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# Public Opinion Research on Drug Impaired Driving

*Survey Findings Report*

**Prepared for Public Safety and Emergency Preparedness Canada**

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*Ce rapport est aussi disponible en français*

Canada The wordmark for Canada, with a small red maple leaf icon integrated into the letter 'a'.

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## Survey Findings Report

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**Date:** March 2020

This public opinion research report presents the results of an online survey conducted by EKOS Research Associates Inc. on behalf of Public safety Canada. The research study was conducted with 2,000 Canadians in January and February, 2020.

Cette publication est aussi disponible en français sous le titre Recherche sur l'opinion publique au sujet de la conduite avec les facultés affaiblies par la drogue.

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# EXECUTIVE SUMMARY

## A. BACKGROUND AND METHODOLOGY

The safety and security of Canadians is a priority for the Government of Canada. Drug-impaired driving is a major contributor to fatal road crashes, and young people continue to be the largest group of drivers who die in crashes and test positive for drugs. To address this, Public Safety Canada developed a national marketing and multi-media advertising campaign in 2017 to inform Canadians, particularly youth aged 16 to 24, about the dangers and risks associated with drug-impaired driving. The campaign includes partnerships with key stakeholders (MADD, CAA, CACP, and Young Drivers of Canada), public communications and outreach, and paid media (advertising).

### *Objectives of the Study*

The purpose of the research is to examine current knowledge, attitudes, and behaviours related to the dangers and risks, as well as legal implications of drug-impaired driving, compared with the initial baseline measured in 2017. A key focus is on youth and parents of youth, given that youth are the primary target audience for the campaign. Specifically, the research measures:

- Awareness regarding drug-impaired driving, and knowledge of the risk associated with it;
- Attitudes related to driving under the influence;
- Awareness of the legal implications and laws associated with cannabis; and,
- Behaviours and actions taken by Canadians.

The results will help to guide future communications activities, and highlight changes that have occurred among the target group and broader Canadian public since the start of the campaign in 2017.

### *Methodology*

The survey is comprised of 2,024 completed cases, including 401 with youth who are 16 to 24, and 404 parents of youth (16 to 24). This randomly recruited probability sample carries with it a margin of error of +/-2.18%. The margin of error for each of the target groups is +/-4.9%. The sample source is an in-house Probit panel of randomly recruited Canadians. Ten percent of the sample was collected with cell phone only sample. Fifteen percent were collected by trained,

bilingual interviewers, while the majority were collected through online self-administration. Appendix A presents further methodological details of the survey.

## **B. KEY FINDINGS**

### ***Behaviour***

The large majority of Canadians (84%) know someone who has used cannabis and three in five (60%) have consumed cannabis at some point in their lives (both indicators are a slight increase of 81% and 56%, respectively, in 2017). Of respondents who reported cannabis use, nearly three in five (58%; a notable increase from 39% in 2017) reported they are a recent cannabis user, having consumed it within in the past 12 months.

Consistent with 2017 results, over one-quarter (26%) of cannabis users reported they have operated a vehicle while under the influence. Nearly one in three Canadians also report that they have ridden in a vehicle operated by a driver who was under the effects of cannabis.

More than one in three (38%) parents of children ages 13 to 24 reported that their child has used cannabis. Most parents (81%) said their 16 to 24 year old has not driven a vehicle while under the influence of cannabis. Nearly six in ten, 58%, believe that their 13 to 24 year old has not accepted a ride with a driver under the influence of cannabis, although 33% are unsure. Eight in ten parents say they have had discussions with their 16 to 24 year old about driving high, although only 32% of young people 16 to 24 report the same.

### ***Awareness and Concern for Risks***

Most Canadians perceive the detrimental impact of impairment on drivers, with an increasing understanding that cannabis affects one's ability to drive. Nearly nine in ten (86%; an increase from 81% in 2017) agree that using cannabis impairs one's driving ability. Four in five say that cannabis impacts reaction time and ability to concentrate and nearly two in three (66%) say that cannabis makes the user a worse driver. Alcohol remains a greater concern, however, with 94% agreeing that drinking alcohol impairs driving. Nearly one in four (23%) continue to say that driving under the influence of cannabis is less dangerous than driving under the influence of alcohol.

Half (49%) of Canadians perceive that the rate of driving while under the influence of cannabis has increased since legalization, and most are concerned (46%) or moderately concerned (29%) about others on the road who are driving under the influence of cannabis. The most pressing

concerns over driving under the influence include hurting someone else (70%), generally getting into an accident (46%), or having a permanent criminal record (38%; an increase from 29% in 2017).

### ***Normalized Behaviour***

More than eight in ten Canadians (83%) believe it is not acceptable for people you know to drive high and only 6% say it is acceptable. On the other hand, Canadians are split on the variation in social acceptability of driving impaired compared with alcohol, with 42% saying it is more socially acceptable to drive under the influence of cannabis than alcohol and a further 10% saying they do not know.

Similar to 2017, over half of respondents reported that it is rare for people they know to drive under the influence, although 14% said it is common. Over one in three (37%) say they would be comfortable in reporting someone driving under the influence of cannabis to the police.

### ***Information about Cannabis-impaired Driving***

The incidence of searching for information on the effects of drugs on driving ability remains relatively low, with just three in ten respondents saying they have searched for this information. By a wide margin, health professionals are the most trusted source of information on the impacts of cannabis on driving ability, selected by more than half of respondents (58%), followed by law enforcement (30%).

Two in three Canadians are interested in learning more about the effects of cannabis on driving ability, followed by the length of time before it is safe to drive after using drugs. Canadians are also interested in learning about the effects of different forms of cannabis consumption (54%; not asked in 2017). Less than half (44%) would also like more information about how the police test for drugs or about the laws and penalties regarding driving while impaired (44%). Over one-third are interested in learning about their rights as a driver should they be pulled over.

## ***Views on Legal Status and Implications***

Nine in ten (91%) Canadians recognize that it is illegal to operate a vehicle while under the influence, up from 83% in 2017. Four percent continue to believe it to be legal, but fewer Canadians are unsure (five percent) than in 2017 (11%).

Some Canadians are unsure about the amount of time a driver should wait before getting behind the wheel after consuming cannabis before it is safe to operate a vehicle. In fact, one-third said they “don’t know” (34%, although less than the 43% reported in 2017). A full 44% believe it requires three or more hours (up to a full night of sleep), which has increased from 31% found in 2017. Nonetheless, the same proportion as in 2017 still believe that less than three hours is needed (14%; 15% in 2017).

Numbers have risen in terms of Canadians’ awareness that police can detect impairment from cannabis among drivers stopped at the roadside. Nearly two in three (63%) believe that police are capable of determining whether a driver is impaired from cannabis, an increase from 45% in 2017.

Awareness of drug-impaired driving legal penalties is moderate with over one in four (27%) Canadians saying they are aware that penalties for driving while impaired from cannabis can include a fine, loss of licence, or imprisonment and criminal record. Another 32% say they are somewhat aware, although 40% report a lack of awareness. One in five (19%) Canadians feel they are aware of general laws around cannabis and the legal consequences of breaking those laws, and a further 36% report they are somewhat aware.

Two in three (65%) Canadians believe that impairment from cannabis and impairment from alcohol carry the same penalties, an increase from just under half (47%) in 2017. One-quarter say they do not know.

Less than half of Canadians (43%) believe that penalties are strict enough to prevent people from driving under the influence of cannabis, although this is higher among young people 16 to 24 (55%).

## C. NOTE TO READERS

Detailed findings are presented in the sections that follow. Overall results are presented in the main portion of the narrative and are typically supported by graphic or tabular presentation of results. Bulleted text is also used to point out any statistically and substantively significant differences between sub-groups of respondents. If differences are not noted in the report, it can be assumed that they are either not statistically significant<sup>1</sup> in their variation from the overall result or that the difference was deemed to be substantively too small to be noteworthy. The programmed survey instrument can be found in Appendix A.

It should be noted that the survey asks a numbers of questions about behaviours that may have a tendency to exert social desirability pressure for respondents to underreport their use of cannabis as well as incidence of driving while impaired, for themselves and their teens/young adults<sup>2</sup>. The primary purpose of the survey is to provide a baseline against which future changes in awareness, knowledge, attitudes, beliefs and behaviours can be subsequently measured.

Results for the proportion of respondents in the sample who either said “don’t know” or did not provide a response are not indicated in the graphic representation of the results in all cases, particularly where they are not sizable (e.g., ten% or greater). Results may also not total to 100% due to rounding.

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<sup>1</sup> Chi-square and standard t-tests were applied as applicable. Differences noted were significant at the 95% level.

<sup>2</sup> Ivar Krumpal, “Determinants of Social Desirability Bias in Sensitive Surveys: A Literature Review”, *Quality and Quantity*, June 2013, Volume 47, Issue 4, pp. 2025-2047.

## D. CONTRACT VALUE

The contract value for the POR project is \$76,188.60 (including HST).

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PWGSC Contract Number: OD160-204960/001/CY

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To obtain more information on this study, please e-mail at:  
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## E. POLITICAL NEUTRALITY CERTIFICATION

I hereby certify as Senior Officer of EKOS Research Associates Inc. that the deliverables fully comply with the Government of Canada political neutrality requirements outlined in the Communications Policy of the Government of Canada and Procedures for Planning and Contracting Public Opinion Research. Specifically, the deliverables do not include information on electoral voting intentions, political party preferences, standings with the electorate, or ratings of the performance of a political party or its leaders.

Signed by:



Susan Galley (Vice President)

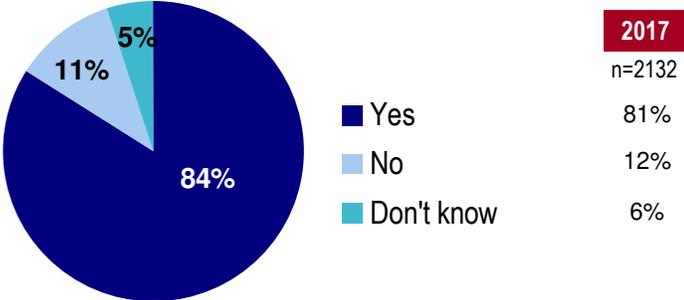
# DETAILED FINDINGS

## A. REPORTED BEHAVIOUR

### *Cannabis Use within Social Networks*

A strong majority of Canadians know someone who has used cannabis, which is consistent with 2017 findings. More than eight in ten (84%; 81% in 2017) said that someone close to them has consumed cannabis at some point in their lives. Just 11% do not believe they are closely acquainted with a cannabis user and five percent are uncertain.

**Graph 1: Cannabis Use within Social Networks**



**Q11:** This following section is about cannabis use. Use includes smoking, inhaling, eating or applying products that contain cannabis, also called pot, weed or marijuana.

“As far as you know, have people close to you (e.g., friends or family) ever used cannabis?”

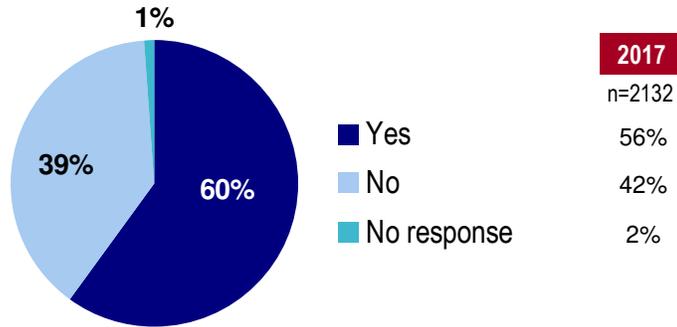
**Base:** n=2024

- Those ages 25 to 44 (93% to 94%) are the most likely to report a close friend or family member who consumes cannabis.
- Seniors (those ages 65 and over) are less likely to be closely affiliated with a cannabis user (70%).

## Personal Cannabis Use

When asked about personal use, three in five Canadians (60%) reported they have consumed cannabis at some point in their lives, up marginally from 56% in 2017.

**Graph 2: Personal Cannabis Use**



**Q12:** "Have you ever used cannabis?"

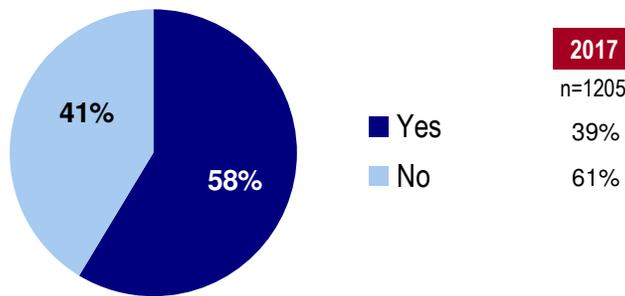
**Base:** n=2024

- The likelihood of having used cannabis is highest among those between the ages of 25 and 44 (71% to 77%). Among young people 16 to 24 it is 60%, although higher among the subset who are 20 to 24 (71%), and only 45% among those 16 to 19. Seniors are similarly unlikely to have used cannabis (43%).

### Recent Cannabis Use

Of those who reported cannabis use, 58% indicated they have used cannabis within in the past 12 months, which is a sizable increase from 39% saying the same in 2017 findings. Crossing overall use with recent use, results indicate that 35% of Canadians have used cannabis in the last 12 months, up 13% from 2017. It is interesting to note, however, that the increase is largely in past cannabis users becoming recent users (last 12 months) since there is not a significant increase in those who have ever tried it, although up from 56% to 60%.

**Graph 3: Recent Cannabis Use**



**Q13:** "Have you used cannabis in the past 12 months?"

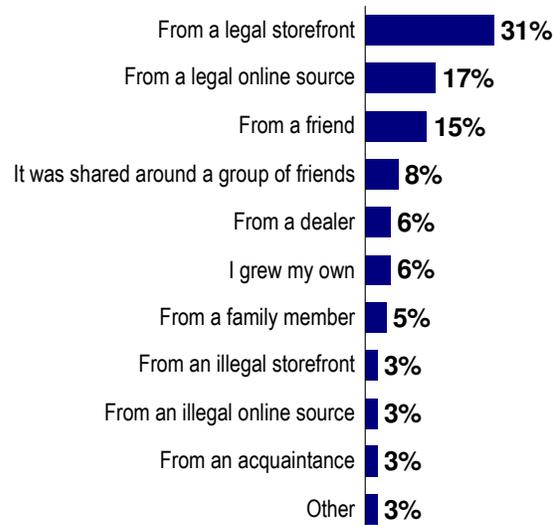
**Base:** n=1208 (ever used cannabis)

- As seen in 2017, the likelihood of having consumed cannabis within the past 12 months declines precipitously with age (from 84% among those under the age of 25, and 73% among those who are 25 to 35, to 36% among those ages 65 and over). This is up significantly from 65% in 2017 before legalization.

## Sources for Cannabis

In a new question in 2020, one-third (31%) of Canadians who have used cannabis in the past 12 months said they typically acquire it from a legal storefront. Fewer than one in five said they buy from a legal online source (17%) or from a friend (15%). Fewer than one in ten reported obtaining cannabis through shared experiences with friends (eight percent), a dealer (six percent), their own plants (six percent), family members (five percent) or an acquaintance (three percent). Only three percent of respondents said they obtained cannabis from either an illegal storefront or an illegal online source.

