

A decorative graphic is present on the page. It features a large, thin, light-brown arc that starts near the top right and curves down towards the bottom right. Additionally, there are two small yellow squares: one at the bottom right corner of a green rectangular area on the left side of the page, and another at the intersection of a horizontal and vertical grey line in the lower right quadrant.

Getting From Here to There: The Opinions of Oahu, Hawai'i Residents 50+ on Complete Streets

March 2009



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Report Prepared by
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State Research brings the right knowledge at the right time to our state and national partners in support of their efforts to improve the lives of people age 50 and older. State Research consultants provide strategic insights and actionable research to attain measurable state and national outcomes.

The views expressed herein are for information, debate, and discussion, and do not necessarily represent official policies of AARP.

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Complete Streets in Oahu, Hawai'i

In the United States in 2007, every 113 minutes (about every two hours) a pedestrian was hit by a motorist and killed – a total of 4,654 fatalities nationwide. Forty percent of these fatalities were people 50 years of age and older. In Hawai'i, there were 27 pedestrian fatalities in 2007, ranking Hawai'i 7th in pedestrian fatalities per 100,000 population.¹

The National Complete Streets Coalition is a national organization advocating for streets and roads that are designed to ensure safe access for users of all ages and abilities, including pedestrians, cyclists, public transit users as well as drivers. Some aspects of complete streets include sidewalks, bike lanes, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, and curb extensions.² AARP is a member of this important organization and is part of its steering committee.

AARP has long supported sustained mobility as people age as well as affordable and appropriate housing options. In so doing, AARP defines a livable community as one that allows people to maintain their independence and quality of life as they age and retire. Specific aspects of a livable community include adequate mobility options; supportive community features and services that allow residents to maintain their independence and enjoy an engaging civic and social life; and affordable and appropriate housing.³

To help AARP better understand the opinions of Oahu residents on the need for complete streets in their community, AARP's Hawai'i State Office commissioned a telephone survey of Oahu residents age 50 years and older.

Not surprisingly, Oahu residents prefer to stay in their communities for as long as they can. Oahu residents are also rooted in their community and want to stay there, and they think it is a good place for older people to get around and remain active.

While most Oahu residents say the streets in their communities have adequate features, such as lighting, sidewalks, crosswalks, and access to public transportation, most residents also say that heavy traffic and streets that need repair are problems in their communities. And less than half of Oahu residents say they are extremely or very satisfied with the streets in their community in terms of their safety for pedestrians and cyclists.

Clearly there is room for improvement in making the streets of Oahu safer for all users. Oahu residents 50+ also clearly support making such improvements – two in three would support a “Complete Streets” policy – one that ensures that roads will be designed for all users, not only drivers, but also walkers, bikers, and people using public transportation.

¹*Traffic Safety Facts: 2007 Data*. NHTSA National Center for Statistics and Analysis.

²<http://www.completestreets.org>. Frequently asked questions.

³AARP Public Policy, 2005. *Livable Communities: An Evaluation Guide*. AARP, Washington, DC.

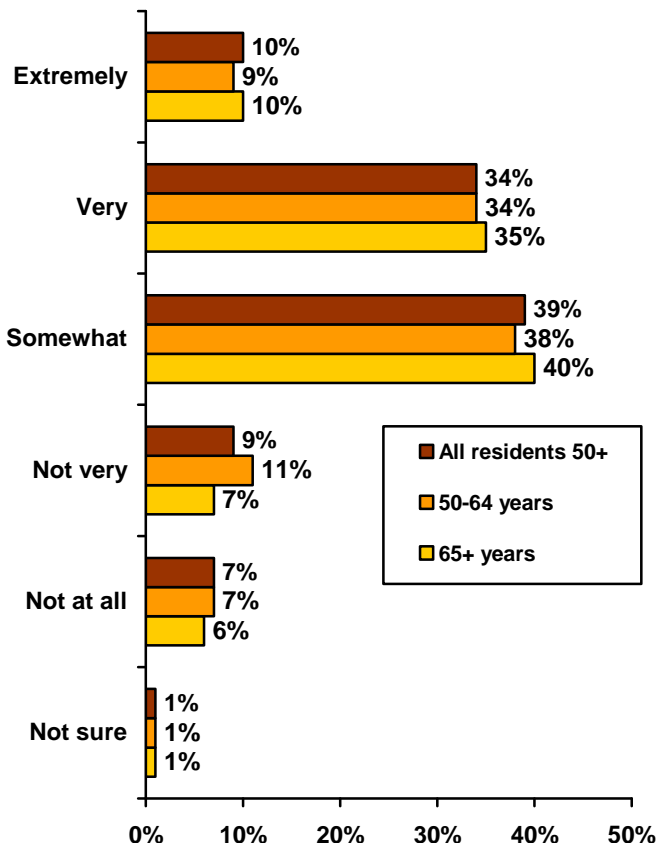
Support for “Complete Streets” Policy

Less than half of Oahu residents say they are extremely or very satisfied with the streets in their community in terms of their safety for pedestrians and bicyclists, their lighting, their traffic signals, and their cross-walks, and more than half are extremely or very likely to support a “Complete Streets” policy that ensures roads are designed for all users.

