

STUDENT PERCEPTIONS OF
GROUP DYNAMICS COURSE
EFFECTIVENESS

By

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ABSTRACT

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<u>Student Perceptions of Group Dynamics Course Effectiveness</u> (Title)
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<u>American Psychological Association (APA) Publication Manual</u> (Name of Style Manual Used in this Study)

Course effectiveness of Group Dynamics was evaluated by comparing the pre-course question results of students with the post-course questionnaire of the students' perceptions of drinking and driving as social norm behaviors. A shift in the perceptions of OWI behavior as social norm is evident by the post-course questionnaire. The individual perception of drinking and driving as a socially acceptable behavior was examined in the student population of Group Dynamics Course at Northeast Wisconsin Technical College. Statistical significant change in survey results in pre-course and post-course questionnaires indicates a change in OWI perceptions which supports the effectiveness of the Group Dynamics Course.

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Chapter 1

Introduction

National and state publications indicate that Operating While Intoxicated (OWI) behavior is a serious problem among today's drivers. The practice of OWI accounts for high numbers of convicted offenders while even a greater number are not arrested. The problem of OWI affects a great number of people in Wisconsin. The Department of Health and Family Services (DHFS) defined OWI behavior as "a repeated, maladaptive pattern of drug consumption, resulting in persistent social, legal, vocational, occupational, financial, physical, psychological, or spiritual problems affecting the individual, family, community and society" (Carabell, 1997, p. 53). A resolution to the OWI problem will not likely occur without interventions, one of which is education. Wisconsin Alcohol and Drug Abuse (WADA) looks closely at the ravages of OWI. The OWI behavior results in the alarming and senseless killing of innocent victims who are silenced by death. Their families are sentenced with sorrow and unending grief for life. The OWI victims range from infants to elderly people from all walks of life who become the prey of drunk drivers (Wisconsin Alcohol Traffic Facts Book, 1998).

Families who suffer losses of a loved one have joined with Mothers Against Drunk Driving (MADD) to deliver an important message (Impact Panels Reference Manual, 1997, Betty Martin, victim). The Victim Impact Panels (VIPS) consist of individuals who intervene with the drunk driver to express how the OWI behavior has affected them. The ultimate goal is to reduce or eliminate recidivism among offenders (Impact Panels Reference Manual, 1997, Betty Martin, victim). This powerful dialect

sends an emotional shock of the severity and problems related to OWI (Impact Panels Reference Manual, 1997, Dennis Foley).

The Department of Health and Family Services identifies a variety of indicators related to alcohol and drug use combined with driving. Hospital emergency rooms report trauma due to drinking and driving activity (Driving After Drug or Alcohol Use: Findings from 1996 National House Survey on Drug Abuse, 1996). Crime statistics climb at a steady rate, including male and female convictions of fatal alcohol-related crashes (Wisconsin Traffic Facts Book, 1998). The Department Of Corrections (DOC) reports jail cells filling with OWI subjects who repeatedly drink and drive (Prosecuting the Drugged Driver, 1999). The Department of Transportation (DOT) monitors driving records and finds many OWI-convicted individuals in noncompliance with drivers' safety plans in efforts to obtain a legal Wisconsin driver's license (Wallack, 1992). It is estimated that yearly 390,900 substance abusers in Wisconsin attempt to drive after drinking alcohol (Midanik, 1998). In Wisconsin, over 60,000 residents receive publicly supported services due to substance abuse (Winsten, 1994).

The fourth major cause of death behind heart disease, cancer, and stroke is claimed by alcohol (Department of Health and Family Services Memorandum, 12/17/98). In 1998, 282 people were killed and 6,850 people were injured in 8,475 alcohol-related motor vehicle crashes in Wisconsin. Alcohol-related crashes accounted for 6.7% of all crashes in the state, 40% of all motor vehicle fatalities and 11% of all motor vehicle injuries (Wisconsin Alcohol Traffic Facts Book, 1998). The stated crashes can be attributed to drivers' alcohol-related impairment and failure to realize the danger they create (Paar, 1997).

A recent review of young adults in Wisconsin found 61% of young adults and 21% of teens report recent repeated alcohol use in the recent past (Carabell, 1997). Illicit drug use causing car crashes claim 14% of young adults and 16% of teens in Wisconsin (Carabell, 1997). The National Commission Against Drunk Driving (NCADD, 1999) finds young adults who use alcohol in public places require transportation to and from destination. The young adults ride in groups which endangers passengers as well as anyone else on the roadways. OWI cuts short hundreds of lives each year (Midanik, 1998).

The problem of OWI drivers profoundly impacts communities. Newspaper articles recite the seriousness and devastating effects an OWI has on the convicted driver, victims, and cost. Headlines read, “Driver Pleads Guilty in Deaths of Three” (Oshkosh Northwestern Local, June 1998), “Nine-Time Drunken Driver Kills” (Oshkosh Northwestern Local, May 1998), and “Drunk Driver Faces 12th OWI Conviction” (Oshkosh Northwestern Local, May 1998). The Reporter wrote, “Nineteen-year-old kills 18-year-old passenger due to drunk driving” (The Reporter, Fond du Lac, June 1998). “Drunk Driver holds record of 21 arrests and 14 OWI convictions” (The Post Crescent, May 1998). As grim as it sounds, Wisconsin drivers continue to drink alcohol and choose to drive.

Wisconsin Traffic advisory committee along with the Department of Transportation states all convicted OWI drivers in Wisconsin are mandated to obtain an Alcohol and Drug Assessment by a designated Alcohol and Other Drug Abuse (AODA) agency in the county they reside. The outcome of this assessment indicates the need for either education or treatment approved by the assessment agency. Like it or not, to be

licensed in Wisconsin, the convicted drunk driver will need to comply with the DOT's criteria. About 50% of OWI drivers are referred to an educational course called Group Dynamics (GD). The Wisconsin Technical College System offers Group Dynamics with certification and overseen by Wisconsin Department of Transportation. The Group Dynamics course offers an educational curriculum, assisting students in creating a Personal Driving Plan to avoid drinking and driving. Most of the students (OWI) are unaware of current Wisconsin (OWI) laws and also thought they could never be caught for Driving While Intoxicated.

The Group Dynamics student often feels tremendously burdened by the demands of the Wisconsin OWI Law and requirements of agencies involved. The student may feel the procedure of regaining a driver's license is a form of punishment for their actions. Feelings of personal loss, shame, anger, guilty, time commitments, and cost to the student often tend to have them rationalize their drinking and driving behavior. Group Dynamics OWI education can become a basis for the convicted drinking driver to personalize a plan to avoid another OWI arrest. The process allows their feelings of shame and anger to be focused upon alcohol use and behaviors displayed.

Group Dynamics Workbook and Personal Change Plan Book are designed to have students accept responsibility for behavior and use group interaction to find positive alternatives. Group Dynamics provides the student with education and early intervention which may assist the student in becoming knowledgeable about the relationship between human behavior, attitude, emotions, chemical substance use/abuse, and the driving task. The Group Dynamics student will begin analyzing their behaviors, thought patterns, values, and lifestyles that may be detrimental to their driving performance. They will

gain a level of understanding and acceptance of the total traffic system functions and its goals. The students should obtain basic alcohol information and its effects on the human body in relationship to driving performance and social living.

The goal of the Group Dynamics Program for each student is to motivate them to assume greater responsibility for their future driving behavior with consideration for the safety and welfare of themselves and others. Perceptions on the part of the students, which allow them to believe that OWI behavior is acceptable, likely influence their decisions to continue to drink and drive. Utilization of educational intervention has the potential to alter these perceptions, thus, reducing future drinking and driving behavior.

Statement of the Problem

In the state of Wisconsin, people arrested for their first OWI are ordered to complete an OWI assessment with the county in which they reside. Upon completion of the OWI assessment, if the individual has no significant problems with alcohol, they are referred to the Group Dynamics Program for education. The program attempts to enhance their ability to identify alternative behavior to OWI. Post-course questionnaire results should show significant differences from the pre-course questionnaire results if the Group Dynamics Program is effective. This data would indicate educational intervention is necessary to initiate OWI behavior change.

Purpose of the Study

The purpose of the study is to determine the level of difference in perceptions of OWI behavior as acceptable as measured by pre-course questionnaire results for Group Dynamics students that differ from the perceptions of OWI as acceptable as measured by post-course questionnaire results.

Objectives of the Study

The objectives of this study were to determine:

1. The pre-course and post-course perceptions of OWI behaviors.
2. Identify students' perceptions of the effectiveness of the existing Group Dynamics Course in changing perceptions of the level of acceptance of OWI behavior.

Significance of the Study

The likelihood of reduction in post-course drinking and driving is based on the individual's acceptance of their OWI behavior. If the Group Dynamics course is successful in changing OWI behavior, change in perceptions will be evident on post-course questionnaire results as compared to pre-course questionnaire results.

Definitions of Terms

alcohol and other drug abuse (AODA): concept of corrupt practice, misuse of alcohol and drugs to the point of abuse causing concern and life problems.

Department of Corrections (DOC): agency that provides levels of supervision and control consistent with the risk posed by the offender. The department provides opportunities for the development of constructive offender skills and modification of thought processes related to criminal behavior and victimization. Providing and managing resources to promote successful offenders integration within the community and holding offenders accountable for their actions through sanctions, restitution, and restoration are primary functions of Corrections.

Department of Health and Family Services (DHFS): principal agency of the United States government for protecting the health of all Americans and providing essential human (family) services, especially for those who are least able to help themselves.

Department of Transportation (DOT): agency was established by an act of Congress on October 15, 1966. The department's first official day of operation was April 1, 1967. Functions include to serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interest and enhances the quality of life of the American people, today and into the future.

Group Dynamics (GD): an educational course that is a highway safety initiative within Wisconsin which aims to assist persons involved in alcohol/other drug-related traffic offenses to make permanent changes in their drinking and driving behavior and attitudes. The course is offered through the Wisconsin Technical College System.

Horizontal Gaze Nystagmus (HGN): a standardized field sobriety test to see if driver has ingested any alcohol. HGN is a type of jerk nystagmus from the eye motion with the saccadic movement toward the direction of the gaze. An eye normally moves smoothly like a marble rolling over a glass plane, whereas an eye with jerk nystagmus moves like a marble rolling across sandpaper. Most types of nystagmus, including HGN, are involuntary motions, meaning the person exhibiting the nystagmus cannot control the saccadic movement mainly caused by alcohol consumption.

Mothers Against Drunk Driving (MADD): a national organization started by mothers who were affected by drunk drivers. The organization is funded by large companies and national campaigns. The mission of Mothers Against Drunk Driving is to stop drunk driving and to support victims of this crime as well as to educate the general public.

National Commission Against Drunk Driving (NCADD): a private and public sector coalition working to cut personal and social losses due to drunk driving. The commission continues the efforts of the Presidential Commission on Drunk Driving to reduce impaired driving and its tragic consequences by uniting a broad based coalition of public and private sector organizations and other concerned individuals who share this common purpose.

