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2007 AARP Driver Safety Program Course Evaluation

January 2008



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AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice, and control in ways that are beneficial and affordable to them and society as a whole. We produce *AARP The Magazine*, published bimonthly; *AARP Bulletin*, our monthly newspaper; *AARP Segunda Juventud*, our bimonthly magazine in Spanish and English; *NRTA Live and Learn*, our quarterly newsletter for 50+ educators; and our web site, www.aarp.org. AARP Foundation is an affiliated charity that provides security, protection, and empowerment to older persons in need with support from thousands of volunteers, donors, and sponsors. We have staffed offices in all 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands.

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Executive Summary

Background

The AARP Driver Safety Program is the nation's first and largest classroom course for drivers age 50 and older. The program has served over ten million people since its inception in 1979. The program was created to encourage safe driving among people age 50 and older. The course teaches participants the effects of aging on driving behaviors and how to adjust driving behaviors to accommodate for these changes.

Most courses are taught in two four-hour sessions. In addition, an online course is available for those interested in taking the course via the web. For research purposes, only those who participated in the classroom course are included in this study.

Key Findings

- Almost all of the participants (95%) indicated that they had changed at least one of the key driving behaviors as a result of the DSP course. Many participants reported changing multiple behaviors.
- The most common behaviors changed were *always checking blind spots* (74%), *following distance and space cushion* (65%), and *keeping your eyes moving/scanning traffic* (60%). The least cited behavior changed was *considering limiting or stopping your driving* (5%).
- The majority of participants have taken the DSP course more than one time. Participants who had taken the DSP course more than once tended to report more behavior change than those who had taken the class for the first time in 2007.
- Older participants tended to change their driving-related behaviors more so than younger participants. They also reported that the DSP course has helped prevent a traffic incident more so than younger participants.
- Women were slightly more likely than men to say that their driving skills have improved over the last 5 years. Women were also more likely than men to say they have changed "caution-related" behaviors such as *being aware of where you park or limiting driving in bad weather*.
- The majority of participants received an insurance discount for taking the AARP DSP Course. In fact, more than half indicated that an insurance discount was the primary reason for taking the course. Participants who received an insurance discount were more likely than participants who did not receive a discount to change some driving-related behaviors such as

looking for safety features when buying a car, always checking your blind spots, or using anti-lock brakes properly.

- Satisfaction in the DSP course is very high. Almost all of the participants indicated that they would be likely to take the course again and also recommend the course to friends and family.

Conclusions

The 2007 AARP Driver Safety Course was successful both in changing driving-related behaviors and achieving participants' satisfaction of the course. Almost all of the participants changed at least one behavior, while many changed more than one driving-related behavior. There also appear to be differences in terms of behavior change among different groups of respondents. For example, participants who had taken the class more than once were more likely than first-time participants to indicate they changed the 17 key driving behaviors. It may be that attending the class more than once and reviewing the curriculum again leads to more behavior change.

Most importantly, satisfaction in the class is very high. This is supported by the fact that the majority of participants indicated that they would be likely to take the class again in the future and also recommend it to friends. Satisfaction in the DSP course may also lead participants to join AARP since one-third of non-member participants said they would be more likely to join AARP as a result of the course.

Methodology

Data for this study was collected via a mail survey of DSP program participants. AARP selected a random sample of 10,000 participants who took the DSP course between the months of May through August 2007. The surveys were sent to participants during the last week of September with a self-enclosed, postage-paid return envelope. Completed surveys were received by 5,340 participants resulting in a 53% response rate.

It is important to note that some percentages may total more than 100 because respondents were able to provide more than one response for certain questions. For example, the question regarding the 17 key driving behaviors asks participants to note all behaviors they have changed. Therefore it is expected that the percentages would total well more than 100. Other times, the percentage may not add up to 100% if some respondents choose to leave a question blank.