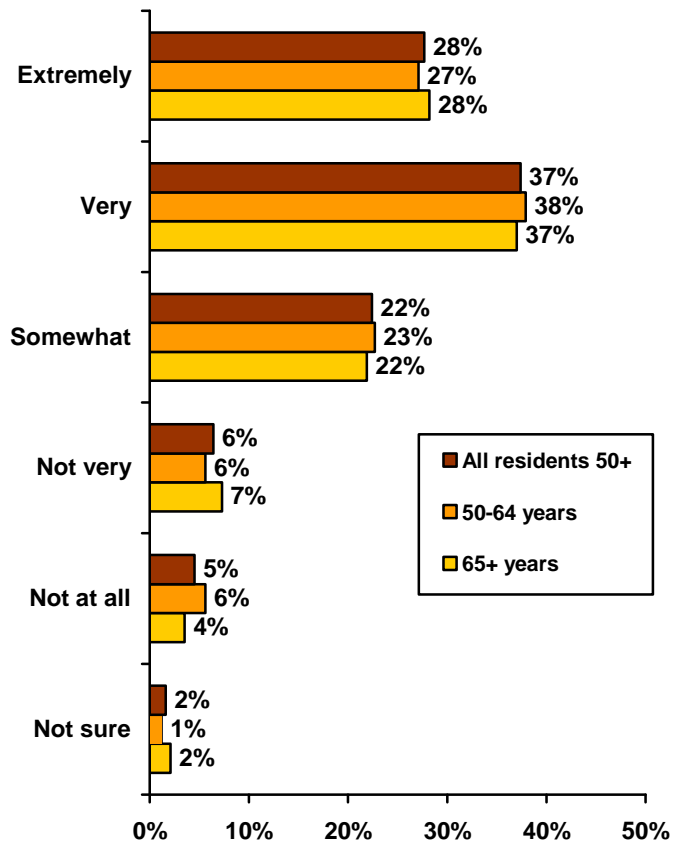
While about four in ten Oahu residents say they are extremely or very satisfied with the streets in their community, a plurality of residents say they are only somewhat satisfied with them. Remarkably, there is very little difference in these satisfaction ratings of community streets between younger and older Oahu residents.

Likewise, two in three Oahu residents say they would be extremely or very likely to support a policy in their community that would ensure that roads will be designed for all users, not only drivers, but also walkers, bikers, and people using public transportation. Another 22 percent say they would be somewhat likely to support such a policy – in fact, only 11 percent say they are unlikely to support such a policy.

Satisfaction with the Streets in Their Community (n=800)



Likelihood to Support a Complete Streets Policy (n=800)



Community Satisfaction

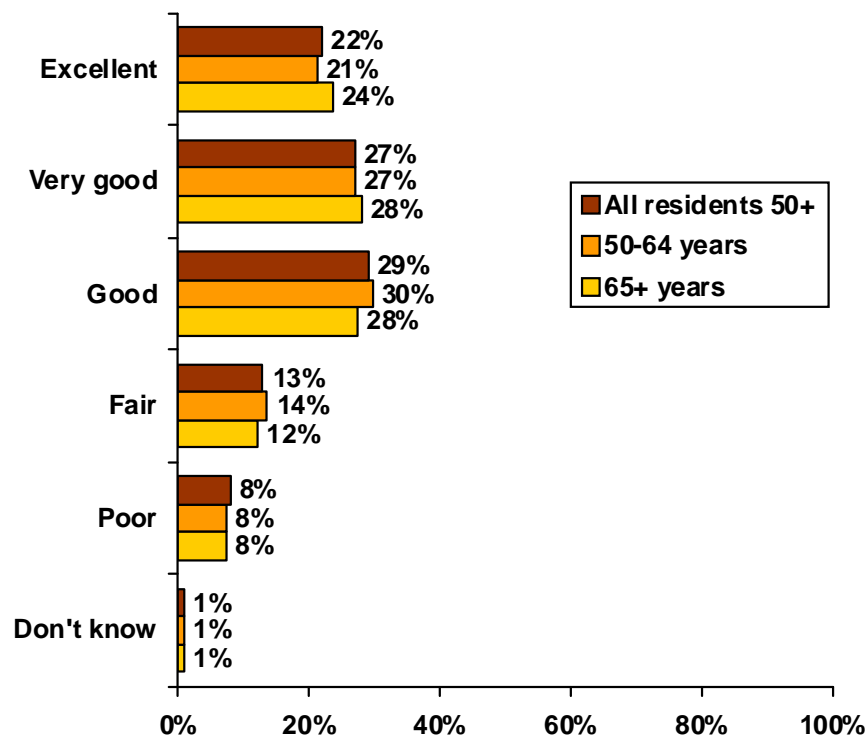
Not only are Oahu residents rooted in their community and want to stay there, they also think it is a good place for older people to get around and remain active.

Oahu residents have developed deep roots in their community – among its residents age 50+, the average length of time they have lived in Oahu is 28 years (median). Younger residents (age 50 to 64), however, on average have lived there for fewer years than older Oahu residents (age 65+) – 21 years vs. 40 years (median).

Residents also want to stay in their community. Seven in ten residents say it is extremely or very important for them to remain in their community as they get older. Older residents (age 65+) are more likely to say that remaining in their community is more important (75%) than younger residents (age 50-64 – 66%).

