**Supplementary tables**

Table S1. All survey items

|  |  |  |  |
| --- | --- | --- | --- |
| **Variable** | **Question** | **Full question as reported in the survey** | **Coding of the response options** |
| **Instr** | Q1 | Have you read and understood the above instructions? | 1 = Yes, 2 = No |
| **Gender** | Q2 | What is your gender? | −1 = I prefer not to respond, 1 = Female, 2 = Male |
| **Age** | Q3 | What is your age? | Positive integer value |
| **AgeLicense** | Q4 | At which age did you obtain your first license for driving a car or motorcycle? | Positive integer value |
| **ModeTrans** | Q5 | What is your primary mode of transportation? | −1 = I prefer not to respond, 1 = Private vehicle, 2 = Public transportation, 3 = Motorcycle, 4 = Walking/Cycling, 5 = Other |
| **DriveFreq** | Q6 | On average, how often did you drive a vehicle in the last 12 months? | −1 = I prefer not to respond, 1 = Never, …, 6 = Every day |
| **KmYear** | Q7 | About how many kilometres (miles) did you drive in the last 12 months? | −1 = I prefer not to respond, 1 = 0, 2 = 1–1000, …, 10 = more than 100,000 |
| **NrAcc** | Q8 | How many accidents were you involved in when driving a car in the last 3 years? (please include all accidents, regardless of how they were caused, how slight they were, or where they happened) | −1 = I prefer not to respond, 1 = 0, …, 7 = More than 5 |
| **Vangered** | Q9 | How often do you do the following?: Becoming angered by a particular type of driver, and indicate your hostility by whatever means you can. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vmotorway** | Q10 | How often do you do the following?: Disregarding the speed limit on a motorway. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vresident** | Q11 | How often do you do the following?: Disregarding the speed limit on a residential road. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vfollowing** | Q12 | How often do you do the following?: Driving so close to the car in front that it would be difficult to stop in an emergency. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vrace** | Q13 | How often do you do the following?: Racing away from traffic lights with the intention of beating the driver next to you. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vhorn** | Q14 | How often do you do the following?: Sounding your horn to indicate your annoyance with another road user. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vphone** | Q15 | How often do you do the following?: Using a mobile phone without a hands free kit. | −1 = I prefer not to respond, 1 = 0 times per month, 2 = 1 to 3 times per month, …, 5 = 10 or more times per month |
| **Vmean** | N/A | Mean for Q9–15 | Numeric value |
| **Trust1** | Q16 | When I start using a new device, I usually need some time to learn how it works. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust2** | Q17 | When I use a new device for the first time, I usually read the manual before using it. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust3** | Q18 | I would trust a car that drives automatically. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust4** | Q19 | I usually trust machines until there is a reason not to. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust5** | Q20 | For the most part, I DISTRUST machines. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust6** | Q21 | In general, I would rely on a machine to assist me. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust7** | Q22 | My tendency to trust machines is high. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust8** | Q23 | It is easy for me to trust machines to do their job. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Trust9** | Q24 | I am likely to trust a machine even when I have little knowledge about it. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio1** | Q25 | What sound message did you hear in the recording 1 above? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio2** | Q26 | What sound message did you hear in the recording 2 above? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio3** | Q27 | What sound message did you hear in the recording 3 above? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio4** | Q28 | What sound message did you hear in the recording 4 above? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio5** | Q29 | What sound message did you hear in the recording 5 above? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio6** | Q30 | A take-over request should be provided by means of the female voice. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio7** | Q31 | A take-over request should be provided by means of the male voice. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio8** | Q32 | A take-over request should be provided by means of the beeps. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio9** | Q33 | A take-over request should be provided by means of the bell sound. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio10** | Q34 | A take-over request should be provided by means of the horn sound. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio11** | Q35 | Which sound message do you consider as the most urgent? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio12** | Q36 | Which sound message do you consider as the most annoying? | −2 = I did not hear the recording clearly, −1 = I prefer not to respond, 1 = Female voice: “Please take over!”, 2 = Male voice: “Please take over!”, 3 = Beeps, 4 = Bell sound, 5 = Horn sound |
| **Audio13** | Q37 | Some people prefer to be supported by a female voice in their cars. Why do you think this is the case? | −1 = I prefer not to respond, 1 = A female voice is easier to understand in noisy environments, 2 = Such people drive mainly with men as passengers, and a female voice is easier to distinguish in the car, 3 = A female voice is more pleasant, 4 = A female voice is less commanding, and is easier to agree with it, 5 = Other |
| **Audio14** | Q38 | If you answered “Other” in the previous question, please specify why you think that some people prefer to be supported by a female voice. | Textual comment |
| **Beeps1** | Q39 | I consider such a sound (beeps with long pauses) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Beeps2** | Q40 | I consider such a sound (beeps with medium pauses) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Beeps3** | Q41 | I consider such a sound (beeps with short pauses) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Beeps4** | Q42 | I consider such a sound (beeps with very short pauses) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Looming1** | Q43 | I consider such a sound (1 second long looming sound) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Looming2** | Q44 | I consider such a sound (2.5 second long looming sound) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Looming3** | Q45 | I consider such a sound (5 second long looming sound) as urgent. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Audio15** | Q46 | Sounds are a good way to get my attention back to the road. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual1** | Q47 | A take-over request should be provided by means of a green icon on the dashboard. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual2** | Q48 | A take-over request should be provided by means of a strip of lights at the bottom of the windshield. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual3** | Q49 | A take-over request should be provided by means of a head-up display with a green icon. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual4** | Q50 | A take-over request should be provided by means of a brighter dashboard. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual5** | Q51 | When I am not looking at the road for over 5 seconds, I would like the automation to take over control. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Visual6** | Q52 | Visual messages are a good way to get my attention back to the road. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Tactile1** | Q53 | A take-over request should be provided by means of a vibration of the seat back. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Tactile2** | Q54 | A take-over request should be provided by means of a vibration of the driver's seat pan. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Tactile3** | Q55 | A take-over request should be provided by means of a vibration of the seat belt. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Tactile4** | Q56 | A take-over request should be provided by means of a vibration of the steering wheel. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **Tactile5** | Q57 | Vibrations are a good way to get my attention back to the road. | −1 = I prefer not to respond, 1 = Disagree strongly, …, 5 = Agree strongly |
| **ConstWorks1** | Q58 | You are driving on the highway in the automated mode and face construction works ahead of you. The automation cannot control the car while passing the construction works.  What take-over request would you like to receive in this scenario? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **ConstWorks2** | Q59 | The car has passed the construction works and is ready to go to the automated mode again. How do you want to be informed? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **ExitHighway** | Q60 | You are driving on the highway in the automated mode and you need to exit the highway.  What take-over request would you like to receive in this scenario? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **ChangeLanes1** | Q61 | You are driving on the highway in the automated mode and you need to change lanes for overtaking a slowly moving bus in front of you.  What take-over request would you like to receive in this scenario? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **ChangeLanes2** | Q62 | The car has overtaken the bus and is ready to go to the automated mode again. How do you want to be informed? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **Failure** | Q63 | You are driving on a highway in the automated mode. The automation has a failure and does not work properly. You have little time to take over control.  What take-over request would you like to receive in this scenario? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **Accident1** | Q64 | You are driving on the highway in the automated mode and you see a traffic accident happening in front of you. You have little time to take over control.  What take-over request would you like to receive in this scenario? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **Accident2** | Q65 | The car has passed the accident and is ready to go to the automated mode again. How do you want to be informed? | −1 = I prefer not to respond, 1 = Sound message, 2 = Vibrations, 3 = Visual message, 4 = Sound message and vibrations (in any order), 5 = Sound message and visual message (in any order), 6 = Visual message and vibrations (in any order), 7 = Sound message, visual message, and vibrations (in any order) |
| **YearAuto** | Q66 | In which year do you think that most cars will be able to drive fully automatically in your country of residence? | Year |
