

Data Management Plan for "2011 National Survey of Speeding Attitudes and Behaviors [Supporting Datasets]" 20240121

Basic Information

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0.01 Lead researcher, or lead staff name: Randolph Atkins

0.02 Lead researcher, or lead staff ORCID or other identifier: unknown

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0.04 Organization: Office of Behavioral Safety Research (BSR), National Highway Transportation Safety Administration (NHTSA), U.S. Department of Transportation

0.05 Other researchers: See cataloging record and reports for other authors

0.06 Title of Research Proposal/Project: 2011 National Survey of Speeding Attitudes and Behaviors

0.07 URL: <https://doi.org/10.21949/1529969>

0.08 This is an initial DMP or a revised DMP.

0.09 Today's date (YYYY-MM-DD): 2024-01-21

0.10 This DMP was created by Leighton L Christiansen <https://orcid.org/0000-0002-0543-4268>, Data Curator, leighton.christiansen@dot.gov. You may also contact the NTL Data Curator at NTLDataCurator@dot.gov

1. Data Description:

1.01) Dataset name: "2011 National Survey of Speeding Attitudes and Behaviors [Supporting Datasets]"

1.02) This dataset supports the conclusions of the report "2011 National Survey of Speeding Attitudes and Behavior (NSSAB)." This is the third in a series of surveys on speeding that have provided data to help further the understanding of driving behavior and to contribute to the development of countermeasures and interventions to reduce speeding. Like the previous studies, this survey yields national estimates of behavior and attitudes toward speeding in the United States. The present study differs from the earlier studies in that it developed and used a driver typology based on the pattern of responses across six speeding behavior questions. Cluster analysis identified three distinct groups of drivers with similar overall behavioral tendencies and, among those categorized, 30% are nonspeeders, 40% are sometime speeders, and 30% are speeders. Driver type is a powerful predictor of norms and attitudes toward speeding behavior, speeding countermeasures, experience with sanctions and crash experience. This report details the findings from the 2011 NSSAB, examining the data using the above mentioned driver typology as well as standard demographics. In the final chapter, results from the current study are compared to those of the 2002 NSSAB and the 1997 NSSAB. Using data from over the last 14 years allows us to identify trends in speeding and driving behavior, especially as new technologies such as cell phones become more pervasive in the driving community.

The data supports the outputs: 2011 National Survey of Speeding Attitudes and Behaviors

<https://doi.org/10.21949/1525760>; 2011 National Survey of Speeding Attitudes and Behaviors [Traffic Tech]

<https://doi.org/10.21949/1525896>.

NTL staff has reviewed the data and feels that re-identification risk of study participants from this dataset is extremely low.

The .ZIP folder of datasets and supporting documentation contains files in the following formats: .CSV files which can be opened with any text editor; .TXT files which can be opened with any text editor; .PDF files that can be opened with any PDF reader; .DOCX files that can be opened in Microsoft Word and some web-based programs; .SAV files which can be opened with IBM SPSS statistical software; and, .JSON files which can be opened with text editors or metadata editing programs.

1.03) Data was collected between March 31, 2011 to September 4, 2011. No updates

1.04) The data can provide long-term value by helping to marking attitudes and behaviors of drivers towards speeding and driving distractions.

1.05) Data is fully accessible to the public.

1.06) The National Transportation Library is now responsible for the long-term preservation of the dataset.

All responsibility for data content lies with NHTSA.

2. Standards Employed:

- 2.01) The data are available in the following formats: .CSV, .XLSX, and .SAV. .CSV is an open format. All others are proprietary.
- 2.02) The proprietary formats allow users to work in one of many current and ubiquitous statistical software programs: .XLSX version, opens with Microsoft Excel or other spreadsheet program; .SAV version, opens with IBM SPSS statistical software.
- 2.03) This is the final version of the data. If future updates or changes are needed, file name date and timestamps will be updated, as well as the README.txt document.
- 2.04) Documentation includes a Data Dictionary, a README.txt, this DMP, and the Methodology report.
- 2.05) This dataset is described using the DCAT-US Version 1.1 metadata schema in file NHTSA_BSR_2011_NSSAB_METADATA_20240121_1130.json

3. Access Policies:

- 3.01) This data may be shared with the public.
- 3.02) NTL staff has reviewed the data and feels that re-identification risk of study participants from this dataset is extremely low.
- 3.03) There are no privacy, ethical, or confidentiality concerns raised from sharing this data.
- 3.04) Each interview was assigned a random identifier.

4. Re-Use, Redistribution, and Derivative Products Policies:

- 4.01) This data is managed by the National Transportation Library through agreement with the Office of Behavioral Safety Research (BSR) of the National Highway Transportation Safety Administration (NHTSA).
- 4.02) This data was transferred to NTL in 2023-07.
- 4.03) This data is in the public domain.

5. Archiving and Preservation Plans:

- 5.01) This dataset will be preserved by the National Transportation Library (NTL) in the Repository & Open Science Access Portal (ROSA P). The dataset landing page is at <https://doi.org/10.21949/1529972>
- 5.02) In order to protect digital information and data from loss, NTL employs the "3-2-1" backup rule. NTL maintains:
 - A) Three (3) copies of the electronic files
 - B) Stored on two (2) different kinds of storage media
 - C) With at least one (1) copy stored in a different geographic and geologic region.
 - i) Currently, NTL maintains a copy of its repository content and metadata in the following locations:
 - (1) USDOT- managed Microsoft Azure cloud environment
 - (2) CDC Public Access Platform (Amazon Web Services cloud environment)
 - (3) Removable media (external drive)
 - (4) Backups on the USDOT-managed Microsoft Azure cloud environment are in the disaster recovery site, in a different geographical area than USDOT headquarters. Backups on the CDC Public Access Platform are in the disaster recovery (DR) site on the US West Coast, a different geographic area than CDC headquarters. The disaster recovery site is updated daily. All daily backups of the staging server and weekly backups of the production servers are kept for 45 days.
- 5.03) The NTL will preserve and share the data in perpetuity.
- 5.04) NTL mints DOIs for datasets. The DOI for this dataset is <https://doi.org/10.21949/1529972>
- 5.05) NTL's ROSA P fully meets the criteria outlined on the Guidelines for Evaluating Repositories for Conformance with the DOT Public Access Plan page <<https://doi.org/10.21949/1520563>>.

6. Policies Affecting this Data Management Plan

This data management plan was created to meet the requirements enumerated in the U.S. Department of Transportation's Plan to Increase Public Access to the Results of Federally-Funded Scientific Research Version 1.1 <<https://doi.org/10.21949/1520559>> and guidelines suggested by the DOT Public Access website <<https://doi.org/10.21949/1503647>>, in effect and current as of January 2024.

7. CHANGE LOG
2024-01-21: Orignial DMP written