Nearly four in five residents (78%) rate their community as excellent, very good, or good as a place for older people to get around and to remain active. No differences exist in these community ratings by older residents and younger residents.

Community Rating as a Place for Older People to Get Around and Remain Active by Age (n=800)



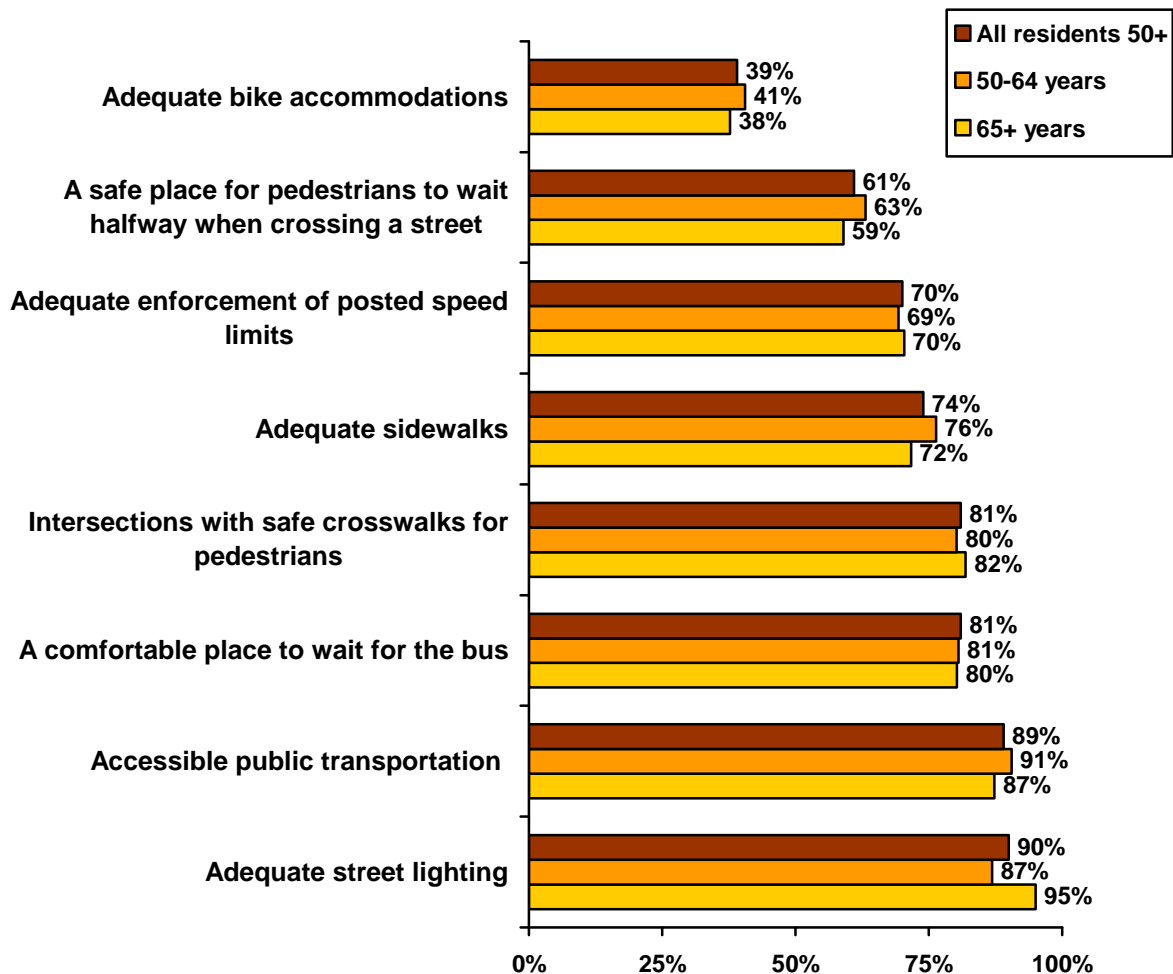
Community Features

Most Oahu residents age 50+ say the streets in their communities have adequate features, such as lighting, sidewalks, crosswalks, and access to public transportation, but only four in ten say that adequate bike accommodations exist.

Oahu residents were asked whether their neighborhood had a variety of features that help make communities more livable. With the exception of adequate bike accommodations, over half of Oahu residents indicated that their communities had features that helped to make streets comfortable for all users. In fact, nine in ten say their community has adequate street lights and accessible public transportation, and eight in ten say their communities have comfortable places to wait for the bus as well as intersections with safe crosswalks for pedestrians.

There is very little difference in these perceptions by Oahu residents by age, with the exception of adequate street lighting.

Various Street Features That Communities in Oahu Have (n=800)



Problems in Their Community

Heavy traffic and streets that need repair are the top problems identified by Oahu residents.

Roughly two in three residents say that heavy traffic and streets that need repair are big or small problems in their communities. Younger residents (age 50-64) are more likely than older residents (age 65+) to say that heavy traffic is a big or small problem.

It is noteworthy that the majority of residents identified the remaining ten problems asked about in this survey as not a problem, and there is no statistical difference in the opinions of Oahu’s younger or older residents. Given that accessible and dependable public transportation is a basic mobility characteristic of a livable community, the finding that over six in ten say that public transportation that is too far, too limited, or not available is not a problem in their community is also noteworthy. Another stalwart of a livable community is being close to shopping and other needed services – over seven in ten residents say this is also not a problem in their community.