| **Comm** | Q67 | Please provide any suggestions which could help engineers to build safe and enjoyable automated cars. | Textual response |
| **SurvTime** | N/A | Survey time (*taken from results generated by Crowdflower*) | Seconds |

Table S2. Descriptive statistics (*N* = 1,692, but *N* = 1,686 for AgeLicense and N = 1,592 for YearAuto)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | **Mean** | **Median** | ***SD*** | **Skewness** | **Min** | **Max** |
| **Gender** | Q2 | 1.72 | 2.00 | 0.45 | −0.99 | 1.00 | 2.00 |
| **Age** | Q3 | 32.90 | 31.00 | 10.44 | 0.92 | 18.00 | 80.00 |
| **AgeLicense** | Q4 | 20.10 | 19.00 | 3.79 | 2.23 | 14.00 | 45.00 |
| **DriveFreq** | Q6 | 4.76 | 5.00 | 1.32 | −1.07 | 1.00 | 6.00 |
| **KmYear** | Q7 | 4.06 | 4.00 | 1.81 | 0.78 | 1.00 | 10.00 |
| **NrAcc** | Q8 | 1.45 | 1.00 | 0.83 | 2.66 | 1.00 | 7.00 |
| **Vangered** | Q9 | 1.88 | 2.00 | 0.92 | 1.58 | 1.00 | 5.00 |
| **Vmotorway** | Q10 | 1.75 | 2.00 | 0.99 | 1.70 | 1.00 | 5.00 |
| **Vresident** | Q11 | 1.61 | 1.00 | 0.96 | 1.96 | 1.00 | 5.00 |
| **Vfollowing** | Q12 | 1.44 | 1.00 | 0.77 | 2.28 | 1.00 | 5.00 |
| **Vrace** | Q13 | 1.26 | 1.00 | 0.70 | 3.50 | 1.00 | 5.00 |
| **Vhorn** | Q14 | 1.88 | 2.00 | 0.99 | 1.43 | 1.00 | 5.00 |
| **Vphone** | Q15 | 1.65 | 1.00 | 1.03 | 1.80 | 1.00 | 5.00 |
| **Vmean** | N/A | 1.64 | 1.43 | 0.56 | 1.62 | 1.00 | 4.71 |
| **Trust1** | Q16 | 3.70 | 4.00 | 1.25 | −0.76 | 1.00 | 5.00 |
| **Trust2** | Q17 | 3.72 | 4.00 | 1.30 | −0.72 | 1.00 | 5.00 |
| **Trust3** | Q18 | 3.13 | 3.00 | 1.18 | −0.22 | 1.00 | 5.00 |
| **Trust4** | Q19 | 3.72 | 4.00 | 1.04 | −0.66 | 1.00 | 5.00 |
| **Trust5** | Q20 | 2.37 | 2.00 | 1.10 | 0.50 | 1.00 | 5.00 |
| **Trust6** | Q21 | 3.76 | 4.00 | 0.95 | −0.67 | 1.00 | 5.00 |
| **Trust7** | Q22 | 3.54 | 4.00 | 1.06 | −0.45 | 1.00 | 5.00 |
| **Trust8** | Q23 | 3.71 | 4.00 | 0.99 | −0.67 | 1.00 | 5.00 |
| **Trust9** | Q24 | 3.15 | 3.00 | 1.13 | −0.26 | 1.00 | 5.00 |
| **Audio6** | Q30 | 3.60 | 4.00 | 1.06 | −0.29 | 1.00 | 5.00 |
| **Audio7** | Q31 | 3.34 | 3.00 | 1.03 | −0.03 | 1.00 | 5.00 |
| **Audio8** | Q32 | 2.52 | 2.00 | 1.22 | 0.32 | 1.00 | 5.00 |
| **Audio9** | Q33 | 2.35 | 2.00 | 1.18 | 0.51 | 1.00 | 5.00 |
| **Audio10** | Q34 | 2.27 | 2.00 | 1.30 | 0.63 | 1.00 | 5.00 |
| **Beeps1** | Q39 | 2.28 | 2.00 | 1.14 | 0.58 | 1.00 | 5.00 |
| **Beeps2** | Q40 | 2.89 | 3.00 | 1.10 | −0.05 | 1.00 | 5.00 |
| **Beeps3** | Q41 | 3.67 | 4.00 | 1.08 | −0.78 | 1.00 | 5.00 |
| **Beeps4** | Q42 | 4.20 | 5.00 | 1.14 | −1.48 | 1.00 | 5.00 |
| **Looming1** | Q43 | 2.52 | 2.00 | 1.22 | 0.37 | 1.00 | 5.00 |
| **Looming2** | Q44 | 2.92 | 3.00 | 1.24 | −0.07 | 1.00 | 5.00 |
| **Looming3** | Q45 | 3.17 | 3.00 | 1.39 | −0.19 | 1.00 | 5.00 |
| **Audio15** | Q46 | 4.06 | 4.00 | 1.09 | −1.20 | 1.00 | 5.00 |
| **Visual1** | Q47 | 3.69 | 4.00 | 1.20 | −0.77 | 1.00 | 5.00 |
| **Visual2** | Q48 | 2.84 | 3.00 | 1.21 | 0.07 | 1.00 | 5.00 |
| **Visual3** | Q49 | 3.76 | 4.00 | 1.22 | −0.78 | 1.00 | 5.00 |
| **Visual4** | Q50 | 3.08 | 3.00 | 1.27 | −0.13 | 1.00 | 5.00 |
| **Visual5** | Q51 | 3.74 | 4.00 | 1.12 | −0.80 | 1.00 | 5.00 |
| **Visual6** | Q52 | 3.95 | 4.00 | 1.06 | −0.98 | 1.00 | 5.00 |
| **Tactile1** | Q53 | 3.34 | 4.00 | 1.29 | −0.44 | 1.00 | 5.00 |
| **Tactile2** | Q54 | 3.19 | 3.00 | 1.30 | −0.29 | 1.00 | 5.00 |
| **Tactile3** | Q55 | 3.13 | 3.00 | 1.31 | −0.17 | 1.00 | 5.00 |
| **Tactile4** | Q56 | 3.66 | 4.00 | 1.39 | −0.75 | 1.00 | 5.00 |
| **Tactile5** | Q57 | 4.07 | 4.00 | 1.08 | −1.22 | 1.00 | 5.00 |
| **YearAuto** | Q66 | 2062.25 | 2030.00 | 707.66 | 38.71 | 2014.00 | 30000.00 |
| **SurvTime** | Q67 | 1013.58 | 827.50 | 665.1 | 2.78 | 137.00 | 6775.00 |

