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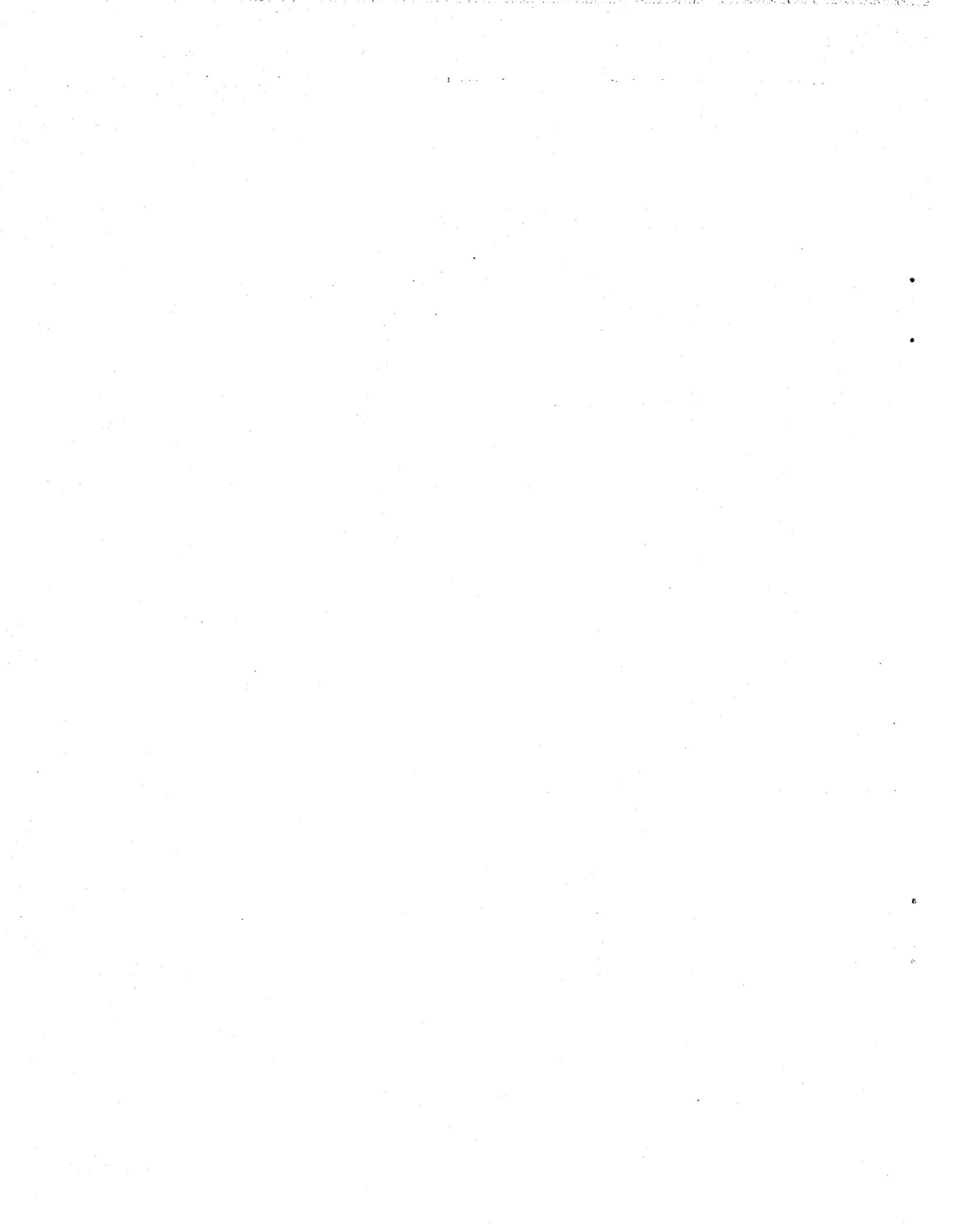
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16. Abstract The general objective of this project was to determine the feasibility of and the general requirements for a centralized database on driver behavior and attitudes related to drunk driving and occupant restraints. Volume I assesses the extent of pertinent surveys carried out in recent years and examines alternative models for establishing a central database of such surveys. Volume II contains descriptive information about each of the surveys collected in the project, and Volume III is a compendium of question wordings from the surveys. The study concluded that it is feasible to establish a national computerized information system containing survey data on drunk driving and occupant restraints and that such a tool would be highly useful to practitioners and researchers.					
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TABLE OF CONTENTS