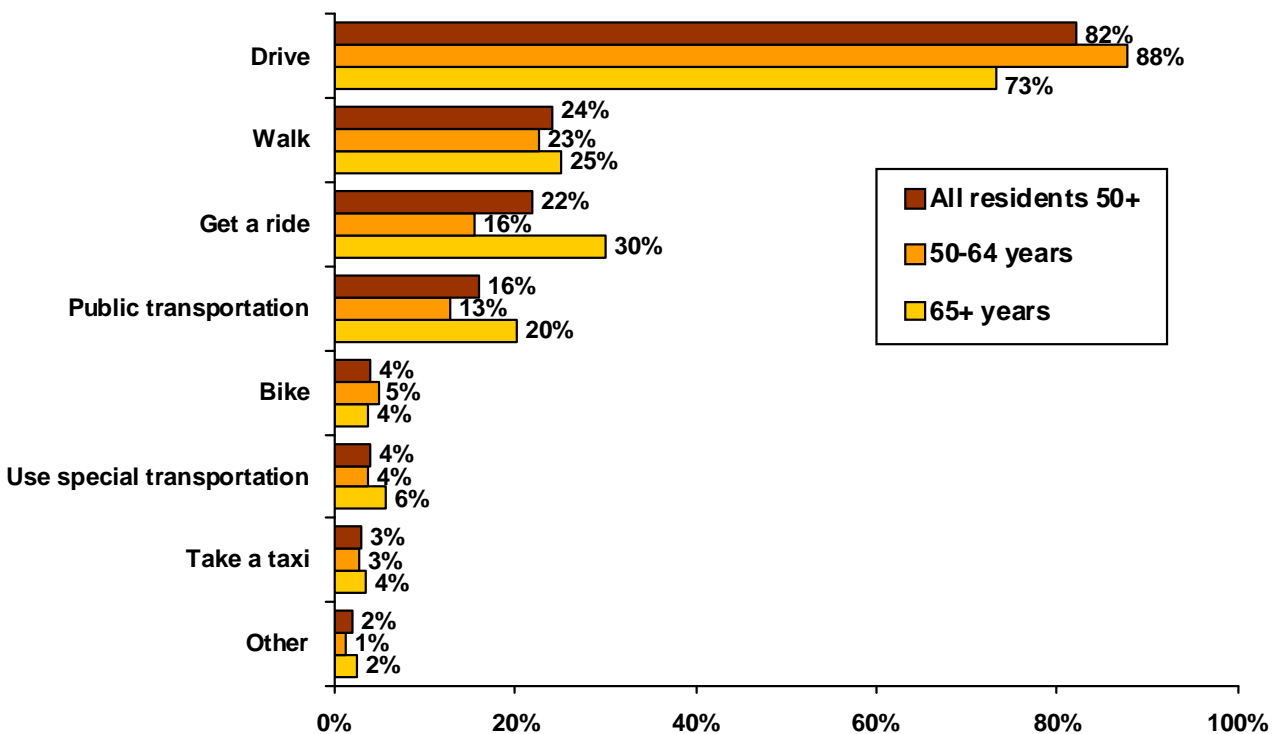
Community Problems By Age (n=800)	Big or Small Problem			Not a Problem		
	All (50+)	50-64	65+	All (50+)	50-64	65+
Heavy traffic	68%	72%	64%	32%	28%	35%
Streets that need repair	63%	65%	61%	36%	35%	38%
Sidewalks that need repair	44%	46%	41%	54%	53%	57%
Not enough sidewalks	41%	41%	42%	58%	59%	57%
Traffic lights that are timed too fast	39%	40%	37%	59%	58%	61%
Intersections without safe crosswalks	38%	42%	34%	61%	58%	65%
Public transportation that is too far, too limited or not available	36%	39%	32%	63%	60%	66%
Poor lighting in crosswalks at intersections	33%	37%	28%	65%	61%	69%
Streets are too dark	29%	33%	23%	70%	66%	75%
Being too far away from shopping, banks, and other needed services	27%	29%	24%	73%	71%	76%
Being too far away from parks and recreation	24%	26%	22%	76%	73%	78%
Too few traffic lights	20%	22%	17%	80%	78%	81%

Getting Around In Their Community

When Oahu residents age 50+ need to go somewhere, most say they drive themselves; however, one in four walks.

Being able to get around your community at all stages of life is an important aspect of a livable community. Having many and varied transportation options gives residents the flexibility and mobility they need to get around their community throughout their life. Four in five Oahu residents drive when they need to go somewhere to shop, visit the doctor, run errands, and do other things. Younger residents are more likely to drive themselves, while older residents are more likely to get a ride or use public transportation.

Forms of Transportation Used When Oahu Residents Need to Go Somewhere (n=800)



Regardless of age, about one in four says they usually walk to get around in their community. Of these walkers, over half say they get around by walking every day or several days a week.