General Driving Behaviors

Respondents are very active in terms of driving with approximately half (47%) driving every day and another third (35%) driving 4-6 days per week. Furthermore, more than half of the respondents (60%) indicated that they drive between 25 and 99 miles per week.

In addition, the respondents do not believe that they have many problems with their driving abilities. When asked if anyone has ever suggested they cut back or stop driving, only 8% indicated this has occurred. Of those who said someone has suggested they cut back or stop driving, the most commonly reported people were the respondent's spouse or adult children. Physicians and friends were less commonly reported.

Confidence in driving abilities was also high. Respondents were asked to rate their abilities on a scale of "1" to "7" with "7" being extremely confident. The average rating was 6.18. Most importantly, more than three-quarters (81%) of respondents indicated that the information they learned in the DSP course has prevented them from being in a car accident.

The Driver Safety Program course was successful in changing respondents' driving-related behaviors. Respondents were asked to comment on 17 key driving behaviors and indicate whether or not they have changed in that regard as a result of what they learned in the DSP class. Almost all of the participants (95%) indicated they had changed at least one driving behavior with many indicating that they changed multiple behaviors. The average number of behaviors changed was six.

The most often cited behaviors that respondents changed were *always checking blind spots* (74%), *following distance and space cushion* (65%), and *keeping your eyes moving/scanning traffic* (60%). Not surprisingly, the least cited behavior changed was *considering limiting or stopping your driving* (5%). Table 1 presents the percentages for all 17 key driving behaviors.

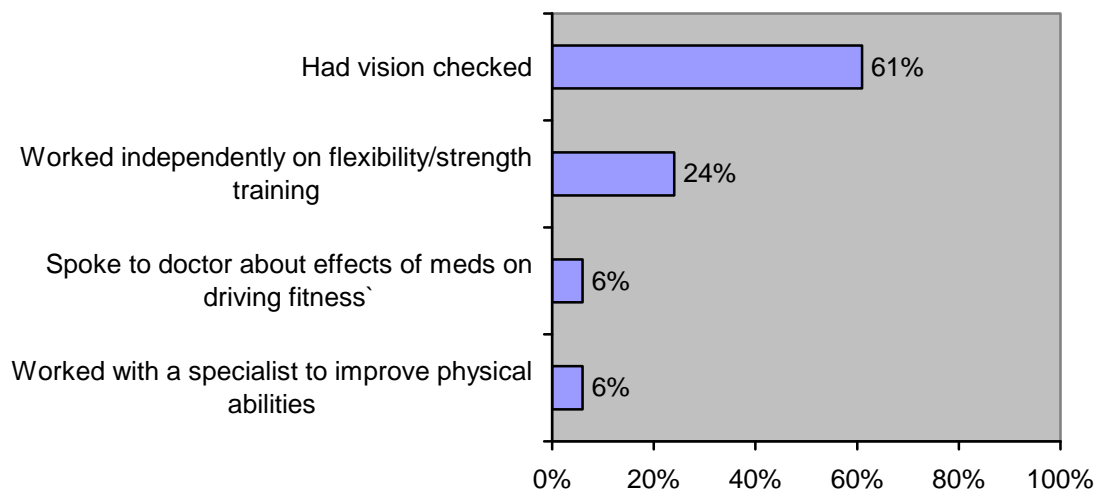
Table 1
Percentage of respondents who changed the following behaviors

Behavior	Percentage who changed
Always checking blind spots	74%
Following distance and space cushion	65%
Keeping your eyes moving/scanning traffic	60%
Always using safety belts	50%
Paying more attention when entering or exiting highways	49%
Yielding right of way	44%
Being aware of where you park	37%
Limiting driving in bad weather	36%
Limiting use of cell phones while driving	31%
Looking for safety features when buying a car	30%
Turning in general	29%
Using anti-lock brakes properly	27%
Limiting times when you drive	20%
Avoiding left turns	20%
Learning medications effects on driving	20%
Limiting your travel on highways and freeways	18%
Considering limiting or stopping driving	5%

Source: 2007 AARP Driver Safety Program Course Evaluation, December 2007

Respondents were asked about various activities/medical screenings that may improve driver fitness. More than half of the respondents (61%) indicated that they had their vision checked (Figure 1).

