



MATURE DRIVERS SURVEY

FINAL REPORT

CONDUCTED FOR



IN PARTNERSHIP WITH

THE NATIONAL SAFETY COUNCIL

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BACKGROUND

Over the next 20 years, the United States will experience a substantial growth in senior drivers. According to the U.S. Census Bureau, the population of those over 75 will grow from 18 million to 31 million between 2008 and 2028. With accident rates for drivers over the age of 65 higher than any other group, except teens, this large increase in senior drivers could cause up to 100,000 senior driving deaths between 2008 and 2028.

Caring.com fielded the "Mature Drivers Survey" among baby boomers, the group most commonly impacted by caring for an aging parent, to gather insights into how children of aging parents feel about their parents' driving safety.

KEY FINDINGS

I. Most Difficult Issue to Discuss

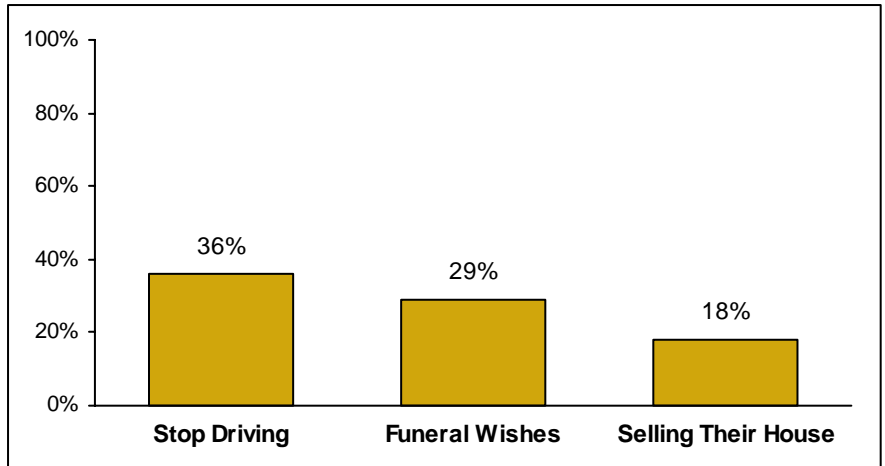
Suggesting to parents that they stop driving was considered to be the most difficult subject to bring up with their parents -- more difficult even than discussing their funeral wishes.

More than one-third said that suggesting to their parent that they stop driving would be the most difficult topic to discuss among the three options presented.

In fact, twice as many listed the discussion around driving as the most difficult conversation to have as did those who said it would be suggesting they sell their house.

"Sorry, I don't have any [advice]. If I did, I would be able to tell my dad he should let others drive."

Most Difficult Issues to Discuss With Parent

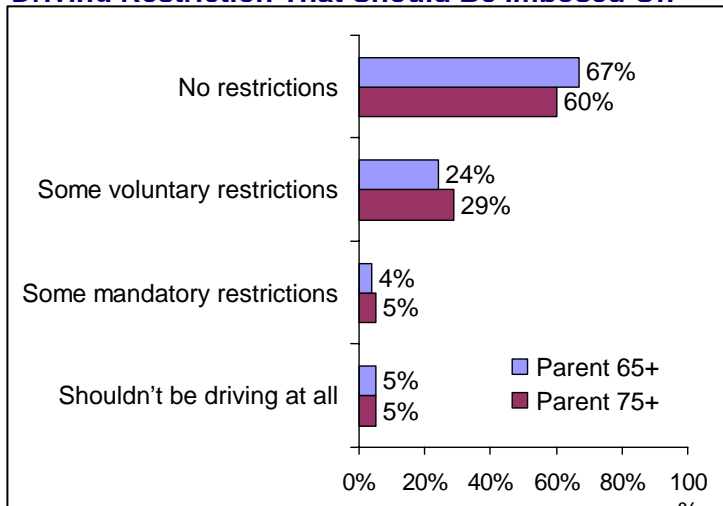


S8. Which one of the following topics would you find to be the most difficult to bring up with elderly parents? Base: Total respondents (n=1,011)

Even more surprising, however, was that nearly a quarter more adult children said the driving discussion would be harder to than the conversation about their parent's funeral arrangements.

II. Adult Children's Concerns With Their Parent's Driving

Driving Restriction That Should Be Imposed On



Q3. In your opinion, would you say your parent [should drive] with...? Base: Total respondents; Age 65+ (n=1,011); Age 75+ (n=832)

"The loss of one's ability to drive is a major loss of independence. This topic must be addressed with extreme sensitivity."

Though difficult to address, it is an issue that many will have to deal with. One quarter of adult children felt their parent should voluntarily impose some restrictions or safeguards on themselves.

More important, however, approximately one in ten baby boomers said their elderly parent should either have at least some mandatory restrictions imposed on them, or they shouldn't be driving at all.

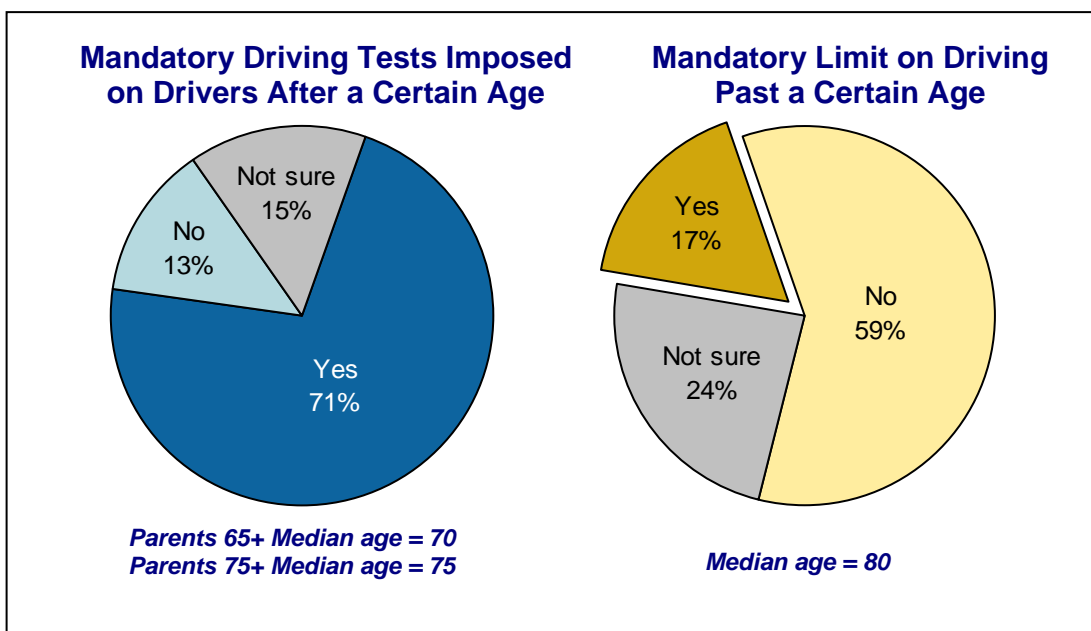
In fact, 1 in 20 drivers fell in this latter group, with 5% saying their parents shouldn't be on the road. With an estimated 28.8 million drivers age 65 and older, this would translate into 1.4 million elderly adults whose children believe they shouldn't be driving.

