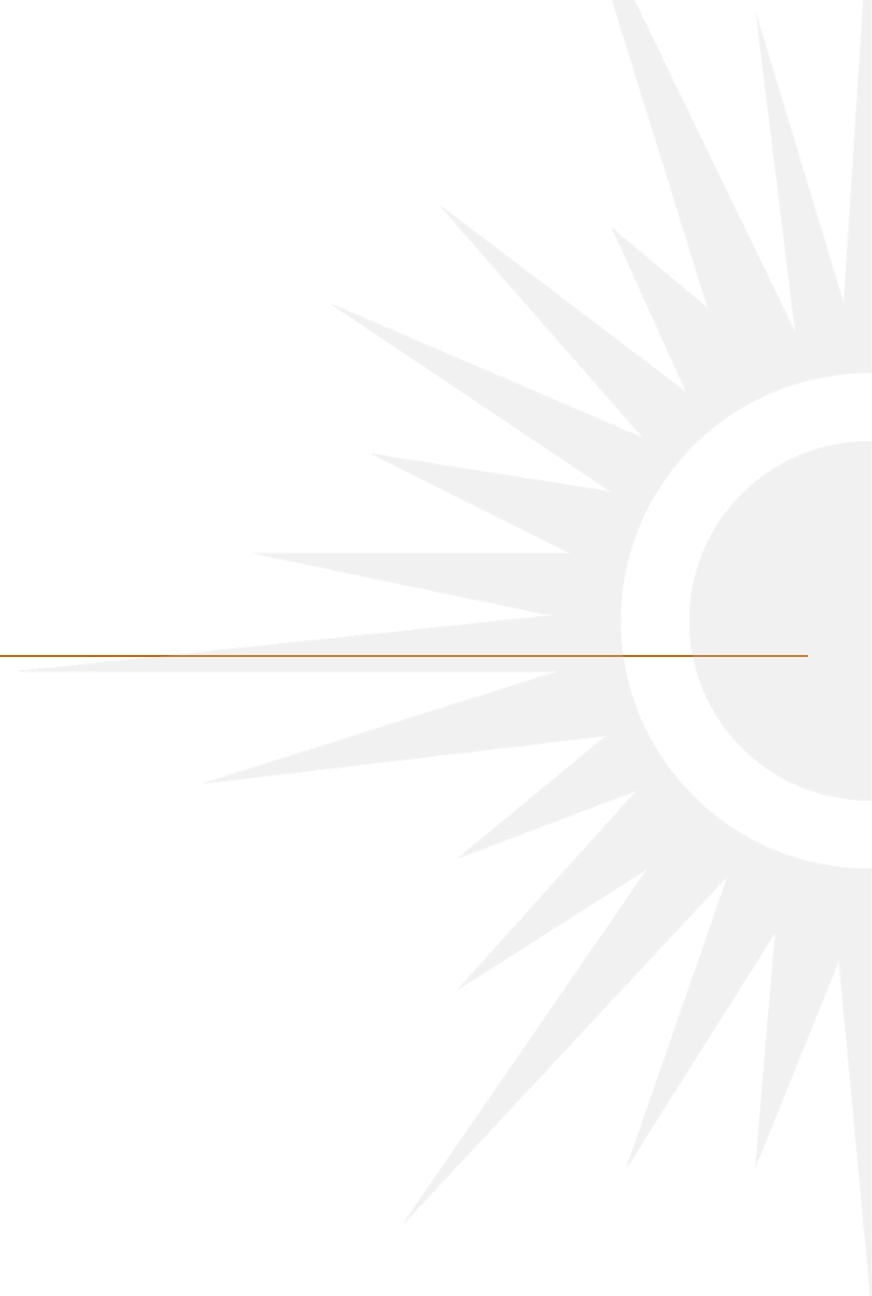
Can Drivers Easily Travel to/From Home Via...



- > Drivers living in the Denver metro were more likely to say they could travel by transit (39%) and rideshare (69%) than others (18% and 33% respectively).
- > People of Color were more likely to say they could travel by transit (48%) or rideshare (64%) than White drivers (20% and 47% respectively).
- > Drivers aged 18–54 were more likely to say they could travel by rideshare (64%) than older drivers (32%).
- > Drivers who used cannabis in the last 30 days were more likely (70%) to say they could travel by rideshare than those who had not (47%).