Northeast Wisconsin Technical College (NWTC): a two-year technical college, serving northeast Wisconsin by providing education, training, and lifelong opportunities for individuals and businesses leading to the development of a skilled workforce. Students of NWTC stimulate the economic vitality of the district as a result of the application of skills and knowledge acquired through the completion of certificates, degrees, diplomas, and courses.

operating while intoxicated (OWI): stands for “operating while under the influence of alcohol or controlled substances or a combination thereof.” Although the state blood alcohol limit is set at .10%, a driver can be arrested with a blood alcohol level well under .10% if there exists corroborating evidence that the driver is impaired (i.e., accident, officer testimony, etc.).

Victims Impact Panels (VIPs): developed by a local organization as well as national such as Mothers Against Drunk Driving. The program is set up to give victims of drunk driving crashes an opportunity to share their story with first and second time OWI offenders. As part of their probation, first and second time OWI offenders are mandated in many jurisdictions to hear the poignant stories of those whose lives have been permanently affected by an impaired driver.

Wisconsin Alcohol and Drug Abuse (WADA): a state organization developed to provide education and resources to reduce alcohol and drug abuse. It publishes journals and findings of the status of Wisconsin related alcohol and drug abuse.

Chapter 2

Review of the Literature

Background

Driving while intoxicated (OWI) affects multiple facets of society. National organizations have been developed in response to an outcry of concern. The need for prevention and education is clear among the National Traffic Law Center's goals (Graham, 1999). Wisconsin lawmakers have introduced new incentives and creative ways of empowering law enforcement to detour OWI behavior (Carabell, 1997). Wisconsin drivers must be aware of the current OWI laws and lasting ramifications they have. Combined with educational programs, the new sanctions can enhance attitudes and influence the promoting factors in changing OWI behavior (Carabell, 1997). The introductions of prevention and education can have the OWI driver engage in community efforts to avoid drinking and driving (Graham, 1999). The development of insight and ability to have a personal plan is a major link to avoid OWI convictions (University of Wisconsin, 1997). Northeast Wisconsin Technical College Group Dynamics Traffic Safety Course can be that model of prevention and education for Wisconsin drivers to adopt.

Despite the newfound incentives and impact of legal issues surrounding OWI, the actual behavior of drinking and driving individuals still becomes part of their social norm. The attempt to assist drinking and driving individuals to become knowledgeable about the relationship between human behavior, attitude, emotions, chemical substance use/abuse, and the driving task is part of educational prevention. Drivers learn to develop competency in analyzing their behavior, thought patterns, values and lifestyle that are

detrimental to their driving performance. By gaining a level of understanding and acceptance of the total traffic system and its goals, this allows OWI drivers to make better decisions. With the acceptance of basic alcohol education on the effects on the human body in relationship to driving performance and social norms, OWI drivers are able to understand and see the effects of drinking and driving behavior. OWI drivers' insight on crucial information helps to motivate them to assume greater responsibility for their future driving behavior with consideration for the safety and welfare of others. The OWI drivers' exposure to alternatives as means of modifying constitutes a personal change plan to prevent drinking and driving in the future. The Group Dynamics Course provides the intervention which is the core to help drinking and driving individuals realize OWI behavior is not normal, socially acceptable behavior.

Effects on Society:

Wisconsin Traffic Facts Study (1998) found OWI drivers to be involved in crashes to a point of concern. In 1998, on average, one person was killed or injured in an alcohol-related crash in Wisconsin every 50 minutes (Wisconsin Traffic Facts Book, 1998). Further points of interest focus on the burden placed upon society to cope with 282 persons killed by OWI drivers (Wisconsin Alcohol Traffic Facts Book, 1998). The study continues to unfold with 37,708 persons injured and arrested for OWI in Wisconsin, including 596 persons who were under 18. This compares to 34,363 OWI arrests in 1998 (Wisconsin Alcohol traffic Facts Book, 1998). Driving while intoxicated behavior in Wisconsin continues to threaten society (Parr, 1997).

Organized Strategies

The University of Wisconsin Law School Center Study (1995) shows new laws that impact OWI behavior. A panel of victims of drunk driving crashes or their family members comprise what is known as Victims' Impact Panels. The panel shares their sense of loss, and the effects of drinking and driving on their lives. This allows the OWI offender to gain insight into the OWI behavior. (University of Wisconsin, 1995).

Mothers Against Drunk Driving (MADD) support VIPs and organize state chapters of victims to speak. Efforts of VIP's and MADD's involvement with OWI offenders have helped cap the distance from behavior to actual reality of OWI. (Carabell, 1997).

The University of Wisconsin Law School Summary (1998) cites changes in counting prior OWI offenses. As of January 1, 1999, all OWI convictions will remain on a driving record for life. The lifetime record will aid Wisconsin Department of Transportation to track repeat OWI offenders and apply appropriate laws for them. Lifetime records will hopefully discourage drivers from drinking and driving. Any driver in Wisconsin should be up to date on current OWI laws.

The National Safety Council Traffic Safety Magazine (1999) supports the use of sobriety checkpoints to deter drinking and driving. It revealed police cannot possibly catch all OWI drivers, so creating the perception of getting caught is a key preventative used to measure in numbers OWI arrests. The National Highway Traffic Safety Administration (1999) estimates six elements for success in using checkpoints. The points are important factors of which all drivers should be aware. Publicity and visibility tend to have drivers believe they will likely be stopped if they drink and drive (Boyle, 1998). The frequency of checkpoints offers a deterrent effect which may influence the

driver to choose not to drink and drive. The location of sobriety checkpoints must provide distance for safety reasons and limit avenues of escape (Graham, 1998).

Staffing with more officers at a checkpoint reduces alcohol-related crashes and creates even better visibility. Law enforcement uses equipment of lighting, safety concerns and signs, yet, the human skills of each individual officer are the most important factor. Sobriety checkpoints have proven to be an effective deterrent tool and source of getting the OWI driver off the roadways (Graham, 1998).

Burns and Dioquino's (1995) study of the Horizontal Gaze Nystagmus Test (HGN) brought about the concept that alcohol and some other drugs affect the central nervous system in such a way to cause a dysfunction of the movement of the eyes. This dysfunction becomes apparent in a jerking, twitching of the eyes after consuming alcohol. The involuntary jerkiness is distinct when the eye is at a 45-degree angle. Alcohol consumption magnifies the dysfunction of movement and pronounces the nystagmus. This allows the arresting officer to determine alcohol use and proceed with further standardized field sobriety testing (Burns and Anderson, 1995, and Dioquino, 1995).

The Bureau of Transportation Safety Study (1997) reviewed the basics of standardized field sobriety testing and what OWI drivers are requested to go through when suspected of being under the influence of alcohol. The walk-and-turn test is a divided attention test consisting of two stages: instruction stage and walking stage. The one-leg stand test is also a divided attention test consisting of two stages: instruction and balancing counting stage. The standardized field sobriety testing is used throughout the states and provides trained law enforcement officers with specific, predictable, and objective indicators or clues of impairment (Nash, 1995).

Prevention/Education Incentives

The Prevention File Study (1997) takes a closer look at binge drinking and what students need to be aware of. Underage and binge drinking parallel that of OWI behavior. Health issues, well-being, and federal government mandates are just the beginning of changing the drinking norms. Promoting alcohol-free social activities and offering alternatives allow students to make wiser choices. Formal peer education sessions in the Wisconsin public school systems include alcohol education and identification of behaviors consistent with alcohol abuse such as OWI and domestic violence convictions. Students must become aware of state laws and local policies regarding alcohol use (DeJong, 1997).

In Wisconsin, the Department of Corrections provides substance abuse services for inmates (Substance Abuse Programs, 1997). Treatment services are provided to offenders in both adult and juvenile institutions as well as individuals on probation and parolees in the community. These services are provided through the division's programs of Planning and Movement, Adult Institutions, Community Corrections, and Juvenile Corrections. Currently, a large percentage of individuals served by the programs have been convicted of OWI offenses prior to perpetrating other crimes (Carabell, 1997).

The Journal of Alcohol and Drug Education (1989) cites since the 1970s there has been a growing concern about the increase in drug and alcohol abuse among our nation's college youth. Research on students attending colleges has shown a disturbingly high prevalence of drinking. Alcohol education, prevention, and intervention allow students to make necessary changes to succeed and obtain their goals. Changes in attitude along with education enhance individuals' ability to make better choices when engaging in the

use of alcohol (Berkowitz & Perkins, 1996; Anderson & Gadaletto, 1991; Wechsler & McFadden, 1979).

Clearly, OWI behavior is a serious problem among today's drivers. The Alcohol, Tobacco and Other Drugs Prevention File reveals the extensive preventive and educational measures currently in place to eliminate OWI behavior and their effects on society are marginally effective (DeJong, 1997). Each individual's perception of drinking and driving will impact their OWI behavior. The empowerment of law enforcement and stronger OWI laws provide an initial catalyst to promote change. Northeast Wisconsin Technical College is a primary source for OWI prevention and education, providing students with an opportunity to explore their perceptions of OWI.

Social Norms

Social norms are people's beliefs about behavior that is expected of them in a particular social context (The Higher Education Center for Alcohol and Other Drug Prevention, 1997). A behavior pattern becomes a social norm if the people believe the majority behave in this manner (Durkheim, 1966). From this perspective, any regular, repeated behavior becomes a social norm. People's perceptions of social norms are often a good predictor of what they will say and do.

The connection between social norms and OWI behavior reveals that drivers greatly overestimate the amount of high-risk drinking and driving in general (The Higher Education Center for Alcohol and Other Drug Prevention, 1997). Based on this misperception, drivers may conclude that high-risk drinking and driving is the social norm, which in turn may lead them to increased alcohol consumption combined with driving. In other words, the misperception may cause drivers to believe they are both

justified and pressured to consume large amounts of alcohol and then choose to drive like their peers. The belief that everybody drinks and drives becomes the social norm. In addition, the social norm expands to everybody drinks and drives and no one gets arrested. This goes even further to support the social norm that drinking and driving is okay, providing the driver does not get arrested. The average driver who drinks alcohol may choose to take the high risk of drinking and driving with the belief they will not be arrested.

The current social norm regarding OWI behavior among drinking drivers becomes a belief of sooner or later everyone will be arrested for an OWI. Thus, when an individual in the group of drinking and driving friends is arrested for an OWI, it is apparent for it to be accepted as okay. Such belief of social norms has greatly impacted drinking drivers' decisions on OWI behavior (Linkenbach and D'Atri, 1998).

In response to such social norm beliefs regarding OWI, social marketing has come about. Social marketing is the application of commercial marketing and advertising principles to the design and implementation of mass media campaigns to advance social causes (The Higher Education Center for Alcohol and Other Drug Prevention, 1997). Like commercial marketing, social marketing uses research to precisely tailor messages for a particular target audience. Anti-OWI campaigns in social marketing reflect the impact of OWI behavior in hopes of changing people's beliefs about the behavior that is expected of them when choosing whether to drink and then drive.

Summary

The premise many convicted OWI offenders operate under is that drinking and driving is the social norm. A focus on the impacts and devastation of drinking combined with driving is a form of intervention. The Group Dynamics Course is the educational intervention used to change perceptions of OWI behavior. The pre-course questionnaire determined the level of agreement when compared to the post-course questionnaire results. The effectiveness of the Group Dynamics Course in changing perceptions of the level of acceptance of OWI behavior is clearly significant. The social norm of drinking and driving is challenged by the students' exposure to alternative behavior as a means of modifying OWI behavior. As the students come to the realization that drinking and driving was not, in fact, the social norm, it supports their individual change plan. Change plans are the students' attempt to modify their drinking and driving behavior by planning alternatives to OWI behavior. The perception that each individual student is part of the greater norm enhances their chances of making and maintaining long-term lifestyle changes.