Not surprisingly, concerns about a parent's driving increase with the parent's age. One third of those with parents aged 75 and older felt that some restrictions, whether voluntary or mandatory, should be imposed on their elderly parent driver. The most prominent restrictions included driving at night, driving in bad weather, driving long distances, and driving in unfamiliar places.

III. Mandatory Testing

"People age so differently, I would hate to see a mandatory cutoff age. I think testing on a regular basis should handle the majority of problems."

More than 7 out of 10 adult children believed there should be some form of mandatory testing, while only about 1 in 7 (13%) were opposed. Age 70 was the median suggested age for mandatory testing overall. However, older adult children -- and those with parent drivers 75 and older -- favored a higher age threshold of 75. Seven out of 8 favored a mandatory testing age that ranged from a low of 65 to a high of 80. Age 70 to 75 was the age range preferred by most adult children for mandatory testing.



Q24. Do you think there should be a mandatory limit on driving past a certain age?

Q25. At what age do you think a mandatory limit should be imposed?

Q26. Do you think there should be mandatory driving tests imposed on drivers after a certain age?

Q27. At what age do you think a mandatory driving test should be required?

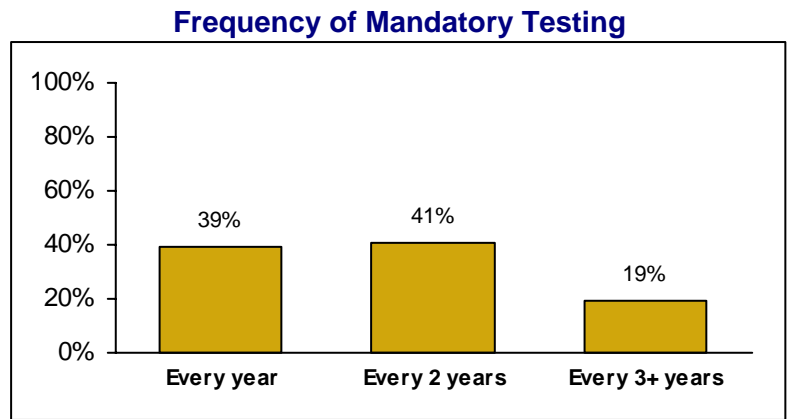
Base: Total respondents (n=1,011); median based on positive responses in Q25 (n=154); Q27 (n=717)

In contrast, there was very little support for mandatory driving limits. Only about 1 in 6 (17%) supported a mandatory limit for elderly drivers. Among those in favor of such a limit, the median age for the threshold was 80. Age 70 to 85 was the age range preferred by most adult children for mandatory driving limits.

"After age 80, people should be tested every six months, as their skills and facilities may diminish very quickly."

The majority of those in favor of mandatory testing (80%) said that it should be done at least every other year.

Two in 5 thought the tests should be conducted annually, while about the same number said that every other year was adequate.



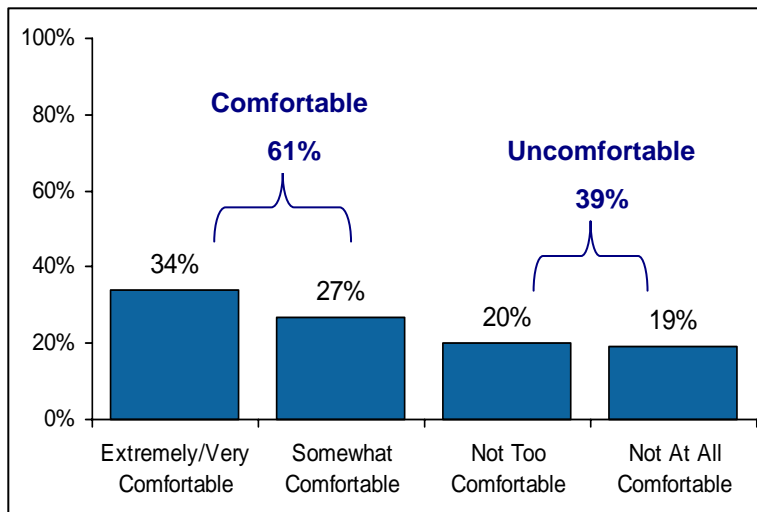
Q28. How often should drivers after this age be required to be retested?
Base: Answered "yes" to mandatory testing (n=717)

IV. Talking to Elderly Parents About Driving

"This is not an easy subject. I feel that they would think they were having their freedom taken away, and of course they would probably think they were going to become a burden on those [who] would have to take over the driving for them."

Two in 5 adults said they would not be comfortable discussing driving status with their parents. This percentage increases to one-half when the identified driver was their spouse's parent.

Comfort Level Telling Parent They Shouldn't Drive



Q10. If the need arose, how comfortable would you feel telling your parents that they shouldn't drive anymore? Base: Total Respondents (n=1,011)

At the same time, more than two thirds (70%) said that they would prefer that either they or another member of their family address this issue with their parent when the time came.