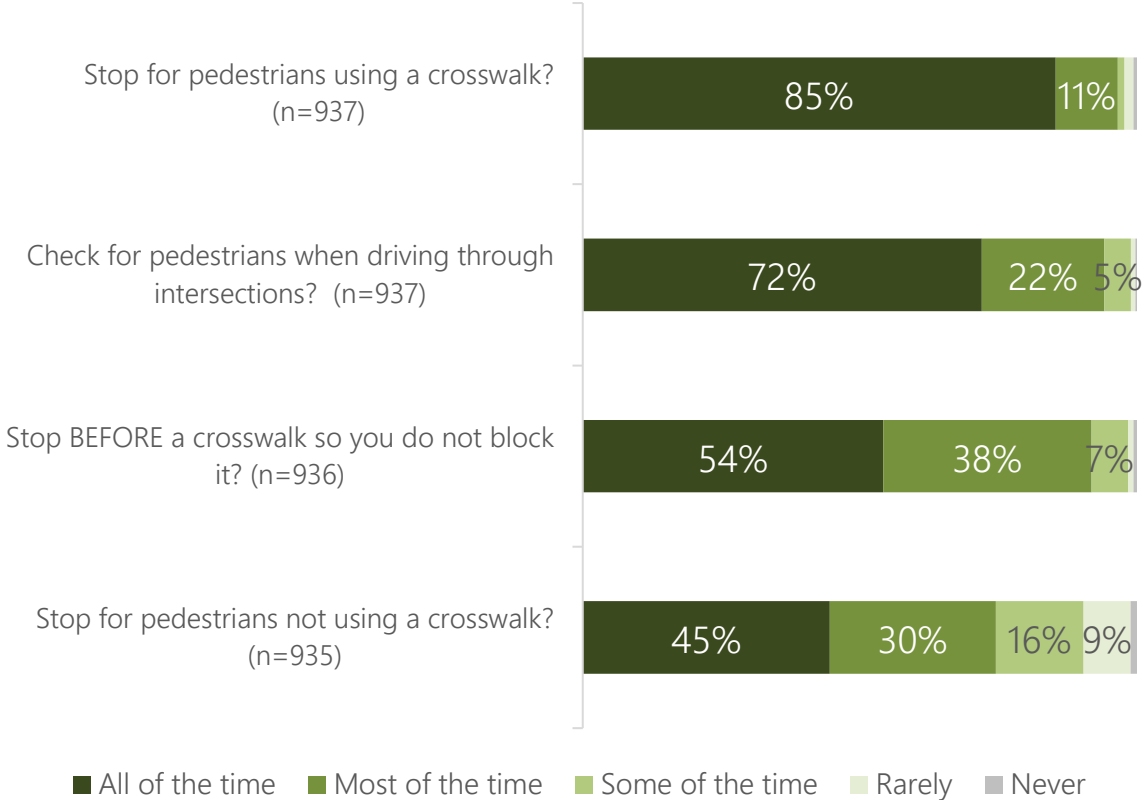
SECTION 6

THE SAFETY OF OTHERS



Most Colorado drivers said they don't always stop for pedestrians not using a crosswalk