Chapter 3

Methodology

The purpose of the study is to determine the level of difference in perceptions of OWI behaviors as acceptable as measured by pre-course questionnaire results for Group Dynamics students that differ from perceptions of OWI behaviors as acceptable as measured by post-course questionnaire results. The objective of the study is to determine the pre-course and post-course perceptions of OWI behaviors as socially acceptable to determine the effectiveness of the Group Dynamics Course in changing perceptions of the level of acceptance of OWI behavior.

Subjects

The subjects ranged from young adults to middle aged, who are enrolled in the Group Dynamics Course at Northeast Wisconsin Technical College in Green Bay, Wisconsin. The survey was completed by fifty-eight enrolled students in four different Group Dynamics Courses. They are first-time OWI offenders who have completed an OWI assessment by an OWI assessor. A Traffic Safety Plan is the outcome of the OWI assessment, which specifies attendance in the Group Dynamics Course. Driver's license reinstatement is the main motivator for an individual's enrollment in the course. Class size is limited to sixteen students, the average being about fourteen students per class. The gender ratio is about one female to every five males. This course is designed specifically to educate drivers that have a first-time OWI violation of the Wisconsin's OWI Law.

Instrumentation

A questionnaire requiring fifteen responses was used to determine OWI perceptions of Group Dynamics. The answer for each question required a response from each subject from one of the five levels offered: strongly disagree, disagree, I don't agree or disagree, agree, and strongly agree. The fifteen questions ask about students' attitude towards personal responsibility, risk taking behavior, attitudes of alcohol use in general and future drinking driving behavior. The questionnaire was administered to fifty-eight students enrolled in four different Group Dynamics Courses. The questionnaire takes approximately ten minutes to complete. The instrument used to gather the data for this study was developed by the D.O.T. and has not been tested for validity or reliability.

Procedures

The students were surveyed on the first day of their Group Dynamics Course to determine their perceptions of OWI behavior being socially acceptable. Upon the completion of the course, on the last day of class, the students were given the very same questionnaire to determine if their perceptions had changed.

Data Analysis

Mean and standard deviation for each specific question were calculated for each of the questions showing the difference on the pre- and post-test. In addition, a t-test was calculated for significance of change on each specific question.

Limitations

The subjects of this study were all students who were enrolled in the Group Dynamics Course. Therefore, every participant had previously received a citation of OWI. These participants do not represent a cross section of the general population, so

this must be considered in generalizing the results of this study. The instrument used to gather the data for this study was developed by the D.O.T. and has not been tested for validity or reliability. Any numbers of instances in public awareness such as the Red Ribbon campaign sponsored by MADD or a high profile drinking driving conviction and sentencing could be a contributing factor in change of attitude in participants in the study. The report is subjective, and data accumulated relies on the subject's interpretation of the questions given the questionnaire required self-report data, which suggest a limitation, based on the honesty of the participants.

Chapter 4

Data Analysis

t-test

The same group of students was surveyed before and after taking a Group Dynamics Course on the effects of alcohol in regards to drinking and driving. It was expected that the post-test attitudes would differ from the pre-test attitudes.

H₀₁: There is no statistically significant difference in pre- and post-test scores. Examples of attitudes compared include how drinking affected driving skills along with impairing driver's judgment. The perception of drinking and driving as socially acceptable behavior in the student population was surveyed. Future drinking and driving with risk behaviors and the need for personal change was compared from pre-test to post-test.

A dependent group's t-test was performed comparing the attitudes of the participating students. The results were found to be statistically significant for all questions with the t-score being .01 or less for all questions. The post-test scores show more positive awareness toward drinking and driving and the effects of alcohol.

Refer to attached supporting documents of t-test scores, standard deviations and difference between the pre-test and post-test means.

t-test Results

1. If you have just one or two drinks, your driving could be affected.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.5517	58	1.0117	.1328
1	POS_SCOR	4.1724	58	.7978	.1048

a. Q# = 1.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.163	.223
1				

a. Q# = 1.00

Paired Samples ^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE_SCO	-.6207	1.182	.1552	-.9315	-.3099	3.999	57	.000
1	POS_SCO								

a. Q# = 1.00

2. I would not feel safe riding with a driver who has consumed six drinks in two hours.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.6379	58	.8725	.1146
1	POS_SCOR	4.2414	58	.8231	.1081

a. Q# = 2.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.368	.004
1				

a. Q# = 2.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE_SCO	-.6034	.9540	.1253	-.8543	-.3526	4.817	57	.000
1	POS_SCO								

a. Q# = 2.00

3. My OWI arrest was nobody's fault but my own.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	4.2931	58	.7495	9.841E-02
1	POS_SCOR	4.5690	58	.5957	7.821E-02

a. Q# = 3.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.602	.000
1				

a. Q# = 3.00

Paired Samples ^a

		Paired					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS SCOR	- .2759	.6154	8.080E-02	-.4377	-.1141	3.414	57	.001
1									

a. Q# = 3.00

4. The fun that I have while drinking is not worth the chance of getting an OWI.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	4.3860	57	.6479	8.582E-02
1	POS_SCOR	4.7544	57	.4343	5.752E-02

a. Q# = 4.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.470	.000

a. Q# = 4.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS_SCOR	-.3684	.5865	7.768E-	-.5240	-.2128	4.743	56	.000

a. Q# = 4.00

5. Even though I may feel okay after drinking, I choose not to because I know alcohol impairs my judgement.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	4.0175	57	.6406	8.485E-02
1	POS_SCOR	4.4561	57	.7089	9.389E-02

a. Q# = 5.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.257	.053

a. Q# = 5.00

Paired Samples ^a

		Paired					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE_SCOR - POS_SCOR	-.4386	.8241	.1092	-.6573	-.2199	4.018	56	.000

a. Q# = 5.00

6. I have made a specific plan to avoid future problems with alcohol or other drugs.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	4.1053	57	.7484	9.913E-02
1	POS_SCOR	4.5614	57	.5351	7.088E-02

a. Q# = 6.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	-.016	.903
1				

a. Q# = 6.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE_SCOR - POS_SCOR	-.4561	.9272	.1228	-.7022	-.2101	3.714	56	.000
1									

a. Q# = 6.00

7. **Current laws and penalties for people convicted of OWI are fair given the danger they pose to themselves and others.**

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.7719	57	.9262	.1227
1	POS_SCOR	4.2982	57	.6537	8.658E-02

a. Q# = 7.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.409	.002
1				

a. Q# = 7.00

Paired Samples ^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS_SCOR	-.5263	.8885	.1177	-.7621	-.2906	4.472	56	.000
1									

a. Q# = 7.00

8. I am less likely to abuse alcohol or other drugs as a result of my OWI experience.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.9649	57	.8444	.1118
1	POS_SCOR	4.5088	57	.6303	8.348E-02

a. Q# = 8.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.269	.043
1				

a. Q# = 8.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS_SCOR	-.5439	.9077	.1202	-.7847	-.3030	4.524	56	.000
1									

a. Q# = 8.00

9. I have told other people close to me about my plan to avoid future problems with drinking and driving.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.7586	58	.8231	.1081
1	POS_SCOR	4.2414	58	.8015	.1052

a. Q# = 9.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.196	.140

a. Q# = 9.00

Paired Samples ^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS SCOR	-.4828	1.030	.1353	-.7536	-.2119	3.569	57	.001

a. Q# = 9.00

10. I feel confident that I will never again drink and drive.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.7241	58	.8542	.1122
1	POS_SCOR	4.2931	58	.6756	8.871E-02

a. Q# = 10.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.477	.000
1				

a. Q# = 10.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRF SCOR - POS SCOR	-.5690	.7972	.1047	-.7786	-.3594	5.435	57	.000
1									

a. Q# = 10.00

11. I think coming to this class is a good opportunity to learn important information and plan ahead.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.9483	58	.7114	9.341E-02
1	POS_SCOR	4.6724	58	.5091	6.685E-02

a. Q# = 11.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.291	.026

a. Q# = 11.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR POS_SCOR	-.7241	.7444	9.775E-	-.9199	-.5284	7.408	57	.000

a. Q# = 11.00

12. When I drink, I always know how much I have had.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	2.8793	58	.9380	.1232
1	POS_SCOR	3.9138	58	.9419	.1237

a. Q# = 12.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	58	.365	.005
1				

a. Q# = 12.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS SCOR	-1.0345	1.0591	.1391	-1.3129	-.7560	7.439	57	.000
1									

a. Q# = 12.00

13. Any amount of alcohol can affect a person's ability to drive safely.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.6667	57	1.0235	.1356
1	POS_SCOR	4.6316	57	.4867	6.446E-02

a. Q# = 13.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.251	.060
1				

a. Q# = 13.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR	-.9649	1.0171	.1347	-1.2348	-.6950	7.163	56	.000
1	POS_SCOR								

a. Q# = 13.00

14. The relaxing effect of alcohol can have a negative effect on a driver's performance.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	4.1930	57	.7425	9.835E-02
1	POS_SCOR	4.7018	57	.4616	6.113E-02

a. Q# = 14.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.171	.204
1				

a. Q# = 14.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE SCOR - POS_SCOR	-.5088	.8045	.1066	-.7222	-.2953	4.774	56	.000
1									

a. Q# = 14.00

15. I will not go out drinking again unless I have a way to get home without driving myself.

Paired Samples Statistics^a

		Mean	N	Std. Deviation	Std. Error Mean
Pair	PRE_SCOR	3.8772	57	.8253	.1093
1	POS_SCOR	4.6491	57	.5172	6.851E-02

a. Q# = 15.00

Paired Samples Correlations^a

		N	Correlation	Sig.
Pair	PRE_SCOR & POS_SCOR	57	.399	.002
1				

a. Q# = 15.00

Paired Samples Test^a

		Paired Differences					t	df	Sig. (2-tailed)
		Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
					Lower	Upper			
Pair	PRE_SCOR - POS_SCOR	-.7719	.7796	.1033	-.9788	-.5651	7.476	56	.000
1									

a. Q# = 15.00

Group Charts

A dependent t-test was used to analyze the data. In addition to the t-test the results were also analyzed and illustrated (see charts) by group change and individual change. The pre- and post-survey responses were analyzed in two ways. The first method groups all fifty-eight participants together and shows, question by question, the percentage of students that fit into each agreement category in the pre-test and post-test.

The line graph provides the five agreement level points of strongly disagree, disagree, neither agree nor disagree, agree, and strongly agree. It also provides the percentage of students at each level in both the pre-test and post-test.

The pie chart shows positive, negative, and no change on a percentage basis for individual participants. Comparing the pre- and post-surveys, the participants had the possibility of displaying a change in attitude anywhere from strongly disagree to strongly agree. The maximum number of points a student could change in attitude on one question would be plus or minus four (because there are a total of five possible points for the five levels of agreement). For example, if a student answered strongly disagree in Question 1 in the pre-test, but then answered strongly agree in the post-test, (s)he would have gone up the scale by four points. This individual would be represented on the pie chart in the slice with the number 4. However, if the student answered the reverse (strongly agree in the pre-survey and strongly disagree in the post-survey) (s)he would be represented in the negative slice.