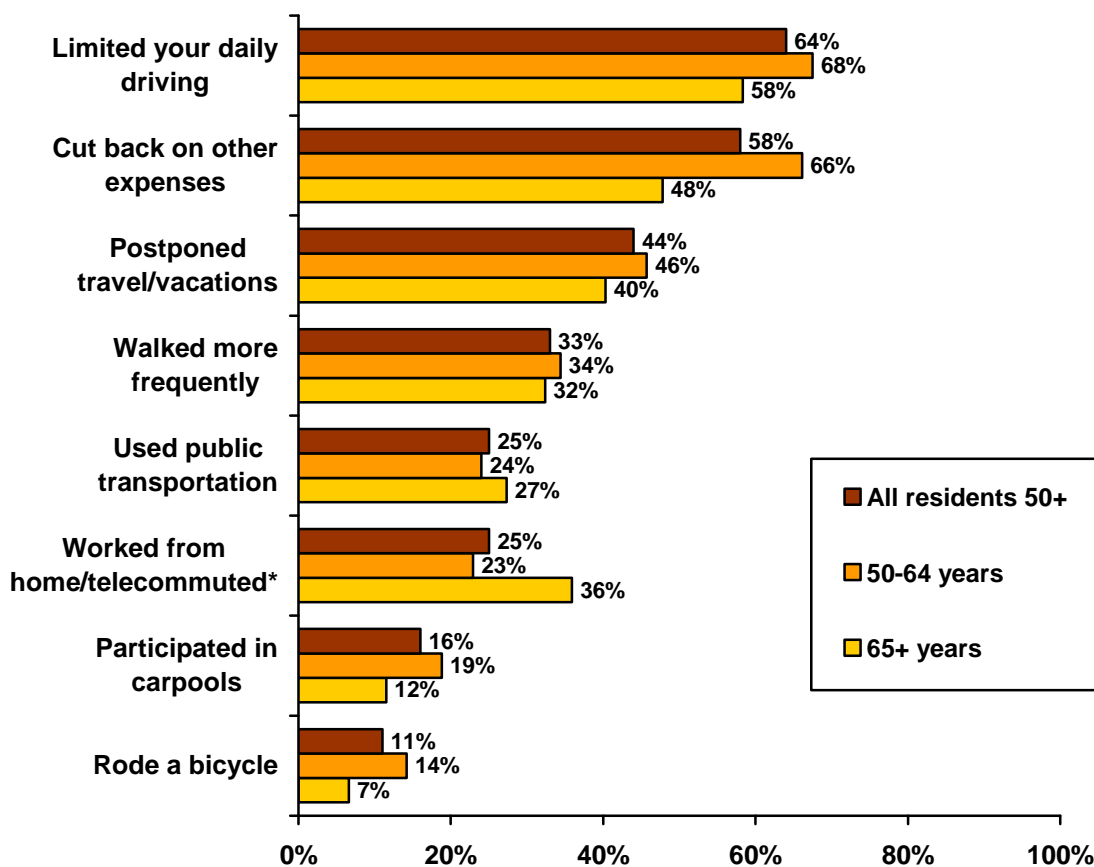
Very few residents say they ride a bike to get around their community. However, half of these bikers say they usually get around by biking every day or several days a week. Likewise, very few residents get around their community by using community vans for seniors or people with disabilities, by taking a taxi, or by using the waterway or boat shuttle.

Concern About Gas Prices

Nearly nine in ten Oahu residents (88%) say they are extremely, very, or somewhat concerned about rising gas prices; only about one in ten (12%) are not very concerned or not at all concerned.

While the price of gasoline has fallen dramatically since its peak last July,⁴ Hawai'i still has one of the highest average prices for gasoline found in the U.S. – second only to Alaska. And because of these high gas prices, nearly two in three Oahu residents report they have limited their daily driving, and nearly six in ten have cut back on other expenses. Residents also say they have postponed travel or a vacation, and one in three says they are walking more frequently to get where they need to go.

Lifestyle Modifications Made as a Response to Higher Gas Prices by Age (n=800)



**Only residents who were currently employed answered this part of the question
(employed residents 50+ n=378; 50-64 n=303; 65+ n=56)*

Younger Oahu residents are more likely than older residents to say they have limited their daily driving and cut back on other expenses.

⁴The price of regular unleaded gas was recorded at \$4.39 in the metropolitan area of Honolulu on July 29, 2008. The current average price is \$2.445 as of 3/10/09. AAA's *Daily Fuel Gauge Report* includes average retail gasoline and diesel prices by state and metropolitan area. <http://www.fuelgaugereport.com/sbsavg.asp>

Methodology

AARP commissioned Opinion Access Corp. to conduct a telephone survey of the general population age 50 years and older who live in Honolulu County (Oahu), Hawai'i. A random sample of 800 Oahu residents 50+ were interviewed by telephone. The interviews were conducted from October 9, 2008 to October 19, 2008. The telephone sample was provided by STS according to AARP specifications. The sample was drawn using standard list-assisted random digit dialing or Weighted (Type B) (RDD) methodology. Up to ten call attempts per telephone number were made to reach an eligible respondent. Calls were staggered over times of day and days of the week to maximize the chance of making contact with potential respondents.

The results from the study were weighted by age and gender. The margin of sampling error for the complete set of data is $\pm 3.5\%$. The response rate was 35 percent, and the cooperation rate was 64 percent. These rates were calculated using AAPOR's Outcome Rate Calculator Version 2.1 (May, 2003).