	PAGE
ACKNOWLEDGEMENTS	v
1.0 INTRODUCTION	1
1.1 Objectives	1
1.2 Background	1
1.3 Organization of This Report	2
2.0 OVERVIEW OF RECENT SURVEYS RELATING TO DRUNK DRIVING AND OCCUPANT RESTRAINTS	3
2.1 Surveys on General Lifestyle and Health	3
2.2 Alcohol Use and Abuse Surveys	4
2.3 General Highway Safety Surveys	5
2.4 Surveys on Drinking and Driving	5
2.5 Surveys on Occupant Restraint Use and Issues	5
2.6 Surveys on Child Restraints	6
2.7 Survey Methodology	6
3.0 ALTERNATIVE APPROACHED TO ESTABLISHING A NHTSA SURVEY DATABASE	9
3.1 Problems in Establishing A Centralized Database	9
3.1.1 Wording of Questions	9
3.1.2 Database Users	9
3.2 Approaches to Establishing an Integrated Database	10
3.2.1 A Master Data Archive	10
3.2.2 A Distinct Files Data Archive	11
3.2.3 A General Clearinghouse with a Computerized Database of Survey Results.	11
3.2.4 A Simple Clearinghouse Without a Computerized Survey Results Database.	12
3.3 Cost and Implementation Choices for the Four Alternatives.	12
4.0 CONCLUSIONS AND RECOMMENDATIONS	13