Since we are focusing on positive change and since there were fewer and less extreme cases of negative change, all of the negatives were grouped into one slice of each pie and focused attention on the positive change. The positive piece is sliced into

multiple sections, depending on how many positive points were represented. Rather than just documenting that there was a change, this extra slicing provides additional information as to how many individuals changed in attitude and how dramatic the change was.

No change can indicate that a participant already agreed or strongly agreed and did not waver in the post-survey from his or her original answer in the pre-survey.

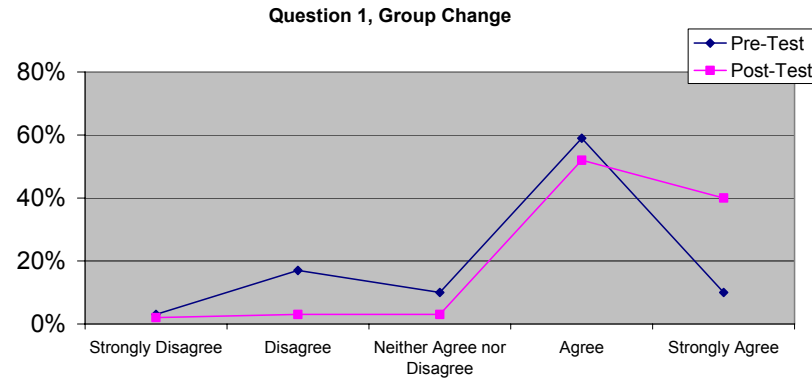
Additional and more detailed interpretations for each question and chart are provided.

There is consistency in the line graphs for the fifteen questions. In fourteen of the questions, the disagreement percentage decreases in the post-test. In all fifteen questions, strong agreement increases in the post-test. The graphs map the classes' attitude change to a stronger level of agreement with safer, more responsible attitudes toward the OWI topic.

There is also consistency in that there was little negative change from the pre-test to the post-test: few respondents moved down the agreement scale from the pre-test to post-test. Positive change ranged from 26% in Question 3 (My OWI arrest was nobody's fault but my own.) to 65% in Question 12 (When I drink, I always know how much I have had.). No change ranged from 31% in Question 12 to 71% in Question 3.

1. If you have just one or two drinks, your driving could be affected.

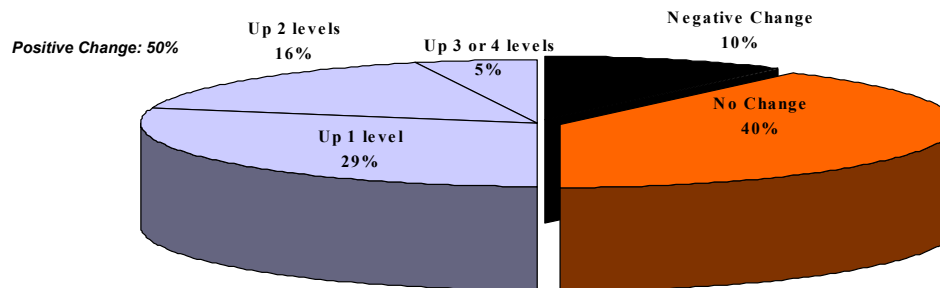
<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	3%	2%
Disagree	17%	3%
Neither Agree nor Disagree	10%	3%
Agree	59%	52%
Strongly Agree	10%	40%
Number of Cases	58	58
Post-test Agreement		92%



Slightly over 2/3 (69%) agreed in the pre-test while nearly all (92%) agreed in the post-test that if you have just one or two drinks your driving could be affected. Most of the change occurred as 10% strongly agreeing in the pre-test, and 40% strongly agreeing in the post-test.

Question 1, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1 or -2	10%
No Change	40%
1	29%
2	16%
3 or 4	5%
Number of Cases	58

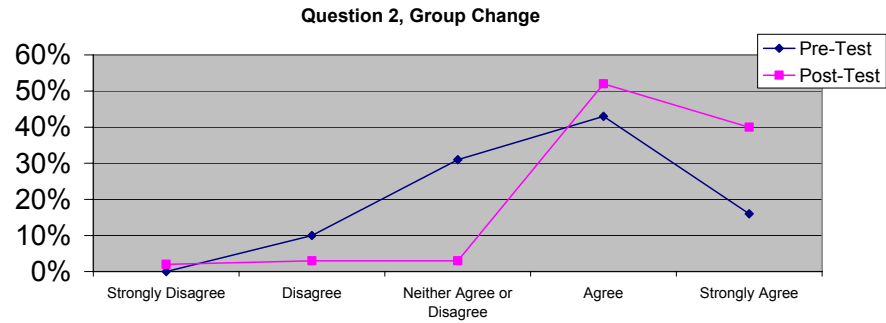


Half of the students moved up the scale more positively. The above graph illustrates that 40% of respondents had no change in attitude for question one from the pre-test to the post-test. Interestingly, 10% (6 cases) of respondents decreased in level of agreement from the pre to post test.

2. I would not feel safe riding with a driver who has consumed six drinks in two hours.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	2%
Disagree	10%	3%
Neither Agree or Disagree	31%	3%
Agree	43%	52%
Strongly Agree	16%	40%
Number of Cases	58	58

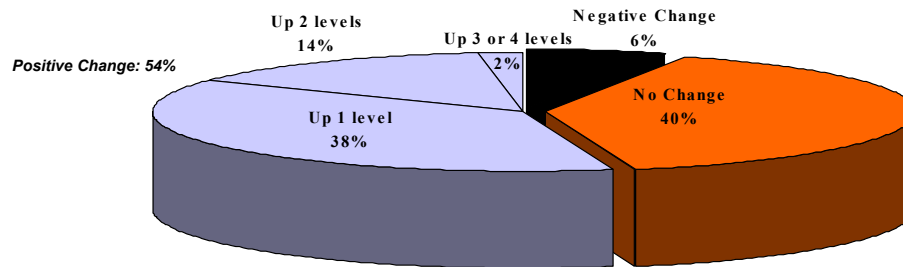
Post-test Agreement 92%



Clearly the group as a whole positively changed in attitude to 92% agreeing in the post-test compared to 59% in the pre-test. In the pre-test roughly one-third (31%) of students neither agreed nor disagreed; in the post test only two students (3%) were neutral in their level of agreement. One individual moved to strongly disagree in the post-test.

Question 2, Direction of Change

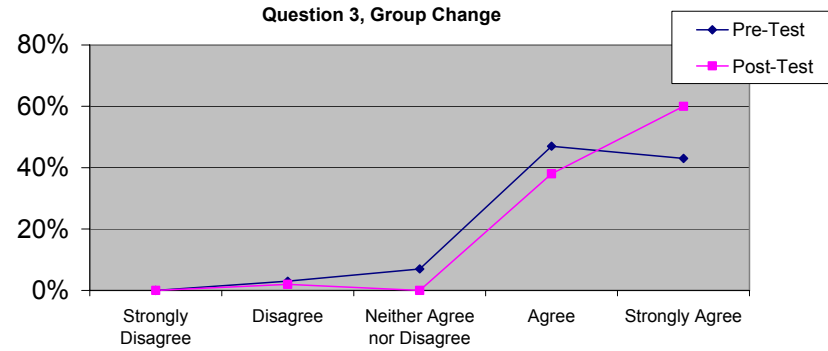
<u>Points of Movement in Category Range</u>	<u>Corresponding Percentage</u>
-1 or -2	6%
No Change	40%
1	38%
2	14%
3	2%
Number of Cases	58



Fifty-four percent moved positively up (anywhere from one to three categories) the attitude agreement range. Forty percent of individuals did not show a change an attitude from the pre-test to the post-test. Individually three individuals (6%) moved down the attitude range.

3. My OWI arrest was nobody's fault but my own.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	3%	2%
Neither Agree nor Disagree	7%	0%
Agree	47%	38%
Strongly Agree	43%	60%
Number of Cases	58	58
Post-test Agreement		98%

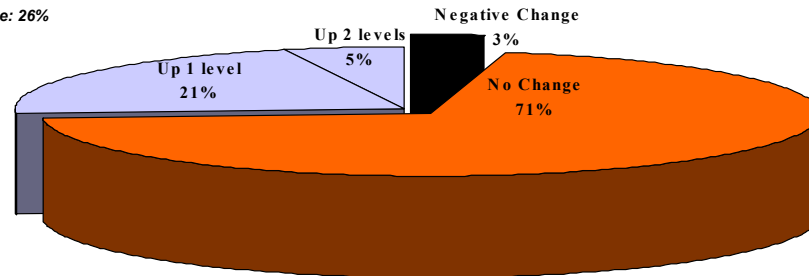


In both the pre-test and the post-test at least 90% of the students took individual responsibility for their OWI's. The group level of agreement positively changed from 90 to 98% agreeing. The "strongly agree" illustrates the biggest shift. An additional 17% strongly agreed in the post-test.

Question 3, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	3%
No Change	71%
1	21%
2	5%
Number of Cases	58

Positive Change: 26%

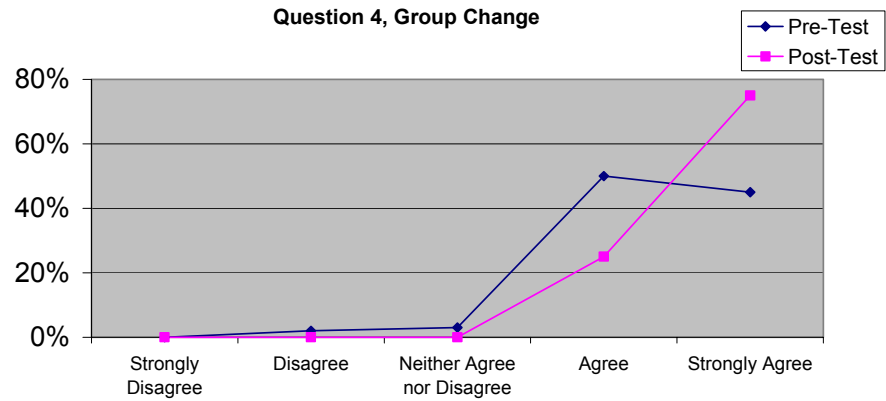


Only two students (3%) moved negatively down the range of agreement. The vast majority, 71%, did not change in opinion. Twenty-six percent moved up one to two agreement levels.

4. The fun that I have while drinking is not worth the chance of getting an OWI.

Agreement Categories	Pre-Test	Post-Test
Strongly Disagree	0%	0%
Disagree	2%	0%
Neither Agree nor Disagree	3%	0%
Agree	50%	25%
Strongly Agree	45%	75%
Number of Cases	58	57
		100%

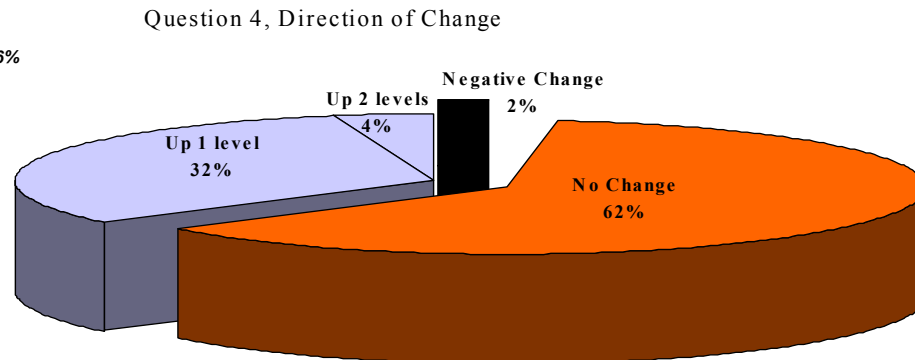
Post-test Agreement



All post-test respondents agreed, "The fun that I have while drinking is not worth the chance of getting an OWI."
 The biggest attitude change went from 45% strongly agreeing in the pre-test to 75% agreeing in the post-test.

