

Drive for Life:

**The National Safe Driving Test &
Initiative**

National Survey Of Drivers

Commissioned by

**The National Safe
Driving Test & Initiative
Partners**

May 2003

Survey of American Drivers:

- Incidence and Type of Risk Behaviors
- Awareness & Attitudes Toward Safety Issues and Risk Behaviors
- Attitudinal Differences Between Age & Gender

Conducted by
Mason-Dixon Polling & Research
301-519-9688

Drive for Life: The National Safe Driving Test & Initiative

National Survey Of Drivers

2003

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Fact: 42,850 lives were lost in traffic fatalities in the United States in 2002. The total economic cost of automobile crashes in the United States was estimated at \$230.6 billion in 2000.¹

Background & Research Objectives

This survey was commissioned by the "*Drive for Life: The National Safe Driving Test & Initiative*," a driver education and outreach effort to improve safety on America's roads. Drive for Life partners include:

- Volvo Cars of North America
- The American Automobile Association (AAA)
- Partners for Highway Safety
- Indy Racing League champion Greg Ray
- National Association of Police Organizations
- National Sheriffs' Association

An important element in their advocacy campaign is to understand, measure and document attitudes and driving behaviors of drivers across the United States. That is the context in which this survey was conducted. The research objectives for the survey focused on:

- Identifying and documenting the type and incidence of risk behaviors by drivers
- Understanding drivers' attitudes and awareness of safety issues and risk behaviors
- Documenting attitudinal differences between demographic groups— gender and age in particular.

These objectives were accomplished by the survey and are detailed in this report.

Methodology

This survey was conducted by Mason-Dixon Polling & Research, Inc. from May 13-16, 2003. A total of 1,100 licensed drivers, ages 16 and older, were interviewed by telephone. The margin for error is plus or minus 3 percentage points. This means that there is a 95 percent probability that the "true" figure for any question would fall within the range of the margin for error if all licensed drivers across the United States were interviewed. The margin for error is greater for any sub-group.

Those interviewed were selected by a random variation of the last four digits of telephone numbers. A cross-section of telephone exchanges was utilized to ensure an accurate reflection of the demographic profile of the United States.

¹ U.S. Dept. of Transportation, National Highway Traffic, Safety Administration Traffic Safety Facts, 2002

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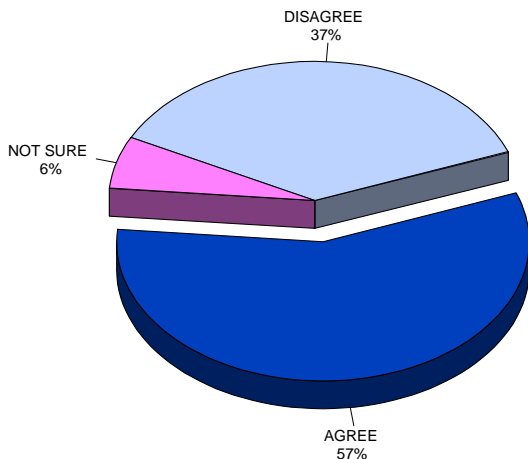
2003

Findings

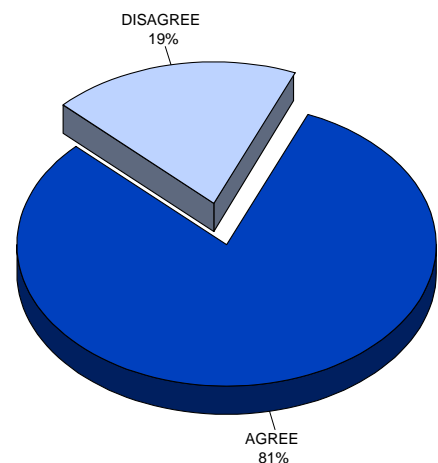
Safety Improvements Recognized In Roads & Automobiles- But Not Drivers

- There are three major elements that impact the safety of the operation of an automobile: the condition of the road being driven on, the condition of the automobile being driven, and the manner in which the automobile is driven. A majority (57%) of drivers across the country state that America's roads are generally safer than in the past and a huge majority (81%) state that automobiles are safer. However, nearly 7 out of 10 drivers (67%) feel that people are driving less safely now than in the past. These findings were consistent in each demographic subgroup.

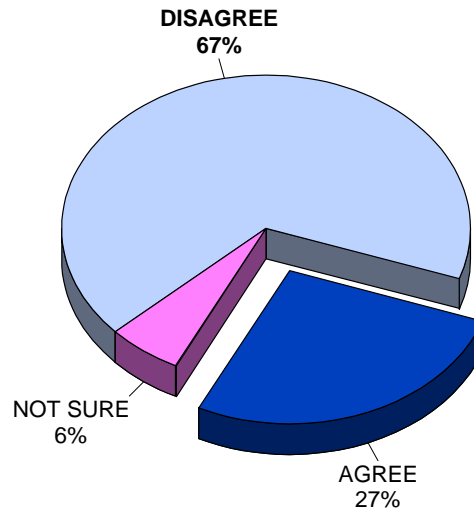
America's roads today are generally safer than in the past.