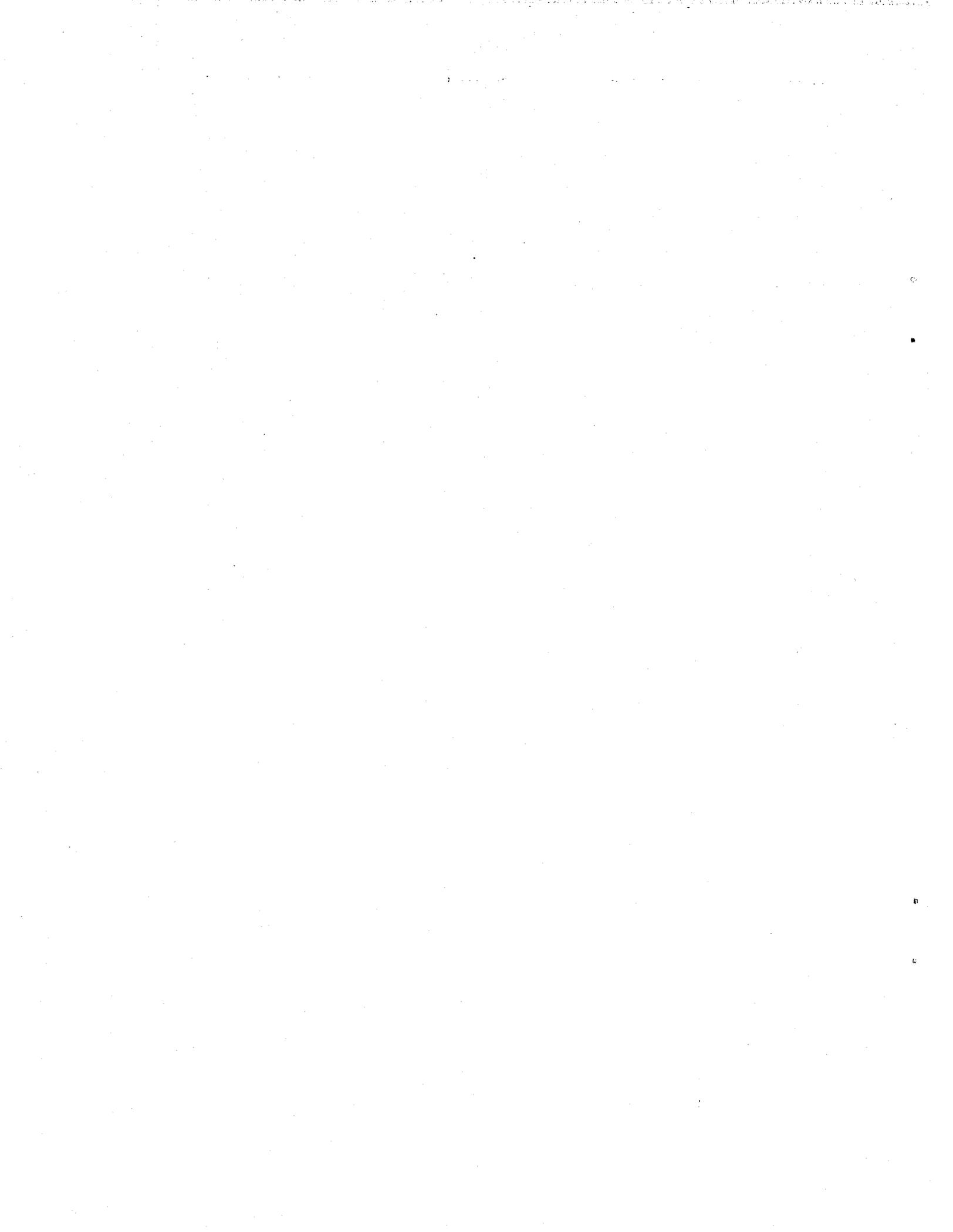


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1.0 INTRODUCTION

This is the final report of a project to determine the feasibility of establishing a database of survey-derived information on driver behavior and attitudes. The project was performed by Mid-America Research Institute, Inc., under NHTSA contract number DTNH22-85-C-07270.

1.1 Objectives

The general objective of this project was to determine the feasibility of and the general requirements for a centralized database on driver behavior and attitudes related to drunk driving and occupant restraints. Specific objectives were:

- To determine the types of data that should be stored in such a database;
- To identify possible sources of such data;
- To identify alternative ways of collecting the data from existing sources;
- To collect and analyze a broad range of current databases; and
- To recommend approaches for establishing a behavioral database if such a database is found to be feasible.

1.2 Background

Every year tens of thousands of social surveys are conducted in the United States by a multitude of survey research organizations which vary greatly in size and professional competence. These surveys may be national, regional, statewide, or local in scope, and they may be directed at samples of the general adult public, of certain age groups such as high school students, of certain professional groups such as lawyers, or of other special groups such as drivers who have been in crashes within a certain period of time. These surveys may be carried out by large-scale companies such as the American Institute for Public Opinion (Gallup Poll), by well-established academic organizations such as the University of Illinois Survey Research Laboratory, by small advertising or market research agencies, or by single individuals on a part-time basis.

These thousands of surveys include many thousands of different questions on many different subjects. One of these subjects, highway safety, is of particular interest to the U.S. National Highway Traffic Safety Administration (NHTSA). Occasionally NHTSA sponsors its own national surveys on such subjects as seatbelt usage, mandatory seatbelt laws, passive restraints, the 55 mph speed limit, recognition of drunk driving advertisements, attitudes toward various drunk driving enforcement strategies, etc. However, many other surveys are conducted each year which contain some highway safety content which might be of interest to NHTSA planners and evaluators, as well as to the highway safety community in general. These survey data could be useful for following trends in public

attitudes, knowledge, or reported behavior regarding highway safety concerns, for gaining understanding of factors relating to highway safety attitudes and behavior, or for evaluating the effects of highway safety mass media campaigns or of changes in laws relating to highway safety.

Given this body of potentially valuable survey data, NHTSA decided it would be worthwhile to study the feasibility of establishing an on-going central database of relevant survey data. The project reported on here encompassed such a study, focusing on two major areas of NHTSA concern, occupant restraints and drunk driving.

1.3 Organization of This Report

This report documents the results of the Mid-America feasibility study and is contained in three volumes. Volume I is the body of the technical report (i.e., this volume) and is presented in four sections. The first task of the study was to assess the extent of relevant surveys which have been carried out in recent years, and Section 2.0 of Volume I discusses this matter at some length. Section 3.0 goes on to look at alternative models for establishing a central database, while Section 4.0 contains Mid-America's recommendations for NHTSA future action in this area.

The report also includes two extensive appendices which are presented as separate volumes. Volume II contains Appendix A contains brief information about each of the surveys which were located in the search for relevant surveys conducted in recent years. A distinctive six-character code is used as an identification number for each different survey. State and local surveys are identified by the two-letter state code plus month and year. This code is referred to in the body of this report discussions of specific surveys. National and regional surveys are identified by a two-letter code representing the sponsoring or conducting organization plus month and year. This appendix contains available basic descriptive information about each survey such as type (in-person, telephone, mail, license office, etc.), sample size, numbers of relevant questions, name and address to contact for additional information, and (when known) published survey reports.

Volume III contains Appendix B, a compendium of question wordings from these surveys classified into 194 content areas relating to occupant restraints or drunk driving. This compendium should be of considerable interest to survey practitioners as they develop future questionnaires relating to these two highway safety areas.