Points of Change in Category Range	Corresponding Percentage
-1	2%
No Change	63%
1	32%
2	4%
Number of Cases	57

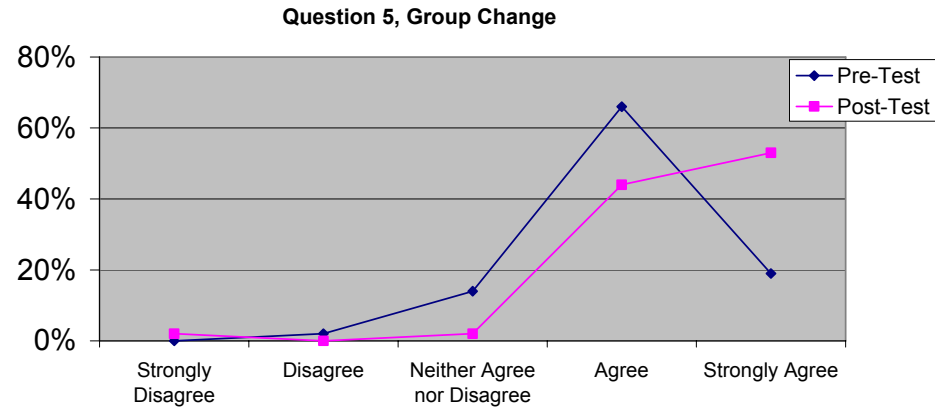
Positive Change: 36%



Over 1/3 of students (36%) showed a positive change in attitude.
 The majority (62%) showed no change in attitude from the pre-test to the post-test.
 Only one participant (2%) changed in a negative direction in attitude from the pre-test to the post-test.

5. Even though I may feel okay to drive after drinking, I choose not to because I know alcohol impairs my judgement.

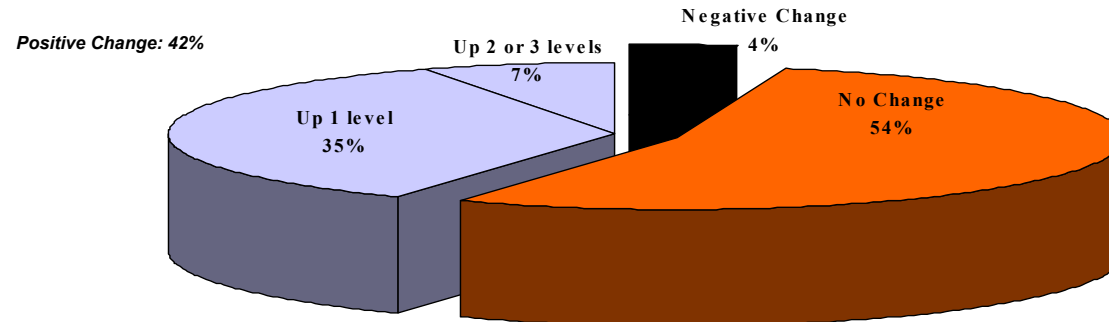
<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	2%
Disagree	2%	0%
Neither Agree nor Disagree	14%	2%
Agree	66%	44%
Strongly Agree	19%	53%
Number of Cases	58	57
Post-test Agreement		97%



Nearly all (97%) of participants agreed in the post-test that they choose not to [drive] after drinking. The biggest change occurred in the strongly agree category: One-third more participants strongly agreed in the post-test than in the pre-test. One participant strongly disagreed with this point.

Question 5, Direction of Change

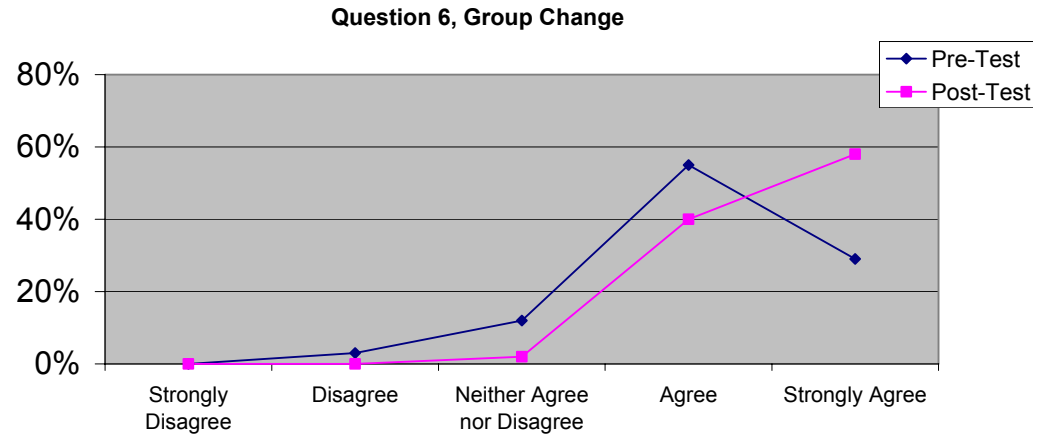
<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-2	4%
No Change	54%
1	35%
2 or 3	7%
Number of Cases	57



Forty-two percent of individuals moved to a higher level of agreement on the agreement scale. Just over half displayed no change in level of agreement from the pre-test to the post-test. Only two participants moved down the level of agreement range.

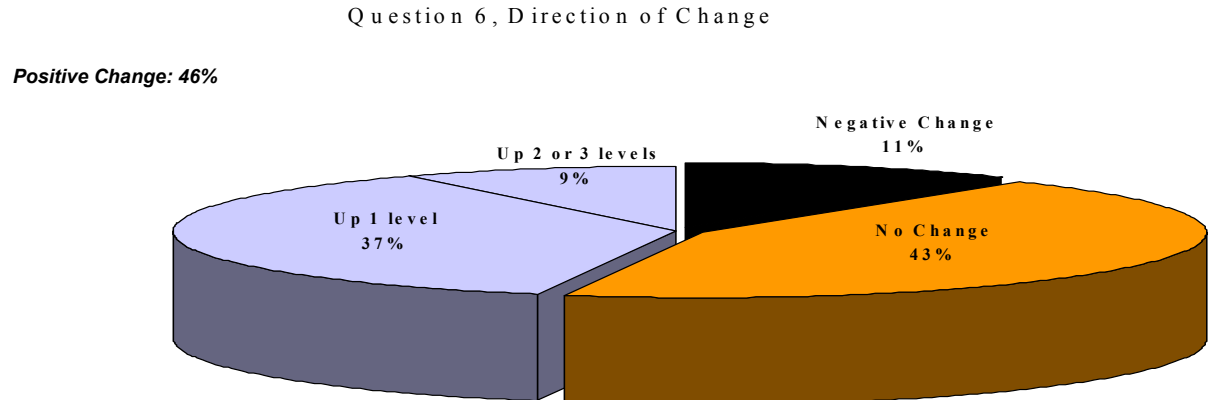
6. I have made a specific plan to avoid future problems with alcohol or other drugs.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	3%	0%
Neither Agree nor Disagree	12%	2%
Agree	55%	40%
Strongly Agree	29%	58%
Number of Cases	58	57
Post-test Agreement		98%



Virtually all (98%) participants indicated that they have made specific plans to avoid future problems with alcohol or other drugs. The biggest increase (29%) occurred in the strongly agree category from pre to post-test.

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-2	4%
-1	9%
No Change	44%
1	37%
2 or 3	9%
Number of Cases	57

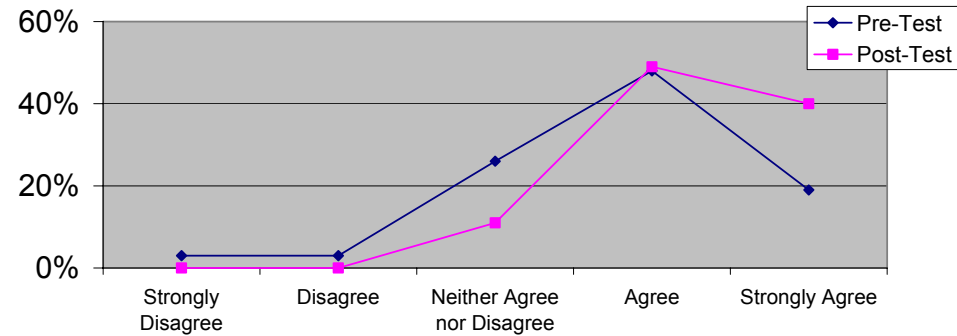


Nearly half (46%) of participants changed their response to a more positive level of agreement. Forty-four percent did not display a change in attitude from the pre-test to the post-test. The level of agreement for 13% (7 participants) decreased from the pre-test to the post-test.

7. Current laws and penalties for people convicted of OWI are fair given the danger they pose to themselves and others.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	3%	0%
Disagree	3%	0%
Neither Agree nor Disagree	26%	11%
Agree	48%	49%
Strongly Agree	19%	40%
Number of Cases	58	57
Post-test Agreement		89%

Question 7, Group Change

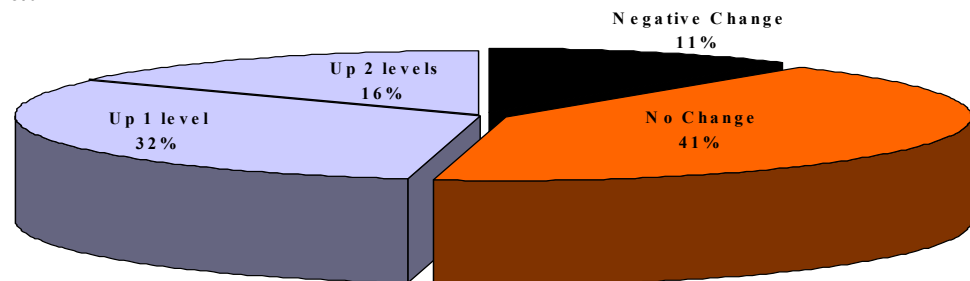


In the post-test, all respondents either agreed (89%) or were neutral (11%) in their perception of the fairness of the OWI laws and penalties. The level of agreement rose from the pre-test to the post-test: 21% more people strongly agreed in the post-test compared to the pre-test.

