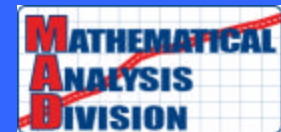


Safety Belt Use in 2003

Donna Glassbrenner

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Outline

- NOPUS refresher
- Methodological changes in 2003
- The 2003 estimates



National Center for Statistics and Analysis

National Highway Traffic Safety Administration
U.S. Department of Transportation



NOPUS Refresher

What is NOPUS?

The National Occupant Protection Use Survey (NOPUS) is the only probability-based observational national survey of belt use on the roads.

What NOPUS Observes

Shoulder belt use

of drivers and right-front passengers
in passenger vehicles with no commercial or
government markings
from the roadside, an exit ramp, or a moving
vehicle
during daylight hours.

New Methodologies

Technological Improvements

1. Collect data with PDAs equipped with GPS technology instead of clickers and paper forms.
2. Collect interstate data on the interstate instead at exit ramps.

Improved Data Quality

- PDAs
 - Eliminate data entry errors.
 - Ensure certain data are correct:
 - Time and location of data collection
 - Length of observation period
 - Reduce distractions from:
 - Wondering if you entered what you intended
 - Knowing you did
- New interstate data collection
 - Collects interstate data on the interstate.

Reduced Time and Cost

- Time and cost of data entry are eliminated.
- Cost of data collection is reduced.
 - Expect more observations per person-hour

Gradual Incorporation

- Partial implementation in 2002
- Greater implementation in 2003
- Full implementation in 2004

Cannot Quantify the Impact Yet

- Won't be able to quantify the impact until 2004.
- Will assess at that time whether prior estimates should be revised.



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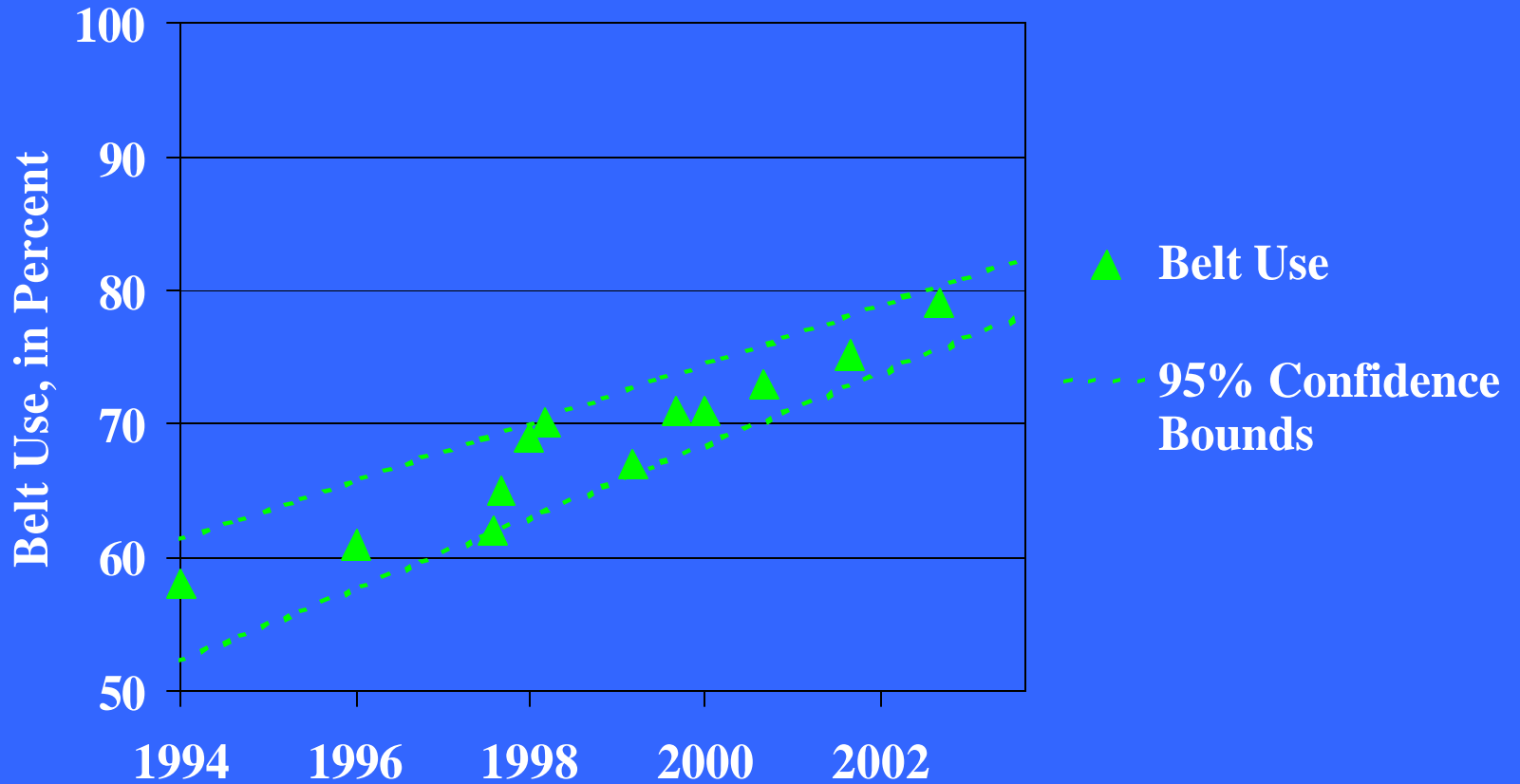