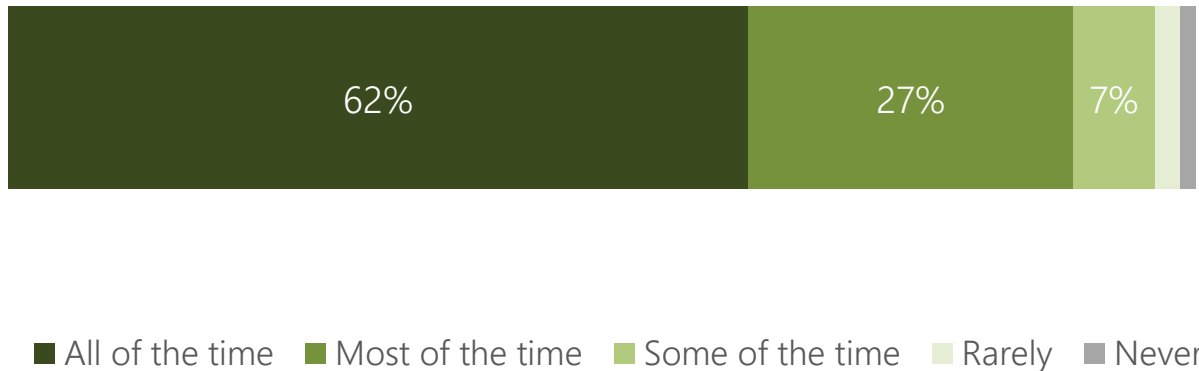
Frequency of Behaviors When Driving



- > Nearly nine out of ten (85%) drivers said they stop for pedestrians using a crosswalk all the time.
- > Alternatively, 45% said they stop for pedestrians not using a crosswalk all the time.
 - 9% said they rarely stop for pedestrians not using a crosswalk.
- > Most drivers said they check for pedestrians when driving through intersections all the time (72%) and nearly all drivers (94%) said they did this at least most of the time.
- > Drivers with a college degree were less likely to say they stop before a crosswalk, so they do not block it all the time (49%) than those with lower levels of educational attainment.

When following motorcycles, nine of ten Colorado drivers said they give extra space at least most of the time

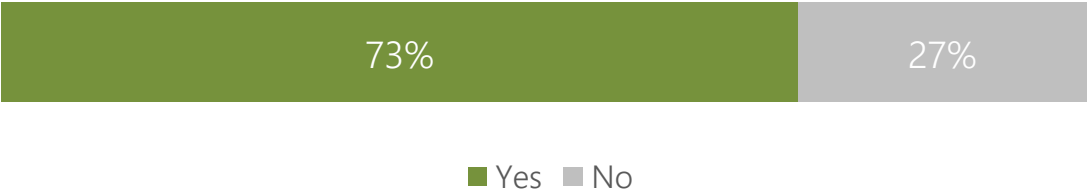
How Often Do Respondents Give Motorcycles Extra Space When Following (n=940)



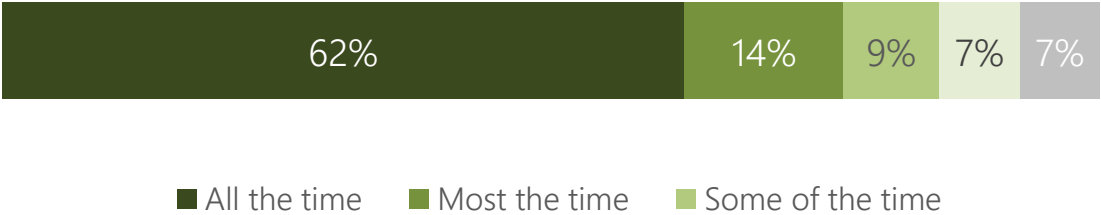
- > Most drivers (62%) said they give motorcycles extra space when following all the time and 90% said they did this at least most of the time. Only 3% of drivers said they did this rarely or never.
- > Female drivers were much more likely (72%) to say they gave motorcycles extra space all the time than male drivers (53%).

Three out of four motorcycle riders said their license includes an endorsement and most said they wear a helmet all the time

Respondent Has a Motorcycle Endorsement on Driver's License (n=203)



How Often Motorcycle Riders Wear Helmets (n=199)