**Graph 4: Sources for Obtaining Cannabis**



Only items with 2% or more shown in chart

**Q13b:** “You indicated earlier that you have used cannabis in the last 12 months. From whom did you usually buy or receive the cannabis?”

**Base:** n= 685

- Young people aged 16 to 24 were more likely than older Canadians to indicate they received cannabis through a friend (22%), or by sharing among a group of friends (13%). This is particularly pronounced among teens (16 to 19: 30% and 25%, respectively).
- Those living in Quebec (46%) are more likely to obtain cannabis through a legal storefront, and seniors (65 years or older) are more likely to purchase it through a legal online retailer (29%).

## *Influences on Sources for Obtaining Cannabis*

The consideration that is most likely to influence the decision of where to obtain cannabis, according to 38% of respondents, is quality and safety of the product. Fewer than one in five (15%) reported pricing to be a main driver, and a similar number (13%) base their decision on the legality of the source. About one in ten are driven by convenience (nine percent) and the availability of specific products such as edibles (seven percent).

**Graph 5: Important Factors in Decision on Sources of Cannabis**



**Q13c:** “Which factor most influences from whom you usually buy or receive the cannabis you use?”

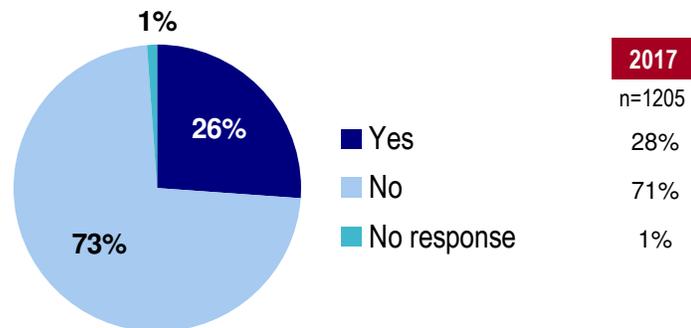
**Base:** n=685

- Those aged 25 to 34 years are somewhat more likely to be driven by price (25%).
- Respondents 65 years of age or older (54%) are more often driven by the quality and safety of the product, which is also true of parents of young people 16 to 24 (48%).

## Personal Experience Driving While Impaired

Previous cannabis users (at any point in the past) were asked about operating a vehicle under its influence. Consistent with 2017 findings, 26% of respondents said they have operated a vehicle while under the influence.

**Graph 6: Personal Experience Driving While Impaired**



**Q16:** “Have you ever driven or operated a vehicle while under the influence of cannabis?”

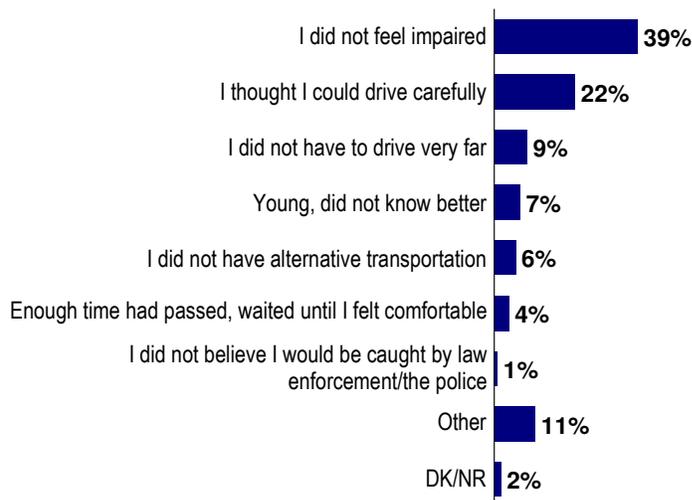
**Base:** n=1208 (ever used cannabis)

- Those between the ages 25 and 34 are considerably more likely to have driven while impaired (40%).
- Recent cannabis users (within the past year) (36%) were more likely than others to say they have driven under the influence of cannabis.
- This is also higher among men than women (34% versus 18% among women), as also found in 2017.

## Reasons for Driving While Impaired

Among those who have operated a vehicle while under the influence of cannabis, most said they did not recognize their behaviour as risky, with two in five (39%) reporting they did not feel impaired and one in five (22%) believing they could (still) drive carefully. Fewer than one in ten said they did not have far to travel (9%), did not know better at the time (7%), or had no alternative transportation (6%).

**Graph 7: Reasons for Driving While Impaired**



**Q17:** "What was behind your decision?"

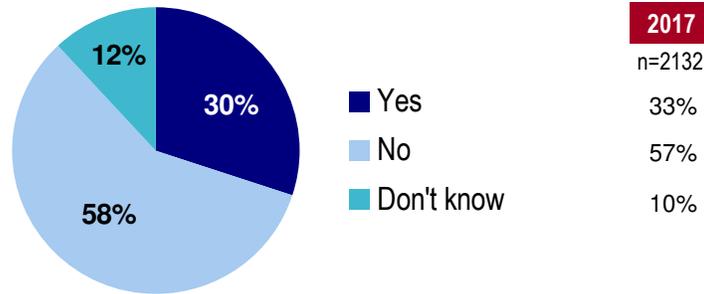
**Base:** n=341 (driven impaired)

- Recent cannabis users (44%) were more apt to say they did not feel impaired. Those who used cannabis more than a year ago were more likely to believe they could (still) drive carefully (40%).
- Young people 16 to 24 and those between 25 and 34 more often reported they did not have alternative transportation compared with older Canadians (11 and 16%, respectively).

### Experience as a Passenger with an Impaired Driver

When asked about riding as a passenger with a driver under the influence of cannabis, 30% said they have, which is roughly on par with 33% in 2017.

**Graph 8: Experience as a Passenger to an Impaired Driver**



**Q19:** “Have you ever been a passenger in a vehicle when the driver was under the influence of cannabis?”

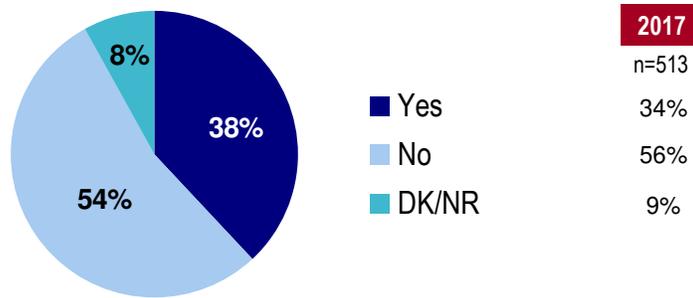
**Base:** n=2024

- The likelihood of accepting a ride with a driver under the influence of cannabis is significantly higher among those ages 25 to 34 (48%), those ages 35 to 44 (46%), and, to a lesser extent those ages 20 to 24 (35%). Recent cannabis users are most likely to have done so (57%).

### Parents' Perceptions of Use among Youth

More than one in three (38%) parents of young people 13 to 24 indicated their child has used cannabis, up from 34% in 2017. Compared with the self-reported use by youth aged 16-19 (44%), parents of 16 to 19 year old children have a reasonably good assessment of cannabis use by their children (38% reported by this segment of parents). For youth aged 20-24, 70% self-reported cannabis use; however, 50% of parents of those 20 to 24 reported cannabis use by their child suggesting parents are considerably less aware of use by their young adult children.

**Graph 9: Parents' Perception of Use among Youth**



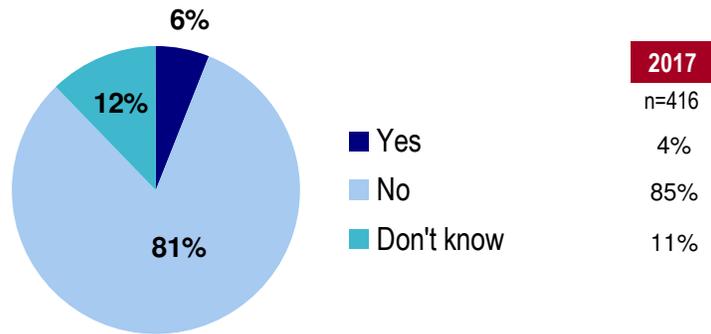
**Q26:** "As far as you know, has your teenager ever used cannabis?"

**Base:** n=469 (parents)

- Parents who have used cannabis themselves are more likely to report children who have used the drug. More than half of parents who are recent cannabis users within the last year (54%) say their child has used cannabis, compared with just 23% of parents who have never used cannabis.

As in 2017, very few parents of young people 16 to 24 (6%) believe their child has ever driven a vehicle while under the influence of cannabis. Eight in ten (81%) believe their child has never operated a vehicle under the influence of cannabis, although 12% are unsure.

**Graph 10: Parents' Perceptions of Impaired Driving among Youth**



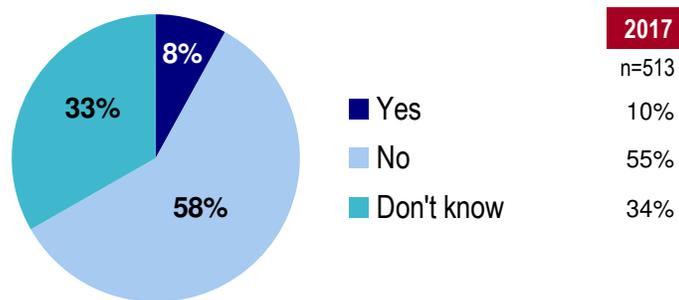
**Q27:** "As far as you know, has your teenager ever driven a vehicle while under the influence of cannabis?"

**Base:** n=405 (parents)

### Parents' Perceptions of Impaired Driving among Youth

In terms of accepting a ride from a driver who was under the influence of cannabis, parents of 13 to 24 year old children expressed much greater uncertainty (33% said they are unsure). Only eight percent reported that their child has ridden as a passenger with an impaired driver, although 33% of youth reported the same (higher among those ages 20-24 at 41%). The pattern was similar in 2017.

**Graph 11: Parents' Perceptions of Impaired Driving among Youth**



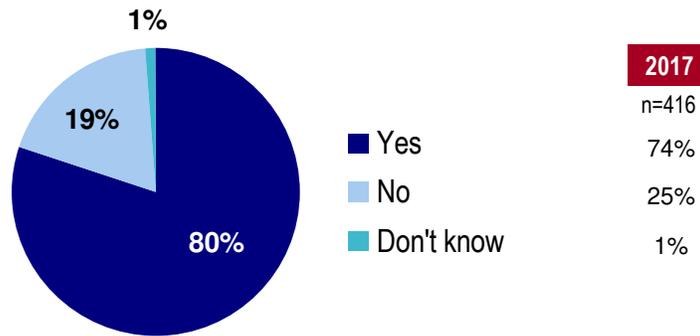
**Q28:** "As far as you know has your teenager ever accepted a ride with a driver who was under the influence of cannabis?"

**Base:** n=469 (parents)

## Discussions between Parents and Youth

Survey results highlight a large discrepancy between how parents and youth recall discussing driving while under the influence of cannabis. One-third of young people 16 to 24 (32%) report having discussed this matter with their parents, this is an increase from 2017 (25%). In a sharp contrast, however, eight in ten parents of young people 16 to 24 (80%) report they have had this discussion with their children, up slightly from 74% in 2017.

**Graph 12: Discussions with Youth (Parents)**



**Q29:** “Have you discussed driving while under the influence of cannabis with your son or daughter?”

**Base:** n=405 (parents)

- Young people aged 16-24 who are recent cannabis users, are more likely to report this type of discussion taking place with their parents (43%).

The main topics discussed, according to roughly one in four parents are the effects on driving ability (27%) and the general dangers associated with driving under the influence of cannabis (27%, up from 15% in 2017), as well as the legal consequences of driving while impaired (22%, up from 12% in 2017) , or simply instructed their children ‘not to do it’ (22%, up slightly from 18% in 2017). Fewer than one in five discussed the parallels with driving of cannabis and alcohol (13%, down from 21% in 2017), or strategies to avoid these situations (13%). Other topics include, for example, not accepting rides from impaired drivers (12%), the dangers and risks to oneself and others (9%).

**Table 1: Topics Covered in Discussions with Youth**

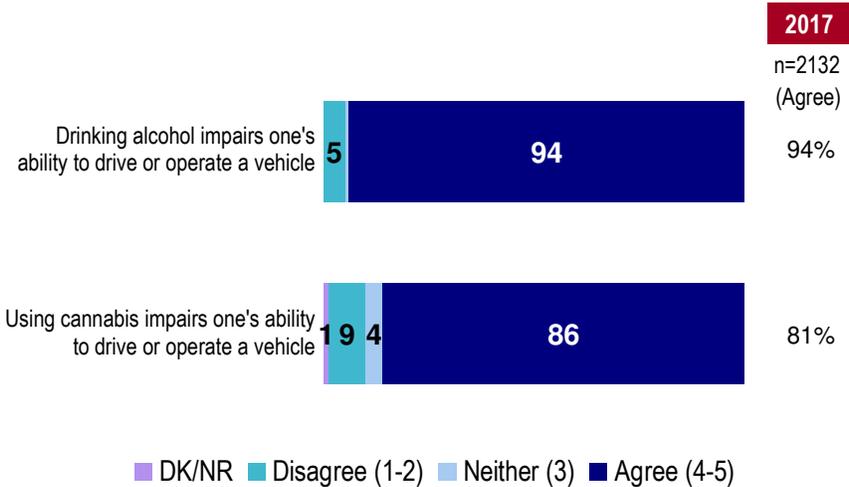
<b>Total</b>	<b>2020</b>	<b>2017</b>
<i>Q30. What have you discussed?</i>	310	295
The effects on driving ability	27%	28%
Dangers/risks	27%	15%
The legal consequences	22%	12%
Not to do it	22%	18%
Parallels/comparisons with drinking alcohol and driving	13%	21%
Solutions or alternatives (i.e., back up plan) to avoid these situations	13%	11%
Not accepting a ride from someone who is under the influence	12%	12%
Dangers/risks to yourself and others, can kill/hurt someone, get into accidents	9%	14%
Harms/risks/effects of consuming drugs in general, social/life consequences, importance of not doing drugs/staying away from them	6%	11%
Should not drive on any drugs/not just cannabis, effects of any drugs on driving ability	3%	5%
Peer pressure or situations of not driving or accepting a ride	0%	1%
Other	5%	7%
No response	10%	14%

# B. RISKS OF CANNABIS-IMPAIRED DRIVING

## Perceptions of Impairment from Alcohol and Cannabis Use on Drivers

According to results, Canadians have very little doubt that alcohol impairs one's driving skills. As in 2017, more than nine in ten respondents (94%; as in 2017) agree that alcohol impedes driving ability, and only five percent disagree. Survey results also highlight broad recognition of the impacts of cannabis on drivers. Nearly nine in ten (86%) agree that using cannabis impairs one's driving ability, which is higher than the 81% who agreed in 2017.