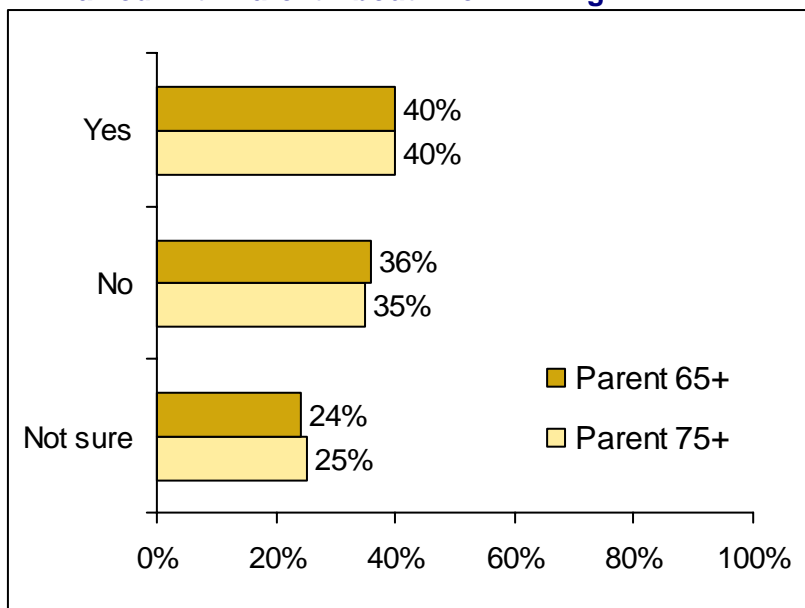
One in 7 (14%), felt that the burden should fall on their parent's physician, while about the same number preferred that state authorities -- such as the courts, the police, or the Department of Motor Vehicles -- address the issue with their parent.

"Start talking about it before they get to that point, and agree early about when and how you will both decide it's time to quit."

More than one-third of those who felt their parent should not drive without some restrictions (or should not drive at all) said that no one has, as of yet, discussed the issue with the elderly parent, while another quarter weren't sure. In other words, perhaps as many as 3 in 5 drivers with potential driving issues have not had a discussion with a close member of their family.

Those with parents ages 75 and older were no more likely to hold this discussion with their parent than were those with younger parents, which further reflects just how difficult this issue is to address with elderly parents.

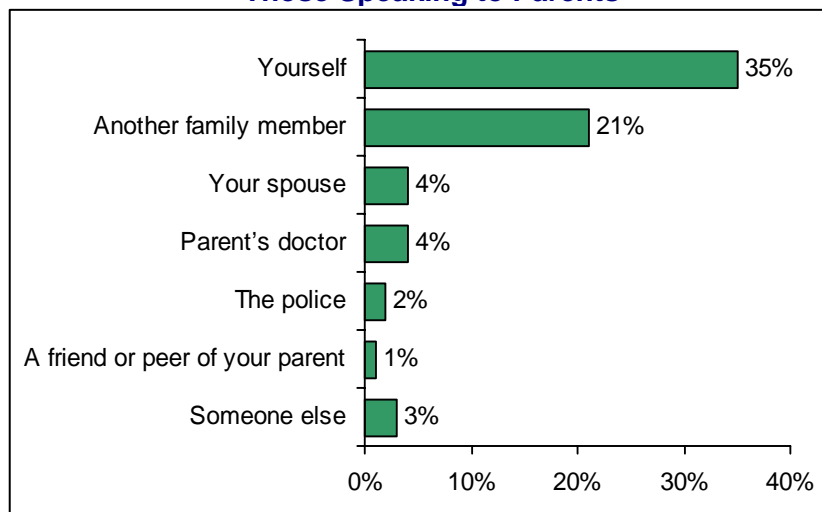
Talked With Parent About Their Driving?



Q12. Have you, or anyone else, talked with your parent regarding their driving being sometimes unsafe? Base: Not OK to drive unrestricted (n=354)

"Sell your parents on the idea, if you know they aren't able to drive anymore themselves, that it would be best for his/her spouse and the family. We all want to enjoy life with them as long as we can."

Those Speaking to Parents



Q13. As far as you know, who has spoken to your parent about his/her driving? Base: Spoken to parent who is not OK to drive unrestricted (n=148)

About 2 in 5 respondents said that they or someone else had already talked with their parents about their driving sometimes being unsafe.

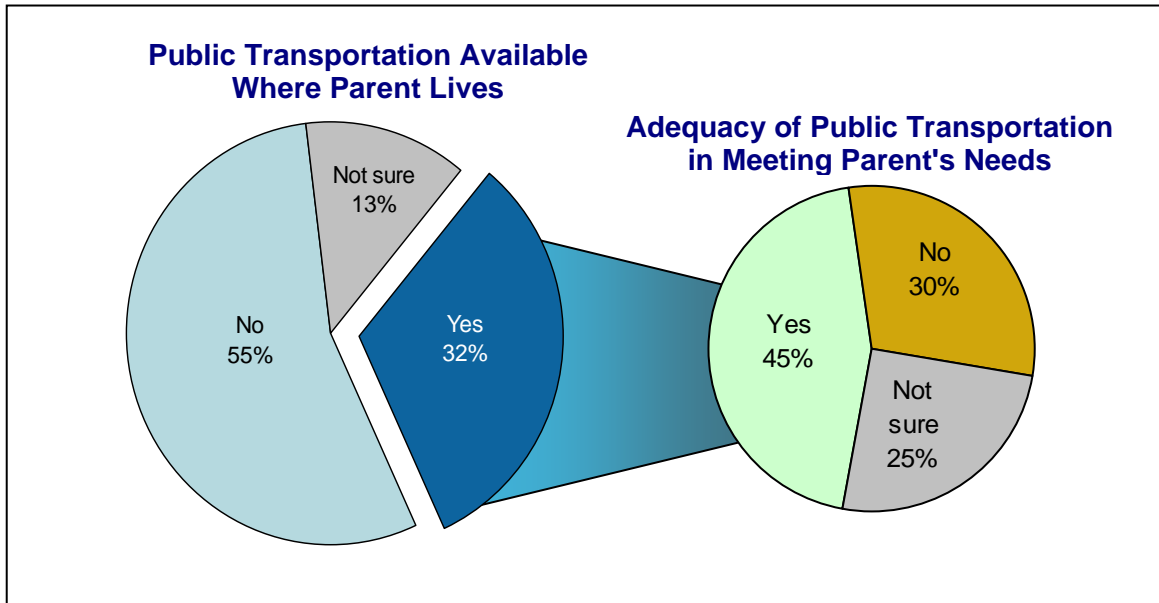
Typically the conversation was initiated by the respondent or another member of the family. In 3 out of 5 instances, the respondent, his or her spouse, or another family member initiated the conversation with their elderly parent.

Only a handful (4%) were aware that the parent's physician had initiated the conversation. Even fewer were aware of any discussions with a friend of their parent.

V. Transportation Alternatives

"It is a tough issue to address nationally or even locally, because everyone ages differently and local resources available to the elderly vary so much."