Automobiles today are generally safer than in the past.



Drivers today are generally driving more safely than in the past.



"It's not me... It's the Other Guy!"

- While engineering improvements to automobiles have made them safer, reengineering drivers is only made possible through training, education and awareness. **And, notwithstanding the fact that 7 out of 10 drivers feel that "drivers today" are less safe than in the past, few feel that they personally need more information about driving safety issues.**

As a matter of fact, the same percentage, 7 out of 10 on average, say that they are comfortable with their current level of knowledge about a variety of driving safety issues.

- This attitude of "*I'm fine... I got all the information and knowledge I need... it's the other drivers you've got to look out for...*" is shared by a substantial majority of drivers in each of the demographic sub-groups.

Drivers were asked if they would benefit from having more knowledge about...

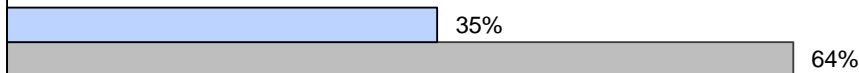
When to give up driving privileges because of diminished abilities associated with age



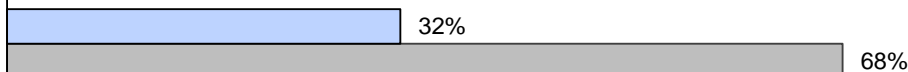
What to do when experiencing drowsiness on the road



Whether and when to restrict a new driver's privileges



What safety features should consider in the purchase of a new or used car



Knowledge about the most common mistakes made by drivers



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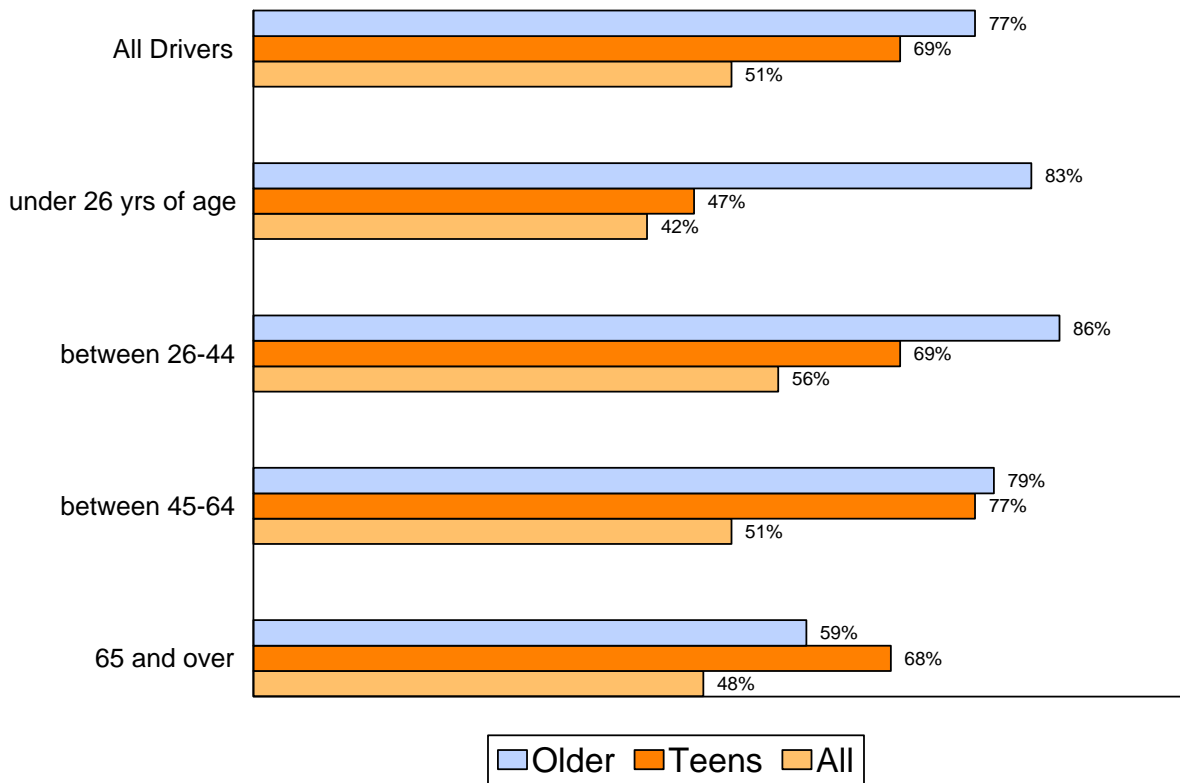
- When asked what score they would receive if they did retake a driving test **72% said that they would ace the test, receiving a score of 90% or better.** Just one percent said they would receive a failing grade. These results beg the question, why do so many drivers risk their own and others' life, limb and property by engaging in risky and dangerous driving behavior?