Demographic Characteristics of Respondents (n=800)

Gender

Male	45%
Female	55%

Age

50-59	38%
60-74	37%
75+	22%

Marital Status

Now married	62%
Not married, living with partner	3%
Widowed	16%
Divorced	10%
Currently single and never married	8%
Separated	1%

Education

0-12 th grade, no diploma	4%
High school graduate or equivalent	19%
Post high school education (no degree)	7%
2-year college degree	15%
4-year college degree	24%
Post-graduate study (no degree)	11%
Graduate or professional degree	19%

AARP Member

Yes	51%
No	48%

Race

White/Caucasian	44%
Black/African-American	2%
Asian	34%
American Indian/Alaskan Native	1%
Native Hawai'ian/Pacific Islander	10%
Other	6%

Hispanic Origin

Yes	7%
No	92%

Employment Status

Employed	33%
Self-employed	15%
Retired	46%
Unemployed	2%
Not in labor force	4%

Income

Less than \$20,000	10%
\$20,000 to \$34,999	8%
\$35,000 to \$49,999	12%
\$50,000 to \$59,999	10%
\$60,000 to \$74,999	11%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	13%
\$150,000+	8%

APPENDIX A

ANNOTATED QUESTIONNAIRE

**Hawai'i 50+ General Population Telephone
Survey Annotation (n=800)
Sampling Error = ±3.5%**

Hello, this is _____ calling from _____, a national opinion research firm. We are not telemarketers and are not trying to sell you anything. We are interested in your opinions on various issues facing your community. Your opinions are important, and we would greatly appreciate your participation. Your responses will be kept entirely confidential. We need only about 10 minutes of your time.

SCREENING QUESTIONS

S-1 Our study requires that I speak to one particular person in your household. Can I speak to the person in your household who is 50 years of age or older and had the most recent birthday?

- | | |
|--|----------------------|
| 1. Yes, I'm that person. | Skip to S-3 |
| 2. No, let me get that person | Skip to S-2 |
| 3. No, that person isn't home
right now | Schedule callback |
| 4. No, no one in HH is 50+ | Thanks and terminate |
| 5. Don't know/Refused | Thank and terminate. |

S-2 **IF NEW PERSON ON LINE.** Hello, my name is (first and last name) calling from _____, an opinion research company. We are interested in your opinions on various issues facing your community. Your opinions are important, and we would greatly appreciate your participation. Your responses will be kept entirely confidential. We need only about 10 minutes of your time.

(CONFIRM:) Are you currently 50 years of age or older?

- Yes Continue
No Repeat S-1

S-3 What is your age as of your last birthday? [RECORD IN YEARS]
[MEAN 65; MEDIAN 62]

- 38% 50-59
37% 60-74
22% 75+
1% Don't know
3% Refused

S-4 **(RECORD:)** Gender

- 45% Male
- 55% Female

S-5 Which of the following best describes your current employment status?
[READ OPTIONS]

- 11% Self-employed full-time
- 4% Self-employed part-time
- 27% Employed full-time
- 6% Employed part-time
- 46% Retired and not working at all
- 2% Unemployed and looking for work
- 4% Or are you not in the labor force for other reasons
- <.5% Not sure [DO NOT READ]
- <.5% Refused [DO NOT READ]

MAIN QUESTIONS

M-1 How concerned are you about the recent rise in gas prices? Are you ...? [READ ANSWERS]

- 27% Extremely concerned
- 38% Very concerned
- 23% Somewhat concerned
- 7% Not very concerned
- 5% Not at all concerned
- <.5% Not sure [DO NOT READ]
- Refused [DO NOT READ]

M-2 Have you modified your lifestyle in any of the following ways to accommodate for the high cost of gas? Have you [INSERT ITEM, ROTATE ITEMS]? [Response: 1=Yes, 2=No, Don't know, Refused]

	Yes	No	Don't know	Re-fused
a. Walked more frequently to get wherever you need to go	33%	67%	—	—
b. Limited your daily driving	64%	36%	<.5%	<.5%
c. Used public transportation	25%	75%	<.5%	<.5%
d. Rode a bicycle	11%	89%	—	<.5%
e. Participated in carpools	16%	84%	<.5%	<.5%
f. Worked from home or telecommuted [ONLY ASK THIS OPTION OF PEOPLE WHO WORK IN S-5] n=378	25%	75%	<.5%	<.5%
g. Cut back on other expenses	58%	42%	<.5%	—
h. Postponed travel or vacations	44%	56%	<.5%	—

M-3 How long have you lived in your current community?
RECORD ANSWER IN YEARS

MEAN 30; MEDIAN 28

M-4 How important is it to you to remain in your community as you get older? Is it....?
(READ ANSWERS)

- 36% Extremely important
- 34% Very important
- 18% Somewhat important
- 6% Not very important
- 6% Not at all important
- 1% Not sure [DO NOT READ]
- Refused [DO NOT READ]

M-5 Thinking about your future needs, how would you rate your community as a place for older people to get around and remain active? Is it? (READ ANSWERS)

- 22% Excellent
- 27% Very good
- 29% Good
- 13% Fair
- 8% Poor
- <.5% Don't know [DO NOT READ]
- <.5% Refused [DO NOT READ]

M-6 Cities and towns may have many features in their community that help make streets comfortable for all users including drivers, pedestrians, and bicyclists. For the most part, does your neighborhood have ... [INSERT ITEMS; ROTATE ITEMS]? Response: 1=Yes, 2=No, Don't know, Refused.