Table S3. Histogram counts of all variables (*N* = 1,692)

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** |
| **Gender** | Q2 | 472 | 1220 |  |  |  |  |  |  |  |  |
| **ModeTrans** | Q4 | 1127 | 276 | 140 | 142 | 7 |  |  |  |  |  |
| **DriveFreq** | Q5 | 56 | 75 | 135 | 325 | 469 | 632 |  |  |  |  |
| **KmYear** | Q6 | 55 | 302 | 329 | 444 | 252 | 136 | 78 | 52 | 36 | 8 |
| **NrAcc** | Q7 | 1176 | 352 | 118 | 28 | 8 | 4 | 6 |  |  |  |
| **Vangered** | Q8 | 595 | 870 | 121 | 42 | 64 |  |  |  |  |  |
| **Vmotorway** | Q9 | 837 | 614 | 136 | 30 | 75 |  |  |  |  |  |
| **Vresident** | Q10 | 1018 | 468 | 110 | 34 | 62 |  |  |  |  |  |
| **Vfollowing** | Q11 | 1149 | 410 | 93 | 13 | 27 |  |  |  |  |  |
| **Vrace** | Q12 | 1400 | 208 | 46 | 9 | 29 |  |  |  |  |  |
| **Vhorn** | Q13 | 688 | 712 | 170 | 56 | 66 |  |  |  |  |  |
| **Vphone** | Q14 | 1032 | 408 | 129 | 54 | 69 |  |  |  |  |  |
| **Trust1** | Q16 | 118 | 258 | 159 | 632 | 525 |
| **Trust2** | Q17 | 131 | 259 | 179 | 511 | 612 |
| **Trust3** | Q18 | 181 | 348 | 429 | 540 | 194 |
| **Trust4** | Q19 | 49 | 189 | 345 | 705 | 404 |
| **Trust5** | Q20 | 420 | 574 | 422 | 210 | 66 |
| **Trust6** | Q21 | 31 | 161 | 351 | 787 | 362 |
| **Trust7** | Q22 | 56 | 257 | 404 | 666 | 309 |
| **Trust8** | Q23 | 40 | 193 | 333 | 777 | 349 |
| **Trust9** | Q24 | 147 | 369 | 424 | 589 | 163 |
| **Audio1** | Q25 | 0 | 1692 | 0 | 0 | 0 |
| **Audio2** | Q25 | 1692 | 0 | 0 | 0 | 0 |
| **Audio3** | Q27 | 0 | 0 | 0 | 1692 | 0 |
| **Audio4** | Q28 | 0 | 0 | 0 | 0 | 1692 |
| **Audio5** | Q29 | 0 | 0 | 1692 | 0 | 0 |
| **Audio6** | Q30 | 54 | 162 | 605 | 452 | 419 |
| **Audio7** | Q31 | 66 | 232 | 731 | 392 | 271 |
| **Audio8** | Q32 | 439 | 452 | 388 | 314 | 99 |
| **Audio9** | Q33 | 502 | 502 | 367 | 243 | 78 |
| **Audio10** | Q34 | 680 | 354 | 300 | 245 | 113 |
| **Audio11** | Q35 | 495 | 518 | 196 | 48 | 435 |
| **Audio12** | Q36 | 67 | 58 | 509 | 165 | 893 |
| **Audio13** | Q37 | 285 | 160 | 854 | 354 | 39 |
| **Beeps1** | Q39 | 494 | 600 | 274 | 274 | 50 |
| **Beeps2** | Q40 | 178 | 506 | 405 | 524 | 79 |
| **Beeps3** | Q41 | 75 | 219 | 248 | 789 | 361 |
| **Beeps4** | Q42 | 84 | 108 | 129 | 429 | 942 |
| **Looming1** | Q43 | 415 | 507 | 347 | 314 | 109 |
| **Looming2** | Q44 | 274 | 398 | 361 | 503 | 156 |
| **Looming3** | Q45 | 276 | 328 | 284 | 439 | 365 |
| **Audio15** | Q46 | 66 | 128 | 170 | 607 | 721 |
| **Visual1** | Q47 | 113 | 216 | 228 | 661 | 474 |
| **Visual2** | Q48 | 266 | 454 | 400 | 426 | 146 |
| **Visual3** | Q49 | 114 | 187 | 271 | 536 | 584 |
| **Visual4** | Q50 | 225 | 372 | 375 | 477 | 243 |
| **Visual5** | Q51 | 88 | 177 | 287 | 681 | 459 |
| **Visual6** | Q52 | 50 | 159 | 211 | 675 | 597 |
| **Tactile1** | Q53 | 199 | 286 | 274 | 601 | 332 |
| **Tactile2** | Q54 | 232 | 320 | 306 | 561 | 273 |
| **Tactile3** | Q55 | 243 | 350 | 333 | 481 | 285 |
| **Tactile4** | Q56 | 212 | 183 | 191 | 491 | 615 |
| **Tactile5** | Q57 | 66 | 122 | 172 | 608 | 724 |
| **ConstWorks1** | Q58 | 283 | 83 | 108 | 446 | 300 | 102 | 370 |
| **ConstWorks2** | Q59 | 634 | 62 | 274 | 220 | 318 | 64 | 120 |
| **ExitHighway** | Q60 | 472 | 54 | 221 | 275 | 381 | 91 | 198 |
| **ChangeLanes1** | Q61 | 386 | 73 | 177 | 339 | 364 | 112 | 241 |
| **ChangeLanes2** | Q62 | 625 | 58 | 288 | 213 | 329 | 71 | 108 |
| **Failure** | Q63 | 276 | 77 | 92 | 292 | 204 | 64 | 687 |
| **Accident1** | Q64 | 212 | 50 | 74 | 304 | 209 | 69 | 774 |
| **Accident2** | Q65 | 604 | 61 | 241 | 197 | 346 | 60 | 183 |

Table S4. Spearman rank-order correlation matrix among selected predictor variables and all ordinal variables (*N* = 1,692 respondents)



*Note*. The bars linearly correspond to the magnitude of the correlation (red = negative correlation, blue = positive correlation.