Question 7, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	11%
No Change	42%
1	32%
2	16%
Number of Cases	57

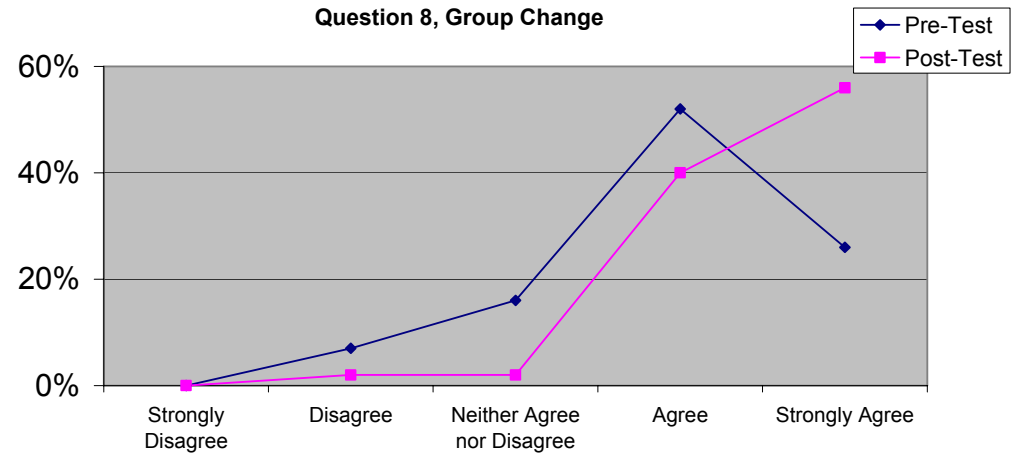
Positive Change: 48%



Just under half of individual respondents went up the scale in level of agreement as to the fairness of the laws. Forty-two percent had no change. Eleven percent (6 participants) decreased by one agreement level.

8. I am less likely to abuse alcohol or other drugs as a result of my OWI experience.

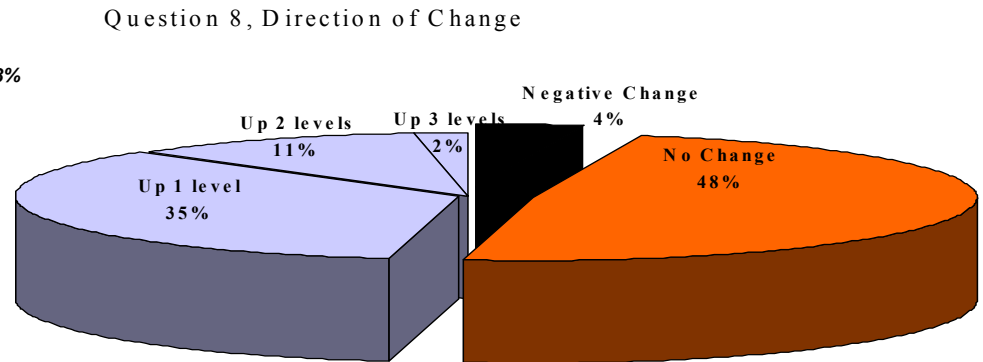
<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	7%	2%
Neither Agree nor Disagree	16%	2%
Agree	52%	40%
Strongly Agree	26%	56%
Number of Cases	58	57
Post-test Agreement		96%



Almost all (96%) indicated that they are less likely to abuse alcohol or other drugs as a result of their OWI experience. The strongly agree level increased by 30% in the post-test. In the post-test, only 2% (1 person) disagreed with this statement.

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1 or -3	4%
No Change	49%
1	35%
2	11%
3	2%
Number of Cases	57

Positive Change: 48%

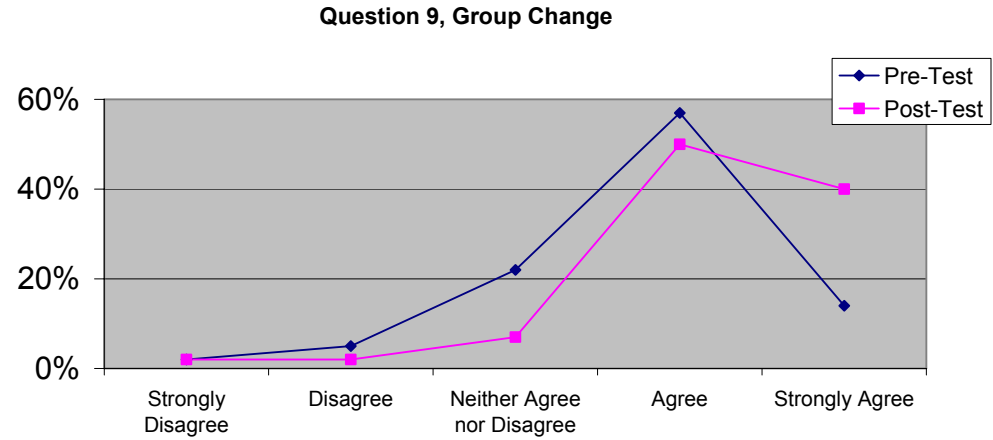


Nearly half (48%) of the students increased in their level of agreement. Another 49% displayed no change in attitude toward this statement. Only 4% (2 participants) showed a negative change in attitude from the pre-test to the post-test.

9. I have told people close to me about my plan to avoid future problems with drinking and driving.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	2%	2%
Disagree	5%	2%
Neither Agree nor Disagree	22%	7%
Agree	57%	50%
Strongly Agree	14%	40%
Number of Cases	58	58

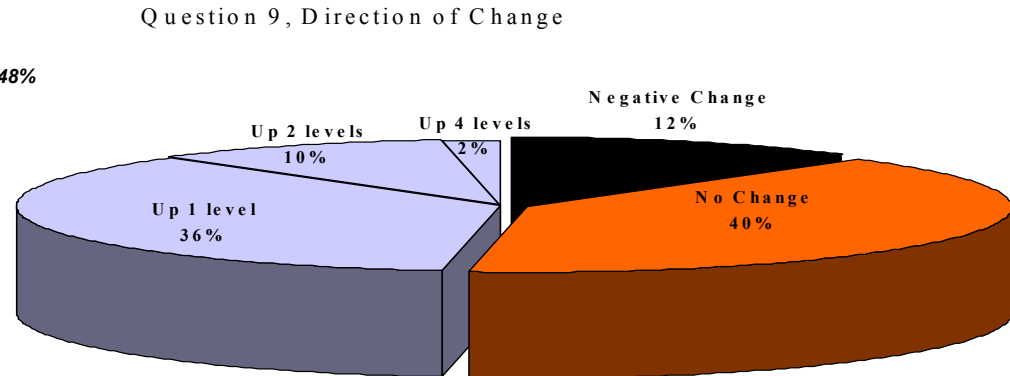
Post-test Agreement 90%



The vast majority (90%) of participants indicated that they have told people close to them about their plan to avoid drinking and driving. The strongly agree category nearly tripled from the pre-test (14%) to the post-test (40%). Only two people (4%) indicated that they did not share their plan to not drink and drive.

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1 or -2	12%
No Change	40%
1	36%
2	10%
4	2%
Number of Cases	58

Positive Change: 48%

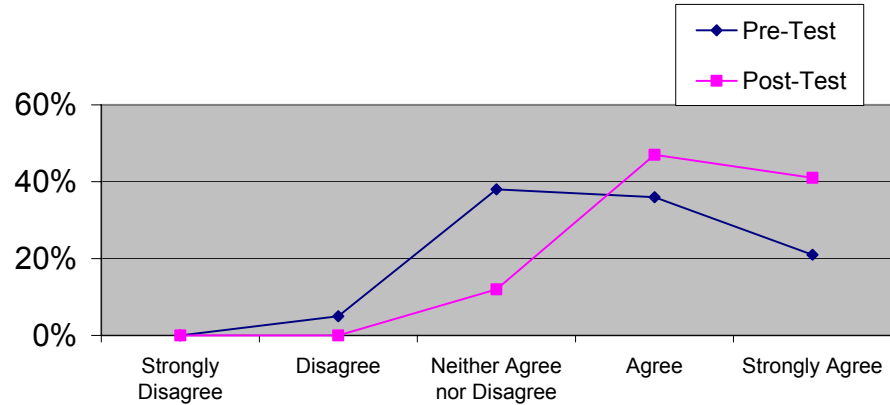


Nearly half of respondents (48%) increased in level of agreement from the pre-test to the post-test. Forty percent of individuals did not change their response. Twelve percent (7 respondents) changed their response to a more negative one in the post-test.

10. I feel confident that I will never again drink and drive.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	5%	0%
Neither Agree nor Disagree	38%	12%
Agree	36%	47%
Strongly Agree	21%	41%
Number of Cases	58	58
Post-test Agreement		88%

Question 10, Group Change

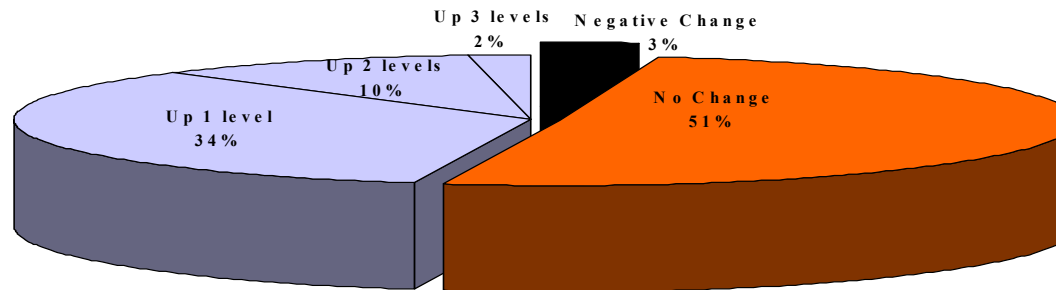


In the post-test, 88% of participants were confident that they will never again drink and drive. Not one participant indicated that (s)he would drink and drive in the future.

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	3%
No Change	50%
1	34%
2	10%
3	2%
Number of Cases	58

Question 10, Direction of Change

Positive Change: 46%

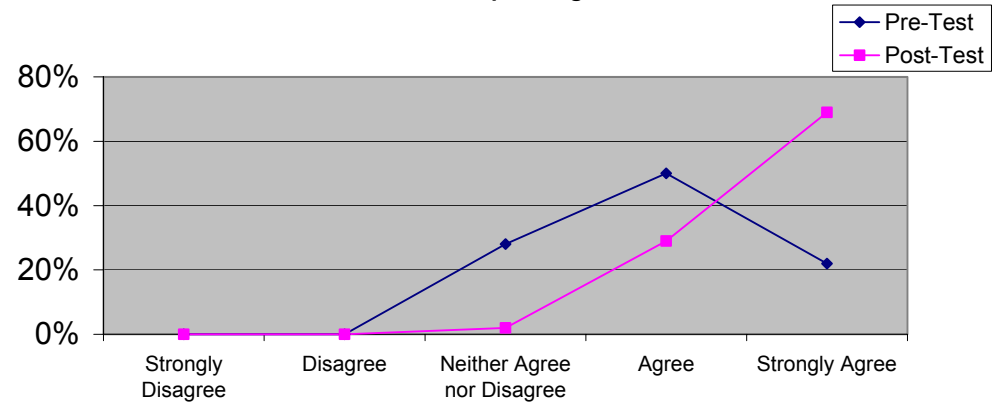


Nearly half (46%) of individuals went up the agreement scale in their confidence that they will never again drink and drive. One half of participants held to their original responses in the post-test. Approximately two class members had a less positive response in the post-test.