Periodic Driver Re-testing

- Seventy-seven percent (**77%**) of all drivers say that **older drivers** should be periodically re-tested, **69% say that teens** should be re-tested and a simple majority (**51%**) say that **all drivers should be periodically re-tested**.

And, consistent with the "it's the other guy you need to worry about..." attitude, there was less support for senior testing among seniors (59%) and less support for teen testing among those ages 16-25 (47%).

**Who should be legally required to periodically retake driving tests:
Older Drivers, Teens, or All Drivers?**



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- A majority (57%) of drivers said that "travel would be safer if the minimum age for new drivers was raised" from 16 to 18 years of age.

Risk Behaviors of American Drivers

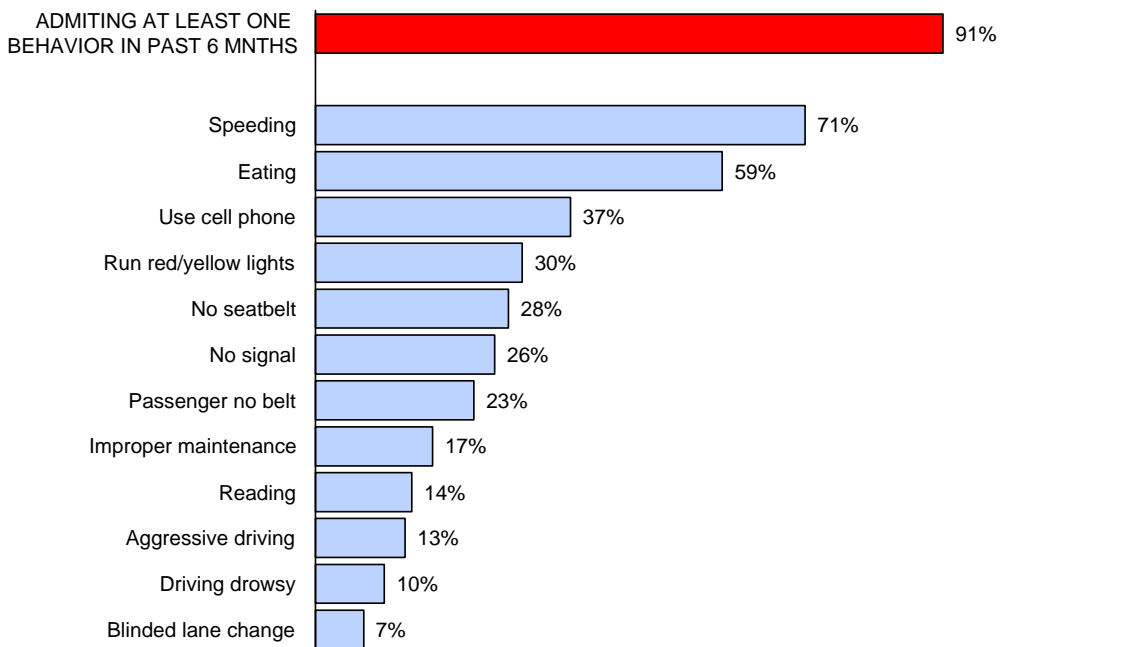
- **A striking 91% of all American drivers report that they have engaged in at least one risk behavior within the past six months.** These are the same behaviors that are associated with the cause of nearly all crashes.

Percent of American Drivers Who Admit At Least One Risk Behavior

NATIONWIDE	91%
MEN	92%
WOMEN	89%
<26	96%
26-44	96%
45-64	90%
65+	79%

- **Paradoxically, more than half (56%) of American drivers identified "inattentive driver(s)" as the greatest threat to driving safety, yet they admit to engaging in a series of inattentive risk behaviors such as cell phone use (37%), eating (59%) and even reading (14%) or driving while drowsy (10%).**
- An observer may suggest that 91% admitting to risky driving behavior is not surprising since nearly everyone goes a little above the speed limit now and then. But, even if you eliminate speeding, **fully 86% of American drivers admit to engaging in a risky driving behavior other than speeding within the last six months.**