**Graph 13: Perceptions of Impacts of Alcohol and Cannabis Use on Drivers**



**Q2b/a:** "To what extent do you agree or disagree with the following statements?"

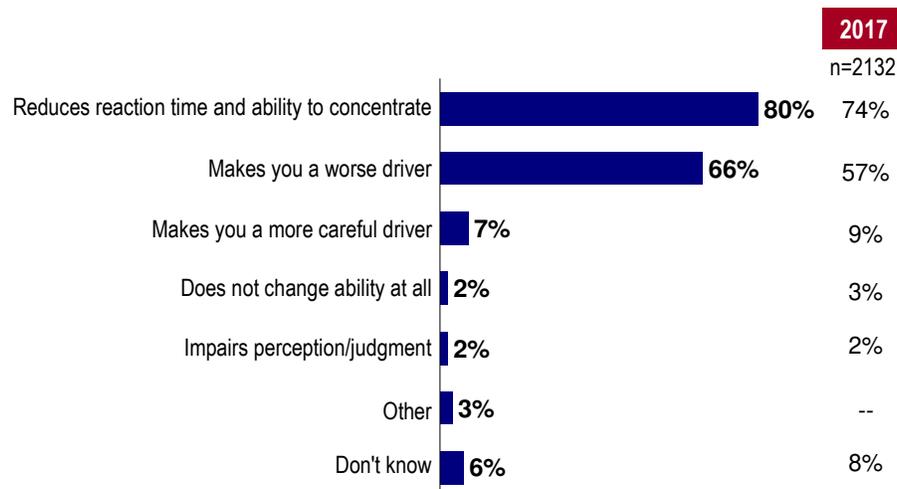
**Base:** n=2024

- Perhaps not surprisingly, the age cohort most likely to drive while under influence of cannabis – those ages 25 to 34 – are less likely to agree cannabis impairs driving skills, although 81% agree, which is a large increase from 67% in 2017.
- As reflected in the overall average, 93% of young people 16 to 24 agree that cannabis compromises driving ability, as also found in 2017 (91%).
- Similarly, those who have used cannabis within the past year are more likely to downplay the risks of driving with cannabis impairment (77% agree; although a significant increase from 63% in 2017).

## Nature of Impacts of Cannabis impairment on Driving Ability

Respondents were also asked to select – from a prompted list – the ways in which they believe cannabis consumption affects driving ability. Results show an increasing awareness of the effects of cannabis on driving. Eight in ten (80% compared to 74% in 2017) believe that cannabis reduces reaction time and ability to concentrate and nearly two in three (66%; an increase from 57% in 2017) also said that cannabis makes the user a worse driver. There remain some individuals who perceive that cannabis makes the user a more careful driver (seven percent, a marginal decrease from nine percent in 2017) and two percent say cannabis consumption has no discernible impact on driving ability (two percent in 2017).

**Graph 14: Means through which Cannabis Affects Driving Ability**



**Q4:** “From what you know, in what way(s) does cannabis affect driving ability?”

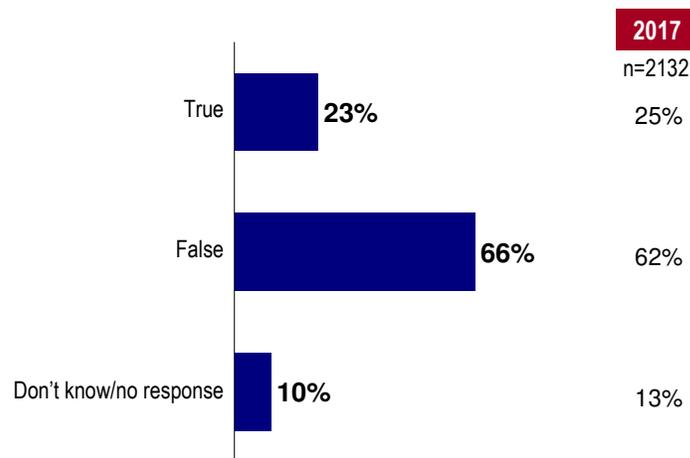
**Base:** n=2024

- Those under age 45 are more likely to suggest that cannabis consumption makes one a more careful driver, (12% to 13% among 16 to 24, 25 to 34, and 35 to 44 age cohorts). In the 25 to 34 age group, however, 13% is a sizable decrease from 23% in 2017. Seniors, meanwhile, are the most likely to say cannabis use makes one a worse driver (72%, compared to 66% on average).
- Not surprisingly, those who have used cannabis in the past year are more likely to say the drug has a positive impact (18%) or no impact (five percent) on driving ability. Non-users, on the other hand, are more likely to say cannabis has a detrimental impact (75%). The view that cannabis makes you a more careful driver is not as widely held among recent cannabis users as it was in 2017 however, when 26% held this view.

### Perceived Risk of Cannabis-impaired driving Compared with Alcohol

When asked whether cannabis consumption is less dangerous than alcohol on one's driving ability, two-thirds (66%) said they do not believe this to be the case. This is an increase from 62% in 2017, although a similar proportion as in 2017 (23%; 25% in 2017) still believe this to be true, and another 10% are unsure.

**Graph 15: Perceived Risk of Cannabis when Compared to Alcohol**



**Q3a:** "Please indicate if the statement: driving under the influence of cannabis is less dangerous than driving under the influence of alcohol is true or false from what you know."

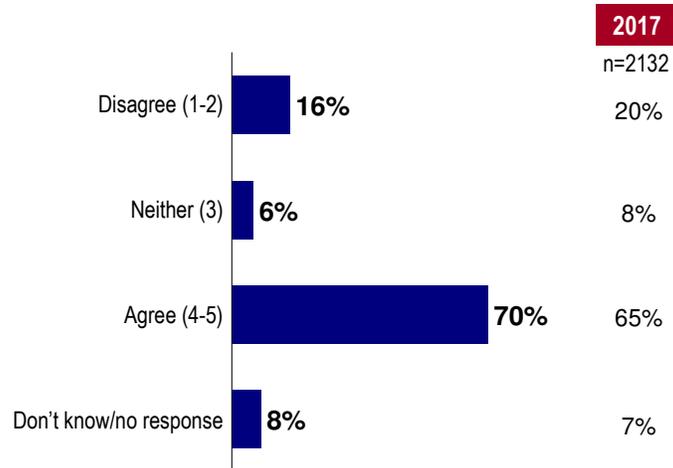
**Base:** n=2024

- Recent cannabis users (i.e., within the past year) are much more likely to say that operating a vehicle while under the influence of the drug is less dangerous than driving drunk (45%; down from 53% in 2017).
- The perception that cannabis is less dangerous than alcohol on driving ability is more prevalent among younger Canadians. Over one-third of those ages 25 to 34 (37%; down substantially from 53% in 2017) and under the age of 25 (34%; on par with 36% in 2017) agree with this appraisal.

### Perceived Impairment from Cannabis Use on Judgement

Seven in ten Canadians (70% compared to 65% in 2017) agree that cannabis users often fail to realize that they are impaired from using cannabis, although 16% disagree and further seven percent neither agree nor disagree.

**Graph 16: Perceived Impacts of Cannabis Use on Judgement**



**Q2d:** “To what extent do you agree or disagree with the following statement:  
People often don't realize that they are impaired from using cannabis?”

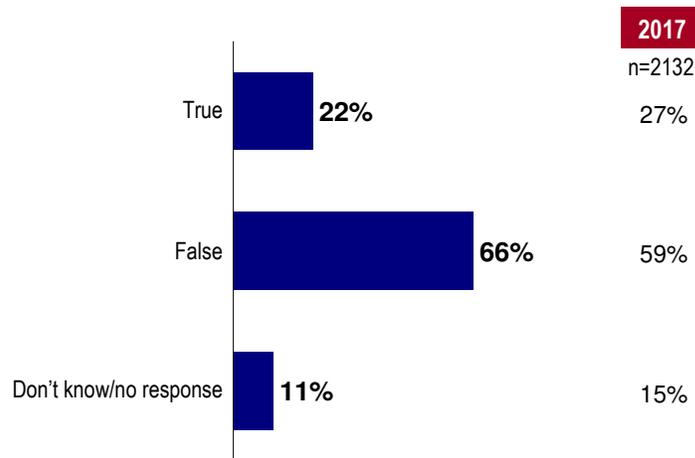
**Base:** n=2024

- Those ages 25 to 44 are more likely to disagree that people who are impaired by cannabis use are often unable to recognize their situation (23%), although down significantly from 42% in 2017 among those 25 to 34.
- Similarly, recent cannabis users are more likely to disagree that cannabis users do not realize that they are impaired (30%), also down from 42% in 2017.

### Perceived Ease of Recognizing Impairment

A moderately high proportion of Canadians believe that it is not always easy to tell whether a cannabis user is too high to drive. Two in three (66%, a notable increase from 59% in 2017) believe it is not easy to tell, but more than one in five (22%), feel that an impaired potential driver can be easily identified (down from 27% in 2017).

**Graph 17: Perceived Ease of Recognizing Impairment**



**Q3c:** “Please indicate if the statement: it is very obvious and easy to see if someone is too high to drive is true or false from what you know.”

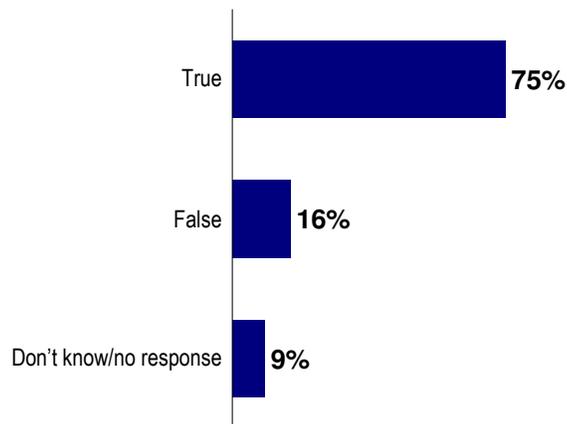
**Base:** n=2024

- Young people, under age 25, are more likely to say it is obvious if someone is too high to drive (38%). Nonetheless, this is down considerably from 2017 when 44% of those under 25 said this was true.
- Recent cannabis users are more confident that it is very obvious (29%), although this is down from 37% in 2017.

### *Perceived Impact of Combining Cannabis and Alcohol on Impairment*

Not asked in 2017, three in four (75%) Canadians believe that driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone. Fewer than one in five (16%) feel this is false, and a further nine percent are unsure.

**Graph 18: Perceived Impact of Combining Substances on Impairment**



**Q3d:** “Please indicate if the statement: Driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone is true or false from what you know.”

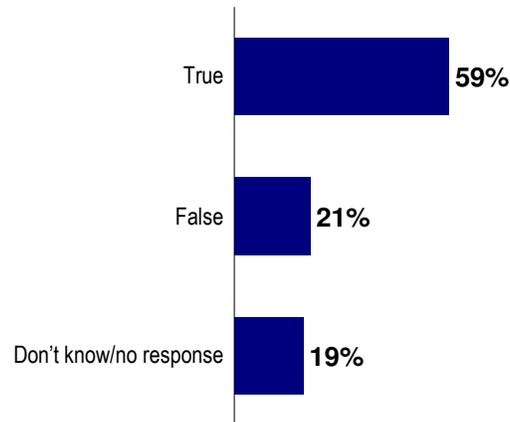
**Base:** n=2024

- Younger Canadians (under age 35) (84% among young people 16 to 24 and 81% among those 25 to 34), along with those who have used cannabis in the past year (81%), are more likely to say this statement is true.

### *Perceived Impact of Different Forms of Cannabis on Impairment*

Also new in 2020, three in five (59%) Canadians believe that different forms of cannabis consumption, such as smoking or edibles, can affect driving differently. One in five (21%) believe this is not the case, while a similar proportion (19%) are unsure.

**Graph 19: Perceived Impact of Different Forms on Impairment**



**Q3f:** “Please indicate if the statement: Different forms of cannabis consumption (i.e., smoking, edibles, etc.) can affect driving differently is true or false from what you know.”

**Base:** n=2024

- Younger Canadians (under age 35) (66% among young people 16 to 24 and 75% among those 25 to 34), along with those who have used cannabis in the past year (69%), are more apt to say different forms of cannabis can affect driving differently.

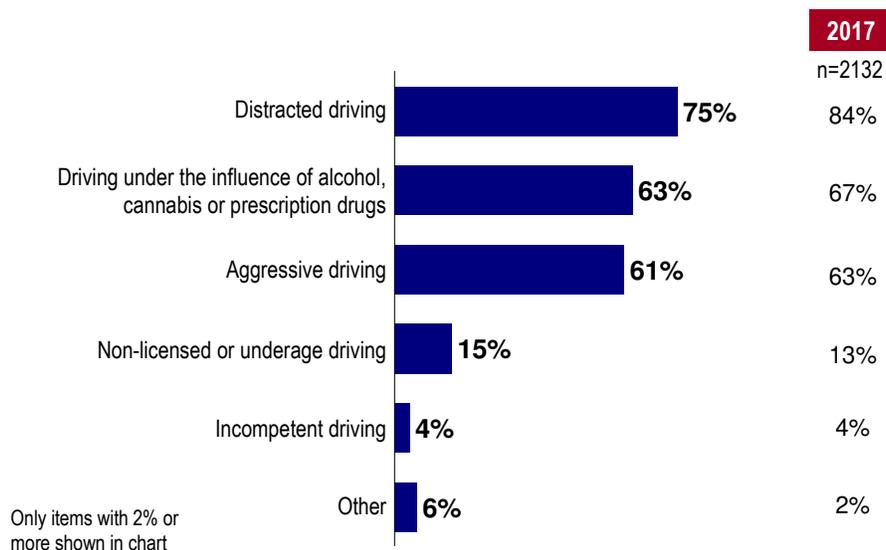
## C. CONCERN FOR IMPAIRED DRIVING

### Top Road Safety Concerns

Respondents were asked about their top three concerns when it comes to driver safety. While distracted driving emerged as the single largest concern (75%), this is followed by impaired driving from either alcohol, cannabis or prescription drugs (63%), and aggressive driving (61%). Concerns related to impaired driving are somewhat less pervasive than they were in 2017 (compared with 67% in 2017), but not as much as the reduction in concern for distracted driving (down from 84% in 2017).

In the administration of the survey one-third of respondents were shown “driving while under the influence of alcohol”, one-third were shown “driving while under the influence of cannabis” and one-third were shown the response using “prescription drugs”. Results reveal that impairment from alcohol is still a far greater concern for most Canadians (with 74% placing this as a top three concern), followed by impairment from cannabis (44%) and prescription drugs (42%). In fact, when shown impairment from cannabis use in the list, aggressive driving becomes a much more likely second choice for concern (65%). These results have changed only marginally since 2017, following the same pattern.