Public transportation would not be a viable option for most of the elderly parents of the respondents. More than half of respondents (55%) said that public transportation was not available where their parent lived. Among the one third who said it was, fewer than half (45%) felt that it would adequately meet their parent's needs. In all, just 1 in 7 respondents (14%) said that public transportation was available that would meet their parent's needs.

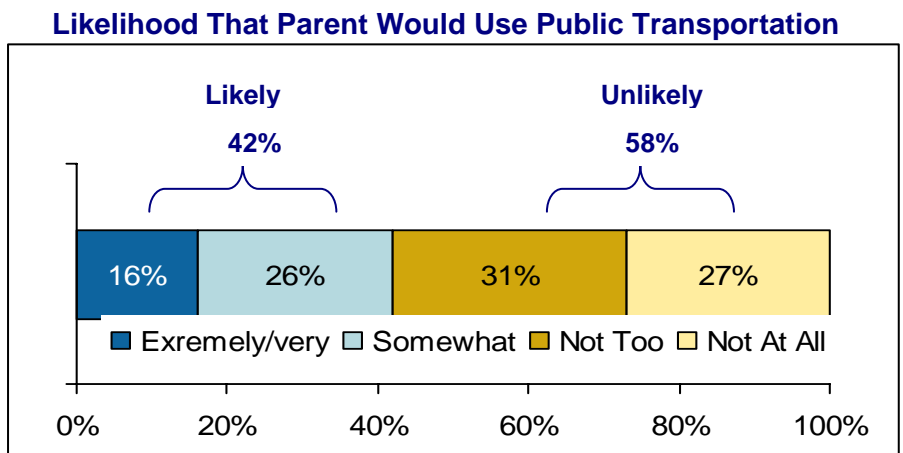


Q18. Is public transportation readily available where your parent lives? Base: Total respondents (n=1,011)
 Q19. Would this public transportation system adequately serve most of your parent's basic transportation needs? Base: Public transportation available where parent lives (n=312)

Of those who said public transportation was available, less than half (42%) said their parents would be at least somewhat likely to use the public transportation system available to them, while nearly three in five (58%) would not. Only about one in six seniors would be extremely or very likely to use available public transportation.

Overall, only about 1 in 20 mature drivers would likely use public transportation as an alternative to driving.

"When stores and businesses are over a mile or so away, with no public transportation, getting from point A to point B gets to be a challenge."



Q20. How likely would your parents be to use the public transportation system available to them as an alternative to driving? Base: Public transportation available where parent lives (n=312)

Nearly half (46%) of the adult children interviewed admitted it would be difficult for their parent to give up driving. Most of the slack would be picked up by family members, including the elderly driver's spouse (30%), the respondent and his/her spouse (28%), or other family members (56%).

Nearly half said their parent would also rely on nonfamily members such friends (38%), members of their church (16%), and municipal, civic, and charitable organizations (10%) to drive them.

"My mom's health is just beginning to diminish, but she lives in a community that takes care of each other -- she gives rides to those who can't drive anymore, and then has friends that will do the same for her. There is also a seniors' bus available that takes them to doctors and on errands if need be."

Alternative Forms of Transportation	
	%
Rides from spouse	30
Rides from you or your spouse	28
Rides from other family members	56
Rides from friends	38
Rides from people at church	16
Rides from municipal, civic, charitable groups	10
Bus	11
Taxi	10
Train, subway, or light rail	3
Walking	14
Other means	4
<i>Base: Total Respondents (n=1,011)</i>	

METHODOLOGY

Members of the Knowledge Networks Internet panel are recruited by telephone polling methods; panelists who are not online are provided with Internet access via a Web-TV appliance.

Interviewing was conducted online by Knowledge Networks among a national sample of 1,011 adults, age 44 to 62, who had one or more living parent (or in-law, if married), aged 65 or older, and who still drives.

The initial sample for this study was selected to reflect the adult U.S. population age 44 to 62 by gender, age, region, ethnicity, education, household income, marital status, and the presence of Internet in the household.

Interviews were conducted April 15 through April 21, 2008. The estimated interview length was 10.7 minutes. A total of 3,691 e-mail invitations were sent, of which 2,119 responded (57.4%). Of these, 1,011 were qualified and completed the interview. The final incidence was 55% for those with parents age 65 and older, and 39% for those with parents age 75 and older.

The final data was post-weighted to adjust for minor variations. The findings reflect a nationally representative sample of the target population.

Demographics	
Gender	
Male	52%
Female	48%
Region	
Northeast	18%
Midwest	24%
South	34%
West	24%
Other Demographics	
Age (Mean)	50.7 years
Married	71%
Working	80%
Median HH Income (in thousands)	\$72,700
Median Household Size	2
<i>Unweighted Base</i>	<i>(n=1,011)</i>

ABOUT CARING.COM

Caring.com is a community and content website that provides people who are caring for aging parents with time-saving information to help them make better decisions. Founded in 2007 by a team of people who have taken care of their own aging parents, Caring.com is a free resource to users and is supported by advertisers. Caring.com is backed by leading venture investors DCM and Split Rock Partners. Caring.com is headquartered in San Mateo, California, and can be reached at www.caring.com.

ABOUT KNOWLEDGE NETWORKS

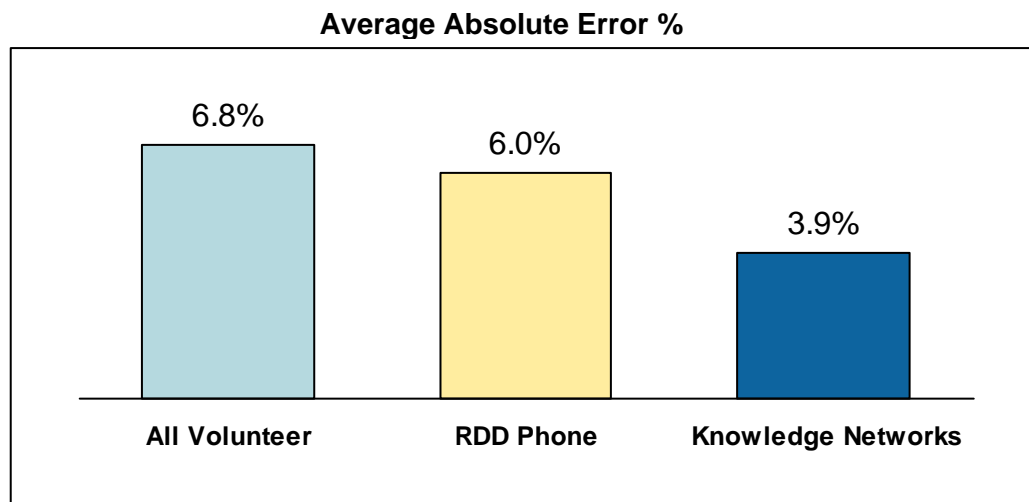
Knowledge Networks is a U.S. Top 25 Market Research provider with a track record of conducting high-quality, highly accurate leading-edge research. While many companies offer online research panels, Knowledge Networks' panel is the only one that is representative and projectable to the U.S. population.