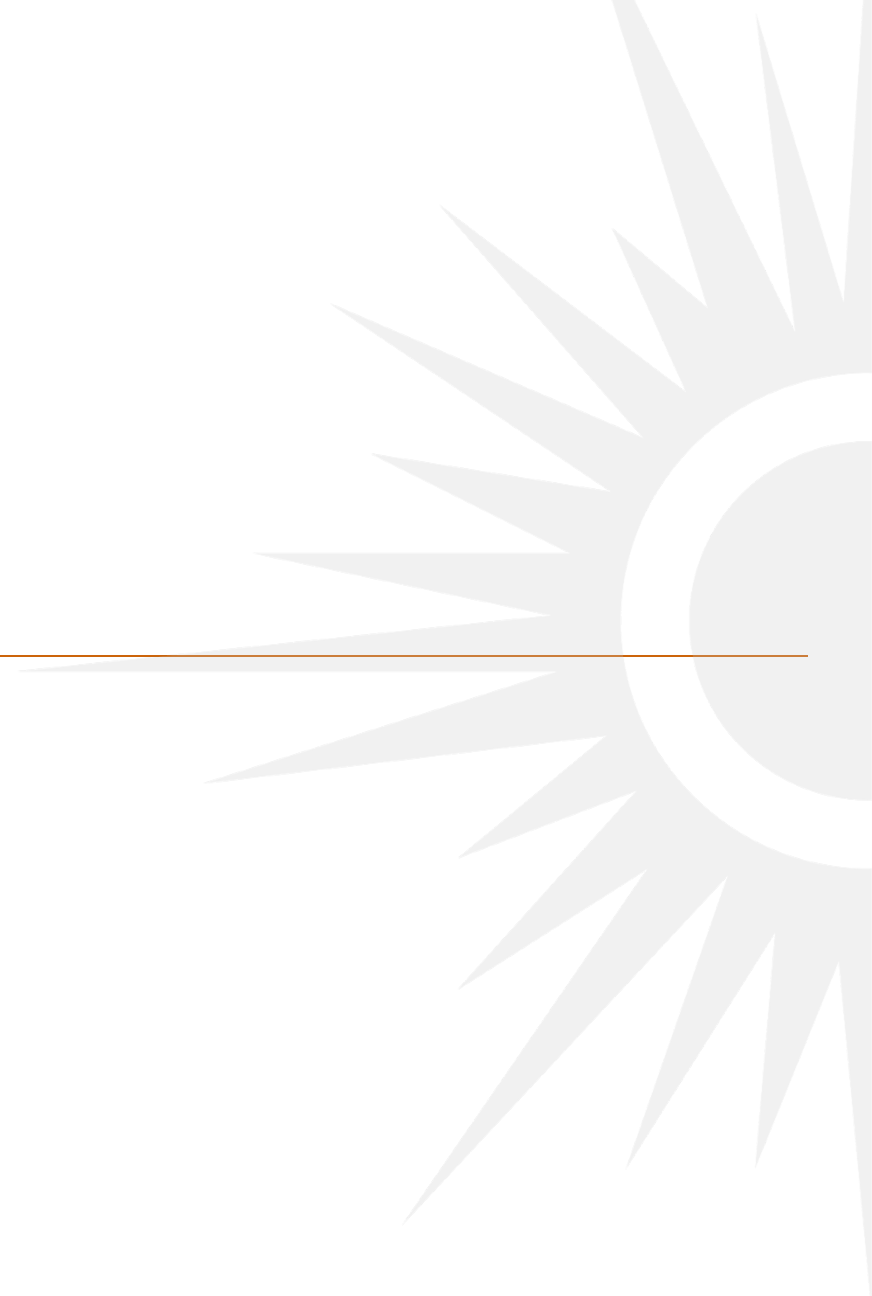
- > Among Colorado drivers who ride motorcycles, 73% said their license includes an endorsement to ride motorcycles.
- > Among the drivers who said they ride a motorcycle, most (62%) said they wear a helmet all the time they ride. Few (7%) motorcycle riders said they never wear a helmet.
- > The share of motorcycle riders who said they wear a helmet all the time decreased from 74% in 2023 to 62% in 2024. However, due to the smaller sample size for this population, this decrease was not statistically significant.
- > Riders who identified as a Person of Color were less likely (50%) to say they wore a helmet all the time than White riders (78%).

Q24. If you ride a motorcycle, does your license include an endorsement to ride?

Q25. If you ride a motorcycle, how often do you wear a helmet?