		Yes	No	Don't know	Re-fused
a.	Adequate sidewalks	74%	25%	1%	—
b.	Adequate bike accommodations, such as bike lanes or paths	39%	59%	3%	<.5%
c.	A comfortable place to wait for the bus	81%	17%	3%	—
d.	Accessible public transportation	89%	10%	1%	—
e.	Intersections with safe crosswalks for pedestrians	81%	18%	—	1%
f.	A safe place for pedestrians to wait midway when crossing a wide street	61%	35%	3%	1%
g.	Adequate street lighting	90%	9%	<.5%	—
h.	Adequate enforcement of posted speed limits	70%	27%	3%	—

M-7 Now, I'm going to read you a list of problems that occur in some communities. After I mention each problem, tell me how big you think the problem is in your community. Would you say [INSERT ITEM, ROTATE ITEMS] is a big problem(1), a small problem(2) or not a problem(3) in your community? [REPEAT SCALE FOR THE FIRST FIVE ITEMS AND THEN REDUCE REPEATING OF THE SCALE BASED ON RESPONDENT'S RECALL OF SCALE]

	Big Problem	Small Problem	Not a Problem	Don't Know	Re-fused
a. Heavy traffic	40%	28%	32%	<.5%	<.5%
b. Being too far away from parks and recreation	5%	18%	76%	1%	—
c. Streets that need repair	33%	31%	36%	<.5%	—
d. Sidewalks that need repair	19%	26%	54%	2%	<.5%
e. Not enough sidewalks	20%	21%	58%	1%	<.5%
f. Streets are too dark	10%	19%	70%	2%	—
g. Intersections without safe crosswalks	14%	25%	61%	<.5%	—
h. Poor lighting in crosswalks at intersections	12%	21%	65%	3%	—
i. Public transportation that is too far away, too limited, or not available	11%	24%	63%	1%	<.5%
j. Too few traffic lights	6%	14%	80%	1%	—
k. Traffic lights that are timed too fast for pedestrians to cross the street	18%	21%	59%	2%	—
l. Being too far away from shopping, banks, or other needed services	8%	19%	73%	<.5%	—

M-8 How do you usually get around your community for things like shopping, visiting the doctor, running errands, or other things? Do you....? [READ ANSWERS; ACCEPT MULTIPLE ANSWERS]

- 82% Drive yourself
- 22% Get a ride with family or friends
- 24% Walk
- 4% Ride a bike
- 3% Take a taxi
- 16% Use public transportation
- 4% Use a special transportation service, like one for seniors or for persons with disabilities
- 1% Use the waterway/boat shuttle
- 1% Other [RECORD VERBATIMS, AND CODE]
- Not sure [DO NOT READ]
- Refused [DO NOT READ]

ASK M-8a only if they say they walk in M-8 (n=188)

M-8a About how often do you walk around your community for things like shopping, visiting the doctor, running errands, or other things? [DO NOT READ ANSWERS; USE PRE-CODES BELOW]

- 26% Every day
- 27% Several times a week
- 20% Once a week
- 7% Once every 2 weeks
- 8% Once a month
- 9% Less than once a month
- 2% Not sure [DO NOT READ]
- 2% Refused [DO NOT READ]

ASK M-8a only if they say they bike in M-8 (n=35)

M-8b About how often do you ride a bike around your community for things like shopping, visiting the doctor, running errands, or other things? [DO NOT READ ANSWERS; USE PRE-CODES BELOW]

- 23% Every day
- 31% Several times a week
- 11% Once a week
- 5% Once every 2 weeks
- 6% Once a month
- 16% Less than once a month
- Not sure [DO NOT READ]
- 8% Refused [DO NOT READ]

M-9 Overall, when you think about the streets in your community, how satisfied are you with them in terms of their safety for pedestrians and bicyclists, their lighting, their traffic signals, and their cross-walks? Are you ... [READ ANSWERS]

- 10% Extremely satisfied
- 34% Very satisfied
- 39% Somewhat satisfied
- 9% Not very satisfied
- 7% Not at all satisfied
- 1% Not sure [DO NOT READ]
- <.5% Refused [DO NOT READ]

M-10 If the streets in your community were safer for pedestrians and bicyclists, had better street lighting, better traffic signals, and better crosswalks, how likely would you be to walk or bike or catch a bus to get where you need to go? Would you be ... [READ ANSWERS]

11% Extremely likely
20% Very likely
27% Somewhat likely
19% Not very likely
20% Not at all likely
2% Not sure [DO NOT READ]
<.5% Refused [DO NOT READ]

M-11 Some cities and states across the country are implementing policies to ensure roads will be designed for all users, not only drivers, but also pedestrians, bicycle riders, and those using public transportation. How likely would you be to support such a policy in your community? Would you be ... [READ ANSWERS]

28% Extremely likely
37% Very likely
22% Somewhat likely
6% Not very likely
5% Not at all likely
2% Not sure [DO NOT READ]
— Refused [DO NOT READ]

M-12 The Honolulu High-Capacity Transit Corridor Project is a 20-mile, elevated rail line proposed for the island of O'ahu. The East-West route would connect Kapolei [pronounced Kah-poh-lay?] in West O'ahu with the urban core of Honolulu. How familiar are you with this proposed fixed guideway rail system? Are you? [READ ANSWERS]

