

Older Drivers' Self-Regulation and Exposure

Appendix E: Justification for Qualification Survey

Item number 1 (Availability During Study Period)

This item asks the respondent if he/she plans to spend the next 60 days in the study area and will be available to participate. Sixty days allows for the installation of the data sampling unit, 30 days of driving, and flexibility in scheduling the clinical and on-road assessments. Also, the study wishes to have all participants driving under similar road and weather conditions to determine how these factors impact driver exposure. A person that plans to drive outside of the study area could be exposed to a variety of road and other conditions that would make comparison to other participants difficult.

Item number 2 (Date of Birth)

This item asks the respondent his/her date of birth. If the individual is less than 60 years of age, he or she is not eligible for the study. The study also seeks to have 20 drivers each that are 60-69, 70-79, and 80+ years of age.

Item number 3 (Valid Driver's License)

This item is asked to ensure participants all hold a valid license that will not expire before the end of the data collection.

Item number 4 (Restrictions on License)

License restrictions indicate the licensing authority is aware of one or more limitations for a driver. The nature of the restrictions could relate to driving self-regulation choices and therefore remove a volunteer from consideration as a participant.

Item number 5 (Adaptive Controls)

The need to use adaptive controls would render a volunteer sufficiently atypical to be excluded from the sample.

Item number 6 (Driving Frequency)

This question asks how many times a week the respondent drives. Participants must drive at least three times a week to be considered sufficiently active drivers for inclusion in the study.

Item number 7 (Vehicle Consistency)

This question asks whether the person drives one vehicle for 90% or more of their trips. Volunteers who drive more than one vehicle for a significant percentage of their trips cannot be considered for inclusion since only one data collection system can be used per participant.

Item number 8 (Vehicle Use Approval)

This question asks if someone else must approve the volunteer's use of the vehicle they have available for the study. People whose vehicle use may be controlled by someone else might also be influenced in their decisions concerning when and where to drive making them inappropriate for the study.

Item number 9 (Vehicle Availability)

This question assesses whether the respondent's regular vehicle will be available to him or her for use in the study. If that vehicle is not available, the volunteer cannot participate.

Item number 10 (Vehicle Ownership)

This question determines the ownership of the respondent's regular vehicle as a covariate measure of the extent of control the participant has over vehicle use decisions.

Item number 11 (Other Drivers)

This question determines the general population of drivers who might use the vehicle as an aid to interpreting the trip photos to be collected thereby avoiding erroneously attributing a trip to the participant.

Item number 12 (Drive Majority of Trips)

This yes/no question assesses whether the respondent is the primary driver for his or her household as further assistance in assessing the data collected by the installed data acquisition system.

Item number 13 (Driving Conditions Avoided)

This item concerns situations and/or conditions the person self-reports they avoid. As drivers age, it is expected that they will self-report a greater number of situations avoided. Responses to this item will be examined relative to the actual driving exposure data to determine if respondents accurately self-reported their behaviors.