Today 32% of the population is not online. As a result, studies conducted from volunteer ("opt-in") online panels miss as much as one third of the population. Knowledge Networks addresses this problem by providing a Web-TV appliance to any household without Internet access invited to join the panel.

In addition, the Knowledge Networks panel is the only online panel recruited through RDD (random digit dialing) via telephone, rather than through volunteer panelists. These very strict "by invitation only" recruiting standards enable Knowledge Networks to recruit consumers who are typically excluded from other commercial online panels.

KN also dedicates ongoing efforts to leading and informing the industry about the comparative reliability of different research modes via its valuable "Research on Research." This research evaluates areas such as panel development, maintenance, and retention so that Knowledge Networks may collect the most accurate information in the industry.

A recent study by Stanford University found that **30%** of all volunteer surveys are completed by less than **0.25%** of the population. The same study also found that Knowledge Networks' panel data had a lower error rate than other volunteer panels, as well as lower error rates than a high-quality phone research vendor.



The end result is a fully representative sample of U.S. consumers, rather than a sample of "professional respondents" with access to the Internet. For these reasons, the Knowledge Networks panel is called upon frequently for research by government and academia, both known for their rigorous methodology standards.

Appendix

- Selected Verbatim Responses
- Selected Topline Results

Verbatim Responses

To Open-ends

(Selected Comments)

Q29. If you had one piece of advice for others about how to talk to their parents about driving, what would it be?

You should begin by talking about every little thing that concerns you. That way, when the time comes to discuss bigger topics, it is easier because you have become comfortable talking to each other.

When visiting them at home, without mentioning driving, ask how they are doing health wise, e.g., "How's your sight, and hearing, and mobility ... when was the last time you had a thorough medical examination?" etc., before discussing driving abilities.

Be very careful. Stay away from observations about their driving -- try to use others as an example.

Try to state the facts about their safety and other people's safety.

Try to make them see that having a car is not the be-all-and-end-all of their existence. Also that they can get to the places they want to go if they are patient and understanding of others that can take them there.

Try to bring up the topic early on before it becomes a major issue. A comment once in a while will show them your concerns about their safety and the safety of others.

To stress the importance of your concern about their safety and that you want them around as long as possible to enjoy the grandchildren.

To sit down and tell them your honest concerns. Talk from the heart.

To know the abilities of the person, how alert they are, can they carry on a good conversation -- like that. Be aware of all of these, and their ability to make good judgments. If you can be certain of these and feel good about your parents, then you should be comfortable with their abilities. And ask, "How are you doing? How do you feel when you are driving? What are your concerns when you are driving?" It shouldn't be scary to show concern about your parents to your parents.

To discuss the issue so that their dignity and self-worth are left intact.

They need to remind their parents that they should be concerned not only for themselves, but for others on the road as well. Their limitations could cause injury and/or death to innocent people.

The way I see it, the best way to approach talking to your parents about driving is ... let them know right off that your concern is about "love for them," not a form of ridicule or presupposition; also, let them know that you and other family members/friends have discussed this topic together and can assure your parent(s) that their mobility will be minimally affected and that they have a support network that is committed to their mobility.

The elderly have to give up so much already. Let's offer to be with Mom when she has to go to the DMV. We can reassure her we will help as much as possible (and mean it).

That they should have a plan in place when telling their parent that it is unsafe for them to drive anymore, how they will help them to remain independent and still be able to get around. Promise to provide help.

Verbatim Responses**Advice to Others (continued)**

Be honest.

Tell the truth.

This is not an easy subject. I feel that they would think they were having their freedom taken away, and of course they would probably think they were going to become a burden on those persons that would have to take over the driving for them. I DON'T know what kind of advice I could offer -- just be patient.

[Say ...] I have noticed that at times you are having difficulty with your driving. What do you think about your current ability to drive compared to your abilities in the past?

Tell them how concerned you are for their safety and the safety of others and how terrible it would be if they had an accident that caused serious injury or death to them or an innocent person. The possibility of legal repercussions to surviving family members, and the guilt associated with being the cause of an accident that led to injury or death.

Talk with your parents before the need arises so they are aware that the day may come when it will not be safe for them to drive, and that you hope they will recognize that and stop on their own -- or that they will realize if someone else suggests it's time to stop driving, it is for their own protection.

Take the time to monitor a parent's driving once they reach 80. Each year after that counts as if 2 to 3 years has elapsed, so check every 6 months after age 80. Reflexes, vision (especially at night) are poor and they become disoriented and overwhelmed in busy intersections. Offer them alternatives in the conversation if they have to stop driving.

[With] tact and don't treat them like children when talking to them. Maybe enlist the help of the family doc or local police department to help with the talk.

Speak to them with respect and maintain their dignity. Show concern for their safety and the safety of others and explain your concern about the possible ramifications of an accident caused by your parent, in which another party was injured or killed. You are looking out for them and their best interests when you speak from the heart and are not demanding or condescending. They will respond responsibly and reasonably a great majority of the time, without having to take the issue further -- like having a doctor or judge revoke their license.

Sell your parents on the idea, if you know they aren't able to drive anymore themselves, that it would be best for his/her spouse and the family. We all want to enjoy life with them as long as we can.

Ride with them and if they are not doing too well, explain whatever they are not doing to them while they are driving, so they can see for themselves, at the time, why they shouldn't drive anymore.

Pick the one person they respect the most to tell them they shouldn't be driving, talk to them respectfully. Let them know how much you love them and how bad they would feel if they were to hurt or maybe even kill another person.

Never TELL them they shouldn't drive, just to start driving less and when the time is right, show your concerns about how much you need them and you feel driving at this point may shorten their lives. Keep the lines of communication open and keep in touch with their medical doctors.

Verbatim Responses

Advice to Others (continued)

Keep informed on their health and basic abilities. Talk with them now before it becomes an issue. Find out what they think about their driving skills. You might be surprised with their honesty about their own skills. Don't wait until you have to do it. This will lead to some hurt feelings.