**Graph 20: Top Driver Safety Concerns**



**Q1xTotal:** “What are your top three concerns when it comes to road safety?”

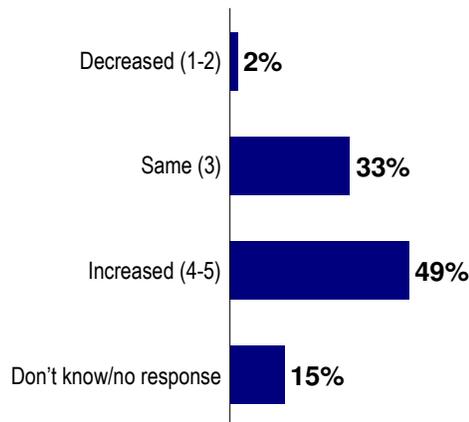
**Base:** n=2024

- A critical difference among age cohorts is that both the 25 to 34 year old respondents (74%; up considerably from 51% in 2017) and youth (16 to 24: 69%, roughly on par with 2017) are the most likely to point to impaired driving as a top concern.
- Those who are between 25 and 35 stand out more strongly, however, in their heightened concern for impairment from alcohol (92%) and from prescription drugs (54%), but less so in their concern for impaired driving from cannabis (40%; but up from 30% in 2017).
- Young people 16 to 24, however, have relatively greater heightened concerned about impairment from cannabis (59%; up from 49% in 2017), as well as from prescription drugs (54%).

### *Perceived Impact of Cannabis Legalization on Incidence of Impaired Driving*

In a new question added in 2020, Canadians highlighted their belief that cannabis-impaired driving is on the rise since recreational use of cannabis became legal in Canada. In fact, half (49%) feel the incidence of driving while impaired from cannabis has increased (20% said a large increase and 29% said a “little” increase). Another 33% feel that the incidence remains the same as it was prior to legalization, however, virtually no one believes the rate has decreased.

**Graph 21: Perceived Impact of Legalization on Rate of Impaired Driving**



**Q5:** “Since recreational use of cannabis became legal in Canada, do you think that the rate of driving while under the influence of cannabis has decreased, increased or stayed the same?”

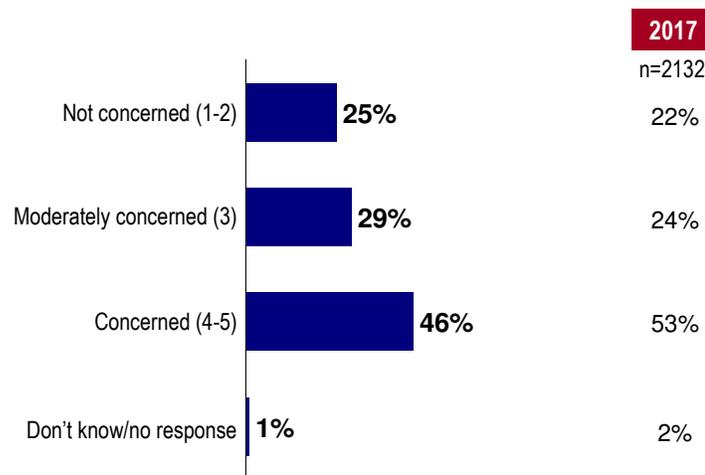
**Base:** n=2024

- The perception of a rise in the incidence of cannabis-impaired driving is marginally more likely among young people 16 to 24 (53%), as well as among those who have never used cannabis (58%).
- It is least likely among those who are 25 to 44 (41%), and in particular, among recent cannabis users (36%).

## Level of Concern Regarding Cannabis-Impaired Driving

In terms of concern about others on the road who are driving under the influence of cannabis, most report at least a moderate concern. Just under half (46%) indicated they are concerned or even very concerned, and another 29% said they are moderately concerned. Only one in four (25%) rated themselves as not very or not at all concerned.

**Graph 22: Concern for Public Safety from Cannabis-Impaired Driving**



**Q6:** “How concerned are you about others on the road who are driving under the influence of cannabis?”

**Base:** n=2024

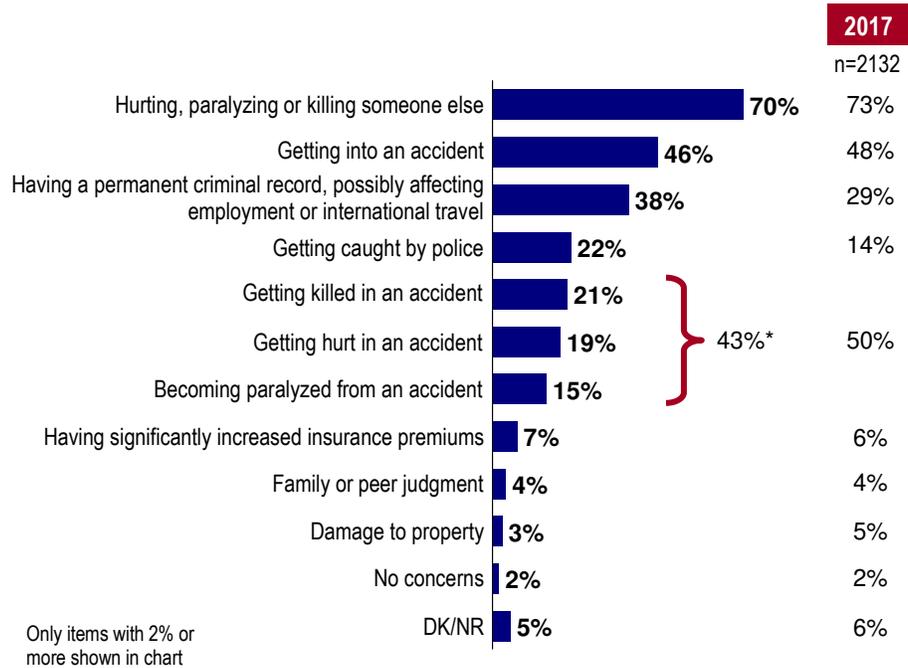
- Concern is limited among young people 16 to 24 (34%, with 38% expressing moderate concern and 27% saying they are not concerned). The pattern is similar among those 35 to 44. The least concern is expressed by those who are 25 to 34, where only 23% are concerned and 46% said they are unconcerned.
- Among young people 16 to 24 specifically, those 20 to 24 expressed significantly less concern than those 16 to 19 (34% saying they are not concerned compared with 18% of teens).
- Similarly, only 24% of recent cannabis users expressed concern and 46% said they are not concerned.
- Conversely, concern is considerably greater among those 55 or older (57% to 65%), including parents of young people 16 to 24 (51%).
- These patterns are generally very similar to those found in 2017, although 34% expressing concern is down among young people 16 to 24 from 44% in 2017.

### ***Personal Concerns with Driving Impaired***

When asked about their biggest concern if driving while under the influence of cannabis, hurting, paralyzing, or killing someone else was seen as the key concern, according to 70% of respondents. In a second tier of concern, 43% pointed to personally getting hurt, paralyzed or killed in an accident, and just generally getting into an accident is also a concern for almost half of respondents (46%). Although less of a concern than these top three, fully 38% said that having a permanent criminal record, possibly affecting employment or international travel is a concern, which is a considerable increase from 2017 at 29%. Another 22% pointed to getting caught by police as a concern, also an increase from 14% in 2017. Other concerns are limited including significantly increased insurance premiums, family or peer judgement, or damage to property.

Respondents were shown the list with getting hurt, paralyzed or killed in separate categories, with “getting killed” selected most often of the three (21%), followed by “getting hurt” (19%), and then “becoming paralyzed” (15%). Multiple responses were accepted, allowing respondents to select each of these in unison, if desired.

## Graph 23: Biggest Concern



**Q15:** “What would be your biggest concern with driving while under the influence of cannabis?”

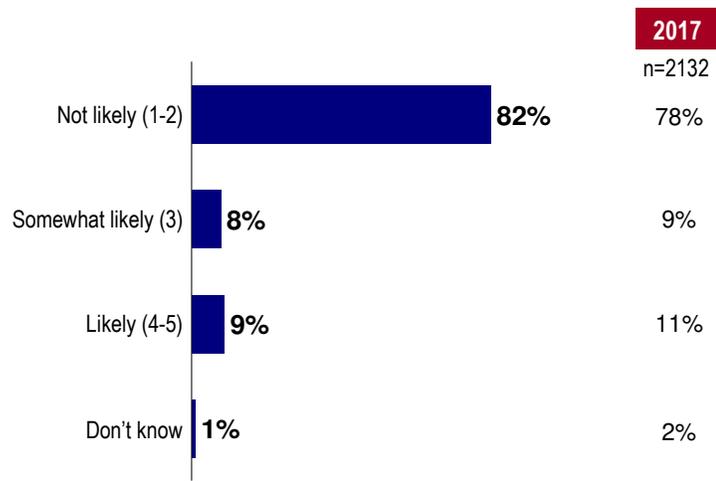
**Base:** n=2024, \*because of respondents’ ability to select more than one response, overall % in not additive.

- Those between the ages of 25 and 34 and 35 and 44 are least apt to be concerned about hurting, paralyzing, or killing someone else (62% - 65%) as their biggest concern.
- This is also the case among recent cannabis users (60%).
- Young people 16 to 24 and those 25 to 34 are considerably more likely than other groups to be concerned with a permanent record (52% among young people 16 to 24 and 46% among those 25 to 34) or getting caught by the police (28% among for those 16 to 24 and 37% among those 25 to 34). In fact, collectively, as many young people 16 to 24 are concerned about permanent record and getting caught by authorities as they are about hurting, paralyzing or killing someone else. The prevalence of concern for having a record or getting caught have increased since 2017 among these two age cohorts. This prevalence is also higher among men compared with women.
- The same pattern also exists among recent cannabis users where 44% are concerned about a permanent record and 38% about getting caught by the police, and getting caught, in particular has increased 11 points from 27% in 2017.

## Likelihood of Accepting a Ride

When asked how likely they would be to accept a ride from someone they knew was under the influence of cannabis, more than eight in ten (82%) said they would not, which is a slight increase from 78% in 2017. Nine percent said they would be likely to do so and a further eight percent indicated a moderate likelihood, which is similar to results found in 2017.

**Graph 24: Likelihood of Accepting a Ride**



**Q20:** “How likely would you be to accept a ride from someone who you knew was under the influence of cannabis?”

**Base:** n=2024

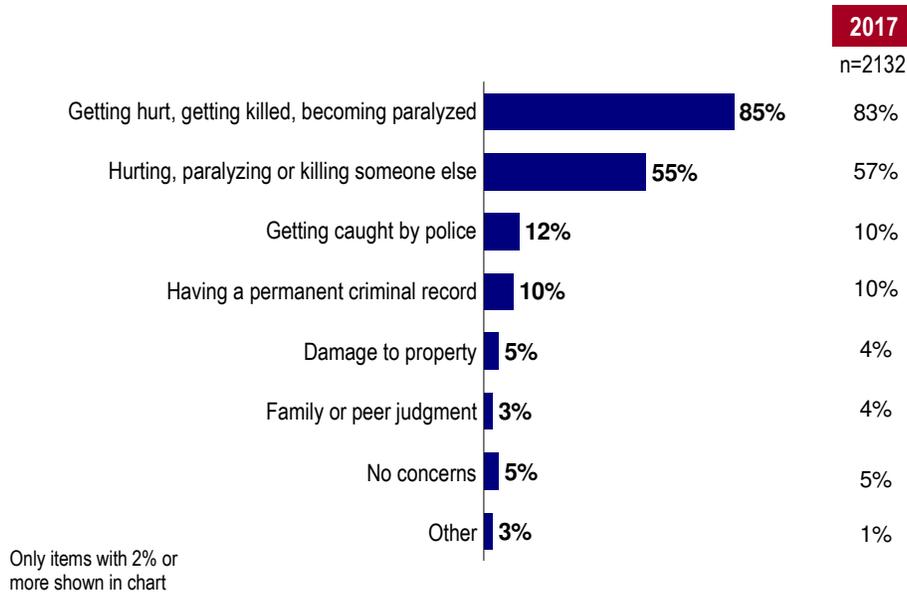
- A majority of youth aged 16 to 24 (77%) are unlikely to accept a ride from someone impaired by cannabis, an increase from 2017 (73%). However, results indicate that one in five are still at risk given that 11% said they would be moderately likely and 11% said they would be likely to accept a ride under those conditions. It is also noteworthy that those who are under 20 are the least likely to accept a ride (88% said they would be unlikely to accept a ride, compared with 69% among those 20 to 24).
- Those between the ages of 25 and 34 are at the greatest risk, with 12% saying they would be moderately likely and another 21% saying they would be likely to accept a ride, although some gains have been made since 2017 when 42% said there was some likelihood. In contrast, those over 45 are very unlikely to accept a ride (82% to 91% in each older age cohort).
- Even more pronounced, 23% of recent cannabis users would be likely to accept a ride and a further 15% said they would be moderately likely to do so. In 2017, however, 54% said they would be at least moderately likely to accept a ride, highlighting significant gains.

### Personal Concerns for Being a Passenger

Concerns as a passenger in a vehicle where the driver was under the influence of cannabis were also explored. As in 2017, the top concern is getting hurt, becoming paralyzed or getting killed in an accident (85%). Although still a key concern, fewer are worried about hurting, paralyzing, or killing someone else (55%). Again, as a passenger, getting caught by police (12%), or having a permanent record (10%) are of considerably less concern. Only five percent of respondents said they would be worried about damage to property and three percent indicated family or peer judgement. Results are generally very similar with those found in 2017.

As with the question related to being the driver, getting killed, hurt and becoming paralyzed were shown separately. As a passenger, results reveal significantly greater concern for getting hurt (68%) or killed (49%), whereas fewer are worried about becoming paralyzed (36%).

**Graph 25: Concerns as a Passenger**



**Q21:** “If you were a passenger in a vehicle where the driver was under the influence of cannabis, what concerns, if any, would you have?”

**Base:** n=2024

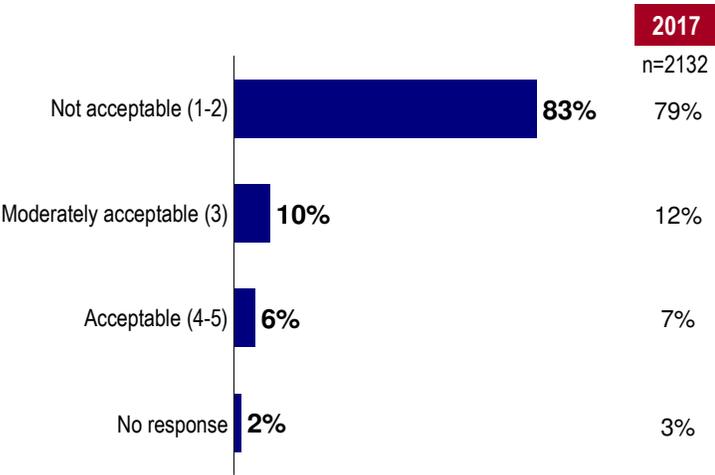
- Although getting hurt, becoming paralyzed or killed is by far the key concern across age groups, and among young people 16 to 24 in particular (88%; up from 67% in 2017), this younger age segment is also more likely than any other age cohort to also be concerned with getting caught by the police (24%; on par with 2017) or having a permanent record (21%; much lower than 40% in 2017).
- The same pattern exists for recent cannabis users with regard to getting caught (19%).

# D. NORMALIZED BEHAVIOUR

## Social Acceptability of Driving Under the Influence

In terms of how acceptable it is for people they know to drive while under the influence of cannabis, a clear majority (83%) said they do not see it as acceptable, which is an increase from 79% in 2017. Only 10% see it as moderately acceptable and another six percent believe it is acceptable.