2.0 OVERVIEW OF RECENT SURVEYS RELATING TO DRUNK DRIVING AND OCCUPANT RESTRAINTS

As indicated above, the first task of this study was to ascertain what surveys with what questions on alcohol and driving or on occupant restraints had taken place throughout the United States in recent years. "Recent" was not sharply defined. Most of the surveys included in this report were conducted since 1978, but a few of particular interest were included from earlier years (back to 1970). Included in the search were not only household in-person and telephone surveys, but also roadside surveys and self-administered questionnaires distributed in various ways (mail, license office, classroom, etc.). However, purely observational surveys not involving individual responses to questions were not included.

In addition to the personal knowledge and contacts of NHTSA and Mid-America staff and the extensive highway safety resources in the library of the University of Michigan Transportation Research Institute (UMTRI), two other main methods were used to obtain information on relevant surveys. One was to send letters to each of the 51 Governor's Representatives for Highway Safety and also to the alcohol and alcohol abuse authorities in each state about any relevant surveys in their states and local areas. The second method was to pay the Roper Center for Public Opinion Research at the University of Connecticut to search for relevant questions in its extensive archive of public opinion data collected by many of the major national polling organizations. This search provided some 77 questions asked by seven organizations in 30 national surveys. For each question the Roper Center provided information on time period, number of respondents, sponsor, and the percentage distribution of results.

In all, some survey information (usually including a questionnaire and sometimes a full report) was obtained for 456 surveys which contained at least one question relevant to alcohol use, alcohol and driving, seatbelts, passive restraints, or child restraints. Most of these surveys fell into one of six types: general lifestyle and health, alcohol use and abuse, general highway safety, alcohol and driving, seatbelts and passive restraints, and child restraints.

2.1 Surveys on General Lifestyle and Health

General surveys on such topics as mental health, quality of life, and health status often contain questions relating to alcohol consumption and occasionally to alcohol and driving. No attempt was made to comprehensively search out these kinds of surveys with alcohol consumption questions, but information was obtained on an important series of such surveys sponsored by the Public Health Service.

For many years the National Center for Health Statistics (NCHS) has carried out the national Health Interview Survey interviewing as many as 100,000 American adults each year regarding various facets of their health status and behavior, including use of alcoholic beverages. In 1979 and again in 1980 the NCHS carried out a special two-wave panel telephone survey (Appendix A, survey numbers NS0479, NS0480) entitled National Survey of Personal Health Practices and Consequences. These surveys asked a number of questions regarding the respondent's customary use of alcohol, and they also contained one question on

the general use of seatbelts as one aspect of good health behavior. In 1985 the NCHS carried out a similar Health Promotion and Disease Prevention survey as a supplement to the national Health Interview Survey, this time adding a question on driving drunk in the past year and also some questions on child restraint ownership and use.

In the meantime, in 1982 and 1983 the Centers for Disease Control (CDC) sponsored a rather similar telephone survey on Behavioral Risk Factors in conjunction with the health departments in 28 states and the District of Columbia. It also sponsored a national survey (number CD0483) in the remaining 22 states. These surveys contained a seatbelt use question, four alcohol use questions, and a new question on the frequency of driving after perhaps drinking too much in the past month. Over 22,000 adults aged 18 and over were respondents in these 29 surveys. Some of these states continued to carry out this CDC survey on a monthly basis with the alcohol use questions expanded to eight (to ask separately about beer, wine, and liquor consumption). Other states have also joined in the CDC program, interviewing either 50 or 99 adults by telephone each month since 1984. In 1986 there were 26 states which carried out these CDC surveys, some with additional questions relevant to occupant restraints or drunk driving. Thus, these surveys provide an excellent source of trend data on reported seatbelt use and reported drunk driving behavior as states change their laws in these areas.

Also of special interest among general lifestyle surveys is the series of youth surveys under the title Monitoring the Future (number IS0485) which have been carried out annually since 1976 by the University of Michigan Institute for Social Research--under the sponsorship of the National Institute for Drug Abuse (NIDA). This program involves annual self-administered questionnaires (in five forms) given to 17,000 high school seniors, plus follow-up mail questionnaires to subsamples every year for the past ten years. From the beginning, these surveys have contained a number of questions relating to alcohol and drug use, including two questions on accidents and tickets when driving after drinking. Beginning in 1985 two questions were added about frequency of driving after drinking and frequency of driving after drinking five or more drinks. So as these surveys continue they will provide an increasingly useful source of trend data for this important age group.

