

# Volunteer Training FAQ

## Comments to the Volunteer Training Video

- A) **When you are finished driving your route:** You should stop – do not keep driving in your area. Find a safe place to stop, turn off and uninstall the equipment. We do not need the extra data.
- B) **What if I don't finish my route?** That is okay – you have collected plenty of data! At the end of the hour (i.e. 7am; 4pm; 8pm), no matter what, you should find a safe place to stop, turn off and uninstall the equipment. We will not use any data collected past the end of the hour.
- C) **The sensor GPS light is a blinking and then solid BLUE, not green.** Refreshed instructions will be provided on the sensor itself and the sensor info sheet. The GPS light should actually only take about 2 to 5 minutes to connect.
- D) **If you have trouble turning the sensor button on;** try, try again! The button can get stuck from time to time.
- E) Your sensor should be installed on the **PASSENGER WINDOW** – nowhere else! Don't hit the window down button!
- F) If you have a window that detects an object (like a finger) in the way of the window rolling up: tap the window up until it reaches the sensor.
- G) CAPA's social media handle is **@CAPAstrategies** on Instagram and Twitter
- H) Please bring your sensor **indoors** in-between routes

## Frequently Asked Questions

### 1) **Why do I need a navigator? Can't I navigate the route myself?**

A navigator is critical to the safety of yourself and other drivers on the road. Driving in an unfamiliar way with many unique turns requires a lot of attention; the driver should be focused solely on the road and other vehicles, whereas the navigator can determine the turns while also paying attention to the sensor. The navigator can also write down important notes, such as any instances of precipitation, etc.

### 2) **Can I ride my bike to collect data?**

No, we need all the routes to be driven by car so that data is collected in the same way across the three counties. Having different data collection methods makes it more challenging to clean and model the collected data.

**3) Why are we collecting air temperature data when we have satellite surface temperature data?**

Satellites are good at estimating the temperature of surfaces from the birds-eye view; this means that satellite temperature datasets consist of temperatures measured at varying heights, including rooftops, the top of tree canopy, or the actual surface of a roadway or parking lot. With air temperature we can more closely understand what human beings are experiencing at 1 to 2 meters above the ground, more accurately reflecting what impacts our health and wellbeing during heat events.

**4) How do you model for the areas we are not mapping?**

With your temperature sensor, you are sampling the heat across a range and mix of land uses and land covers; with satellite spectral imagery, we will apply those sample measurements in a way that says, "if we found high temperatures when we sampled a dense residential development with low tree canopy cover, and lower temperatures in a forested natural area → at other similar locations, we can predict higher or lower temperatures based on that information."

**5) How is equity being considered in this project?**

We know that redlining in the 40s has affected many urban environments in the US over decades of disinvestment, and there have been large disparities created in the physical quality of the built environment that continues to impact the health and wellbeing of the people who reside in disinvested areas (e.g. parks, tree canopy cover, preserved natural areas and features). With this study we aim to better uncover and understand the disparities in the built environment that lead to gaps in temperature, with the aim to narrow that gap with physical and social interventions.

**6) How long will it take to drive the assigned routes?**

We will be recording data for each route three times on campaign day (6-7 am, 3-4pm, and 7-8pm). Volunteers will be needed for each of those 1 hour shifts.