**Graph 26: Social Acceptability of Driving Under the Influence**



**Q14:** “How acceptable is it for people you know to drive while under the influence of cannabis?”

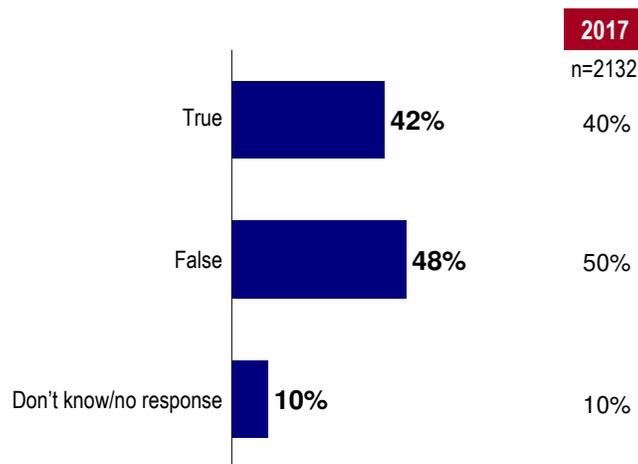
**Base:** n=2024

- Young people 16 to 24 generally (76%) do not see driving under the influence of cannabis as acceptable, which is on par with 74% in 2017.
- Although 73% of those 25 to 34 think of it as unacceptable, 12% find it acceptable, and another 14% find it moderately acceptable. Unacceptability, however, has increased by 10 percentage points since it was 63% in 2017.
- Still, younger people (8% to 12% of those under age 44) are more likely to find driving under the influence of cannabis as acceptable, with older Canadians least likely to find it acceptable (2%).
- Acceptance is also considerably greater among recent cannabis users, where 18% find it moderately acceptable and another 14% feel it is acceptable, although this lower than in 2017 when 43% indicated some level of acceptance.

## Comparison with Alcohol

Results nonetheless highlight a split in perception about the relative social acceptability of driving while under the influence of cannabis compared with alcohol. Although half (48%) do not believe this to be true, 42% said they believe that it is more socially acceptable than driving with alcohol-induced impairment, and another 10% were unsure. These results mirror closely the findings in 2017.

**Graph 27: Comparison with Alcohol**



**Q3b:** “Please indicate if the statement: Driving while under the influence of cannabis is more socially acceptable than driving under the influence of alcohol is true or false from what you know.”

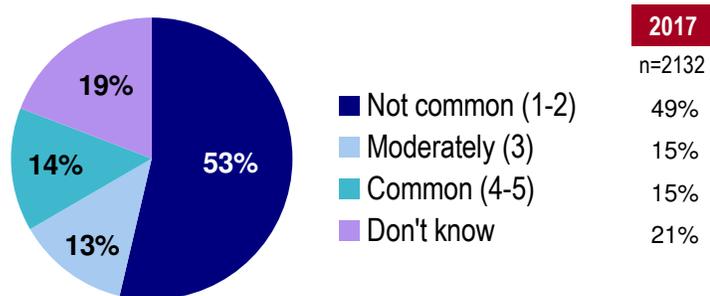
**Base:** n=2024

- Social acceptability of driving under the influence of cannabis in comparison to driving under the influence of alcohol is strongest among young people 16 to 24 (59%) and those who are 25 to 34 (57%), which is precisely what it was in 2017 among those 25 to 34, and higher than it was in 2017 for young people 16 to 24 at 50%.
- As in 2017, the pattern is the same among recent cannabis users (51%), although in this case it has decreased from 57% in 2017.

## Perceived Prevalence of Cannabis-impaired Driving

When asked how common it is for people they know (e.g., friends, family, work colleagues) to drive under the influence of cannabis, just over half of respondents (53%) indicated they believe this is to be a rare occurrence. This is an increase from 49% in 2017. Nonetheless, 14% said it is common, and the same proportion (13%) believe it to be moderately common.

**Graph 28: Prevalence of Cannabis-impaired Driving**



**Q18:** “As far as you know, how common is it for people you know (e.g., friends, family, work colleagues) to drive while under the influence of cannabis?”

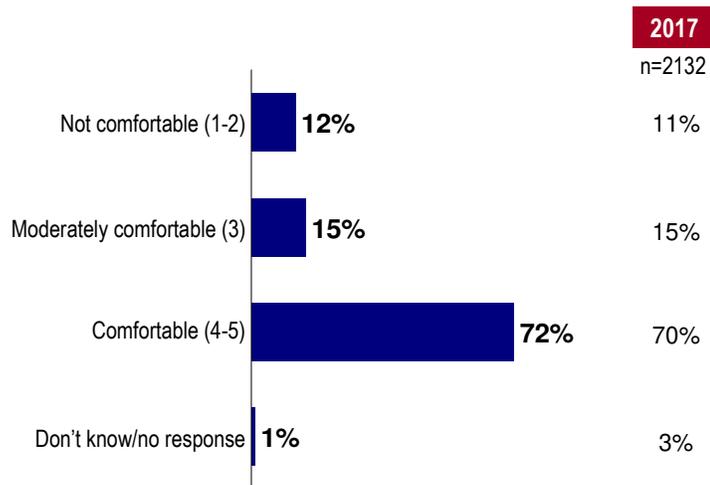
**Base:** n=2024

- Just under six in ten young people 16 to 24 (58%) said this would be a rare occurrence, and only 17% said it is common. This is similar to results from 2017 when 54% said it is uncommon.
- Similarly, 54% of respondents between the ages of 25 and 34 reported it is a rare occurrence, but 21% said it is common, which has decreased from the 26% found in 2017.
- Similarly, 23% of recent cannabis users said it is a common occurrence, and another 20% said it is moderately common, although this is an improvement from 50% indicating some commonality in 2017.

## Comfort with Intervention

When asked about their comfort level in trying to stop a friend or family member from driving if they thought that they were impaired after using cannabis, the majority of respondents (72%) said they would be comfortable doing so, as was also the case in 2017. Twelve percent, however, said they would not be comfortable and 15% said they would be only moderately comfortable, as was also the case in 2017.

**Graph 29: Comfort Intervening with Impaired Drivers**



**Q22:** “How comfortable would you be trying to stop a friend or family member from driving if you thought that they were impaired after using cannabis?”

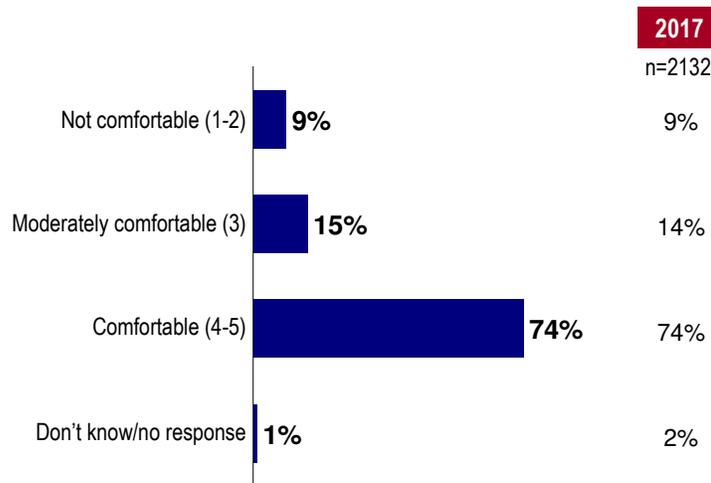
**Base:** n=2024

- The level of comfort is marginally lower among those under 45 years of age (68% to 73%), compared with those who are 45 to 64 where it is 77% to 78%. It is actually lowest among seniors (65%). Compared with 2017, comfort levels have risen from 61% to 68% among those under 25, and from 65% to 71% among those between the ages of 25 and 34.
- Similarly, parents of young people 16 to 24, are among the most comfortable (79%), as was the case in 2017.

## Intervention with Passengers

Also reflecting the results from 2017, 74% said they would be comfortable in trying to stop a friend or family member from accepting a ride from a driver who they thought was impaired after using cannabis. Another 15%, however, said they would be only moderately comfortable, and nine percent said they would not be comfortable.

**Graph 30: Comfort Intervening with Passengers**



**Q23:** “How comfortable would you be trying to stop a friend or family member from accepting a ride from a driver who you thought was impaired after using cannabis?”

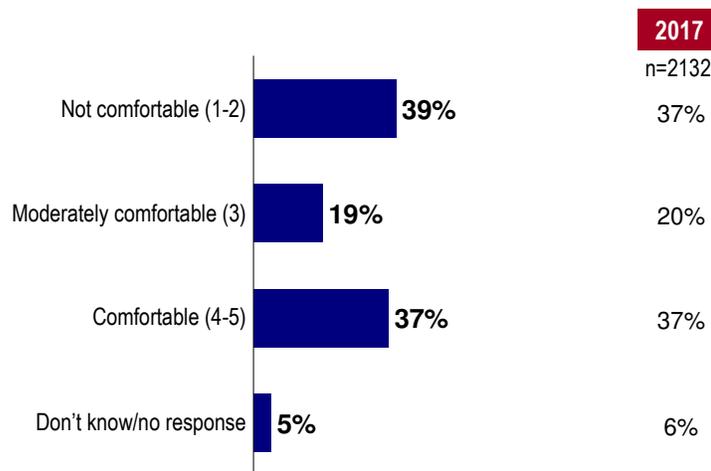
**Base:** n=2024

- The same patterns are found with regard to comfort in stopping someone from accepting a ride, with seniors expressing the least comfort (67%; down from 79% in 2017), while those over 45, and parents of young people 16 to 24 are most apt to be comfortable (79% to 82%). Youth and those between the ages of 25 and 34 (73%) are general on par with the average indicating comfort, up slightly from 65% in 2017.

## Comfort Reporting to Police

Canadians are decidedly less comfortable in reporting to the police if they are aware of someone driving impaired after using cannabis. Although 37% said they would be comfortable, a similar proportion (39%) said they would not be, and 19% rated themselves in the middle, as was also the case in 2017.

**Graph 31: Comfort Reporting to Police**



**Q24:** “How comfortable would you be in reporting to the police, if you knew that someone was driving impaired after using cannabis?”

**Base:** n=2024

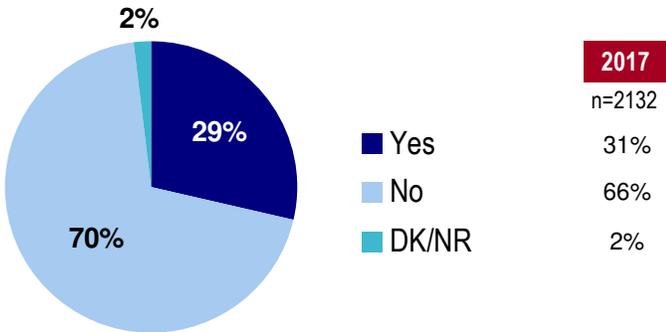
- While those under 35 are no less comfortable than their older counterparts in trying to stop someone, they are considerably less comfortable in reporting to the police (25% to 27% indicating they are comfortable, but 48% to 49% saying they are not comfortable in doing so). In this case, it is seniors who are the most comfortable at 45%. Discomfort among those under 25 and 25 to 34 are roughly on par with the 45% seen in 2017.
- Recent cannabis users also indicated less comfort in this area: 24% saying they are comfortable, but 53% indicating they would be uncomfortable in this role. Discomfort however has decreased from 58% in 2017.

# E. INFORMATION

## *Incidence of Searching for Information*

The incidence of searching for information on the effects of drugs on driving ability is moderate, which is consistent with 2017 results. Nearly three in ten respondents (29%) indicated they have searched for information, although over two-thirds (70%, a slight increase from 66% in 2017) have not.

**Graph 32: Incidence of Searching for Information**



**Q7:** “Have you ever looked for information on the effects of drugs on driving ability?”

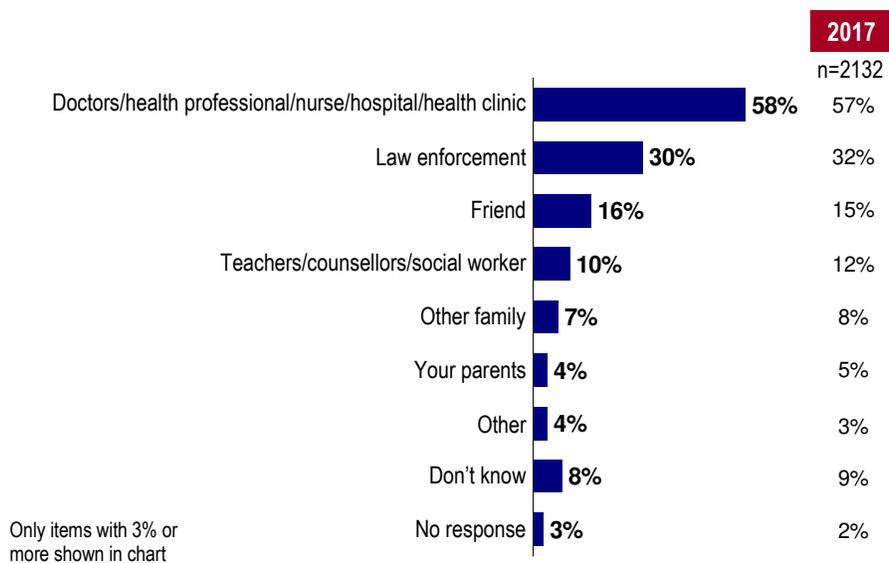
**Base:** n=2024

- Youth under age 25 (37%; up from 31% in 2017), and 20 to 24 in particular (47%) are more likely than those in other age ranges to have sought information on the impacts of drugs on driving ability. Those aged 44 to 54 years are least likely to have searched for this information (18%; down from 27% in 2017).
- Recent cannabis users are slightly more likely to have researched the effects of drugs on driving ability (36%).
- Parents of youth 16 to 24 years of age were somewhat less likely to say they have looked up information on the effects of drugs on driving (22%; down from 34% in 2017).

## Preferred Sources for Information

When asked about preferred sources for information on the impacts of drugs on driving ability, health professionals remain the most trusted source by a wide margin, selected by more than half of respondents (58%, 57% in 2017). Three in ten (30%) indicated law enforcement as a preferred source, which is similar if marginally decreased from 32% in 2017. One in seven (16%) would consult with a friend, and one in ten (10%) would turn to a teacher, counsellor, or social worker. Other sources were selected much less frequently.

**Graph 33: Preferred Sources for Information**



**Q8:** “If you were to speak with someone to get information on the effects of drugs on driving ability, who would you be most likely to speak with?”