2.2 Alcohol Use and Abuse Surveys

In addition to the above surveys with a few questions on alcohol consumption, there have been many surveys through the years which have focussed primarily on behavior and attitudes relating to alcohol use and its sometimes negative consequences. Among the consequences of alcohol abuse which are sometimes asked about are accidents after drinking and arrests for drunk driving, as well as questions on interventions to prevent driving after excess drinking.

At the national level the National Institute on Alcohol Abuse and Alcoholism (NIAAA) sponsored a series of five surveys by Louis Harris and Associates from 1971 to 1974 which were primarily concerned with the evaluation of an NIAAA mass media campaign, one of whose emphases was on the prevention of drunk driving. NIAAA also sponsored a national survey of 13,000 secondary school students' drinking behavior and attitudes in 1974 (NI0474) and a national survey

concerned with the prevention of alcoholism and alcohol problems in 1979 (NI0479). In 1983, the National Center for Health Statistics (NCHS) sponsored a similar study (NS1383) as a supplement to the national Health Interview Survey. There have also been many state and local surveys of this type such as a statewide general public survey in Michigan in 1975 and a series of three high school youth surveys in 11 counties in New York (NY1182, NY1183, NY1185).

2.3 General Highway Safety Surveys

Most noteworthy of these general surveys was a series of three surveys sponsored by NHTSA in 1978, 1979, and 1980. In addition to questions on occupant restraints and on drinking and driving these surveys included questions on the 55 mph speed limit, accident risk, etc. Similar surveys have been conducted in many states, such as an UMTRI statewide survey in Michigan in 1984; a series of three surveys in Virginia in 1977, 1978, and 1983; a survey of high school students sponsored by the Insurance Institute for Highway Safety; and two statewide surveys of licensed drivers in Kentucky.

2.4 Surveys on Drinking and Driving

Only one national survey focussing just on drinking and driving issues was found. This was conducted by Opinion Research Corporation in 1970 for the National Highway Safety Bureau (OP1070). However, there have been many national surveys which have included one or more relevant questions as part of a larger survey. The Roper Center provided information about such questions asked by ABC, NBC, Gallup, Roper, Media General, Harris, and Yankelovich.

Most of the surveys on drinking and driving have been conducted in states and local areas as part of efforts to evaluate particular alcohol safety programs. No attempt has been made to include in this report the many surveys conducted as part of the evaluation activities for the 35 Alcohol Safety Action Projects which were sponsored by NHTSA from 1970 to 1976. More recently, the University of North Carolina Highway Safety Research Center has sponsored 18 telephone surveys of this sort in six communities; Mid-America Research Institute sponsored a license office survey in Tennessee as part of its evaluation of jail sanctions there; and the University of Michigan Transportation Research Institute carried out four mail surveys in Oakland County (Michigan) as part of its evaluation of the special Oakland County Alcohol Enforcement/Education program.

Similar surveys have been carried out in Dade County, FL; Nassau County, NY; Salt Lake City, UT; Coconino County, AZ; Monroe County, NY; and statewide in New York, Kansas, California, Oregon, Washington, Oklahoma, Iowa, Missouri, North Dakota, etc. Also noteworthy in this area are the 30 surveys on drinking and driving carried out by Ralph Hingson and his colleagues at the Boston University School of Medicine among Massachusetts, Maine, and New York teenagers and among Massachusetts, Maine, New England, and Maryland adults.

2.5 Surveys on Occupant Restraint Use and Issues

There have been a large number of surveys which have asked the public questions about seatbelt use, mandatory seatbelt laws, and passive restraints such

as air bags and automatic seatbelts. The first national full-scale survey of this sort was conducted by Yankelovich, Skelly, and White for the Motor Vehicle Manufacturers Association (YS0576). In 1978 NHTSA sponsored a similar survey by Peter D. Hart (NT0578), and in 1983 it sponsored another one by Lance Tarrants and Associates (NT0883). Also in 1981 NHTSA began to sponsor ten occupant restraint questions each month (out of a panel of 17 questions) in the national omnibus public opinion surveys carried out by McGinley Inc. (NT0981-NT0984). The 30 waves of data from these surveys were intended for in-house use by NHTSA and consequently were not published for the information of the broader highway safety community.

Recently Traffic Safety Now, an advocacy group for mandatory seat belt laws, sponsored two national surveys by Nordhaus Inc. (TS0185,TS1285), and through March 1986 it had also sponsored or assisted with 44 statewide surveys in 30 states. There have also been many such surveys over the years sponsored by state highway safety programs, including two in Michigan by McGinley Inc. (MI1082,MI1083).

