

STUDY: _____
PARTICIPANT: _____
DATE: _____

OMB Control Number: 2127-NEW
Expiration Date: MM/DD/YYYY

Post-Drive Survey

Under the Paperwork Reduction Act, a federal agency may not conduct or sponsor, and a person is not required to respond to collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control number. The OMB Control Number for this information collection is 2127-NEW (expiration date: MM/DD/YYYY). The average amount of time to complete the screening is ten minutes. All responses to this collection of information are voluntary. If you have comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden send them to Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Ave, S.E., Washington, DC, 20590.

- 1) During the drive you just completed, were you more or less likely to stop to rest than if you were actually driving in a similar situation in the real world?

<i>Much less likely</i>			<i>Just as likely</i>			<i>Much more likely</i>
1	2	3	4	5	6	7

- 2) What factors did you consider when deciding whether to stop or continue during today's drive?
-
-

- 3) Did the incentives for the session make you more or less likely to stop to rest than in the real world (select one)?

<i>Much less likely</i>			<i>Just as likely</i>			<i>Much more likely</i>
1	2	3	4	5	6	7

For the following questions, imagine a real world situation where you are driving home from a trip and have four hours left to reach home. You got little sleep the night before and are feeling drowsy, but are also motivated to reach home quickly.

- 4) How likely is it that you would stop to rest if you started to feel very drowsy in this situation?

<i>Not At All Likely</i>						<i>Very Likely</i>
1	2	3	4	5	6	7

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5) What information would you consider when deciding whether to stop to rest in this situation?

6) What factors would you consider in the real-world driving situation (e.g., time, safety) that you also considered in the simulator?

7) What factors would you consider in the real-world driving situation that you did NOT consider in the simulator?

8) What factors did you consider in the simulator that you would NOT consider in the real world?

9) Did your strategy for dealing with drowsiness differ in the simulator from the real world?
 Yes No

If your strategy for dealing with drowsiness differed, please describe how:

10) Prior to today's study, did you have experience with lane departure warnings?
 Yes No

If so, please describe how you have experienced lane departure warnings:

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- 11) Did the lane departure warning cause you to change your driving behavior?
 Yes No

If so, please describe how:

- 12) To what extent did you find the lane departure warning annoying?

<i>Not Annoying</i>							<i>Very Annoying</i>
1	2	3	4	5	6	7	

- 13) If a lane departure warning were available in your vehicle, how likely would you be to keep it on so that it provided warnings?

<i>Not At All Likely</i>						<i>Very Likely</i>
1	2	3	4	5	6	7

- 14) How likely do you think it is that the lane departure warning could prevent a crash due to drowsy driving?

<i>Not At All Likely</i>						<i>Very Likely</i>
1	2	3	4	5	6	7

- 15) What aspects of the lane departure warning did you find most useful?

- 16) What aspects of the lane departure warning did you find least useful?

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- 17) Did the lane departure warning influence your decision to continue driving when drowsy?
 Yes No

If so, please describe how:

- 18) Prior to today's study, did you have experience with a drowsiness mitigation system?
 Yes No

If so, please describe how you have experienced drowsiness mitigation:

- 19) Did the drowsiness mitigation cause you to change your driving behavior?
 Yes No

If so, please describe how:

- 20) To what extent did you find the drowsiness mitigation annoying?

<i>Not Annoying</i>							<i>Very Annoying</i>
1	2	3	4	5	6	7	

- 21) If a drowsiness mitigation were available in your vehicle, how likely would you be to keep it on so that it provided warnings?

<i>Not At All Likely</i>						<i>Very Likely</i>
1	2	3	4	5	6	7

- 22) How likely do you think it is that drowsiness mitigation could prevent a crash due to drowsy driving?

<i>Not At All Likely</i>						<i>Very Likely</i>
1	2	3	4	5	6	7

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23) Compared to driving without drowsiness mitigation, how much more likely would you be to drive when you are very drowsy with drowsiness mitigation in your vehicle?

*Much less
likely*

1

2

3

4

5

6

*Much
more
likely*

7

24) What aspects of the drowsiness mitigation did you find most useful?

25) What aspects of the drowsiness mitigation did you find least useful?

26) Did the drowsiness mitigation influence your decision to continue driving when drowsy?

Yes No

If so, please describe how:

27) Please provide a short description of how you thought the drowsiness mitigation detected that you were drowsy:

28) How would you change the drowsiness mitigation to make it more useful for drowsy drivers?