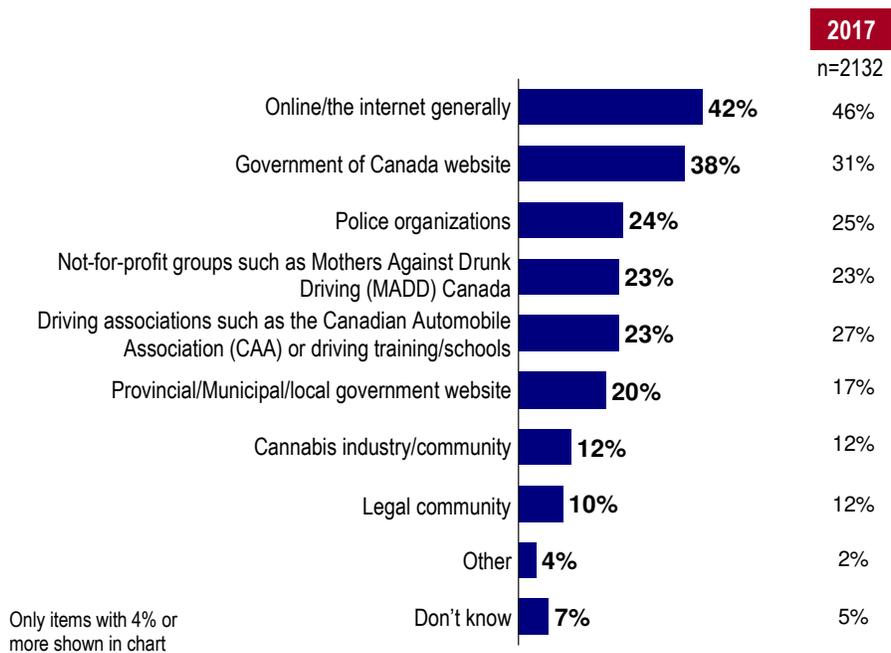
**Base:** n=2024

- Similar to 2017, young people 16 to 24 are among the only age cohort that is likely to turn to a friend (29%; 30% in 2017), a teacher, counsellor, or social worker (21%), or a parent (20% rising to 28% among those 16 to 19 specifically).
- Those between 25 and 34 years of age are equally likely to ask a friend (24%) but place higher trust in health professionals than others (71%; up considerably from 57% in 2017).
- Recent cannabis users are more likely than others to speak with friends (22%), also found in 2017.

## Preferred Online Sources for Information

Respondents were also asked to specify which online sources they would consult for information about the effects of drugs on driving ability. Two-fifths (42%, a decrease of five percentage points from 2017) cited the Internet in general, with no mention of a specific organization. The most frequently cited specific source, however, is a Government of Canada website, according to 38%<sup>3</sup>, an increase from 31% in 2017. Nearly one in four said they would turn to a police organization (24%), the Canadian Automobile Association (23%, down six percent from 2017), or a not-for-profit group such as Mothers Against Drunk Driving Canada (23%). One in five pointed to a website maintained by their provincial or municipal government (20%, an increase from 17% in 2017).

**Graph 34: Preferred Online Sources for Information**



**Q9:** “If you were to look for information online on the effects of drugs on driving ability, where would you most likely look for reliable information?”

**Base:** n=2024

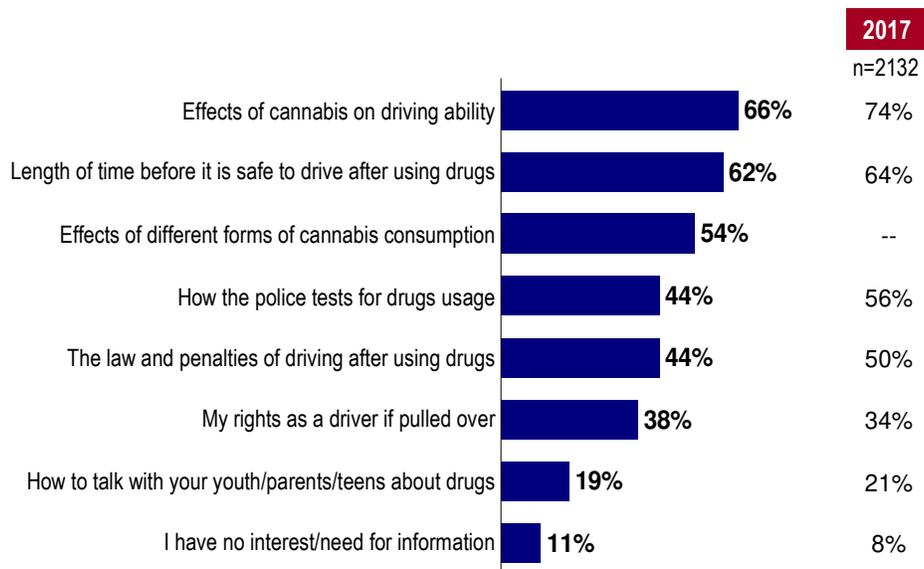
<sup>3</sup> Readers should bear in mind that the survey was identified as being sponsored by the Government of Canada.

- Compared to other age groups, young people 16 to 24 and those 25 to 34 were more likely to select several of the items tested. For instance, 45% to 46% would access a Government of Canada website, 19% to 22% would go to the cannabis industry, and 13% to 16% would seek legal websites.
- Seniors 65 years of age or older are more likely to search for organizations online such as not-for-profits (27%) and driving associations (27%).
- Recent cannabis users said they would be more likely to turn to the cannabis industry itself (22%).

## Type of Information Sought

Respondents were similarly asked to identify the types of information they would want to know about the effects and risks of drug use on driving ability. Two-thirds (66%, a decrease from 74% in 2017) indicated an interest in learning more about the effects of cannabis on driving ability, or the length of time before it is safe to drive after using drugs (62%). Over half of respondents (54%) want to know the effects of different forms of cannabis (not included in the list shown in 2017). Just under half (44%; down from 56% in 2017) would like more information about how the police test for drugs and a similar number (44%; down from 50%) want to learn more about the laws and penalties regarding driving while impaired. Nearly two-fifths (38%; up from 34% in 2017) are interested in learning about their rights as a driver should they be pulled over, while one in five (19%) would like advice on how to talk with family members about drug use.

**Graph 35: Type of Information Sought**



Only items with 3% or more shown in chart

**Q10:** “What information, if any, would you want to know about the risks and effects of driving after using drugs?”

**Base:** n=2024

- Young people 16 to 24 are considerably more likely to express interest in information regarding the length of time before it is safe to drive after drug use (68%; up from 60% in 2017), the laws and penalties of driving impaired (60%), how police tests work (50%), and a driver's rights when they are pulled over (56%; up considerably from 39% in 2017). The pattern is largely the same among recent cannabis users, and, to a lesser extent, those between the ages of 25 and 34.
- Parents of young people 16 to 24 are more interested in learning how to talk with family members about drug use (26%, on par with 29% in 2017).

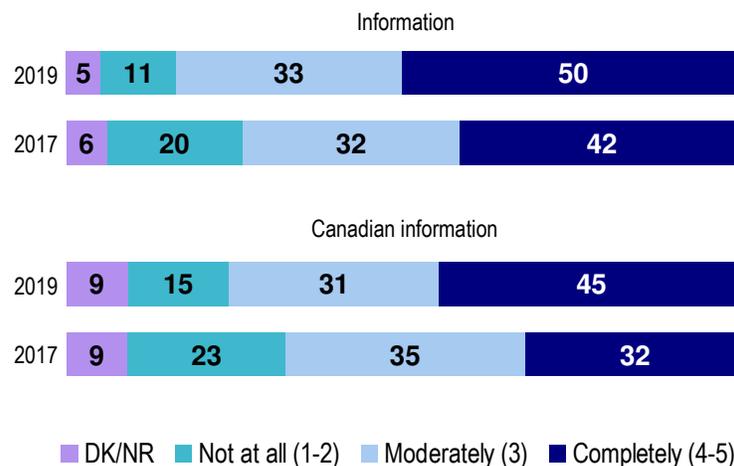
### Availability of Trusted Information Sources

As in 2017, respondents were asked whether they feel they have enough trustworthy information about the effects of drugs on driving ability in order to make informed decisions about risk. Half of respondents in the survey sample were asked generically about “information”, while the other half were asked about “Canadian information” specifically.

Based on results, Canadians feel more informed in terms of availability of trustworthy information to make decisions than they did when surveyed in 2017. Half of respondents (50%) said they have enough information to make informed decision, an increase from 42% in 2017. Similar to 2017 findings, another third (33%) feel they have moderate access to information. One in ten (11%) do not feel they have sufficient information at their disposal, a decrease from 20% in 2017.

Canadians are similarly positive about the availability of Canadian information (i.e., from a Canadians content). Just under half (45%) said Canadian information is available, compared with 32% in 2017. One-third (31%, a slight decrease from 35% in 2017) indicated moderate availability, and fewer than one in five (15%, down from 23% in 2017) said that information is limited.

**Graph 36: Perceived Availability of Trusted Information**



**Q10a/b:** “To what extent would you say that you have enough trustworthy information/Canadian information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis?”

**Base:** n= 1031/993

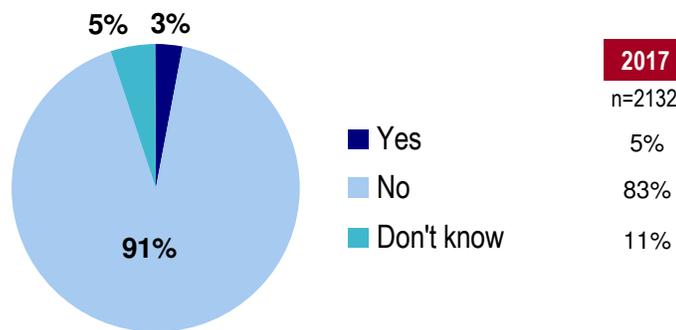
- Recent cannabis users (58%), are more likely than others to say they have trustworthy information available, up from 46% in 2017.

## F. CANNABIS LAWS AND CONSEQUENCES

### *Familiarity with Current Legal Status*

Canadians are generally aware that driving while under the influence of cannabis is not legal. Over nine in ten (91% compared to 83% in 2017) recognize that it is currently illegal to operate a vehicle while under the influence, however, one in twenty (five percent) still believe it to be legal and another five percent are uncertain.

**Graph 37: Familiarity with Current Legal Status**



**Q31:** “As far as you know, is it currently legal to drive while under the influence of cannabis in Canada?”

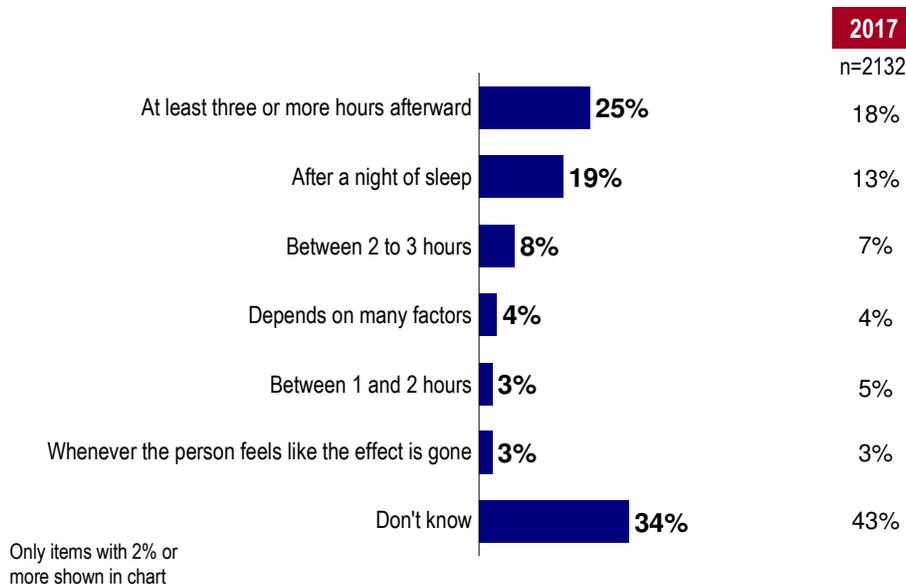
**Base:** n=2024

- There are few significant differences in awareness on this point across various segments.

## Familiarity with Duration of Impairment

Based on results of the survey, Canadians are very unsure about the amount of time a driver should wait before getting behind the wheel after consuming cannabis before it is safe to operate a vehicle. In fact, more than one in three (34%) said they are uncertain. One in four (25%, compared to 18% in 2017) believe a user should wait three hours or more and slightly less (18%, an increase from 13% in 2017) feel it is best to drive only after a night of sleep. Although few believe that one to two hours (three percent) or two to three hours (eight percent) is sufficient.

**Graph 38: Familiarity with Duration of Impairment**



**Q33: “As far as you know, how long after using cannabis is it safe to drive a vehicle?”**

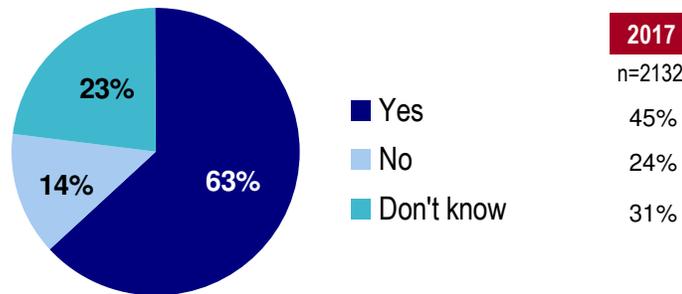
**Base:** n=2024

- Over half of those 25 to 34 years old tend to believe a duration of hours is sufficient. For example, five percent believe one to two hours is enough time, while 12% feel two to three hours is sufficient, and 36% indicate that at least three or more hours is needed. Older Canadians, age 65 and over, tend to say that a full night of sleep is needed (22%).
- These patterns were similar in 2017.

## Familiarity with Detection Technology

Results suggest an increasing awareness among Canadians about whether police can detect impairment from cannabis among drivers who are stopped at the roadside. In 2017, 45% of Canadians felt that police can detect impairment; this has increased to 63% in 2020. Over one in ten (14%) still believe police can not detect impairment at the roadside. The proportion of those unsure has also decreased, with 23% indicating they do not know, compared to 31% in 2017.

**Graph 39: Familiarity with Detection Technology**



**Q34:** “As far as you know, can the police detect impairment from cannabis, among drivers who are stopped at the roadside?”

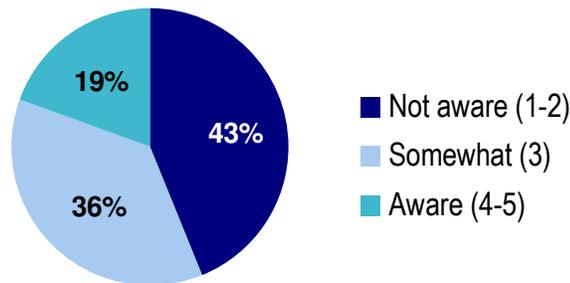
**Base:** n=2024

- Canadians under age 25 (71%; up from 55% in 2017) are more likely to believe that police can detect impairment from cannabis, while those 25 to 44 (57% – 58%; up from 44% in 2017) are least likely.

### *Awareness of Cannabis Laws and Penalties*

The minority of Canadians feel they are aware of the laws around cannabis and the legal consequences of breaking cannabis laws. One in five (19%) are aware that an individual may face monetary fines or jail terms for breaking Canadian cannabis laws, while 43% say they are not aware and 36% are only somewhat aware.

**Graph 40: Awareness of Cannabis Laws and Penalties**



**Q39:** “Currently, an individual may face monetary fines or jail terms for breaking Canadian cannabis laws. How aware would you say you are of the laws around cannabis, and the legal consequences of breaking cannabis laws?”