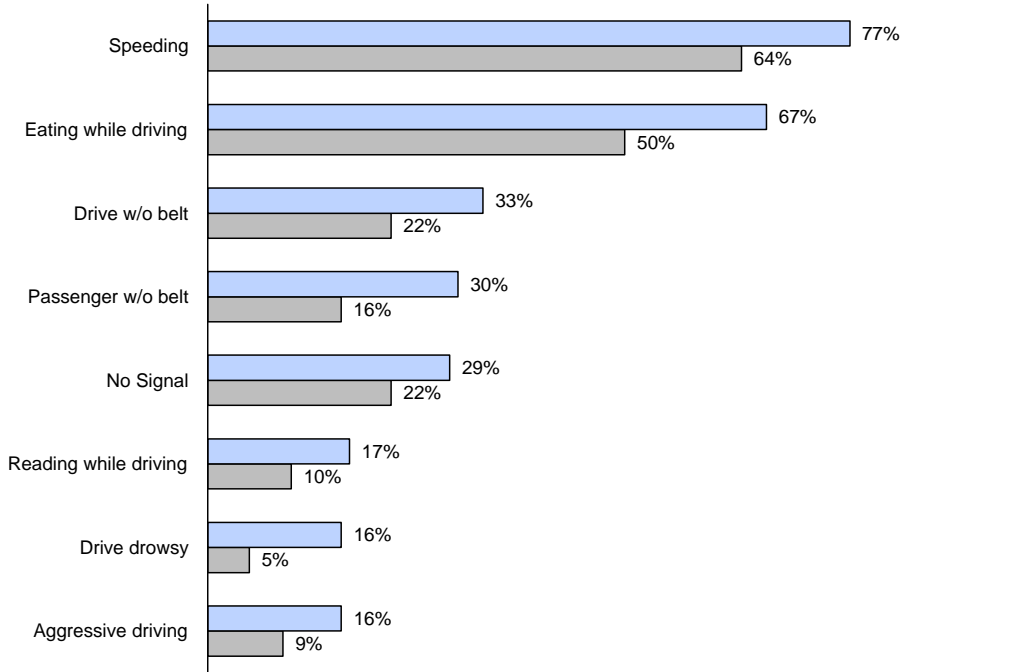
Percentage of Drivers Admitting to Risky Driving Behaviors



Risk Behaviors: Men vs. Women

- While women, on average, are 11% less likely to engage in risk behavior while driving, the percentages are still unacceptably high for both genders, as the chart below illustrates.

Risk Behavior: Men vs. Women



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Speed Kills:

Speeding is one of the major contributing factors in traffic accidents. The economic cost to society of speeding-related crashes is estimated by National Highway Traffic Safety Administration to be over \$40 billion per year. In 2001, speeding was a contributing factor in 30 percent of all fatal crashes, and in 2001 **12,850 lives were lost in speeding-related crashes.**² So, who speeds?

- 71% of all American drivers.
- 77% of male drivers, compared to 64% of women
- 81% of all drivers 25-years old and younger... this is particularly disturbing when considering that in 2001, 36% of male drivers 15 to 20 years old involved in fatal crashes were speeding³ and that motor vehicle crashes are the leading cause of death for 15 to 20 year olds.⁴

A majority of drivers in all demographic subgroups admit to speeding, including seniors (57%).

- Why do drivers speed? A substantial majority (72%) of American drivers say that it "acceptable" to drive 5 miles over the posted speed limit, and 2 out of 10 say that speeding 10 miles over the posted speed is acceptable behavior.

² DOT HS 809 480, U.S. Department of Transportation, National Highway Traffic, Safety Administration Traffic Safety Facts, 2001

³ *ibid.*

⁴ -based on 1998 figures, which are the latest mortality data currently available from the National Center for Health Statistics

Risk Behavior: By Age Group

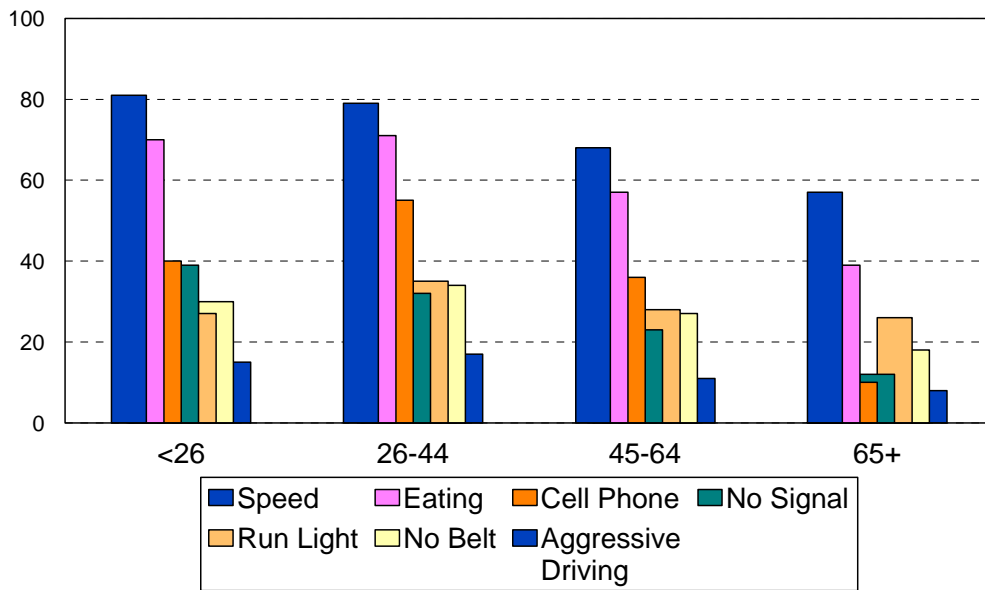
As the chart below illustrates (see appendix for full cross tabulations), all age groups engage in dangerous risk behavior . Speeding is the most frequently reported behavior in each of the age cohorts, followed by the distraction and inattention of eating while driving. The third most common in each group is using a cell phone, except for drivers 65 and over who report that failure to signal is the third most common risk behavior.