Note the problem, then ask the person what is causing the problem. Let them figure out on their own that they may have a problem. [For example,] on several occasions I noticed that my mother was driving so close to the side right side of the road that I thought she was going to go in the ditch. I asked her why that was happening. Since I mentioned it, she has been more conscious of where she is on the road. My mother on her own does not drive when she is tired, when there is traffic, or at night.

Just be honest with them and be willing to listen to what is going on with them. Keep an open mind and just observe what is going on with them. Keep it simple but stress the safety issue and that driving is a privilege and if you feel there is a problem that they need to be tested and let the tester determine if the license should be taken away -- that is what they are for. Just stay honest about it all.

It depends if they had an open relationship with them. Older people generally know when they can't drive any more. The best question should be, would you be comfortable driving your grandchildren to school and their activities? I know that my parents don't like to drive too late at night.

In most cases the elder parent knows that he/she can no longer safely drive a vehicle and bring up the conversation themselves. They resent giving up their independence, but with some guidance from a physician, family friends of their own age, and reliability of the new designated driver, the discussion may not hurt as much. Giving up independence at any age is a struggle.

If you have a very good relationship with your parents, it should be fairly easy to discuss the situation. If you don't, you need to sit down tell them how much they are loved and would be missed should something happen to them, because they can't realize that they have limitations and are endangering not only themselves but others. Offer to assist or have someone else assist. My father knows he has a problem with his vision, so when he goes out he does everything early: doctors, shopping, and visiting family. If my mother wishes to stay longer at family, my father goes home and another family member brings her home. Note: Sit down with spouse or friend and discuss how you would like someone telling you to limit your driving and/or stop altogether. Really think hard about your emotions, limitations, losing independence, being dependent on others -- all these questions you must ask yourselves -- then write down how you feel. Then you can analyze on how to tell your parents, loved ones, etc.

I would find it easy to talk to my father about this. However, years ago when my mother-in-law lived with us, we had to take her driving privileges away and it was not easy. She kept getting lost when she was driving and would run stop signs or red lights [due to being] disoriented because of the beginnings of Alzheimer's. We took her to get a driving test done and they actually passed her, which then left it up to us to take away the privilege for safety reasons. I was very disappointed with the DMV at the time, because we really felt they were allowing an unsafe driver to continue, and I have a feeling it is because they don't want to feel like they are discriminating against the aged. However it seems some at an older age are capable while others are not, and testing should reveal this.

I think that it should be done in a very positive, loving manner. Depending if there is a specific concern, or an incident that makes it probably more difficult, I would advise them to not wait to discuss it. Thinking things might improve usually isn't the case. Talking about it to the individual will undoubtedly be one of the most difficult and heartbreaking conversations and decisions that you will have to make, but if it saves the life of your loved one and maybe others, it will be worth it in the long run. I would also get the help from as many family members as I can and realize that everyone should be involved in making the decision. You must also realize that it is one of those no-return situations.

Verbatim Responses**Advice to Others (continued)**

Sorry, [I] don't have any -- if I did would be able to tell my dad he should let others drive him.

Let parents self-report their ability to drive. Don't dictate.

Remember that the loss of one's ability to drive is a major loss of independence. This topic must be addressed with extreme sensitivity.

Proceed with caution, but do not yield.

Other Comments

My mother drives better than some people half her age.

I would like to see driving classes for seniors with voluntary tests NOT done by the DMV. Tests that seniors could take to see if they had a problem but that would not be reported to the DMV. If they know the tests would be reported to the DMV, they won't take them.

My mother is in complete possession of her mental faculties and is quite wise. She would quit driving as a personal decision before she would endanger others.

It certainly would be easier for the families if the DMV took on the decision-making about when someone should stop driving. After all, they are the professionals and they have no emotional involvement.

We had to take my mother's truck from her two years ago. She was extremely angry and resentful. I think elderly drivers should have their doctor's approval to drive, as far as their health.

We are very fortunate that my mother is healthy and active and very aware of her limitations. I'm sure she will be the one who says it's time to stop driving when that time comes.

My mom's health is just beginning to diminish, but she lives in a community that takes care of each other - she gives rides to those who can't drive anymore, and then has friends that will do the same for her. There is also a seniors' bus available that takes them to doctors and on errands if need be.

When stores and businesses are over a mile or so away, with no public transportation, getting from point A to point B gets to be a challenge. If older people can't get out and do things like always, depression can quickly set in, self-worth diminishes, and lack of contact with friends or just other humans makes life seem not worth living! And rightly so, don't you think?

People age so differently, I would hate to see a mandatory cutoff age. I think testing on a regular basis should handle the majority of problems.

Don't make judgments on older relatives. Help guide them to their own conclusion and they will make the right choice. If they think it is THEIR decision, it makes the decision easier.

States should road-test all citizens past a certain age determined by that state. Physicians should have medical guidelines from the state Department of Motor Vehicles that would inform the department of physical and mental changes that might impair driving and should not be held liable (can't be sued) if they notify the state about a client. Families should be able to contact the Department of Motor Vehicles as well but should have physician's report to back up their claim.

Other Comments (continued)

The topic of broaching driving and other subjects to our aging parents isn't easy. I had to do all this 10 years ago and it was almost heartbreaking, because my mom still felt she was fit to drive, even though she often said the traffic frightened her. She also became lost and disoriented, and the police called us to come and pick her up. This then opened up a whole new era of our intervening in her life, and psychological testing, yanking her license, taking over her finances, etc. I've gotten used to it, but it was very depressing for her and both my sister and I when it started.

Establishing rules without consideration for where people live would not be just. My mother lives in a very small town and doesn't have to drive over 25 miles per hour. She would have no way to get around without her car. She can't walk long distances and there is zero public transportation.

Think the privilege to drive or not should be addressed on a case-by-case basis, not by some rule of age. I know young drivers who drive much worse than my 82-year-old mother!!!!

I feel very fortunate that I have a wise and sensible mother, and she is aware of the effects of age on the ability to drive. She does a pretty good job of avoiding the difficult situations and has plenty of options to get around.

We have to look out for our parents; they were always there for us and we should always be able to take care of their needs when they are older.

When I was a child, my mother would not allow me to do things that might bring harm to myself or others, regardless of whether or not I completely understood. She is 80 now, and I owe her that same respect and protection.

Having seen my parents go through this situation with my grandparents, I realize how difficult it is. I hope that my parents will come to the realization they need to stop driving themselves when that time comes, so that the decision will not be left to me.