The National Estimate

The National Estimate

- **Belt use in 2003 was: 79%**
 - Up from 75% in 2002
 - Statistically significant, with more than 95% confidence
 - Converted 16% of nonusers
 - The largest increase seen since NOPUS began
 - Indicates that Click It or Ticket was a huge success

Belt Use, 1994-2003



Numbers of Observations

Numbers of	2002	2003	Increase
Sites	2000	2000	0%
Vehicles	158,000	162,000	3%
Occupants	209,000	213,000	2%

Where Did Belt Use Increase?

Where We Made Gains

- Belt use increased by a statistically significant amount in:
 - The South
 - Secondary states
 - All vehicle types
 - Both drivers and right front passengers
 - All times of day and week

Where Is Belt Use Low?

Statistically Significant Differences in Belt Use

- Use is lower in secondary states (75%) than in primary ones (83%).
 - Have seen this for many years.
- Use is lower in pickup trucks (69%) than in passenger cars (81%) or SUVs & vans (83%).
 - Have also seen for many years.

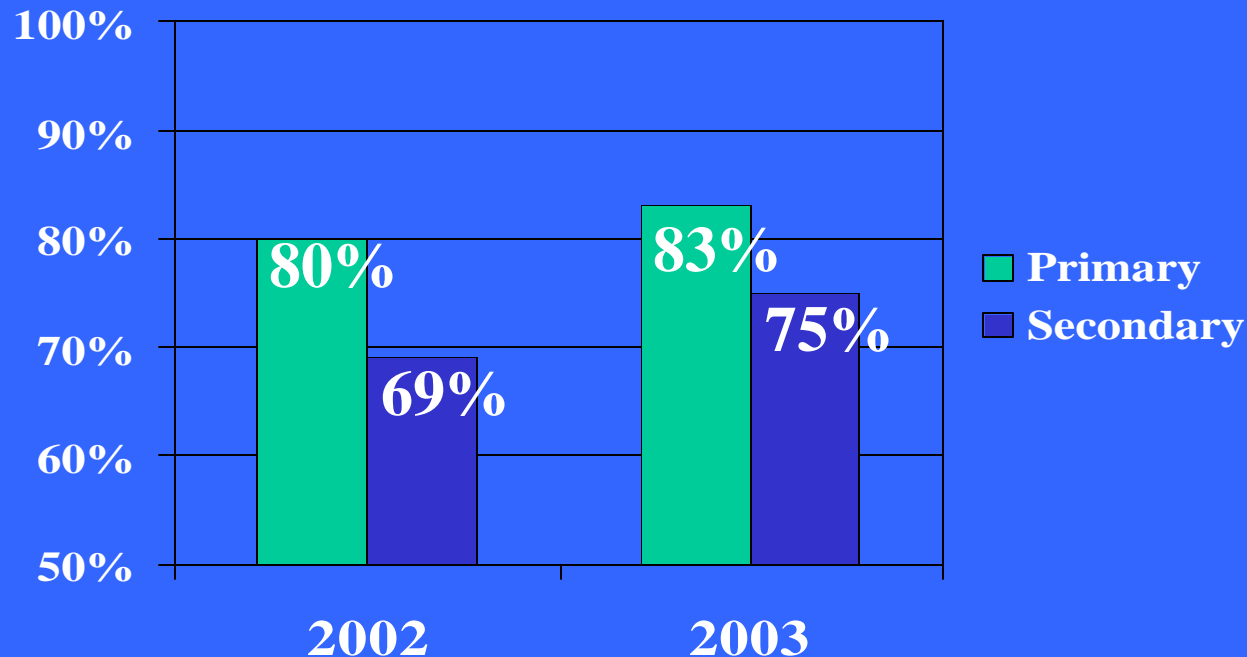
Significant Differences, Continued

Use is lower in the Northeast (74%) than in the South (80%) or West (84%). It is lower in the Midwest (75%) than in the West.

- Have seen various regional differences previously.