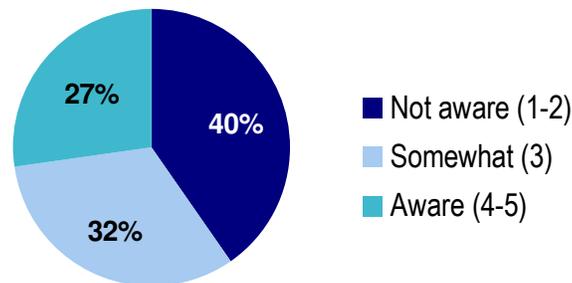
**Base:** n=2024

- Canadians between 25 and 35 (26%), along with recent cannabis users (29%) are more likely to report that they are aware of cannabis laws.

## Awareness of Penalties for Cannabis-impaired Driving

Respondents were informed that penalties for driving while impaired from cannabis can include a \$1000 fine, loss of licence for 12 months, and up to 18 months' imprisonment and criminal record, with greater consequences if an accident results in harm. Over one-quarter (27%) of Canadians are aware of these penalties, while two in five (40%) are not aware and one-quarter (32%) are only somewhat aware.

**Graph 41: Awareness of Penalties for Cannabis-Impaired Driving**



**Q36a:** Currently, drug impaired driving carries a \$1,000 dollar fine and loss of license for 12 months. It may also include jail time of up to 18 months, as well as a permanent criminal record. Where an accident results in harm or death the sentence can be up to 10 years in prison.

“How aware were you of the legal consequences of drug-impaired driving before now?”

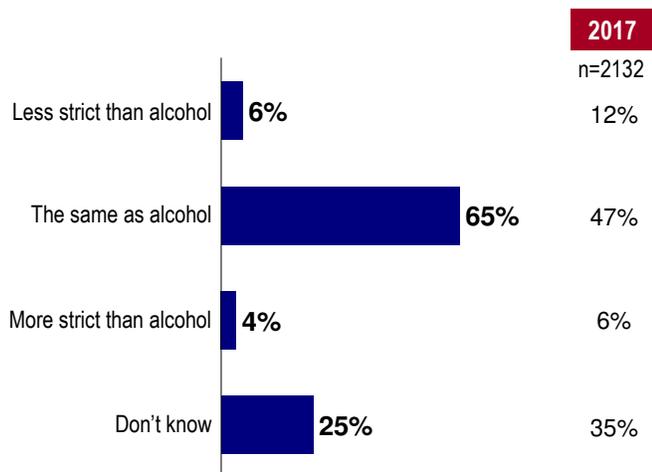
**Base:** n=2024

- Recent cannabis users (32%) are more likely to be aware of the penalties than other Canadians.

### Legal Consequences of Driving Impairment: Cannabis versus Alcohol

When asked whether they believe the penalties associated with driving while impaired from cannabis are greater, lesser, or equivalent to those associated with driving while impaired from alcohol, the majority of Canadians believe that impairment from cannabis and impairment from alcohol carry the same penalties (65% believe penalties are the same, a sizable increase from 47% in 2017). Less than one in ten (six percent compared to 12% in 2017), however, believe that the penalties associated with cannabis are less strict than those regarding alcohol, and another four percent believe cannabis impairment carries greater consequences. A notable portion of Canadians are again unsure (25%, although a notable decrease from 35% in 2017).

**Graph 42: Penalties of Cannabis versus Alcohol-Impaired Driving**



**Q35:** "Are the penalties for driving while impaired from cannabis less strict, the same, or more strict than they are for impairment from alcohol?"

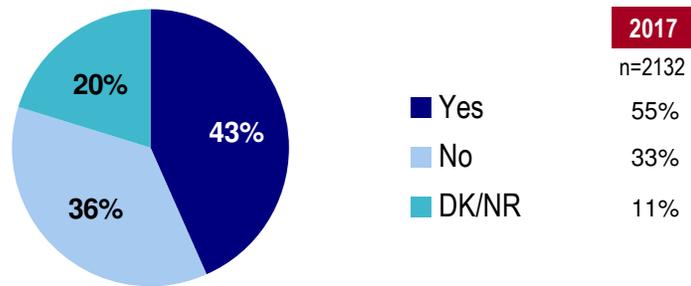
**Base:** n=2024

- Recent cannabis users are more likely to say that penalties are the same (72%) or more strict (7%) than they are for alcohol-impaired driving.

## Perception of Effectiveness of Penalties

Fewer than half of Canadians (43%) feel that penalties are strict enough to prevent people from driving while under the influence of cannabis. Over one-third (36%) feel they are not strict enough, and one in five (20%) are unsure.

**Graph 43: Perceived Effectiveness of Penalties on Impaired Driving**



**Q36:** “Do you think that these penalties are strict enough to prevent people from driving while under the influence of cannabis?”

**Base:** n=2024

- Young people 16 to 24 (55%; particularly those 20 to 24 at 57%) are more likely to say penalties are strict enough to prevent people from driving while under the influence of cannabis. This is also the case for recent cannabis users (55%).

# APPENDICES

## A. METHODOLOGICAL DETAILS

### *Sample Source*

The survey sample was drawn from our randomly recruited panel *Probit*. *Probit* panellists were selected using a random-digit dial (RDD) landline-cell phone hybrid sample frame. This is the same sample frame and sampling process used to conduct telephone surveys, which are considered to be representative of the population<sup>4</sup>. Once selected, they are contacted and recruited by telephone and asked to complete a basic profile (i.e. base survey instrument) including a range of demographic information about themselves. They are also asked if they would prefer to complete surveys online or by telephone. All sample members are eligible to participate, including those with cell phones only, those with no Internet access and those who simply prefer to respond by telephone rather than online. This panel represents a fully representative sample of Canadians, from which we can draw random samples and collect data in a more cost conscious and timely manner than would otherwise be possible in a traditional telephone survey. This panel of more than 100,000 individuals can be considered representative of the general public in Canada (meaning that the incidence of a given target population within our panel very closely resembles the public at large) and margins of error can be applied.

### *Testing and Administration*

Prior to conducting the survey, the instrument was tested with 12 cases in English and 19 cases in French. Additional questions were placed on the pretest version of the questionnaire asking about length, flow, clarity of wording and so on to elicit feedback from respondents. Minimal changes were made as a result of the testing, although a few questions were removed in order to stay within the intended survey length.

The survey was administered between January 21 and February 17, 2020, using a bilingual questionnaire, installed on a secure web-server controlled by EKOS. The email invitation included a description and purpose of the survey (in both languages) along with a link to the survey website. The survey database was mounted using a Personalized Identification Number

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<sup>4</sup> Canadian Internet Use, Statistics Canada.

(PIN), so only individuals with a PIN were allowed access to the survey (the PIN was included in the email invitation). The questionnaire was prefaced with a brief introduction to the study and rationale for the research. The voluntary and confidential nature of the survey was also emphasized. Survey data collection adhered to all applicable industry standards. All invited panel members were informed of their rights under current Privacy legislation, as well as how to obtain a copy of their response and results of the survey.

In this survey, a sample of 13,889 was drawn from the online only portion of the *Probit* panel, although over 6,800 were sent in an effort to target young people 16 to 24.

Another 1,002 panel sample members were contacted by telephone. This is a typical participation rate for this kind of survey. The response rate was 24% among those 25 years of age or older, and 12%<sup>5</sup> among young people 16 to 24. The average length of the interview was 17 minutes.

Respondents were informed in the invitation that all responses are completely confidential and no responses will be linked to individual names.

The database was reviewed following data collection for data quality, outliers, coding requirements, weighting and construction of independent variables, and was used to explore sub-group patterns (e.g., by age, gender and so on) in the analysis. Weighting of the sample was based on population parameters according to the latest Census on age, gender and region of the country.

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<sup>5</sup> Among the 8,002 adults sampled, 679 bounced as undeliverable (7,323 valid sample) and 1,748 were either completed (1,714) or ineligible (34). The response rate of 23.9% is calculated as the 1,748 completed or screened out, divided by the valid base of sample invited to participate (n=7,323). Among the 6,889 youth sampled, 325 were undeliverable leaving a valid sample of 6,564. Of these 771 were either completed (418) or found ineligible (353). The response rate of 11.7% is calculated as the 771 completed or screened out, divided by the valid base of sample invited to participate.

## Sample Characteristics

The following table presents a sample profile for the baseline survey. This includes demographic characteristics related to employment, education, income, cultural attributes, language, age and region. Each is presented for the full sample of 2,132 Canadians.

**Table 2: Demographic Table**

<b>Total</b>	<b>2020</b>	<b>2017</b>
<i>Age (unweighted)</i>	<i>2024</i>	<i>2132</i>
<25	21%	20%
25-34	6%	10%
35-44	16%	14%
45-54	18%	24%
55-64	17%	18%
65 +	21%	15%
<i>Are you the parent or legal guardian of any children currently living in the household? If so, how many?</i>	<i>2024</i>	<i>2132</i>
Yes	35%	36%
No	64%	76%
No response	0%	1%
<i>What are the ages of children in the home?</i>	<i>751</i>	<i>836</i>
Under 5	21%	24%
6 to 12	31%	35%
13 to 15	22%	22%
16 to 18	27%	26%
19 to 24	32%	30%
25 or older	11%	11%
<i>Education (unweighted)</i>	<i>2024</i>	<i>2132</i>
Grade 8 or less	1%	1%
Some high school	7%	1%
High school diploma or equivalent	32%	20%
Registered Apprenticeship or other trades certificate or diploma	6%	5%
College, CEGEP or other non-university certificate or diploma	21%	20%
University certificate or diploma below bachelors level	8%	8%

<b>Total</b>	<b>2020</b>	<b>2017</b>
Bachelor's degree	14%	26%
Post graduate degree above bachelor's level	9%	15%
No response	0%	1%
<i>Total household income</i>	<i>2005</i>	<i>2115</i>
Under \$20,000	6%	9%
\$20,000 to just under \$40,000	11%	11%
\$40,000 to just under \$60,000	12%	15%
\$60,000 to just under \$80,000	13%	12%
\$80,000 to just under \$100,000	13%	14%
\$100,000 to just under \$120,000	10%	10%
\$120,000 to just under \$150,000	10%	7%
\$150,000 and above	14%	11%
No response	12%	12%
<i>Were you born in Canada?</i>	<i>2024</i>	<i>2132</i>
Yes	89%	88%
No	11%	12%
<i>Language most often spoken at home</i>	<i>2024</i>	<i>2132</i>
English	79%	78%
French	22%	23%
Other	3%	3%
<i>Gender (unweighted)</i>	<i>2024</i>	<i>2132</i>
Male	48%	48%
Female	51%	51%
Other	1%	0%
No response	1%	1%
<i>Region</i>	<i>2024</i>	<i>2132</i>
British Columbia	14%	15%
Alberta	11%	11%
Saskatchewan & Manitoba	7%	6%
Ontario	38%	37%
Quebec	23%	22%
Atlantic	7%	9%

The sample over represents those with post secondary education, including 52% with a university level of education compared with 23% in the population, and under represents those with high school/elementary or college levels of education. This is partially driven by the oversample of younger Canadians. There are fewer Canadians born outside of Canada represented in the sample (12%) than found in the population (25%).

## B. SURVEY QUESTIONNAIRE (ENGLISH)

### WINTRO

#### *Online Intro*

Thank you for agreeing to complete this survey. All your responses will be kept strictly confidential.

[Click here](#) if you wish to verify the authenticity of this survey, followed by project code 20200121-EK101. To view our privacy policy, click here.

The personal information you provide is collected in accordance with the Privacy Act in accordance with the Treasury Board Directive on Privacy Practices. We only collect the information we need to conduct the research project. In addition to protecting your personal information, the Privacy Act gives you the right to request access to and correction of your personal information.

A few reminders before beginning...

### INSTRUCTIONS

- \* Please consider the questions and your answers carefully.
- \* On each screen, after selecting your answer, click on the "Continue" button at the bottom of the screen to move forward in the questionnaire.
- \* If you leave the survey before completing it, you can return to the survey URL later, and you will be returned to the page where you left off. Your answers up to that point in the survey will be saved.
- \* For any questions on the survey and any technical difficulties, please contact Jérémie Blanc, with EKOS Research Associates, at [jblanc@ekos.com](mailto:jblanc@ekos.com), or contact EKOS Research Associates at [online@ekos.com](mailto:online@ekos.com). Thank you in advance for your participation.

### PINTRO

#### *Phone Intro*

Hello, my name is ... and I'm calling from EKOS Research Associates. May I speak with \_\_\_\_\_?

We are conducting a survey.

Would you mind if we asked you some questions? All your responses will be kept strictly confidential.

May I begin?

If asked: This survey should take about 15 minutes.

### PRIV

This call may be recorded for quality control or training purposes.

## QPROV

In which province/territory do you live?

Alberta	1
British Columbia	2
Manitoba	3
New Brunswick	4
Newfoundland & Labrador	5
Northwest Territories	6
Nova Scotia	7
Nunavut	8
Ontario	9
Prince Edward Island	10
Quebec	11
Saskatchewan	12
Yukon	13

## QAGEA

Some questions in this survey are intended for specific age groups. For the purposes of the survey, what year were you born in?

<QAGE: [phone](If 2004 or later, thank and terminate)>	
2004 or later	98
Year :	77
No response	99

## QAGEX

*If 2003, confirm if at least 16*

Are you at least 16 years of age?

Yes	1
No	2
No response	99

## QAGEY

*Hesitant*

May we place your age into one of the following general age categories?

Under 13	98
16-18 years	2
19-24 years	3
25-34 years	4
35-44 years	5
45-54 years	6
55-64 years	7
65-74 years	8
75 years or older	9
No response	99

## **QCHILD**

### ***16 or older***

A few questions in the survey are also intended for parents. Are you the parent or legal guardian of any children currently living in the household? If so, how many?

Yes (please enter number of children) :	1
No	2
No response	9

## **QCHILDA [1,5]**

### ***Parents, QCHILD***

What are the ages of children in the home?

Select all that apply	
Under 5	1
6 to 12	2
13 to 15	3
16 to 18	4
19 to 24	5
25 or older	6
No response	9

## **ROTQ10**

Calculation to randomly determine if respondent sees Q1A, Q1B or Q1C series of questions.

Q1A	1
Q1B	2
Q1C	3

## **PREQ1A**

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

## **Q1AA**

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of alcohol	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

## **Q1AB [0,2]**

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of alcohol	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

## PREQ1B

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

### Q1BA

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of cannabis	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

### Q1BB [0,2]

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of cannabis	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

## PREQ1C

What are your top three concerns when it comes to road safety?

Select primary concern and other concerns - up to 2

### Q1CA

Primary concern	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of prescription drugs	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

### Q1CB [0,2]

Other concerns	
Distracted driving	1
Non-licensed or underage driving	2
Driving under the influence of prescription drugs	3
Aggressive driving	4
Other (Please specify) :	77
Don't know	98
No response	99

## PQ2

This survey focuses on driving under the influence of cannabis (also sometimes called marijuana, pot, or weed) used for recreational purposes. *That is, use for the purposes of getting high and/or for pleasure and not for the treatment of disease or illness or helping with symptoms associated with disease or illness.*

To what extent do you agree or disagree with the following statements. <Q7\_1: [phone]You can answer with strongly disagree, somewhat disagree, neither agree nor disagree, somewhat agree or strongly agree.>

### Q2A

Using cannabis impairs one's ability to drive or operate a vehicle.	
Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

### Q2B

Drinking alcohol impairs one's ability to drive or operate a vehicle.	
Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

### Q2D

People often <b>don't</b> realize that they are impaired from using cannabis.	
Strongly disagree	1
Somewhat disagree	2
Neither agree nor disagree	3
Somewhat agree	4
Strongly agree	5
Don't know/ No response	99

## PQ3

Please indicate if each one of the following is true or false from what you know.