2.6 Surveys on Child Restraints

Finally there have been quite a few surveys which have asked questions specifically on child restraints, particularly in the early 1980s when mandatory child restraint laws were being passed by most American states. Daniel Klenow at North Dakota State University carried out a series of ten mail surveys on child restraints from 1979 to 1984, and the University of Tennessee Transportation Research Center has carried out many surveys of this sort in Tennessee and other states. In West Virginia two surveys on child restraints were carried out in the Morgantown area, and a question on child restraint use was added to the monthly CDC behavioral risk survey. Many other surveys concerned primarily with adult occupant restraint use and attitudes have included questions on child restraint use and attitudes as well.

2.7 Survey Methodology

The great majority of the surveys discussed in this report were conducted by telephone, usually using random digit dialing (RDD) methods to try to avoid the bias that might result from only using numbers listed in a telephone directory. However, the survey reports seldom provide enough information to permit determining response rates to these telephone surveys. Some survey reports do indicate that a certain number of calls to a selected number was required before substituting a new number; others do not even provide this information.

Also, many survey reports do not indicate how respondents are selected for interviewing once the telephone connection is made. However, usually this can be ascertained from reading the beginning page of the questionnaire. Some telephone surveys apparently accept as a respondent any adult or driver who answers the phone; others attempt to apply an equal males and females quota system; and the higher quality surveys list all eligible respondents in the household and use a prescribed procedure for randomly selecting among them. Accepting anyone who answers the phone as a respondent usually leads to a substantial over-representation of female respondents. Even surveys using a household selection procedure tend to have female over-representation because the selected

males are generally harder to reach. Some surveys weight the data results to try to reduce the effects of such female over-representation, but that procedure seems to be quite rare in the surveys reported here. Also some high quality surveys ask respondents about the number of times during the previous week that they were home at the same time as the completed call and then weight the data results in relation to this answer--in order to try to overcome the potential bias of over-representing persons who are more frequently home and available for interview.



3.0 ALTERNATIVE APPROACHES TO ESTABLISHING A NHTSA SURVEY DATABASE

3.1 Problems in Establishing A Centralized Database

3.1.1 Wording of Questions. A key problem with attempting to aggregate recent and future survey data into a centralized database is the great variety of question wordings (including response categories) which have been used on the same topic. For example, Appendix B lists some 62 different ways in which questions on driving while impaired have been phrased. The most frequently used wording is that promoted by the National Center for Health Statistics and the Centers for Disease Control ("In the past month how many times have you driven after you have had perhaps too much to drink?"), but it is doubtful that very many alcohol and drinking surveyors would accept this rather vague wording as the "standard" phrasing for this important topic.

Because of these differences in question wordings, it is difficult to determine how comparable the data from different surveys are. In attempting to ascertain trends over time by comparing two surveys, one is faced not only with normal sampling variability plus possible non-response biases, but also with small or large differences in the way a question is worded. This problem can be overcome somewhat if there are large numbers of surveys to compare in the different time periods. Even if there is some variety in question wordings one can get a general sense of how the reported behavior or attitude is changing.

Fortunately, question wordings have not been completely idiosyncratic as survey specialists have developed questionnaires in these areas. Many surveys have been designed to be repeated over time and thus have made use of largely similar questions in order to ensure data comparability, and survey writers have usually had at hand some predecessor surveys as possible models. In addition, in the alcohol and driving area NHTSA has published Compendium of Survey Items and Results of Safety Countermeasures (Teknekron Research Inc., July 1979); A Manual for Managing Community Alcohol Safety Education Campaigns (Reissued November 1982--contains a sample telephone questionnaire); Reducing Alcohol-Impaired Driving: Surveys for Use in Measuring Program Effectiveness (Monroe Snyder and Maria Vegega, May 1983); and Pretest and Refinement of Items for Alcohol Highway Safety Surveys (Naomi Henderson, Verve Research Corp., May 1984). These publications contain a large number of recommended question wordings, many of which were found in use in the collected survey questionnaires.

In the occupant restraint area the many surveys sponsored by Traffic Safety Now (TSN) have mostly used common questions and question wordings, so these TSN surveys provide something of a "standard" for some aspects of this substantive area. Still most sets of national surveys which have asked questions about either substantive area seem to have composed their questions de novo, thus making it difficult to directly compare the results of two surveys from different survey organizations.