11. I think coming to this class is a good opportunity to learn important information and plan ahead.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	0%	0%
Neither Agree nor Disagree	28%	2%
Agree	50%	29%
Strongly Agree	22%	69%
Number of Cases	58	58
Post-test Agreement		98%

Question 11, Group Change

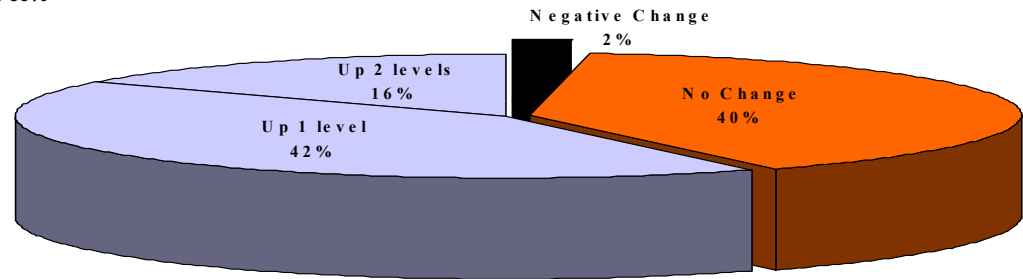


No one disagreed that attending class was a good opportunity to learn important information and plan ahead. Upon completing the program nearly all respondents (98%) indicated the class was important. Only one class member neither agreed or disagreed in the post-test compared to over a quarter (28%) in the pre-test.

Question 11, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	2%
No Change	40%
1	43%
2	16%
Number of Cases	58

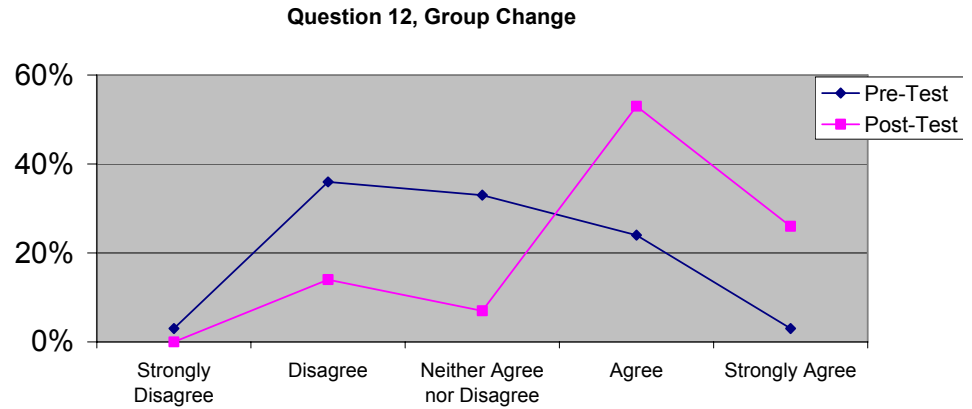
Positive Change: 59%



After completing the course, well over half (59%) of the students moved up the agreement level by one or two categories. Forty percent of the students did not change in attitude from the pre-test to the post-test. One student decreased in level of agreement as to the importance of the class.

12. When I drink, I always know how much I have had.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	3%	0%
Disagree	36%	14%
Neither Agree nor Disagree	33%	7%
Agree	24%	53%
Strongly Agree	3%	26%
Number of Cases	58	58
Post-test Agreement		79%

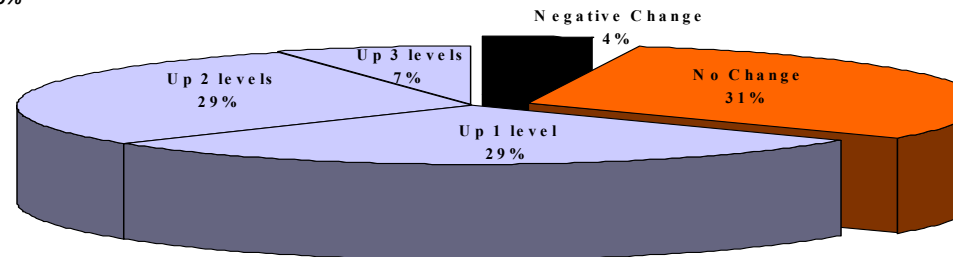


There was a significant shift in level of agreement from pre-test to the post-test in awareness of amount of personal drinking. The percentage of agreement from pre-test to post-test moved from roughly one quarter (27%) to over three-fourths (79%). However, in the post-test there were still 14% (8 participants) who indicated they are not always aware of how much they have had to drink.

Question 12, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1 or -2	4%
No Change	31%
1 or 2	58%
3	7%
Number of Cases	58

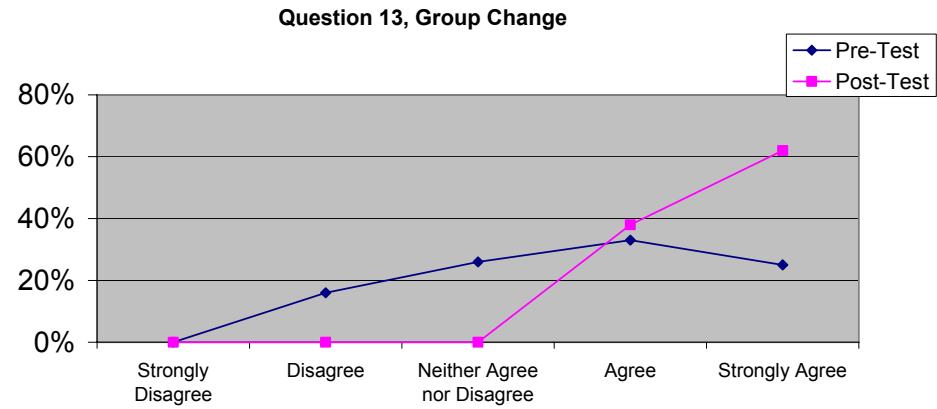
Positive Change: 65%



The majority (65%) of participants changed to a higher level of agreement in the post-test. Just under one-third (31%) did not change their response from the pre to post-test. Only 4% moved to a lower level of agreement.

13. Any amount of alcohol can affect a person's ability to drive safely.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	16%	0%
Neither Agree nor Disagree	26%	0%
Agree	33%	38%
Strongly Agree	25%	62%
Number of Cases	57	58
Post-test Agreement		100%

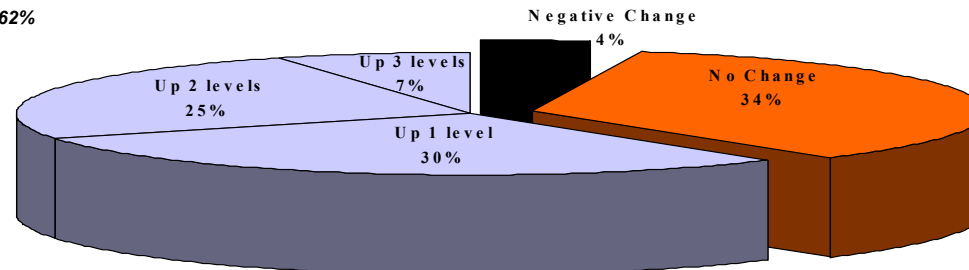


Everyone in the post-test agreed that any amount of alcohol can affect a person's ability to drive safely. The strongly agree category more than doubled (25 to 62%) from the pre-test to the post-test.

Question 13, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	4%
No Change	35%
1 or 2	55%
3	7%
Number of Cases	57

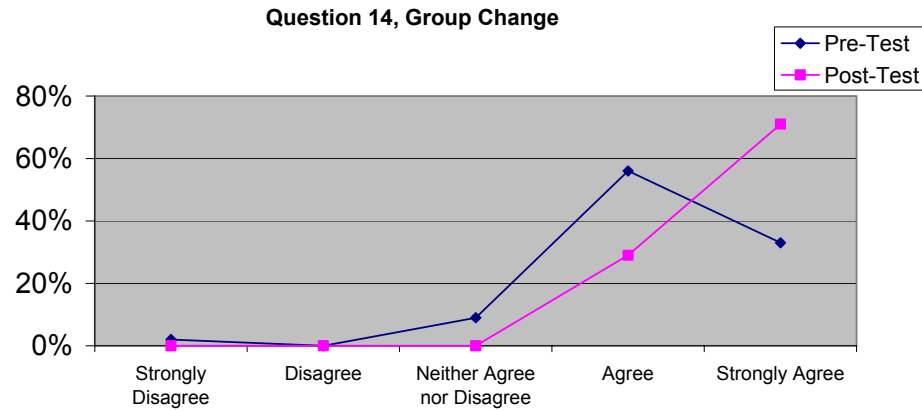
Positive Change: 62%



Nearly two-thirds of participants changed their answers to a more agreeable category in the post-test. Just over one-third (35%) had the same response in both tests. Two respondents went from a more positive to a more negative agreement level.

14. The relaxing effect of alcohol can have a negative effect on a driver's performance.

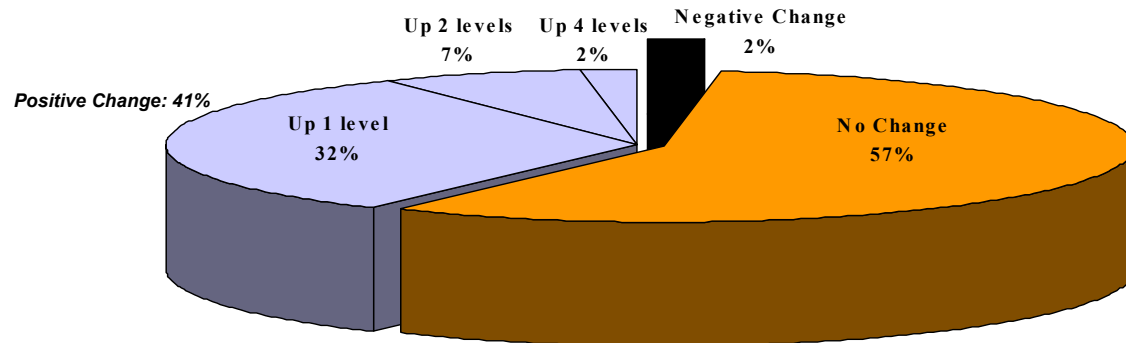
<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	2%	0%
Disagree	0%	0%
Neither Agree nor Disagree	9%	0%
Agree	56%	29%
Strongly Agree	33%	71%
Number of Cases	57	58
Post-test Agreement		100%



All respondents agreed in the post-test that alcohol can negatively affect a driver's performance. The strongly agree category more than doubled from 33% strongly agreeing in the pre-test to 71% in the post-test.

Question 14, Direction of Change

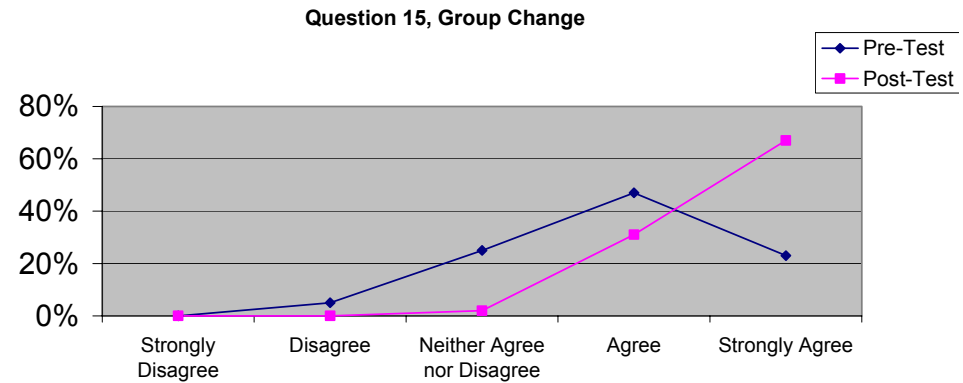
<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	2%
No Change	58%
1	32%
2	7%
4	2%
Number of Cases	57



Forty-one percent of individuals agreed to a greater extent in the post-test than in the pre-test. Over half (58%) answered exactly the same in the post-test as they did in the pre-test. Only one individual had a less agreeable answer than in the pre-test.