Figure 1
Percentage of respondents who undertook
any of the following activities/medical screenings



Source: *2007 AARP Driver Safety Program Course Evaluation, December 2007*

The DSP course also mentioned possible vehicle adjustments that may assist with driving abilities. Almost half of the respondents (46%) indicated that they have adjusted the mirrors in their car as a result of what they learned in the DSP course. Twenty-one percent adjusted the seat/steering wheel and six percent said they considered purchasing a vehicle with more safety features.

Satisfaction with the DSP course and AARP

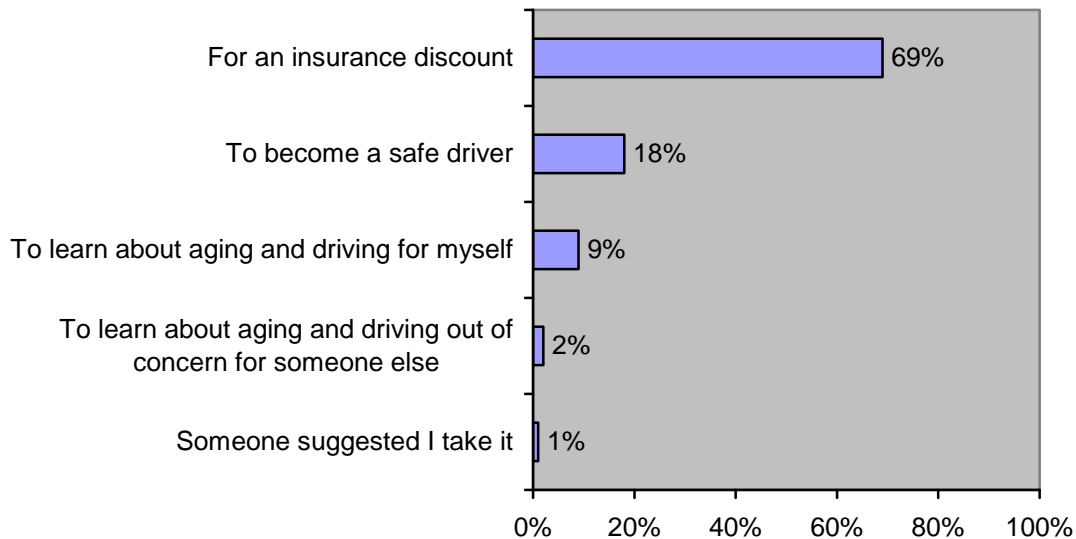
The majority of participants (87%) indicated that they took the eight-hour DSP course. Since almost all of the participants took the eight-hour course, we are unable to compare any behavior change differences between the eight-hour and four-hour course. Almost all of the participants (87%) said they would prefer to take a future DSP course in a classroom setting rather than via the Web. In addition, seventy-two percent of respondents had taken the DSP course more than once. In fact, almost one in three (29%) said they had taken the course 4 or more times.

Satisfaction with the DSP course is very high. Most of the respondents said they were either *extremely likely* (57%) or *very likely* (31%) to take the DSP course again. Only four percent said they would be *not very likely* (3%) or *not at all likely* (1%) to take the course again. A similar percentage also said they would be *extremely likely* (56%) or *very likely* (37%) to recommend the course to family or friends. Less than 2% said they would *not be likely* to recommend this course to friends or family.

Almost all of the participants said they would be *more likely* (37%) or *as likely* (54%) to renew their AARP membership as a result of the DSP course. One third of non-members (32%) said they would be *more likely* to join AARP as a result of the course.

Almost all of the respondents (94%) reported that they received an auto insurance discount as a result of taking the DSP course. In fact, seventy percent of respondents indicated that the insurance discount was the primary reason they took the course (Figure 2). Of those who received a discount, approximately half of the respondents (53%) saved \$50 or more; the remaining saved between \$1 and \$49.