The end of driving means moving for a rural senior because there are absolutely no public transportation facilities available. More van services would be a great addition to the mix of public transit because it would be more realistic for rural or deep suburban dwellers to use and afford.

After age 80, people should be tested every 6 months, as their skills and facilities may diminish very quickly.

I have had discussions with my father about his driving abilities, and he has recently admitted to me that he was less apt to drive more than a few blocks from home for fear of getting lost or confused about directions; formerly he would drive anywhere he wished. He now drives only in familiar areas closer to home. He doesn't want to totally give up his independence but does realize he has limitations. I do believe, once a certain age is reached, a person should be tested at regular intervals.

Yes, the government has a responsibility to its elderly senior citizens that may or may not have active family and friends, to see to it that their essential needs are provided, such as telecommunications, entertainment, housing, transportation, medical assistance, food, free medications. We as a proud and free nation must take the lead to honor and respect those elderly who have worked before us towards building the freedoms that we have and cherish. This is a responsibility that places too much of a burden on the adult children of these elderly people, who have too much of a financial burden on their plate already to take care of, and it takes away from their leisure time and creates a stressful environment within the work force of America.

Other Comments (continued)

As an adult, everyone has certain rights and certain privileges, which must be balanced through responsible judgment on the part of each individual. While age and maturity are not the same thing, hopefully we can all learn what our limits are through personal experience.

By age, in today's healthy lifestyle with many living extensively longer, "age" is not the issue. Health condition is the issue, and that may be required to begin with a medical person, a doctor or another health professional, who can recommend discontinuing one's driving ability. It can be limited, or halted, based on the medical condition, and not age.

This is a big, big problem in the community where I live, where there are many elderly residents. They don't realize that their hearing and vision are impaired enough to harm others.

Being old does not make you any more a bad driver than having a car full of young teenagers with loud music or people with cell phones.

I have observed a lot of elderly people still driving and they are good drivers, but I do think that when a person reaches the age of, say, 80 they should be reevaluated on their driving ability!

My father has been a professional driver for 50 years. He still drives a semi truck 300 miles per weekday in the summer, and drives from South Dakota to their south Texas winter home and back. They also take extended driving tours/vacations around the U.S., throughout the year. I really wouldn't enjoy telling my dad he couldn't drive anymore.

We moved her down here on our property to make it easier to take care of her and to get the help for her that she needs. Then we pulled some wires on her van and she can't afford to get it fixed, so we take her everywhere she needs to go -- it's easier on us not having to worry about her being behind the wheel.

Love your mother, take her keys.

Topline
Final Weighted Results
(Selected Questions)

**Topline - Final Weighted Results
(Selected Questions)**

	Parents Age 65+	Parents Age 75+
S7. Which one of these issues are you the most concerned about when it comes to your elderly parents? (Base = Total Respondents)	(n=1,011)	(n=832)
• Their health	67%	67%
• Their finances	10%	8%
• Their living situation	9%	11%
• Their ability to drive safely	8%	9%
• Other	6%	6%
S8. Which one of the following topics would you find to be the most difficult to bring up with elderly parents? (Base = Total respondents)	(n=1,011)	(n=832)
• Telling them that you think they should stop driving	36%	36%
• Asking them their wishes regarding their funeral	29%	26%
• Suggesting that they sell their house	18%	20%
• Other	15%	16%
Q3. In your opinion, would you say your parent...? (Base = Total respondents)	(n=1,011)	(n=832)
• Is OK to drive without any restrictions	67%	60%
• Is OK to drive, but with some voluntary restrictions	24%	29%
• Is OK to drive, but with some mandatory restrictions	4%	5%
• Shouldn't be driving at all	5%	5%
Q6. Which, if any, of the following risk factors apply to your parent? (Base = Total respondents)	(n=1,011)	(n=832)
• Slow reflexes	29%	34%
• Poor hearing	18%	22%
• Diminished motor skills	16%	19%
• Poor vision	14%	16%
• Drives too slowly	14%	15%
• Takes medications that might influence their driving	13%	13%
• Periods of confusion or becoming disoriented	10%	10%
• Drives too fast	10%	10%
• Problems staying alert	4%	5%
• Other	20%	18%

Topline (continued)	Parents Age 65+	Parents Age 75+
<i>Ask Q6a if "Takes Medication" selected in Q6</i>		
Q6a. How concerned are you that your parents' medications might influence their having an accident while driving? (Base = Parents take medications that might influence their driving)	(n=111)	(n=89)
• Extremely/very concerned	22%	27%
• Somewhat	36%	39%
• Top-3-Box	58%	66%
• Extremely/very unconcerned	43%	34%
Q7. As far as you know, which, if any, of the following has occurred to your parent in the past 12 months while he/she was driving? <i>Multiple Response (Base = Total respondents)</i>		
	(n=1,011)	(n=832)
• Been involved in a minor accident while driving	6%	7%
• Gotten lost while driving	5%	6%
• Been confused or disoriented while driving	5%	6%
• Stopped by police for their driving	1%	1%
• Been involved in a major accident while driving	<1%	<1%
• None of these	77%	75%
• Not sure	10%	9%
Q8. How concerned are you at the moment with your parent's ability to be a safe driver? (Base = Total respondents)		
	(n=1,011)	(n=832)
• Top-2-Box	9%	10%
• Extremely concerned	4%	4%
• Very concerned	5%	6%
• Somewhat concerned	16%	20%
• Top-3-Box	25%	30%
• Slightly concerned	25%	28%
• Not at all concerned	49%	42%
• Bottom-2-Box	74%	70%
Q10. If the need arose, how comfortable would you feel telling your parent that he/she shouldn't drive anymore? (Base = Total respondents)		
	(n=1,011)	(n=832)
• Top-2-Box	34%	32%
• Extremely comfortable	14%	13%
• Very comfortable	20%	19%
• Somewhat comfortable	27%	27%
• Top-3-Box	61%	59%
• Not too comfortable	21%	22%
• Not at all comfortable	19%	18%
• Bottom-2-Box	40%	40%