15. I will not go out drinking again unless I have a way to get home without driving myself.

<u>Agreement Categories</u>	<u>Pre-Test</u>	<u>Post-Test</u>
Strongly Disagree	0%	0%
Disagree	5%	0%
Neither Agree nor Disagree	25%	2%
Agree	47%	31%
Strongly Agree	23%	67%
Number of Cases	57	58
Post-test Agreement		98%

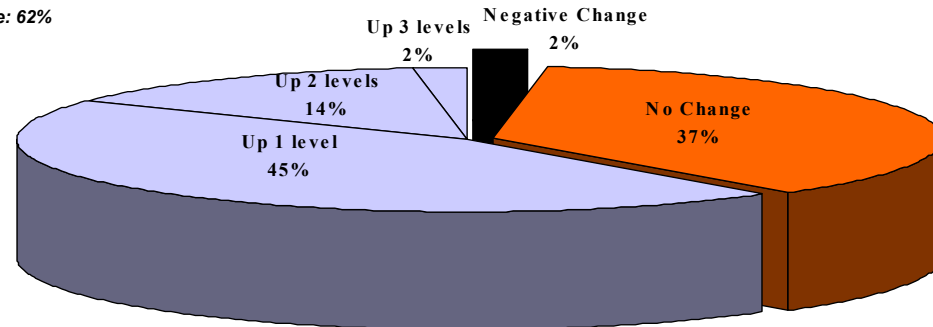


Nearly all (98%) of participants agreed that they will not go out drinking unless they have a way to get home without driving themselves. The strongly agree category nearly tripled from the pre (23%) to the post (67%) test. The neither agree nor disagree category dropped from one quarter of the participants to one participant.

Question 15, Direction of Change

<u>Points of Change in Category Range</u>	<u>Corresponding Percentage</u>
-1	2%
No Change	37%
1	46%
2	14%
3	2%
Number of Cases	57

Positive Change: 62%



Sixty-two percent of individuals were in stronger agreement in the post-test. Over one-third of individuals responded the same in the post-test as they did in the pre-test. Only one individual responded in less agreement in the post-test than he or she did in the pre-test.

Generally there was a shift in perceptions in the extent of impairment resulting from the consumption of alcohol, as well as drinking and driving as a socially acceptable behavior. Prior to the Group Dynamics course students' overall understanding of alcohol impairment was not conducive to avoiding drinking and driving behavior. In addition to the students' increase of knowledge concerning impairment the students' post course comprehension of the true extent of drinking and driving behavior in Wisconsin had also increased.

Chapter 5

Conclusions and Recommendations

Due to the gravity of the impact drunk driving has on society, the state of Wisconsin continues to focus on decreasing OWI offenses by enforcing stricter laws. However, there appears to be little progress made toward this end. Statistics show that for first time OWI offenders the numbers have not drastically declined despite the tougher laws. (Wisconsin Alcohol Traffic Facts Book, 1998). Historically it appears that the social norm established in the state of Wisconsin is one of acceptance of OWI behavior. The challenge of the Group Dynamics Course is to stimulate a change in the perceptions of the course participants.

Summary

Through group interaction in the Group Dynamics Course, it is evident that the average student in the course drove at least five times under the influence of alcohol prior to their arrest. As a result of this behavior, the OWI behavior becomes more of a habit rather than a logical choice made by the individual at the time of drinking and driving. The students surveyed in the Group Dynamics Course at NWTC had received citations for OWI and were directed, as a result of their driver safety plan, to attend the Group Dynamics Course. Only upon compliance with the driver safety plan are the students eligible for reinstatement of their driving privilege. Post-course questionnaire surveys indicate a higher agreement with safer and more responsible attitudes towards driving.

Group interaction reinforced the need for the personal change plan in enhancing the potential for successful avoidance of further OWI behavior. The group also supports the identification of OWI behavior as socially acceptable as part of the belief systems of

the Group Dynamics students. Through the group process, the perception of OWI behavior as the social norm begins to be seen as distorted thinking on the part of the students. It is through this discovery that the students allow themselves to evaluate their OWI behavior more effectively. Although many of the Group Dynamics students felt it was safe to consume alcoholic beverages prior to driving before the course, the greater majority of students felt that even small amounts of alcohol could impair an individual's ability to drive after completion of the class. In addition the number of students who took responsibility for their OWI behavior increased as a result of the course. The pre- and post-questionnaires were used to determine if the students had a shift in their perceptions of OWI behavior after completion of the Group Dynamics Course. A dependent t-test was utilized to evaluate the shift in perceptions from pre-course to post-course questionnaire. The results were also analyzed and illustrated (see charts) by group change and individual change.

Conclusion

Based on the data collected from the students, the relationship between the perceptions of OWI behavior as not being the social norm and the completion of the Group Dynamics Course was high. It was apparent through the information obtained on the pre- and post-questionnaire that the students' understanding of alcohol and the impairment on driving resulting from consumption of alcohol was significantly higher than prior to the Group Dynamics course. The pre-questionnaire indicates that the percentage of students who felt deterred from OWI behavior prior to class was significantly lower than those surveyed on the post-questionnaire. The belief system of students prior to the course was one in which the greater percentage of Wisconsin drivers

drove under the influence of alcohol, and that based on the individual, their driving was not necessarily impaired as a result of drinking. Post-course questionnaires indicate that a higher percentage of students agree or strongly agree that even though a person may feel as though they can drive, the impact of alcohol impairs both ability and judgment. This indicates that the students are taking more personal responsibility for their drinking and driving behavior. Group Dynamics allowed students to recognize driving under the influence of alcohol as a high-risk behavior through their education about alcohol and its effects. A better understanding of alcohol use and its impact on individuals helps the students grasp the extent of impairment. The impairment in judgment increased the students' awareness of the need for their personal change plan in curtailing further OWI behavior.

This was evident based on the information gathered concerning the students' assessment of the consequences as opposed to the practicality of the continued OWI behavior. The pre- and post-questionnaires were administered to fifty-eight Group Dynamics students in four different classes at NWTC and may not be representative of all Wisconsin drivers who drink alcohol. Statistics indicate that only a very small percentage of all Wisconsin drivers who drink and drive are ever cited for OWI, and so it is not conclusive that all OWI offenders will show a positive change in perceptions as a result of the Group Dynamics Course. The results of this study cannot be generalized to all Wisconsin drivers since only OWI offenders are participating in this study.

It would appear that for the most part the perceptions of the OWI behavior as a socially acceptable behavior are seldom challenged in some segments of our society. If the intended impact of the Group Dynamics Course is to assist individual students in

assessing their personal beliefs concerning drinking and driving, then the program is successful. Through a combination of education and group interaction, the students were supported in creating and implementing a personal change plan by which they would avoid any future OWI behavior.

Recommendations Related to This Study

Based on the data gathered in this study indicating a more positive attitude toward personal responsibility and risk-taking behavior, it appears evident that group interaction facilitates useful change. Therefore, it appears the Group Dynamics Course is effective in motivating students to develop a personal change plan to reduce future drinking driving behavior.

Given the importance of the personal change plan to the success of the Group Dynamics students in the future, it is apparent that the personal change plan should be central to the objectives of the course material. It is through an introspective approach that students are motivated to evaluate their belief systems surrounding the acceptability of OWI behaviors. When a student begins to deem their behavior as deviant from the social norm, they begin to experience cognitive dissonance. It is this discomfort that promotes the need for self-examination and change in behavior.

Recommendations for Further Study

In actuality, Wisconsin enforcement of OWI behavior in each municipality exercises the prerogative to enforce the current OWI laws leading to varying consequences for an OWI arrest. In addition, the legal maneuvering of Wisconsin OWI laws by attorneys have drastically altered consequences for convicted individuals. The final outcome of these OWI convictions may contribute to the perceptions among

Wisconsin drivers that driving under the influence is a socially acceptable behavior. Further studies should be done to determine the extent of variance in OWI sanctions across the state of Wisconsin. Additional studies could identify if Wisconsin's reactive approach to OWI behavior misleads drivers into believing they are not guilty of OWI behavior until arrested and convicted.

Appendix A

CONSENT FORM

I understand that by returning this questionnaire I am giving my informed consent as a participating volunteer in this study. I understand that basic nature of the study and agree that any potential risks are exceedingly small. I also understand the potential benefits that might be realized from the successful completion of this study. I am aware that the information is being sought in a specific manner so that no identifiers are needed and so that confidentiality is guaranteed. I realize that I have the right to refuse to participate and that my right to withdraw from participation at any time during the study will be respected with no coercion or prejudice.

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Graduate Student, UW-Stout

Research Adviser: Dr. Gary Rockwood
Guidance and Counseling – Mental Health Concentration
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Menomonie, WI (715) 232-1126

Note: Questions or concerns about participation in the research or subsequent complaints should be addressed first to the researcher or research adviser and second to Dr. Ted Knous, Chair, UW-Stout Institutional Review Board for the protection of Human Subjects in Research, 410 BH, UW-Stout, Menomonie, WI 54751, phone (715) 232-1126.

Appendix B

**GROUP DYNAMICS
PRE/POST-SURVEY**

On the following pages, you will be asked a variety of questions. You will take this survey once at the beginning of the course and then again at the end. The purpose of the survey is to help determine how effective this class is. Your scores will be used to help guide changes and improvements in future Group Dynamics courses.

Questions 1-15 relate to drinking and driving attitudes and behavior. People feel differently, so there are no “right” or “wrong” answers. Choose the answer that best describes your opinion and mark it on your answer sheet.

- 1. If you have just one or two drinks, your driving could be affected.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

- 2. I would not feel safe riding with a driver who has consumed 6 drinks in 2 hours.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

- 3. My OWI arrest was nobody's fault but my own.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

- 4. The fun that I have while drinking is not worth the chance of getting an OWI.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

5. **Even though I may feel okay to drive after drinking, I choose not to because I know alcohol impairs my judgment.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

6. **I have made a specific plan to avoid future problems with alcohol or other drugs.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

7. **Current laws and penalties for people convicted of OWI are fair given the danger they pose to themselves and others.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

8. **I am less likely to abuse alcohol or other drugs as a result of my OWI experience.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

9. **I have told people close to me about my plan to avoid future problems with drinking and driving.**
 1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

- 10. I feel confident that I will never again drink and drive.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree
- 11. I think coming to this class is a good opportunity to learn important information and plan ahead.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree
- 12. When I drink, I always know how much I have had.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree
- 13. Any amount of alcohol can affect a person's ability to drive safely.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree
- 14. The relaxing effect of alcohol can have a negative effect on a driver's performance.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree
- 15. I will not go out drinking again unless I have a way to get home without driving myself.**
1. Strongly disagree
 2. Disagree
 3. I don't agree or disagree
 4. Agree
 5. Strongly agree

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