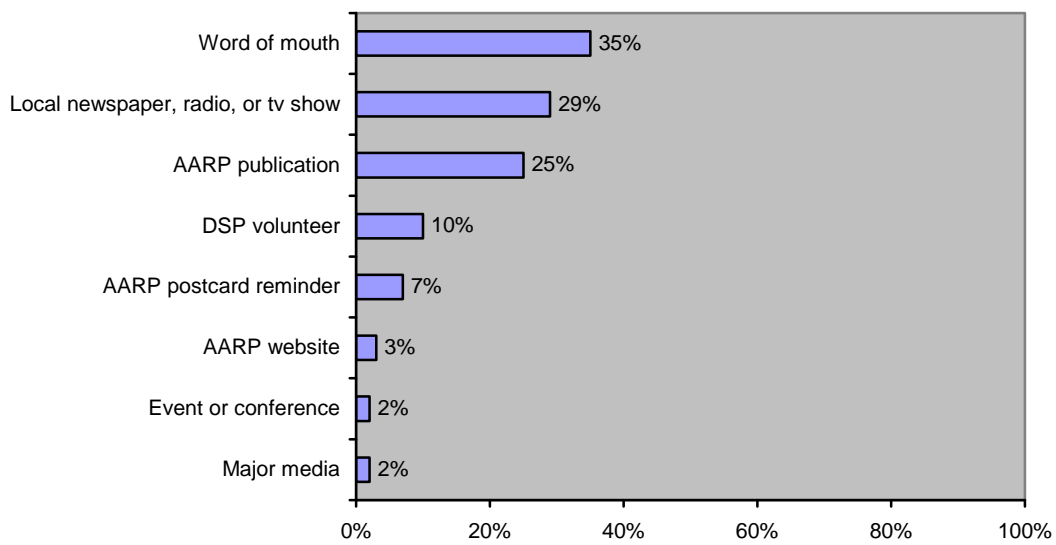
Figure 2
Reasons participants took the DSP course



Source: 2007 AARP Driver Safety Program Course Evaluation, December 2007

When asked how they learned about the DSP course, respondents indicated many different ways, including *word of mouth*; *via a local newspaper, radio, or television show*; and *in an AARP publication*, to name a few (Figure 3).

Figure 3
Ways in which respondents learned about the DSP course



Source: *2007 AARP Driver Safety Program Course Evaluation, December 2007*

The majority of respondents (83%) were members of AARP. Almost all of the respondents (98%) indicated they were either *more likely* (44%) or *as likely* (54%) to renew their membership as a result of the DSP course. Of those who were not currently AARP members, one-third (32%) said they would be *more likely* and nearly six in ten (58%) said they would be *as likely* to join AARP as a result of the course.

First-time course takers vs. repeat participants

In order to determine if first-time participants responded differently than repeat participants, we looked at differences between these two groups. The results suggest that repeat participants were more likely than first-time participants to indicate they changed behaviors and suggest the program has prevented accidents.

First-time participants indicated they changed an average of 5 driving behaviors while repeat participants reported changing an average of 7 driving behaviors. Of those who said the DSP course has helped prevent them from being in an accident, 75% were repeat course participants and 25% were first time participants. Repeat participants were more likely than first time participants to say they have changed all 17 key driving behaviors (Table 2).