- Younger drivers (ages 16-25) are the most likely to speed (81%) and turn without signaling (39.3%).
- Anecdotally, an observer can think of many of the mid-adult drivers (ages 26-44) as **working parents challenged with balancing work and family and the attendant stresses of daily life**. They were the age group most likely to drive while experiencing intense frustration (28%) or anger (19%).

Drivers in this age cohort (ages 26-44) were the most likely to:

- drive through a red or yellow light (35%),
 - drive without a seat belt (34%),
 - use a cell phone (55%),
 - read while driving, (21%),
 - eat while driving (71%), and,
 - drive aggressively (17%).
- While many senior drivers may have diminished vision, hearing and reflexes, one may assume that they compensate for it by driving more carefully and with fewer distractions. Still, even among seniors, nearly 57% admit to speeding and 38.5 percent eat while driving.

Percentage of American drivers who admit to risk behaviors while driving: by Age Group



But, as cited earlier in this report, the sad fact is that 91% of all drivers admit to at least one of these dangerous and risky behaviors while operating a motor vehicle.

Appendix

**THE NATIONAL SAFE DRIVING TEST INITIATIVE/
DRIVE FOR LIFE POLL RESULTS**

1,100 licensed drivers interviewed by telephone nationwide May 13-16, 2003 by Mason-Dixon Polling & Research, Inc. of Washington, D.C. Margin for error is plus or minus 3%.

QUESTION: At one time or another, all drivers face important decisions they must make about personal driving issues.

I am going to list several decisions most drivers will have to make at one time or another. After each one, please tell me if you feel you would personally benefit from having more information about this driving issue, or if you are comfortable with your current level of knowledge.

- The first issue is when you should give up driving privileges because of diminished abilities associated with age. Do you feel you would benefit from more information about this issue, or are you comfortable with your current level of knowledge?

BENEFIT	21%
COMFORTABLE	78%
NOT SURE	1%

- The next issue is what to do when you experience drowsiness on the road. Do you feel you would benefit from more information about this issue, or are you comfortable with your current level of knowledge?

BENEFIT	12%
COMFORTABLE	88%

- The next issue is whether and when to restrict a new driver's privileges. Do you feel you would benefit from more information about this issue, or are you comfortable with your current level of knowledge?

BENEFIT	35%
COMFORTABLE	64%
NOT SURE	1%

- **The next issue is what safety features you should consider in the purchase of a new or used car. Do you feel you would benefit from more information about this issue, or are you comfortable with your current level of knowledge?**

BENEFIT	32%
COMFORTABLE	68%

- **The next issue is the most common mistakes made by drivers. Do you feel you would benefit from more information about this issue, or are you comfortable with your current level of knowledge?**

BENEFIT	36%
COMFORTABLE	63%
NOT SURE	1%

Now, I am going to read you several statements. After each one, please tell me if you agree or disagree with it.

- **Older drivers should be legally required to periodically retake driving tests.**

AGREE	77%
DISAGREE	18%
NOT SURE	5%

- **Teen-age drivers should be legally required to periodically retake driving tests.**

AGREE	69%
DISAGREE	27%
NOT SURE	4%

- **Seniors and teenagers should be legally required to periodically retake driving tests.**

AGREE	68%
DISAGREE	25%
NOT SURE	7%

- **All drivers should be legally required to periodically retake driving tests.**

AGREE	51%
DISAGREE	49%

- **America's roads today are generally safer than in the past.**

AGREE	57%
DISAGREE	37%
NOT SURE	6%

- **Automobiles today are generally safer than in the past.**

AGREE	81%
DISAGREE	19%

- **Drivers today are generally driving more safely than in the past.**

AGREE	27%
DISAGREE	67%
NOT SURE	6%

- **Travel would be safer if the minimum age for new drivers was raised from 16-years old to 18-years-old.**

AGREE	57%
DISAGREE	39%
NOT SURE	4%

- **My community requires and provides sufficient education and training of new drivers.**

AGREE	62%
DISAGREE	22%
NOT SURE	16%

QUESTION: Now I would like to ask you some questions about your personal driving practices. Your answers are confidential and for statistical purposes only, so feel relaxed and free to answer honestly. Within the past six months have you:

- **Driven faster than the posted speed limit?**

YES	71%
NO	29%

- **Made a right or left turn without signaling?**

YES	26%
NO	74%

- **Changed lanes without checking mirrors and blind spots first to determine whether the lane is clear of traffic?**

YES	7%
NO	93%

- **Ignored or delayed appropriate maintenance of your vehicle, affecting its operating condition?**

YES	17%
NO	83%

- **Driven though a red light at an intersection, or as the traffic light was changing from yellow to red?**