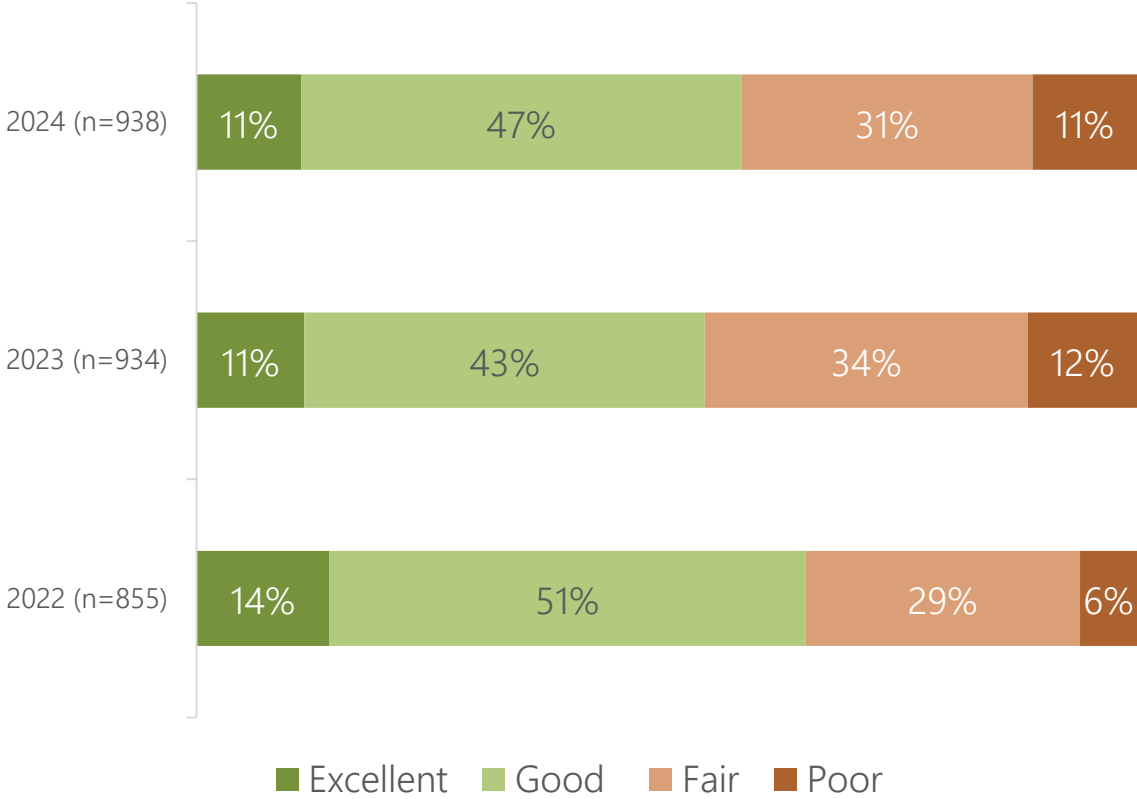
Motorcycle rider status is determined by Q24 among respondents who did not select "I don't ride a motorcycle."