Table 2

Differences between first-time course takers and repeat participants on key driving behaviors changed¹

Driving behavior	Total Changed %	First-time participants ^a (N=1,492)	Repeat participants ^b (N=3,803)
Always checking blind spots	74%	70%	76% ^a
Following distance and space cushion	65%	62%	66% ^a
Keeping your eyes moving/scanning traffic	60%	55%	63% ^a
Always using safety belts	50%	38%	55% ^a
Paying more attention when entering or exiting highways	49%	45%	50% ^a
Yielding right of way	44%	38%	46% ^a
Being aware of where you park	37%	30%	39% ^a
Limiting driving in bad weather	36%	25%	40% ^a
Limiting use of cell phones while driving	31%	29%	32% ^a
Looking for safety features when buying a car	30%	24%	32% ^a
Turning in general	29%	27%	30% ^a
Using anti-lock brakes properly	27%	22%	29% ^a
Limiting times when you drive	20%	12%	23% ^a
Avoiding left turns	20%	13%	22% ^a
Learning medications effects on driving	20%	15%	21% ^a
Limiting your travel on highways and freeways	18%	13%	20% ^a
Considering limiting or stopping driving	5%	3%	5% ^a

Source: 2007 AARP Driver Safety Program Course Evaluation, December 2007

¹ **Bold face** percents in columns (which represent demographic subgroups) are significantly higher than percents in adjacent columns. Superscripts (^{a/b/, c/d, e/f}) indicate those columns in which there is a statistically significant difference.

Age and gender differences

When asked to rate their confidence in their driving abilities, males rated their confidence slightly higher than females, although this difference was just shy of reaching statistical significance. When asked how their driving skills have changed over the past 5 years, 36% of men said they *have improved* whereas 39% of women say they *have improved*. We looked at gender differences on all 17 key driving behaviors and a few significant differences emerged.

In general, women tended to be more likely to say they have changed more “cautious” behaviors such as limiting highway driving, not driving in bad weather, and being aware of where they park. For example, women (21%) were more likely than men (18%) to say they are *avoiding left turns* as a result of what they learned in the course. In contrast, men (32%) were more likely than women (28%) to say they *look for safety features when buying a car* (Table 3).

Not surprisingly, numerous significant differences emerged between age groups and tendency to have changed key driving behaviors. Since taking the course, 75% of respondents between the ages of 45-64 felt that the course has prevented them from being in a traffic incident whereas 85% of respondents over the age of 75 felt that the course has prevented them from being in a traffic incident. Ironically, those respondents between the ages of 45-64 (44%) were more likely than respondents over the age of 75 (36%) to say their driving skills have improved over the past 5 years.

As expected, older respondents were more likely to be repeat course participants than younger respondents. Fifty-four percent of those over the age of 75 were repeat participants whereas only 11% of respondents between the ages of 45-64 were repeat participants.

In general, older respondents were more likely than younger respondents to say they have changed their driving behaviors as a result of the course (see Table 3). Respondents between the ages of 45-64 changed an average of five driving behaviors whereas respondents over the age of 75 changed an average of seven driving behaviors.

Table 3

Percentage who have changed the key driving behaviors²
By age and gender

Behavior	Gender		Age		
	Male ^a (N=1,977)	Female ^b (N=3,274)	45-64 ^c (N=874)	65-74 ^d (N=1,958)	75+ ^e (N=2,436)
Always checking your blind spots	74%	74%	67%	76%	75% ^c
Following distance and space cushion	67% ^b	64%	65%	65%	65%
Keeping your eyes moving/scan traffic	59%	61%	53%	59%	64% ^{cd}
Always using safety belts	52%	49% ^a	33%	46%	59% ^{cd}
Paying more attention when entering/exiting highways	50%	48%	42%	50%	51% ^c
Yielding right of way	46% ^b	43%	34%	41%	49% ^{cd}
Being aware of where you park	30%	41% ^a	28%	36%	41% ^{cd}
Limit driving in bad weather	30%	39% ^a	20%	33%	43% ^{cd}
Limiting use of cell phones	31%	31%	28%	32%	32%
Looking for safety features when buying a car	32% ^b	28%	29%	33% ^{ce}	27%
Turning in general	29%	29%	24%	29%	32% ^c
Using anti-lock brakes	28%	27%	23%	27%	29% ^c
Limiting times when you drive	19%	20%	10%	16%	26% ^{cd}
Avoiding left turns	18%	21% ^a	14%	17%	23% ^{cd}
Learning medications effects on driving	18%	20% ^a	14%	19%	23% ^{cd}
Limiting travel on highways	13%	21% ^a	8%	14%	25% ^{cd}
Considering limiting or stopping driving	5%	4%	3%	3%	7% ^{cd}

² **Bold face** percents in columns (which represent demographic subgroups) are significantly higher than percents in adjacent columns. Superscripts (^{a/b/, c/d, e/f}) indicate those columns in which there is a statistically significant difference.