YES	30%
NO	70%

- **Driven without a seatbelt?**

YES	28%
NO	72%

- **Allowed a passenger to ride without seatbelt?**

YES	23%
NO	77%

- **Driven knowing that you were too drowsy to safely operate your vehicle?**

YES	10%
NO	90%

- **Used a cell phone while driving?**

YES	37%
NO	63%

- **Read something while driving?**

YES	14%
NO	86%

- **Eaten while driving?**

YES	59%
NO	41%

- **Driven your vehicle in a hostile or aggressive manner because you were upset?**

YES	13%
NO	87%

QUESTION: In your opinion, is it acceptable to drive:

- **Five (5) miles over the posted speed limit?**

YES	72%
NO	27%
NOT SURE	1%

- **How about ten (10) miles over the posted speed limit?**

YES	21%
NO	78%
NOT SURE	1%

- **How about fifteen (15) miles or faster over the posted speed limit?**

YES	5%
NO	95%

- **While struggling to stay awake?**

YES	7%
NO	93%

- **Immediately after consuming several alcoholic drinks?**

YES	3%
NO	97%

- **While you are experiencing intense frustration?**

YES	21%
NO	78%
NOT SURE	1%

- **While you are experiencing intense anger?**

YES	12%
NO	88%

- **A vehicle that has not had maintenance checks in the past six months?**

YES	25%
NO	74%
NOT SURE	1%

- **A vehicle that has not had a maintenance check within the past year?**

YES	17%
NO	82%
NOT SURE	1%

QUESTION: In the past five (5) years have you been involved in a crash in which you were:

- **Driving?**

YES	13%
NO	87%

- **A passenger?**

YES	6%
NO	94%

- **A pedestrian?**

YES	1%
NO	99%

**QUESTION: If you took your state’s driving test today, what would you expect to score?
(CHOICES READ)**

- 100 percent? 14%
- 90-99 percent? 58%
- 80-89 percent? 20%
- 70-79 percent? 6%
- Less than 70 percent? 1%
- Not Sure (NOT READ) 1%

QUESTION: Which one of the following do you think is the greatest threat to driving safety? (ORDER ROTATED)

- An inattentive driver? 56%
- An inexperienced driver? 32%
- A poorly maintained road? 6%
- A poorly maintained vehicle? 5%
- Other/None (DO NOT READ) 1%

QUESTION: From the following list of common driving mistakes which one do you consider the most dangerous?

- 24% - Failure to pay attention – “zoning out.”
- 10% - Driving while drowsy.
- 25% - Driving aggressively, such as tail-gating, running red lights and stop signs.
- 13% - Speeding.
- 17% - Becoming distracted inside the car by the radio, a cell phone, or children.
- 9% - Failure to adjust to weather conditions.
- * - Making assumptions about other drivers’ intentions.
- * - Driving while upset.
- 1% - Changing lanes without checking blind spots and mirrors.
- * - Ignoring essential auto maintenance, such as brake lights out, bald tires.
- 2% - None/Not Sure (NOT READ)

QUESTION: Which one do you consider the second most dangerous?

- 18% - Failure to pay attention – “zoning out.”
- 16% - Driving while drowsy.
- 13% - Driving aggressively, such as tail-gating, running red lights and stop signs.
- 15% - Speeding.
- 20% - Becoming distracted inside the car by the radio, a cell phone, or children.
- 8% - Failure to adjust to weather conditions.
- 1% - Making assumptions about other drivers’ intentions.
- * -Driving while upset.
- 7% - Changing lanes without checking blind spots and mirrors.
- 1% - Ignoring essential auto maintenance, such as brake lights out, bald tires.
- 3% - None/Not Sure (NOT READ)

QUESTION: Which one do you consider the third most dangerous?

- 11% - Failure to pay attention – “zoning out.”
- 14% - Driving while drowsy.
- 12% - Driving aggressively, such as tail-gating, running red lights and stop signs.
- 14% - Speeding.
- 17% - Becoming distracted inside the car – by the radio, cell phone, or children.
- 12% - Failure to adjust to weather conditions.
- 1% - Making assumptions about other drivers’ intentions.
- 1% - Driving while upset.
- 11% - Changing lanes without checking blind spots and mirrors.
- 1% - Ignoring essential auto maintenance, such as brake lights out, low tire pressure.
- 7% - None/Not Sure (NOT READ)

QUESTION: Of all automobile crashes, how many do you believe are avoidable – all, most, some or few?

