



How to Collect Data:

The data will be collected in three waves.

- Baseline- This is the first observational survey that should be completed. The purpose is the measure what the seatbelt and distraction percentage is for your school.
 - In the fall, it is important to collect the data early in the school year, or wait until after Daylight Savings Time ends.
- Mid-Year- The second survey should be completed before the enforcement period.
- Final- This should be completed after the enforcement but before the seniors have finished school.

For each survey, make sure to schedule two days for data collection. We suggest a Wednesday or a Thursday. Try to avoid Friday's for data collection. It is recommended that you get started with this as soon as possible, so you can use the next week as a back-up if the weather turns bad.

The seatbelt data should be collected in the morning before school. The data collection should begin 30 minutes before school starts, and end 10 minutes after school starts.

Both the Primary and Reliability observer need to fill out the top portion of their data sheet. Position yourself so you can get a clear view into each passing vehicle. Make sure to **ONLY** observe vehicles that contain high students in them. Ignore other passing traffic. Observe driver and front passengers in high school bound traffic. Ignore all back seat passengers.

Note: The driver may be a parent, or some other person who is not a high school student, but if there is a high school student in the front seat of the vehicle, record data for both driver, and the front passenger.

The data sheet:

Be sure to complete all the information on the top of the data sheet. If you use more than one data sheet, be sure to fill out the top of each sheet, and mark the page number at the bottom of each sheet.

Observing seatbelt use:

Use a slash or a circle to indicate your choice on the data sheet. Each line of data is one vehicle. There are 50 vehicles that can be recorded for each sheet.

Driver Belted:

For Each observable vehicle that passes, observe the driver and record:

- Y (yes) if the driver is belted, or
- N(no) if the driver is not belted.

Driver Distractions:

Pick one of the following for each driver.

- “P”(phone)- select this option if the driver is on a cell phone, with the phone to his/her ear, or obviously talking on a “hands free” phone.
- “T” (text)- Select this option if the driver has a cell phone in hand, and is orientated toward the face of the phone, or is other obviously texting.
- “O” (other) distractions- Select this option if the driver is in any way exhibiting some behavior that is competing with the road for his/her attention, for example; eating, interacting with the radio, reading a book, looking for something dropped, or any other distraction. Record “o” when, in your judgment, the driver could be momentarily distracted if an emergency situation occurred, delaying their response.
- “N”(none)- select this option if the driver appears to be oriented toward the road, nothing in their hands, and seem able to react to an emergency situation while driver. Generally looking around, watching you as they driver by, or other routine, non-competing behaviors are the be scored as “none”.

Passenger Belted:

For each observable vehicle that passes, observe the front passenger and record:

- “Y”(yes) if the passenger is belted, or
- “N”(no) if the passenger is not belted.

If there is no passenger, leave the “Passenger belted” blank for the observed vehicle.

Summarizing the Data:

When you are finished with the data collection, each observer should count the total number of driver belted, not belted, the number of phone, text, other, and no distractions exhibited by the driver, and the total number of passengers belted and not belted. Record this on the bottom of the data sheet.

The bottom of the data sheet looks like this:

Total Number of Drivers Belted (Y) this page	
Total Number of Drivers Not Belted (N) this page	
Total Number of Drivers on a Phone (P) this page	
Total Number of Drivers Texting (T) this page	
Total Number of Drivers Otherwise Distracted (O) this page	
Total Number of Drivers with No Distractions (N) this page	

Total Number of Passengers Belted (Y) this page	
Total Number of Passengers Not Belted (N) this page	

You should have one entry for each of these options, even if the entered number is “zero”.

Note: Observers often enter “zero” on the line asking for the “total number of drivers with no distractions (N) this page”. The only way to that number can be zero is if every driver is distracted, to be sure to count the actual number of N’s, and enter the total on that summary line.

Collecting Reliability Data:

To make sure the data collection is accurate (reliable), it is important for two observers to be standing at each observation site, and independently collecting data on the same vehicles.

- One observer is the “Primary” observer. We will actually use the data from the primary observer to calculate the belt and cell phone use rates.
- The other observer is the “Reliability” observer. The data collected by the reliability observer is used to calculate the level of agreement between the two observers.
 - When observers agree over about 80% of the time on what they saw, the data are considered reliable and useful.

Though the two observers do not communicate with each other how they are marking the data sheet, the primary observer does need to call out the vehicle being observed. For example, the primary observer will call out “Blue Toyota”, or, “Red Pickup”, and so on. The primary observer will also call out the line number on the data sheet every 5 or so lines, to make sure both observers are recording their data on the same line on the data sheet, so the data can be compared later.

When data collection is finished, the primary and reliability observers need to calculate the percent agreement.

Compare each observation and record the number of times you agree and the number of times you disagree. Mark each observation, line-by-line, and when you have gone through all the observations, calculate a simple percentage. The formula for that is:

$$\frac{\text{Number of agreements}}{\text{Number of agreements plus disagreement}} \times 100 = \text{Percent agreement}$$

Number of agreements plus disagreement

- Calculate the percent agreement for the driver belted column, the passenger belted column, and the total (both columns combined). Do the same for the “Distracted” column
 - Remember, it doesn’t matter what you marked, just if you agree or disagree on what you marked.

- If the percent agreement wasn't at least 80%, then just call it training. We will not use that data as part of the belt use rate calculation. **You will need to do this day of observation again.**
- If the agreement level is above 80% (it will probably be well into the 90's) then you have one day of your data collection finished. You should repeat the reliability procedure for each data collection day.
- Each day, after the percent agreement has been calculated, staple the primary observer's data sheet on top of the reliability observers and give them to the adult SAFE sponsor.

When you have completed your data collection, give your completed answer sheets to your SRO, or whoever is the managing adult in your school, so the data can be submitted online.

Analyzing the Data:

After the baseline data are collected, pull out all of the primary data sheets. You will use this to enter the data on the online form. Once you have submitted the form, a copy will be sent to you showing what your results are.