Source: 2007 AARP Driver Safety Program Course Evaluation, December 2007

Insurance discounts and behavior change

The majority of participants indicated that they received a discount on their auto insurance as a result of taking the DSP course. However, we wanted to determine if those who received an auto insurance discount tended to respond differently than those who did not receive a discount. To do so, we looked at differences among these two groups of respondents. Significant differences emerged between the two groups on five of the 17 key driving behaviors. In general, those respondents who said they received an insurance discount were more likely to change key driving behaviors than those who did not receive a discount (Table 4).

Table 4

Significant differences between those who received an insurance discount and those who did not on the key driving behaviors

Behavior	Insurance discount	
	Yes (N=4,676)	No (N=311)
Looking for safety features when buying a car	30%	23%
Always checking your blind spots	74%	65%
Using anti-lock brakes properly	27%	19%
Keeping your eyes moving/scanning traffic	61%	53%
Always using seat belts	51%	36%

Source: 2007 AARP Driver Safety Program Course Evaluation, December 2007

Changes from 2006 to 2007

In order to determine if the 2007 sample was different than the previous year's sample, we looked at differences among these two groups. Since the DSP graduate survey was revised in 2007, we cannot compare the 2006 and 2007 participants in terms of the behavior change measures. Whenever a question is asked differently, even if the language is only slightly changed, it can influence the participants' responses. In addition, there was a new edition of the DSP course launched in 2007 that included new content and instructional design. Therefore the 2006 and 2007 participants were exposed to different editions of the DSP course.

However, it does seem that 2007 participants were slightly more likely than 2006 participants to say that the DSP course has helped prevent traffic incidents. In general, the 2007 respondents seem to be a bit older than the 2006 respondents. For example, in 2007, 46% of the respondents were over the age of 75 whereas 43% of the 2006 respondents were over the age of 75. In 2006, we noticed that the participants were a bit younger than previous years. However, in 2007, the respondents' age seems to be more closely in line with the participants of 2005.

Demographic characteristics of the respondents

- Thirty-seven percent of respondents were between the ages of 65-74 and 46% were 75 and older. Only 17% of respondents were under the age of 65.
- Sixty-two percent of the respondents were female and 38% were male.
- The majority (84%) of respondents were retired or not employed, 6% were working full-time, and 10% indicated that they worked part time.
- Ninety-five percent of the respondents indicated they were White/Caucasian, 2% were African-American, 1% were Asian and another 2% indicated Other as their race.
- The respondents also had very high self perceptions of their health. When asked to describe their health, 66% reported *excellent* or *very good*, 30% indicated *good*, and 4% indicated *fair* or *poor*.

Summary and conclusions

The 2007 AARP Driver Safety Course was successful both in changing driving-related behaviors and achieving participants' satisfaction of the course. Almost all of the participants changed at least one behavior, many of whom changed more than one driving-related behavior. There also appears to be differences in terms of behavior change among different groups of respondents. For example, repeat participants, women, older participants, and those who received an insurance discount for taking the course seem to report more behavior change. This finding may provide support for the idea of tailoring different DSP courses towards different groups of people.

Satisfaction in the DSP course is very high along with intentions on recommending the course to friends and family. This assumption is supported by the fact that the majority of graduates have taken more than one driver safety course. Since it seems that repeat graduates are changing behavior more so than first-time participants, it is important that graduates do enroll in a DSP course in the future.