25% Extremely familiar
38% Very familiar
26% Somewhat familiar
6% Not too familiar
4% Not at all familiar
— Don't know [DO NOT READ]
<.5% Refused [DO NOT READ]

M-13 Now I'm going to read you some things that supporters and opponents of the fixed guideway rail system say about it. After I read each one, please tell me whether you strongly agree (1), somewhat agree (2), neither agree nor disagree (3), somewhat disagree (4), or strongly disagree (5) with the statement. [READ ITEMS; ROTATE ITEMS]

	Strongly agree	Some-what agree	Neither agree or disagree	Some-what disagree	Strongly disagree	Don't know
a. The rail will ease traffic congestion	27%	28%	5%	10%	28%	3%
b. People will not use the rail	21%	19%	7%	24%	26%	3%
c. The rail will make it easier to park downtown	21%	21%	11%	14%	29%	4%
d. The rail will create too much noise	26%	19%	12%	18%	18%	8%
e. The rail say will make O'ahu better for future generations	33%	21%	7%	12%	24%	3%
f. The rail will cause property taxes to be raised either now or in the future	47%	25%	8%	8%	10%	3%
g. The rail will help people to "age in place" or live in their communities longer	21%	23%	11%	16%	25%	4%
h. The rail will be an eyesore to the community	31%	19%	9%	19%	19%	3%
i. The rail will help the environment	24%	25%	8%	12%	27%	4%
j. The rail will hurt the environment	22%	16%	10%	22%	26%	4%
k. The rail will create jobs	48%	33%	4%	7%	7%	2%
l. Planning and construction contracts of the rail may not go to the lowest bidder	26%	28%	13%	11%	12%	10%
m. The rail will improve transportation options for people 50 and older	33%	26%	6%	12%	21%	2%
n. City administration has misrepresented many aspects of rail transit's effects on our community	33%	19%	10%	14%	18%	6%

M-14 After hearing arguments supporting and opposing the proposed rail system, do you support or oppose the rail system? Do you ...? [READ ANSWERS]

- 29% Strongly support
- 18% Somewhat support
- 8% Neither support or oppose
- 11% Somewhat oppose
- 34% Strongly oppose
- 1% Don't know [DO NOT READ]
- Refused [DO NOT READ]

DEMOGRAPHIC QUESTIONS

Our final set of questions is for classification purposes only and will be kept entirely confidential.

D-1 How would you rate your overall health today? Is it ...? [READ ANSWERS]

- 29% Excellent
- 30% Very good
- 26% Good
- 11% Fair
- 4% Poor
- <.5% Don't know [DO NOT READ]
- <.5% Refused [DO NOT READ]

D-2 What is your 5-digit ZIP Code?

- Record ZIP Code
- Don't know [DO NOT READ]
- Refused [DO NOT READ]

D-3 What is the highest level of education that you completed? [READ OPTIONS, IF NECESSARY]

- 4% 0-12th grade (no diploma)
- 19% High school graduate (or equivalent)
- 7% Post-high school education (no degree)
- 15% 2-year college degree
- 24% 4-year college degree
- 11% Post-graduate study (no degree)
- 19% Graduate or professional degree(s)
- <.5% Don't know [DO NOT READ]
- <.5% Refused [DO NOT READ]

D-4 What is your current marital status? [READ OPTIONS, IF NECESSARY]

- 62% Married
- 3% Not married, living with your partner or significant other
- 1% Separated
- 10% Divorced
- 16% Widowed
- 8% Currently single and never married
- <.5% Not sure [DO NOT READ]
- 1% Refused [DO NOT READ]

D-5 What is your race? [READ OPTIONS IF NECESSARY] [IF ASIAN, PROBE]

- 44% White or Caucasian
- 2% Black or African-American
- 1% American Indian or Alaska Native
- 34% Asian
 - 4% Chinese
 - 6% Filipino
 - 19% Japanese
 - 1% Korean
 - Vietnamese
 - 5% Other Asian
- 10% Native Hawai'ian or other Pacific Islander
- 6% Other
- 1% Don't know [DO NOT READ]
- 3% Refused [DO NOT READ]

D-6 Are you of Hispanic, Spanish, or Latino origin or descent?

- 7% Yes
- 92% No
- <.5% Don't know [DO NOT READ]
- 2% Refused [DO NOT READ]

D-7 Are you or your spouse or partner a member of A-A-R-P, formerly known as the American Association of Retired Persons?

- 51% Yes
- 48% No
- 1% Don't know [DO NOT READ]
- 1% Refused [DO NOT READ]

D-8 We realize that income is a private matter and so rather than ask you anything specific about your income, I'd like to ask you to please stop me when I get to the category that includes your household's income before taxes in 2007?

- 5% Less than \$10,000
- 6% \$10,000 to less than \$20,000
- 8% \$20,000 to less than \$35,000
- 12% \$35,000 to less than \$50,000
- 10% \$50,000 to less than \$60,000
- 11% \$60,000 to less than \$75,000
- 13% \$75,000 to less than \$100,000
- 13% \$100,000 to less than \$150,000
- 8% \$150,000 or more
- 4% Don't know [DO NOT READ]
- 11% Refused [DO NOT READ]



AARP

Knowledge Management

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