3.2 Database Users. Another issue in discussing the feasibility of establishing a survey database relates to the question of whom the database is intended to serve. While the impetus for this feasibility study came from a few

highway safety researchers at NHTSA who would like to make use of these various survey results in their planning and evaluation activities, there are undoubtedly many others outside of NHTSA in state, local, academic, and private organizations concerned with highway safety who would also be interested in receiving compilations of survey data and perhaps in carrying out further analyses of these data.

A related basic question is how important it is to be able to carry out additional analyses of some of the survey data beyond that provided in the often rather thin published reports. Such analyses might include various demographic breakdowns of reported attitudes and behaviors or the study of the interrelationships among various attitudes and behaviors--even on such different subjects as seatbelt use and driving while impaired. Based on the published reports collected for this feasibility study, it seems to be quite rare for such detailed analyses of the survey data to be carried out. Thus this study has found that there is a great wealth of survey data which have been collected but which are largely under-analyzed. These data could potentially provide much useful information about the kinds of persons who report various attitudes and behaviors--if highway safety researchers had an accessible database and the time and money to carry out these additional analyses.

3.3 Approaches to Establishing An Integrated Database

Taking into account these perspectives on the problems and possible purposes of an integrated survey database, there seem to be four possible approaches to survey database organization which should be considered. These are 1) a master data file archive; 2) a distinct files data archive; 3) a general clearinghouse with a computerized database of survey results; and 4) a simple clearinghouse with a computerized database only of descriptive survey information.

3.3.1 A Master Data Archive. By "master data archive" is meant a single large data file which attempts to integrate all the individual surveys and survey records in a common "master" format. Each differently worded question would be a different variable in this master format, although presumably questions with very small differences in wording could be included in the same variable. This was the procedure used by Lehman, Wolfe, and Kay in aggregating the data from 118 roadside breathtesting surveys into a single archive containing 122 variables and over 100,000 records (A Computer Archive of ASAP Roadside Breathtesting Surveys, 1970-1974, Ann Arbor: University of Michigan Highway Safety Research Institute, January 1975).

This was the model initially envisioned by Wolfe in proposing to conduct this study. However, the roadside breathtesting archive had the advantage that most surveys were fairly short and many followed question wordings suggested by the NHTSA Office of Alcohol Countermeasures which was the sponsor of all of these surveys in local Alcohol Safety Action Program areas. Even so, 122 variables had to be included in the master format in order to cover all the questions asked in these surveys, but of course many of these questions contained results from only one or a few surveys. Thus much of the archive file space is taken up with "missing data".

Given the wide variation in wordings found in the various surveys collected for this project, it does not seem feasible to pursue this model of a master data archive with a common format. Even separate archives for the drinking and driving data and for the occupant restraint data do not seem feasible. Each archive would have to contain hundreds of variables, and each individual survey would have "missing data" on most of these variables. Although such master data archives could provide a wealth of interesting data for further analyses, it would be very expensive to carry out analyses of such large files. It would also be very time consuming and expensive to collect the actual computerized data from many individual surveys and to reformat them into the master format. In addition, there is the problem that some survey data would be considered proprietary information, and it might be difficult to obtain permission to use such survey data. Even when a survey is non-proprietary, it might be difficult and expensive to persuade the holder of the data to go to the trouble of furnishing the archive with the survey data and good documentation.

3.3.2 A Distinct Files Data Archive. A second approach which would permit further analysis of some of these survey data would be to collect the computerized data from certain surveys of interest along with codebooks explaining how the data are organized. This would be somewhat less expensive than reformatting the data into a common format. Still, a substantial effort would be involved for each survey in obtaining the data, resolving ambiguities in the documentation, and preparing an accurate codebook which would adequately explain to the interested user all the nuances of the data file.

A model for this approach is the computer archive of mostly accident data files (Fatal Accident Reporting System, Michigan accident data, Texas accident data, Multidisciplinary Accident Investigation reports, etc.) which has been maintained by the UMTRI Transportation Data Center for many years. Interested users of these files are provided with codebooks explaining the data, and they can run analyses of these data at the University of Michigan Computing Center by means of the Automated Data Access and Analysis System (ADAAS)--either on-campus or off-campus via Telenet.