In sum, the DSP course is an effective means to teaching older adults about safe driving principles. The graduates appear to take the information seriously and have made positive changes to their driving habits. Satisfaction in the course and AARP, in general, is high. Many respondents indicated that they would renew their membership as a result of the course. Most importantly, in terms of member growth, a third of respondents indicated that they would be more likely to join AARP as a result of the course.

Appendix A: Annotated Questionnaire

2007 AARP DRIVER SAFETY PROGRAM ANNOTATED QUESTIONNAIRE

1. How many total hours was the course that you took?

θ_1	Eight hours	87%
θ_2	Four hours	13%

2. How many total times have you taken the AARP Driver Safety Program course?

θ_1	One time	28%
θ_2	Two times	24%
θ_3	Three times	19%
θ_4	Four or more times	29%

3. How did you learn about the AARP Driver Safety Program course?

θ_1	AARP Publication	25%
θ_2	AARP Website	3%
θ_3	AARP Postcard Reminder Notice	7%
θ_4	Local newspaper, radio, or television	29%
θ_5	Major media (USA Today, television programming, talk show)	2%
θ_6	Event or conference	2%
θ_7	Word of mouth	35%
θ_8	AARP Driver Safety Program volunteer	10%
θ_0	Other	25%

4. What is the primary reason you took the (most recent) AARP Driver Safety Program course?

θ_1	For an insurance discount	69%
θ_2	Someone suggested that I take it	1%
θ_3	To learn about aging and driving for myself	9%
θ_4	To learn about aging and driving out of a concern for someone else	1%
θ_5	To become a safer driver	18%
θ_6	Other	2%

5. Did you receive an auto insurance discount as a result of taking the AARP Driver Safety Program course?

θ_1	Yes	94%
θ_2	No	6%

6. **Approximately how much will you save on your automobile insurance for the next 12 months?**

θ_1	\$1 to \$49	47%
θ_2	\$50 to \$99	35%
θ_3	\$100 to \$149	13%
θ_4	\$150 to \$199	3%
θ_5	\$200 or more	3%

7. **How likely will you be to take the AARP Driver Safety Program course again?**

θ_1	Extremely likely	57%
θ_2	Very likely	31%
θ_3	Somewhat likely	8%
θ_4	Not very likely	3%
θ_5	Not at all likely	1%

8. **Would you prefer to take the AARP Driver Safety Program course again using an online version or in a classroom setting?**

θ_1	Classroom	87%
θ_2	Online	13%

9. **How likely are you to recommend this course to friends or relatives?**

θ_1	Extremely likely	56%
θ_2	Very likely	37%
θ_3	Somewhat likely	6%
θ_4	Not very likely	1%
θ_5	Not at all likely	<1%

10. **Typically, how many days per week do you drive?**

θ_1	Every day	47%
θ_2	4 to 6 days	35%
θ_3	1 to 3 days	17%
θ_4	Less than once a week	2%
θ_5	I no longer drive	<1%

11. **On average how many miles do you drive per week?**

θ_1	0 – 24 miles	13%
θ_2	25 – 49 miles	29%
θ_3	50 – 99 miles	31%
θ_4	100 – 199 miles	20%
θ_5	200 or more miles	7%

12. Please rate your overall confidence in your driving abilities using a 7-point scale where "1" is not at all confident and "7" is extremely confident.

θ_1	1-Not at all confident	<1%
θ_2	2	<1%
θ_3	3	<1%
θ_4	4	3%
θ_5	5	13%
θ_6	6	45%
θ_7	7-Extremely confident	38%

13. As a result of what you learned in this or previous AARP Driving Safety course(s), have you changed the following driving habits?