Topline (continued)	Parents Age 65+	Parents Age 75+
Q11. If it became necessary, who would you rather have to tell your parent that he/she should no longer drive? (Base = Total respondents)	(n=1,011)	(n=832)
• Family member (Net)	70%	70%
○ Yourself	39%	38%
○ Another family member	19%	20%
○ Your spouse	12%	11%
• Friend/doctor (Net)	15%	15%
○ Your parent's doctor	14%	14%
○ A friend or peer of your parent	1%	1%
• Others (Net)	14%	15%
○ State driver's license authority (e.g., the DMV)	6%	7%
○ The police	2%	2%
○ The courts	2%	2%
○ Your parent's insurance company	1%	1%
○ Someone else	3%	3%
 Q12. Have you, or anyone else, talked with your parent regarding his/her driving being sometimes unsafe? (Base = Total respondents)	 (n=1,011)	 (n=832)
• Yes	40%	40%
• No	36%	35%
• Not sure	24%	25%
 Ask Q13 if Q12=Yes		
Q13. As far as you know, who has spoken to your parent about his/her driving? Multiple Response (Base = Spoken to parent who is not OK to drive unrestricted)	(n=148)	(n=138)
• Family member (Net)	98%	98%
○ Yourself	76%	76%
○ Another family member	72%	71%
○ Your spouse	26%	21%
• Friend/doctor (Net)	18%	20%
○ Your parent's doctor	12%	14%
○ A friend or peer of your parent	7%	8%
• Others (Net)	10%	9%
○ The police	4%	3%
○ State driver's license authority (e.g., the DMV)	2%	1%
○ The courts	1%	0%
○ Your parent's insurance company	0%	0%
○ Someone else	5%	5%

Topline (continued)	Parents Age 65+	Parents Age 75+
Ask Q14 if Q12=Yes		
Q14. Who initiated the discussion with your parent? (Base = Spoken to parent who is not OK to drive unrestricted)	(n=148)	(n=138)
• Family member (Net)	59%	59%
o Yourself	35%	36%
o Another family member	21%	19%
o Your spouse	4%	4%
• Friend/doctor (Net)	5%	6%
o Your parent's doctor	4%	5%
o A friend or peer of your parent	1%	1%
• Others (Net)	5%	4%
o The police	2%	<1%
o State driver's license authority (e.g., the DMV)	<1%	<1%
o The courts	0%	0%
o Your parent's insurance company	0%	0%
o Someone else	3%	3%
• No answer	30%	32%

Ask Q15 if Q12="No" or "Not Sure"

Q15. Have you considered talking with your parent regarding the safety of his/her driving? (Base = Not spoken to parent who is not OK to drive unrestricted)	(n=206)	(n=188)
• Yes	19%	21%
• No	81%	80%

Q16. If your parent were to give up driving, how easy or difficult do you think it would be for him/her to find alternative means of transportation? (Base = Total respondents)	(n=1,011)	(n=832)
• Very easy	14%	12%
• Somewhat easy	23%	23%
• Top-2-Box	37%	35%
• Neither easy nor hard	17%	17%
• Somewhat difficult	26%	28%
• Very difficult	20%	21%
• Bottom-2-Box	46%	48%

Topline (continued)	Parents Age 65+	Parents Age 75+
Q17. If your parent were to stop driving, what do you think would be his/her primary forms of transportation?		
<i>Multiple Response (Base = Total respondents)</i>	(n=1,011)	(n=832)
• Family members (Net)	82%	81%
o Rides from other family members	56%	58%
o Rides from his/her spouse	30%	24%
o Rides from you or your spouse	29%	29%
• Friends/others (Net)	46%	48%
o Rides from friends	38%	39%
o Rides from people at church	16%	18%
o Rides from municipal/civic groups/charitable organizations	10%	10%
• Commercial (Net)	17%	17%
o Bus	11%	11%
o Taxi	10%	9%
o Train, subway, or light rail	3%	3%
• Other	18%	18%
o Walking	14%	15%
o Other means	4%	4%
Q18. Is public transportation readily available where your parent lives?		
<i>(Base = Total respondents)</i>	(n=1,011)	(n=832)
• Yes	32%	33%
• No	55%	54%
• Not sure	13%	13%
Ask Q19 if "Yes" in Q18		
Q19. Public transportation adequate in meeting parent's needs		
<i>(Base = Public transportation available where parent lives)</i>	(n=312)	(n=264)
• Yes	45%	40%
• No	30%	30%
• Not sure	25%	30%
Ask Q20 if "Yes" in Q18		
Q20. How likely would your parent use the public transportation system available to him/her as an alternative to driving?		
<i>(Base = Public transportation available where parent lives)</i>	(n=312)	(n=264)
• Top-2-Box	17%	15%
• Extremely likely	6%	6%
• Very likely	11%	10%
• Somewhat likely	26%	25%
• Top-3-Box	43%	40%
• Not too likely	31%	34%
• Not at all likely	27%	27%
• Bottom-2-Box	58%	60%

Topline (continued)	Parents Age 65+	Parents Age 75+
Q22. How disruptive would it be for you and your immediate family if your parent were no longer able to drive? (Base = Total respondents)	(n=1,011)	(n=832)
• Top-2-Box	15%	14%
• Extremely disruptive	5%	4%
• Very disruptive	10%	10%
• Somewhat disruptive	29%	32%
• Top-3-Box	44%	46%
• Not too disruptive	28%	28%
• Not at all disruptive	26%	25%
• Bottom-2-Box	55%	53%
Q24. Do you think there should be a mandatory limit on driving past a certain age? (Base = Total respondents)	(n=1,011)	(n=832)
• Yes	17%	15%
• No	59%	61%
• Not sure	24%	24%
Ask Q25 if "Yes" in Q24 (Range=60 to 99)		
Q25. At what age do you think a mandatory limit should be imposed? (Base = In favor of mandatory driving limit)	(n=154)	(n=122)
• Median age	80	80
Q26. Do you think there should be a mandatory driving test imposed on drivers after a certain age? (Base = Total respondents)	(n=1,011)	(n=832)
• Yes	71%	70%
• No	14%	15%
• Not sure	15%	16%
Ask Q27 if "Yes" in Q26 (Range=16 to 99)		
Q27. At what age do you think a mandatory driving test should be required? (Base = In favor of mandatory testing)	(n=312)	(n=264)
• Median age	70	75

Topline (continued)**Parents
Age 65+****Parents
Age 75+***Ask Q28 if "Yes" in Q26***Q28. How often should drivers after this age be required
to be retested?***(Base = In favor of mandatory testing)**(n=312)**(n=264)*

- | | | |
|-------------------------|------------|------------|
| • Every year | 39% | 37% |
| • Every other year | 41% | 42% |
| • 3+ years (Net) | 19% | 20% |
| • Every 3 years | 13% | 14% |
| • Every 4 years | 1% | 1% |
| • Every 5 years | 5% | 5% |
| • More than 5 years | 1% | <1% |