3.3.3 A General Clearinghouse with a Computerized Database of Survey Results. This approach would involve periodic efforts to find out what surveys have taken place; to collect the reports from these surveys; to enter summary information and individual question results from these surveys into two separate databases; and to prepare occasional bulletins summarizing information about the surveys. The actual raw survey data (computerized records of individual responses) would not be collected, so additional data analyses could not be carried out at the database location. But the periodic bulletins would let interested highway safety researchers know what kinds of survey information had been collected by what methods under whose sponsorship and how to obtain the published reports. The sponsor of a survey could then be contacted to obtain a copy of a survey report and to discuss carrying out further analyses if that seemed desirable.

Basic information about each survey would be entered into one micro-computer database--dates, sample type, sample size, method, other surveys in series if any, sponsoring organization, conducting organization, general content, report title, etc. A second database would be used to store the texts of survey

questions (all or those of particular interest) along with the overall percentage results. These question texts and results would be classified in such a way that the questions asked and their results could be retrieved in a computer listing for any subject of interest.

3.3.4 A Simple Clearinghouse Without a Computerized Survey Results Database. Like the general clearinghouse this would involve the periodic collection of survey information and reports and the placing of basic information about each survey in a computerized database, but the question texts and results would not be computerized. A current listing of the included surveys and a library of the survey reports would be maintained at the clearinghouse location, and copies of the current survey listing could be made available to interested highway safety researchers elsewhere upon request.

3.4 Cost and Implementation Choices for the Four Alternatives

These four alternative approaches are obviously quite different in their staffing and cost implications. Any of them could be carried out by NHTSA staff or by contracting with an outside organization. However, the more person-hours of effort involved the less likely it seems that NHTSA could provide the necessary labor from its own staff. The simple clearinghouse alternative could probably be carried out with about two person-months of professional effort annually plus support from data entry personnel, so it might be feasible to follow this approach with existing or slightly augmented NHTSA staff. Also for maximum utility to NHTSA highway safety researchers and planners it would be desirable for such a simple clearinghouse and library to be located in an office at NHTSA headquarters.

For the other alternatives the databases could be located anywhere because these more elaborate databases could be interrogated upon request and printed results could be provided. The researcher would not need to have immediate access to the library of survey reports in order to obtain information on the survey results.

Of course an effort to establish even the simplest kind of computerized survey database would require some funds, and it is not clear whether the funds could be provided entirely by NHTSA, either as a service to its own staff or as a service to the broader highway safety community. Perhaps if a database were established with the goal of serving the whole highway safety community, some costs could be recovered via user fees (data access fees, bulletin subscriptions, etc.).

4.0 CONCLUSIONS AND RECOMMENDATIONS

Clearly, the least expensive alternative for establishing an integrated survey database is the simple clearinghouse. It should not be very expensive to periodically collect information on relevant recent surveys, to enter basic data on these surveys in a microcomputer database, to provide listings of this survey information upon request, and to organize a library of survey reports. However, such a simple clearinghouse would not be nearly as useful to NHTSA staff or to the general highway safety research community as the more elaborate clearinghouse suggested above as the third alternative.

Establishing such a clearinghouse with a database of survey questions and results would probably require one to two person-years of professional effort annually, depending on the number of surveys deemed worthy of including in the question results database. However, it would provide a much more useful organization of survey results to both NHTSA and other highway safety researchers and planners.

It seems clear that the available surveys are too diverse to make feasible the first discussed alternative, a master file database. However, it does seem appropriate to make some surveys of particular interest available for additional analyses in a computerized archive. Especially good candidates for inclusion in such an archive would be the five national surveys sponsored by NHTSA from 1978 to 1983, the two recent national surveys on occupant restraints by Nordhaus (if available), the current series of surveys in New England by Ralph Hingson and his associates, the UMTRI series of surveys in Oakland County, and the two national roadside breathtesting surveys.

It also seems appropriate to make continuing use of the existing national archive of survey data at the Roper Center at the University of Connecticut. These data are rather expensive, but it would seem very important to include in the database the results of the relevant questions which national polling organizations like Gallup, Harris, and Roper occasionally field in their surveys.

Finally, it seems very desirable to establish a closer relationship with the Centers for Disease Control and their extensive survey data collections in many states which contain a few questions of relevance to highway safety. Rather than acquiring the actual data from these surveys in a NHTSA database, it might be more appropriate to work out an agreement with CDC to carry out certain analyses of their data on a periodic basis.

In conclusion, we believe it is entirely feasible to establish a national computerized information system containing survey data relating to drunk driving and to occupant restraints. Such a tool would be highly useful both to practitioners and researchers. How much money to spend and how elaborate this database should be can only be determined after a more detailed preliminary design study of the alternative approaches.