θ_1	Limiting times when you drive	20%
θ_2	Avoiding left turns	20%
θ_3	Looking for safety features when buying a car	30%
θ_4	Always checking your blind spots	74%
θ_5	Limiting your travel on highways and freeways	18%
θ_6	Paying more attention when entering or exiting highways	49%
θ_7	Yielding right of way	44%
θ_8	Turning in general	29%
θ_9	Following distance and space cushion	65%
θ_{10}	Using anti-lock brakes properly	27%
θ_{11}	Keeping your eyes moving/scanning traffic	60%
θ_{12}	Limiting driving in bad weather	36%
θ_{13}	Being aware of where you park	37%
θ_{14}	Learning medications effects on driving	20%
θ_{15}	Always using safety belts	50%
θ_{16}	Limiting use of cell phones while driving	31%
θ_{17}	Considering limiting or stopping your driving	5%

14. Since taking the course, have you felt that the information you learned has helped prevent you from being involved in a traffic incident?

θ_1	Yes	81%
θ_2	No	19%

15. How have your driving skills changed over the past 5 years?

θ_1	Have improved	38%
θ_2	No change	57%
θ_3	Have gotten worse	6%

16. Has anyone ever suggested that you either stop driving or cut back on driving in certain conditions, such as driving at night?

θ_1	Yes	8%
θ_2	No	92%

17. Who suggested that you either stop driving or cut back on driving in certain conditions?

θ_1	Adult child(ren)	3%
θ_2	Spouse	3%
θ_3	Other family members	1%
θ_4	Physician	1%
θ_5	Friends	1%
θ_6	Other (<i>Please specify</i> : _____)	6%

18. Have you undertaken any of the following activities/medical screenings to improve your driving fitness?

θ_1	Worked independently on flexibility and/or strength training	24%
θ_2	Spoken with your doctor about the effects of medications on your driving fitness	6%
θ_3	Had your vision checked	61%
θ_4	Worked with an occupational therapist, trainer, or other specialist to improve physical abilities	6%
θ_5	Other (<i>Please specify</i> : _____)	3%
θ_6	None of the above	29%

19. Have you made any changes to your vehicle as a result of the AARP Driver Safety Program Course?

θ_1	Adjusted the mirrors	46%
θ_2	Adjusted the seat/steering wheel positions	21%
θ_3	Added any hardware to facilitate safe driving (e.g., pedal extender)	1%
θ_4	Considered purchasing another vehicle with more safety features (e.g., airbags, electronic stability control)	6%
θ_5	Other (<i>Please specify : _____</i>)	3%
θ_6	None of the above	42%

20. Are you (or your spouse) currently a member of AARP?

θ_1	Yes	82%
θ_2	No	17%

21. As a result of taking the AARP Driver Safety course, are you more likely, as likely, or less likely to renew your AARP membership?

θ_1	More likely	44%
θ_2	As likely	54%
θ_3	Less likely	3%

22. As a result of taking the AARP Driver Safety course, are you more likely, as likely, or less likely to join AARP?

θ_1	More likely	32%
θ_2	As likely	58%
θ_3	Less likely	10%

23. As a result of taking the AARP Driver Safety course, are you more likely, as likely, or less likely to consider other services that AARP offers members?

θ_1	More likely	23%
θ_2	As likely	65%
θ_3	Less likely	12%

24. How would you describe your overall health?

θ_1	Excellent	19%
θ_2	Very good	48%
θ_3	Good	30%
θ_4	Fair	3%
θ_5	Poor	<1%

25. What is your age? Are you...?

θ_1	Less than 45	<1%
θ_2	45 and 54	1%
θ_3	55 and 64	15%
θ_4	65 and 74	37%
θ_5	75 and 84	39%
θ_6	85 or older	7%

26. Are you currently employed?

θ_1	Yes, full-time	6%
θ_2	Yes, part-time	10%
θ_3	No, not employed (including retired)	84%

27. Are you male or female?

θ_1	Male	38%
θ_2	Female	62%

28. Are you Hispanic, of Spanish descent, or Latino?

θ_1	Yes	2%
θ_2	No	98%

29. What best describes your race?

θ_1	White	95%
θ_2	Black/African American	2%
θ_3	Asian Pacific Islander	1%
θ_4	Other	1%