ALL	7%
MOST	53%
SOME	30%
FEW	9%
NOT SURE	1%

SAMPLE DEMOGRAPHICS:

AGE:	16-20	63 (6%)
	21-25	77 (7%)
	26-34	123 (11%)
	35-44	197 (18%)
	45-54	206 (19%)
	55-64	215 (20%)
	65+	218 (20%)
	Refused	1

RACE/ETHNICITY:

White, Anglo or Caucasian	819 (74%)
Black or African-American	131 (12%)
Hispanic, Latino or Cuban	94 (9%)
Asian or Middle Eastern	34 (3%)
Native American or other	13 (1%)
Refused	9 (1%)

SEX:

Male	545 (50%)
Female	555 (50%)

REGION:

Northeast	250 (23%)
Midwest	245 (22%)
South	336 (30%)
West	269 (25%)

Selected Cross Tabulations

	OLDER DRIVERS SHOULD RETAKE DRIVING TEST			TEEN DRIVERS SHOULD RE TAKE DRIVING TEST		
	AGREE	DISAGREE	NOT SURE	AGREE	DISAGREE	NOT SURE
SEX						

MALE	410 75.2	105 19.3	30 5.5	378 69.4	157 28.8	10 1.8
FEMALE	441 79.5	87 15.7	27 4.9	384 69.2	141 25.4	30 5.4
AGE						

<26	116 82.9	16 11.4	8 5.7	66 47.1	68 48.6	6 4.3
26-44	275 85.9	39 12.2	6 1.9	221 69.1	93 29.1	6 1.9
45-64	332 78.9	72 17.1	17 4.0	325 77.2	87 20.7	9 2.1
65+	128 58.7	64 29.4	26 11.9	149 68.3	50 22.9	19 8.7
REFUSED	0 0.0	1 100.0	0 0.0	1 100.0	0 0.0	0 0.0

	SENIORS & TEENS SHOULD BE TESTED			ALL DRIVERS RETAKE DRIVING TEST SHOULD		
	AGREE	DISAGREE	NOT SURE	AGREE	DISAGREE	NOT SURE
SEX						

MALE	360 66.1	155 28.4	30 5.5	266 48.8	278 51.0	1 0.2
FEMALE	385 69.4	124 22.3	46 8.3	294 53.0	259 46.7	2 0.4
AGE						

<26	76 54.3	54 38.6	10 7.1	59 42.1	81 57.9	0 0.0
26-44	236 73.8	73 22.8	11 3.4	180 56.3	140 43.8	0 0.0
45-64	296 70.3	97 23.0	28 6.7	216 51.3	203 48.2	2 0.5
65+	137 62.8	54 24.8	27 12.4	105 48.2	112 51.4	1 0.5
REFUSED	0 0.0	1 100.0	0 0.0	0 0.0	1 100.0	0 0.0

	DRIVERS ARE GENERALLY SAFER TODAY			SAFER IF DRIVING AGE RAISED TO 18		
	AGREE	DISAGREE	NOT SURE	AGREE	DISAGREE	NOT SURE
SEX						

MALE	172 31.6	346 63.5	27 5.0	316 58.0	215 39.4	14 2.6
FEMALE	126 22.7	391 70.5	38 6.8	315 56.8	212 38.2	28 5.0
AGE						

<26	46 32.9	88 62.9	6 4.3	63 45.0	74 52.9	3 2.1
26-44	90 28.1	220 68.8	10 3.1	189 59.1	129 40.3	2 0.6
45-64	113 26.8	280 66.5	28 6.7	245 58.2	160 38.0	16 3.8
65+	48 22.0	149 68.3	21 9.6	134 61.5	64 29.4	20 9.2
REFUSED	1 100.0	0 0.0	0 0.0	0 0.0	0 0.0	1 100.0

	DRIVEN FASTER THAN POSTED SPEED LIMIT?		MADE TURN WITHOUT SIGNALING?		CHANGED LANES WITHOUT CHECKING?	
	YES	NO	YES	NO	YES	NO
SEX						

MALE	422 77.4	123 22.6	161 29.5	384 70.5	42 7.7	503 92.3
FEMALE	357 64.3	198 35.7	122 22.0	433 78.0	31 5.6	524 94.4
AGE						

<26	114 81.4	26 18.6	55 39.3	85 60.7	7 5.0	133 95.0
26-44	253 79.1	67 20.9	103 32.2	217 67.8	33 10.3	287 89.7
45-64	288 68.4	133 31.6	98 23.3	323 76.7	19 4.5	402 95.5
65+	124 56.9	94 43.1	27 12.4	191 87.6	14 6.4	204 93.6
REFUSED	0 0.0	1 100.0	0 0.0	1 100.0	0 0.0	1 100.0

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	IGNORED VEHICLE MAINTENANCE		DRIVEN THROUGH A RED OR YELLOW LIGHT		DRIVEN WITHOUT A SEATBELT	
	YES	NO	YES	NO	YES	NO
SEX						

MALE	86 15.8	459 84.2	168 30.8	377 69.2	182 33.4	363 66.6
FEMALE	97 17.5	458 82.5	156 28.1	399 71.9	122 22.0	433 78.0
AGE						

<26	20 14.3	120 85.7	38 27.1	102 72.9	42 30.0	98 70.0
26-44	81 25.3	239 74.7	113 35.3	207 64.7	108 33.8	212 66.3
45-64	61 14.5	360 85.5	116 27.6	305 72.4	115 27.3	306 72.7
65+	20 9.2	198 90.8	57 26.1	161 73.9	39 17.9	179 82.1
REFUSED	1 100.0	0 0.0	0 0.0	1 100.0	0 0.0	1 100.0