### Q3A

Driving under the influence of cannabis is less dangerous than driving under the influence of alcohol.	
True	1
False	2
Don't know/ No response	99

### Q3B

Driving while under the influence of cannabis is <b>more</b> socially acceptable than driving under the influence of alcohol.	
True	1
False	2
Don't know/ No response	99

### Q3C

It is very obvious and easy to see if someone is too high to drive.

True	1
False	2
Don't know/ No response	99

### Q3D

Driving under the influence of cannabis and alcohol together is more dangerous than driving under the influence of either cannabis or alcohol alone.

True	1
False	2
Don't know/ No response	99

### Q3F

Different forms of cannabis consumption (i.e. smoking, edibles, etc.) can affect driving differently.

True	1
False	2
Don't know/ No response	99

### Q4 [1,5]

From what you know, in what way(s) does cannabis affect driving ability?

Select all that apply.

Does not change ability at all	1
Makes you a more careful driver (e.g., more accurate behaviour and decisions like speed, following distance, steering)	2
Reduces reaction time and ability to concentrate	3
Makes you a worse driver (e.g., less accurate behaviour and decisions like speed, following distance, steering)	4
Other (Please specify) :	77
Don't know	98
No response	99

### Q5

Since recreational use of cannabis became legal in Canada, do you think that the rate of driving while under the influence of cannabis has decreased, increased or stayed the same?

Decreased a lot	1
Decreased a little	2
Stayed the same	3
Increased a little	4
Increased a lot	5
Don't know	98
No response	99

### Q6

How concerned are you about others on the road who are driving under the influence of cannabis? <Q6\_1: [phone]You can answer with not at all concerned, not very concerned, moderately concerned, concerned or very concerned.>

Not at all concerned	1
Not very concerned	2

Moderately concerned	3
Concerned	4
Very concerned	5
Don't know/ No response	98

## Q7

Have you ever looked for information on the effects of drugs on driving ability?

Yes	1
No	2
Don't know/ No response	98

## Q8 [1,8]

If you were to **speak with someone** to get information on the effects of drugs on driving ability, who would you be most likely to speak with?

<Q8\_2: [phone]Do not read list>

AQAGEA = 1995-2003 or QAGEY = 2,3 or QAGEX = 1

Your parents	1
--------------	---

Friend	2
--------	---

Doctors/health professional/nurse/hospital/health clinic	3
--	---

Law enforcement (e.g., police officers)	4
---	---

Teachers/counsellors/social worker	5
------------------------------------	---

<[AQAGEA = 1995-2003 or QAGEY = 2,3 or QAGEX = 1]Other family[ELSE]Family>	6
--	---

QCHILD = 1

Other parents	7
---------------	---

Other (Please specify) :	77
--------------------------	----

Don't know	98
------------	----

No response	99
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## Q9 [1,9]

If you were to look for information **online** on the effects of drugs on driving ability, where would you most likely look for reliable information?

<Q8\_2: [phone]Do not read list>

Online/the internet generally	1
-------------------------------	---

Government of Canada website	2
------------------------------	---

Provincial/Municipal/local government website	3
---	---

Police organizations (website, police station, police associations)	4
---	---

Legal community	5
-----------------	---

Cannabis industry/community	6
-----------------------------	---

Not-for-profit groups such as Mothers Against Drunk Driving (MADD) Canada	7
---	---

Driving associations such as the Canadian Automobile Association (CAA) or driving training/schools	8
--	---

Other (Please specify) :	77
--------------------------	----

Don't know	98
------------	----

No response	99
-------------	----

## Q10 [1,8]

What information, if any, would you want to know about the risks and effects of driving after using drugs?

Select all that apply. <Q9\_2: [phone]Read each one and get yes/no for each.>

Effects of cannabis on driving ability	1
How to talk with your <[AQAGE = 12-24 or QAGEY = 1-3 or QAGEX = 1]parents[ELSE]teens> about drugs	2
The law and penalties of driving after using drugs	3
Length of time before it is safe to drive after using drugs	4
How the police tests for drugs usage	5
My rights as a driver if pulled over	6
Effects of different forms of cannabis consumption	7
Other (Please specify) :	77
I have no interest/need for information	97
Don't know	98
No response	99

## ROTQ1

Calculation to randomly determine if respondent sees Q10A or Q10B

Q10A	1
Q10B	2

## Q10A

To what extent would you say that you have enough trustworthy information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis. <RQ10: [phone]Please answer on a five point scale where 1 is not at all, 3 is moderately and 5 is completely.>

1 Not at all	1
2	2
3 Moderately	3
4	4
5 Completely	5
Don't know	98
No response	99

## Q10B

To what extent would you say that you have enough trustworthy Canadian information to make informed decisions about the risks of driving while under the influence of drugs, including cannabis. <RQ10: [phone]Please answer on a five point scale where 1 is not at all, 3 is moderately and 5 is completely.>

1 Not at all	1
2	2
3 Moderately	3
4	4
5 Completely	5
Don't know	98
No response	99

## Q11

This following section is about cannabis use. Use includes smoking, inhaling, eating or applying products that contain cannabis, also called pot, weed or marijuana.

As far as you know, have people close to you (e.g., friends or family) ever used cannabis?

Yes	1
No	2
Don't know	98
No response	99

## Q12

Have you ever used cannabis?

(Remember that the survey results are completely confidential and will not be linked to personal identity)

Yes	1
No	2
No response	99

## Q13

*If used cannabis, Q12*

Have you used cannabis in the past 12 months?

Yes	1
No	2
No response	99

## Q14

How acceptable is it for people you know to drive while under the influence of cannabis?  
<Q11\_1: [phone]You can answer with not at all acceptable, not very acceptable, moderately acceptable, acceptable or very acceptable.>

Not at all acceptable	1
Not very acceptable	2
Moderately acceptable	3
Acceptable	4
Very acceptable	5
No response	99

## Q15 [1,3]

What would be your biggest concern with driving while under the influence of cannabis, if you were to do so?

(Select up to 3 responses) <Q13\_1: [phone]I'll read the list slowly and you can tell me when we get to a major concern for you>

Getting caught by police	1
Having a permanent criminal record, possibly affecting employment or international travel	2
Getting into an accident	3
Hurting, paralyzing or killing someone else	5
Family or peer judgment	6
Damage to property	7
Having significantly increased insurance premiums	8
Getting hurt in an accident	9

Becoming paralyzed from an accident	10
Getting killed in an accident	11
No concerns	97
Other (Please specify) :	77
Don't know/ No response	98

## Q16

*If used cannabis, Q12 and age 16 or over, QAGE*

Have you ever driven or operated a vehicle while under the influence of cannabis?

Yes	1
No	2
No response	99

## Q17

What was behind your decision?

I did not feel impaired	1
I did not believe I would be caught by law enforcement/the police	2
I did not have alternative transportation	3
I thought I could drive carefully	4
I did not have to drive very far	5
Other (Please specify) :	77
Don't know	98
No response	99

## Q18

As far as you know, how common is it for people you know (e.g., friends, family, work colleagues) to drive while under the influence of cannabis? <Q10\_1: [phone]You can answer with very rare, not very common, moderately common, common or very common.>

Very rare	1
Not very common	2
Moderately common	3
Common	4
Very common	5
Don't know	98
No response	99

## Q19

Have you ever been a passenger in a vehicle when the driver was under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

## Q20

How likely would you be to accept a ride from someone who you knew was under the influence of cannabis? <Q12\_1: [phone]You can answer with not at all likely, not very likely, moderately likely, likely, very likely.>

Not at all likely	1
Not very likely	2
Moderately likely	3
Likely	4
Very likely	5
Don't know	98
No response	99

## Q21 [1,3]

If you were a passenger in a vehicle where the driver was under the influence of cannabis, what concerns, if any, would you have?

(Select up to 3) <Q13\_1: [phone]I'll read the list slowly and you can tell me when we get to a major concern for you>

Getting caught by police	1
Having a permanent criminal record, possibly affecting employment or international travel	2
Getting hurt in an accident	3
Becoming paralyzed from an accident	4
Getting killed in an accident	5
Hurting, paralyzing or killing someone else	6
Family or peer judgment	7
Damage to property	8
Having significantly increased insurance premiums	9
No concerns	10
Other (Please specify) :	77
Don't know	98
No response	99

## Q22

How comfortable would you be trying to stop a friend or family member from **driving** if you thought that they were impaired after using cannabis? <RQ22: [phone]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98
No response	99

### Q23

How comfortable would you be trying to stop a friend or family member from **accepting a ride** from a driver who you thought was impaired after using cannabis? <RQ22: [phone]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98
No response	99

### Q24

How comfortable would you be in reporting to the police, if you knew that someone was driving impaired after using cannabis? <RQ22: [phone]Would you say not at all comfortable, not very comfortable, moderately comfortable, comfortable or very comfortable?>

Not at all comfortable	1
Not very comfortable	2
Moderately comfortable	3
Comfortable	4
Very comfortable	5
Don't know	98
No response	99

### Q25

#### *Under 25 only*

Have you discussed driving while under the influence of cannabis with your parent or guardian?

Yes	1
No	2
No response	99

### Q26

#### *Parents of children 13-24*

As far as you know, has your teenager ever used cannabis?

Yes	1
No	2
Don't know	98
No response	99

### Q27

#### *Parents of kids 16-24*

As far as you know, has your teenager ever driven a vehicle while under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

## Q28

### *Parents of children 13-24*

As far as you know, has your teenager ever accepted a ride with a driver who was under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

## Q29

### *Parents of youth 16-24*

Have you discussed driving while under the influence of cannabis with your son or daughter?

Yes	1
No	2
No response	99

## Q30 [1,6]

### *Parents of youth 16-24 only and has discussed cannabis, Q29*

What have you discussed?

<Q8\_2: [phone]Do not read list>

[phone]

The effects on driving ability 1

[phone]

The legal consequences 2

[phone]

Not accepting a ride from someone who is under the influence 3

[phone]

Peer pressure or situations of not driving or accepting a ride 4

[phone]

Solutions or alternatives (i.e., back up plan) to avoid these situations 5

<RQ30: [phone]Other (Please specify) :[ELSE]Please specify:> 77

No response 99

## Q31

As far as you know, is it currently legal to drive while under the influence of cannabis in Canada?

Yes	1
No	2
Don't know	98
No response	99

## Q33

As far as you know, how long after using cannabis is it safe to drive a vehicle?

<PQ16\_1: [phone](Prompt as needed.)>

Right away 1

Within one hour 2

Between 1 and 2 hours 3

Between 2 to 3 hours 4

At least three or more hours afterward 5

After a night of sleep	6
Whenever the person feels like the effect is gone	7
Other (Please specify) :	77
Don't know	98
No response	99

### Q34

As far as you know, can the police detect impairment from cannabis, among drivers who are stopped at the roadside?

Yes	1
No	2
Don't know	98
No response	99

### Q35

Are the penalties for driving while impaired from cannabis less strict, the same, or more strict than they are for impairment from alcohol?

Less strict than alcohol	1
The same as alcohol	2
More strict than alcohol	3
Don't know	98
No response	99

### Q36A

Currently, drug impaired driving carries a \$1,000 dollar fine and loss of license for 12 months. It may also include jail time of up to 18 months, as well as a permanent criminal record. Where an accident results in harm or death the sentence can be up to 10 years in prison.

How aware were you of the legal consequences of drug impaired driving before now?

Not at all aware	1
Not very aware	2
Somewhat aware	3
Aware	4
Completely aware	5
Don't know	98
No response	99

### Q36

Do you think that these penalties are strict enough to prevent people from driving while under the influence of cannabis?

Yes	1
No	2
Don't know	98
No response	99

### Q13B

The next questions explore the cannabis market more broadly. Remember that the survey results are completely confidential.

You indicated earlier that you have used cannabis in the last 12 months. From whom did you usually buy or receive the cannabis?

I grew my own	1
It was specifically grown for me	2
From a legal storefront	3
From a legal online source (Health Canada licensed producer, provincial regulated retailer)	4
From an illegal storefront	5
From an illegal online source	6
It was shared around a group of friends	7
From a family member	8
From a friend	9
From an acquaintance	10
From a dealer	11
Other (specify)	77
Don't know	98
No response/Prefer not to say	99

### Q13C

Which factor **most** influences from whom you usually buy or receive the cannabis you use?

Price	1
Quality/safe supply	2
Convenience (e.g., hours of operation, delivery)	3
Proximity to storefront	4
Availability of specific product type (e.g., edibles)	5
Access to a specific strain/variety	6
Ability to purchase from a legal source	7
Anonymity/privacy	8
Other reason (specify)	77
Don't know	98
No response	99

### Q39

Currently, an individual may face monetary fines or jail terms for breaking Canadian cannabis laws. How aware would you say you are of the laws around cannabis, and the legal consequences of breaking cannabis laws?

Not at all aware	1
Not very aware	2
Somewhat aware	3
Aware	4
Completely aware	5
Don't know	98
No response	99

## DEMIN

These last questions are for statistical purposes and we remind you that all your answers are completely confidential.

### D1

What is the highest level of formal education that you have completed to date?

Grade 8 or less	1
Some high school	2
High school diploma or equivalent	3
Registered Apprenticeship or other trades certificate or diploma	4
College, CEGEP or other non-university certificate or diploma	5
University certificate or diploma below bachelors level	6
Bachelor's degree	7
Post graduate degree above bachelor's level	8
No response	99

### D2

*If 18 or older*

Which of the following categories best describes your total household income? That is, the total income of all persons in your household, before taxes?

Under \$20,000	1
\$20,000 to just under \$40,000	2
\$40,000 to just under \$60,000	3
\$60,000 to just under \$80,000	4
\$80,000 to just under \$100,000	5
\$100,000 to just under \$120,000	6
\$120,000 to just under \$150,000	7
\$150,000 and above	8
No response	99

### D3

Were you born in Canada?

Yes	1
No	2
No response	9

### D4 [1,3]

What is the language you speak most often at home?

(select all that apply)

English	1
French	2
Other (please specify)	77
No response	99

### D5

What are the first 3 digits of your postal code?

Please specify :	1
No response	9

## QGENDR

<[phone]DO NOT ASK - INTERVIEWER RECORD GENDER[ELSE]Are you...?>

Male	1
Female	2
Other, please specify :	3
No response	9

## THNK

Those are all the questions we have for you. Thank you very much for taking the time to complete this survey, it is greatly appreciated. Your answers have been saved and you may now close your browser window.

## THNK2

### *Screened-out*

We regret but your responses have shown that you are ineligible to participate in this survey. Thank you for your time!