Abstract citation ID: ckac131.354
Longitudinal relationships between youth assets, seat belt use while driving, and the environment
Eleni Tolma

E Tolma1, S Vesely2, R Oman3, L Boeckman2, C Aspy2
1Education Sciences, European University Cyprus, Nicosia, Cyprus
2School of Public Health, University of Oklahoma Health Sciences Center, Oklahoma City, USA
3School of Public Health, University of Nevada, Reno, USA
Contact: E.Tolma@research.euc.ac.cy

Background:
Positive youth development theory can provide an alternative approach to promote Seat Belt Use while Driving in a Car (SBUDC) among youth. The study aims to explore the relationship between youth assets, and the neighborhood environment in predicting SBUDC.

Methods:
The Youth Asset Study (YAS) is a 4-year (5 waves) longitudinal study of a random sample of 1,111 youth (12-17 years old) and their parents, taking place in a Midwestern city, USA from 2003-2008. Seventeen youth assets were developed. The environment was measured objectively via the broken windows survey and subjectively via parents’ interviews. Assets and environmental factors at Waves 1-4 were predicted SBUDC at Waves 4-5 while controlling for demographics. Data were analyzed via marginal logistic regression and generalized estimated equations analyses.

Results:
The sample consisted of 1001 youth: 53% female; mean age = 14.36 (SD = 1.59); 50% with income <$35,000; and 69% two-parent families. The proportion of youth not wearing a seat belt while driving increased from wave 4 to 5 only among African American youth. Individually, most assets had a positive relationship with SBUDC (ORs ranged from 1.3 to 2.7), with general aspirations for the future, educational aspirations for the future and positive peer role models having the largest ORs [2.7, 95% CI (1.7, 4.3); 2.2, 95% CI (1.5, 2.0); 1.9, 95% CI (1.5,2.4)] respectively. Youth with a higher (≥ 12) number of assets were almost twice as likely to use a seat belt while driving than those with a lower (<12) number of assets were almost twice as likely to use a seat belt while driving than those with a lower (<12) number [OR = 1.8, 95% CI (1.4, 2.3)]. Only one environmental factor had a significant effect on SBUDC [(OR = 1.32, 95% CI (1.01, 1.72)]. Assets retained their impact on SBUDC, controlling for the environmental and demographic factors.

Conclusions:
Youth assets can be a promising approach to promote SBUDC among teens with emphasis on promoting general aspirations for the future, educational aspirations, and positive peer role modeling.

Key messages:
• Building youth assets can be another mechanism to promote seat belt use while driving among youth.
• The neighborhood environment might not be as important as other factors are in the promotion of seat belt use while driving.