	ALLOWED A PASSENGER TO RIDE W/ODRIVING? SEATBELT		DRIVEN WHEN TOO DROWSY?		USED A CELL PHONE WHILE	
	YES	NO	YES	NO	YES	NO
SEX						

MALE	166 30.5	379 69.5	87 16.0	458 84.0	214 39.3	331 60.7
FEMALE	91 16.4	464 83.6	26 4.7	529 95.3	189 34.1	366 65.9
AGE						

<26	35 25.0	105 75.0	20 14.3	120 85.7	56 40.0	84 60.0
26-44	91 28.4	229 71.6	43 13.4	277 86.6	175 54.7	145 45.3
45-64	95 22.6	326 77.4	35 8.3	386 91.7	151 35.9	270 64.1
65+	36 16.5	182 83.5	15 6.9	203 93.1	21 9.6	197 90.4
REFUSED	0 0.0	1 100.0	0 0.0	1 100.0	0 0.0	1 100.0

	READ SOMETHING WHILE DRIVING? AGRESSIVE MANNER?		EATEN WHILE DRIVING?		DRIVEN IN A HOSTILE OR	
	YES	NO	YES	NO	YES	NO
SEX						

MALE	93 17.1	452 82.9	366 67.2	179 32.8	92 16.9	453 83.1
FEMALE	56 10.1	499 89.9	282 50.8	273 49.2	49 8.8	506 91.2
AGE						

<26	20 14.3	120 85.7	98 70.0	42 30.0	21 15.0	119 85.0
26-44	68 21.3	252 78.8	227 70.9	93 29.1	54 16.9	266 83.1
45-64	51 12.1	370 87.9	239 56.8	182 43.2	48 11.4	373 88.6
65+	10 4.6	208 95.4	84 38.5	134 61.5	18 8.3	200 91.7
REFUSED	0 0.0	1 100.0	0 0.0	1 100.0	0 0.0	1 100.0

	ACCEPTABLE TO DRIVE 5 MPH OVER LIMIT?			ACCEPTABLE TO DRIVE 10 MPH OVER LIMIT?		
	YES	NO	DK/REF	YES	NO	DK/REF
SEX						

MALE	442 81.1	99 18.2	4 0.7	159 29.2	382 70.1	4 0.7
FEMALE	355 64.0	199 35.9	1 0.2	74 13.3	476 85.8	5 0.9
AGE						

<26	117 83.6	23 16.4	0 0.0	31 22.1	109 77.9	0 0.0
26-44	253 79.1	66 20.6	1 0.3	91 28.4	227 70.9	2 0.6
45-64	283 67.2	136 32.3	2 0.5	77 18.3	342 81.2	2 0.5
65+	143 65.6	73 33.5	2 0.9	34 15.6	179 82.1	5 2.3
REFUSED	1 100.0	0 0.0	0 0.0	0 0.0	1 100.0	0 0.0

	WHILE EXPERIENCING INTENSE FRUSTRATION?			WHILE EXPERIENCING INTENSE ANGER?		
	YES	NO	DK/REF	YES	NO	DK/REF
SEX						

MALE	141 25.9	402 73.8	2 0.4	96 17.6	448 82.2	1 0.2
FEMALE	90 16.2	460 82.9	5 0.9	34 6.1	520 93.7	1 0.2
AGE						

<26	37 26.4	103 73.6	0 0.0	24 17.1	116 82.9	0 0.0
26-44	90 28.1	227 70.9	3 0.9	61 19.1	258 80.6	1 0.3
45-64	72 17.1	348 82.7	1 0.2	36 8.6	385 91.4	0 0.0
65+	32 14.7	183 83.9	3 1.4	9 4.1	208 95.4	1 0.5
REFUSED	0 0.0	1 100.0	0 0.0	0 0.0	1 100.0	0 0.0

	VEHICLE W/NOVEHICLE W/NO MAINTENANCE CHECK IN 6 MONTHS?			MAINTENANCE CHECK IN A YEAR?		
	YES	NO	DK/REF	YES	NO	DK/REF
SEX						

MALE	129 23.7	413 75.8	3 0.6	71 13.0	470 86.2	4 0.7
FEMALE	151 27.2	401 72.3	3 0.5	114 20.5	439 79.1	2 0.4
AGE						

<26	41 29.3	98 70.0	1 0.7	26 18.6	114 81.4	0 0.0
26-44	83 25.9	237 74.1	0 0.0	58 18.1	261 81.6	1 0.3
45-64	121 28.7	297 70.5	3 0.7	72 17.1	347 82.4	2 0.5
65+	35 16.1	181 83.0	2 0.9	29 13.3	186 85.3	3 1.4
REFUSED	0 0.0	1 100.0	0 0.0	0 0.0	1 100.0	0 0.0