SECTION 7
RELATIONSHIP WITH CDOT



Drivers rated CDOT's job performance similarly in 2024 and 2023

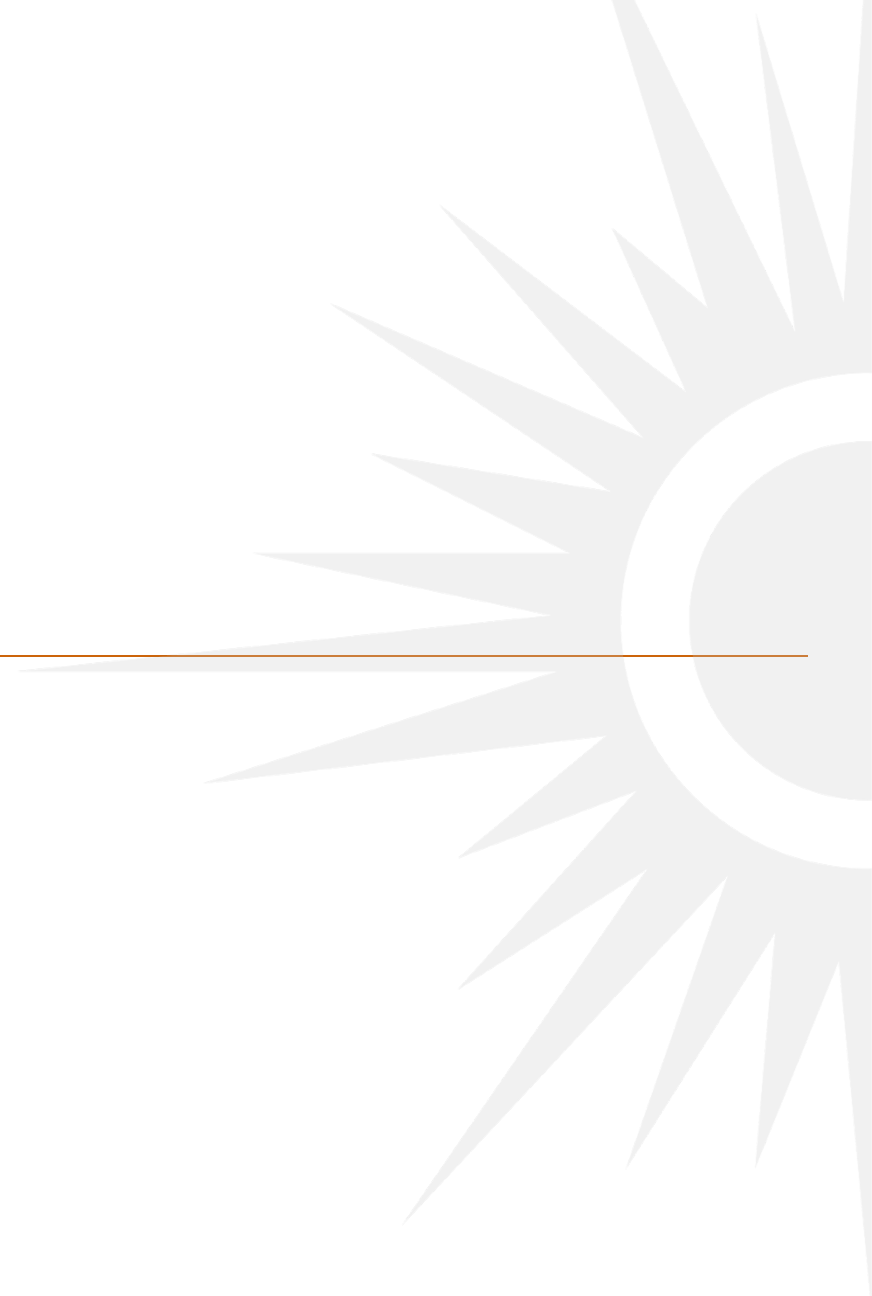
Rating of CDOT's Job Performance



- > Nearly half of drivers rated CDOT's job performance as good (47%) after being informed that CDOT builds and maintains interstates, U.S. highways, and state highways to ensure that Colorado has a safe and efficient highway system. An additional 11% rated CDOT as excellent.
- > After a statistically significant increase in the share of drivers who rated CDOT's job performance as poor from 6% to 12% between 2022 to 2023, this rate held steady to 11% in 2024.
- > Drivers aged 18–54 were more likely (14%) to rate CDOT's performance as excellent than older drivers (6%).

Q21. CDOT builds and maintains interstates, U.S. highways, and state highways to ensure that Colorado has a safe and efficient highway system. How would you rate the job CDOT does, overall?

SECTION 8
APPENDIX



Research mode Survey with online and mail-back response options.

Survey instrument Corona Insights worked in collaboration with CDOT to update this survey instrument from previous iterations of the Driver Behavior Survey.

Sample A mail packet survey (in English and Spanish) sent to 5,000 randomly selected residential addresses with an oversample of non-Front Range counties. Residents were asked to have the adult in the household who most recently had a birthday complete the survey in order to hear from a diverse set of residents. Residents were informed that they could complete the survey on paper or at a provided link online. Addresses that did not initially reply were sent a follow-up postcard reminder. Non-drivers were excluded from analysis.

Simultaneously, Corona Insights collected responses from an online research panel provided by Dynata. Respondents were screened to ensure that they met the survey’s age and location criteria. Through this panel, Corona oversampled hard-to-reach populations like younger residents and People of Color. Additional quality control checks were used to identify and delete poor quality responses.

Time frame Surveys were collected April 15th to May 19th, 2024.

Total completes In total, 945 Colorado residents completed the survey: 391 by mail, 216 online invited by mail, and 338 via the panel. The margin of error for the combined data was $\pm 4.1\%$. By supplementing with panel respondents, the data reflected in this report are not a true random sample and the margin of error is approximate. However, readers can generally assume that findings for the total in this report are very strong, while findings for individual segments are more moderate in their reliability. This margin of error accounts for the design effect of weighting the survey data to adult Colorado residents.

Incentives No financial incentive was offered to mail respondents. The panel provided a small incentive in the panel’s currency to their respondents.

Analysis Statistical weighting of survey data is often employed to make survey responses more representative of the wider population. Data in this report were weighted to reflect the adult population of Colorado in terms of region, age, gender, and race/ethnicity based on the most recent data available from the US Census’ American Community Survey.

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