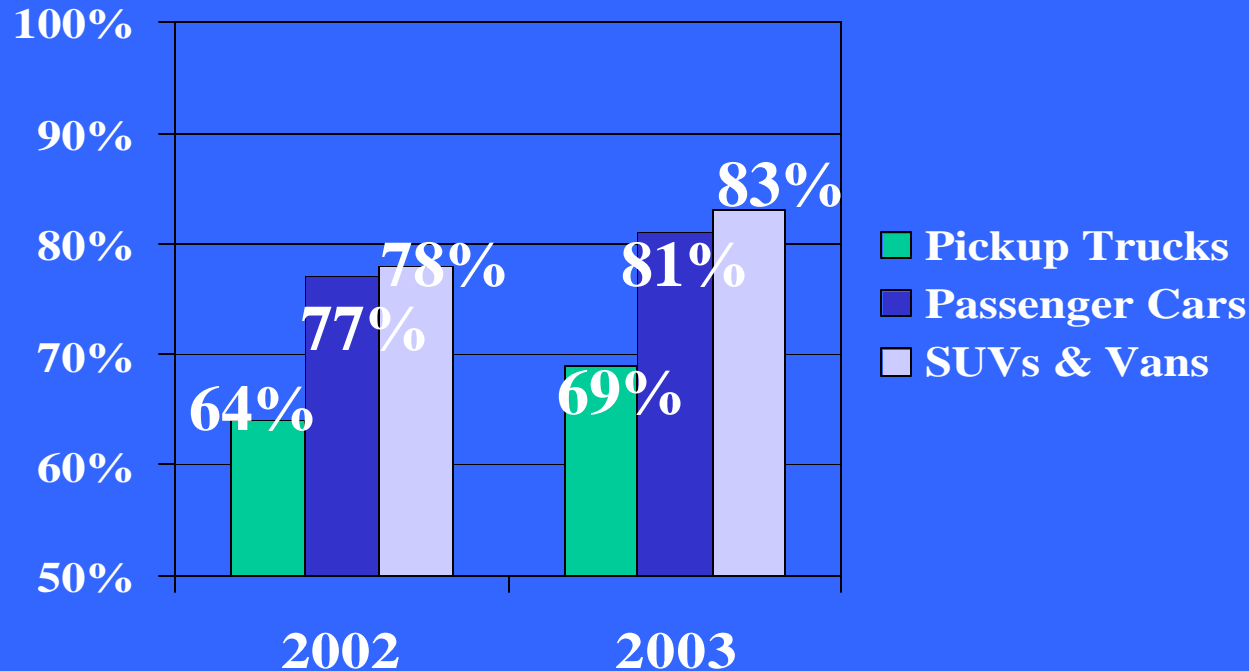
Charts

Primary vs Secondary



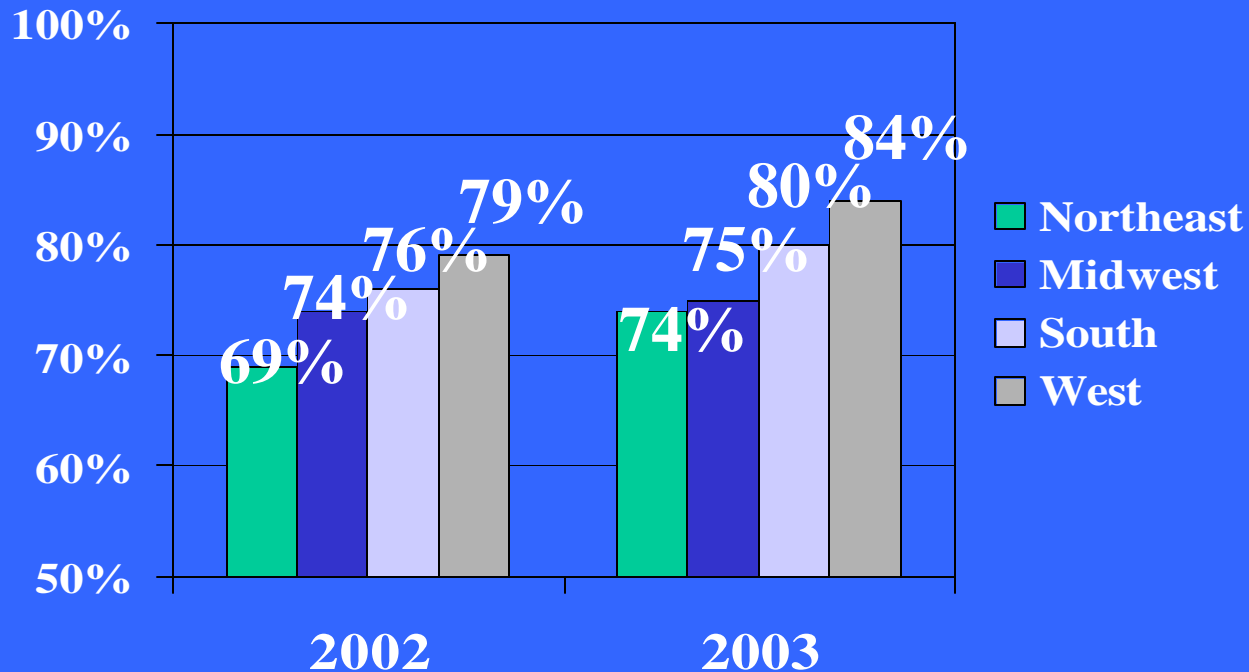
Use continues to be higher in primary states than secondary. Secondary states increased use. Primary-secondary gap is smaller.

Belt Use by Vehicle Type



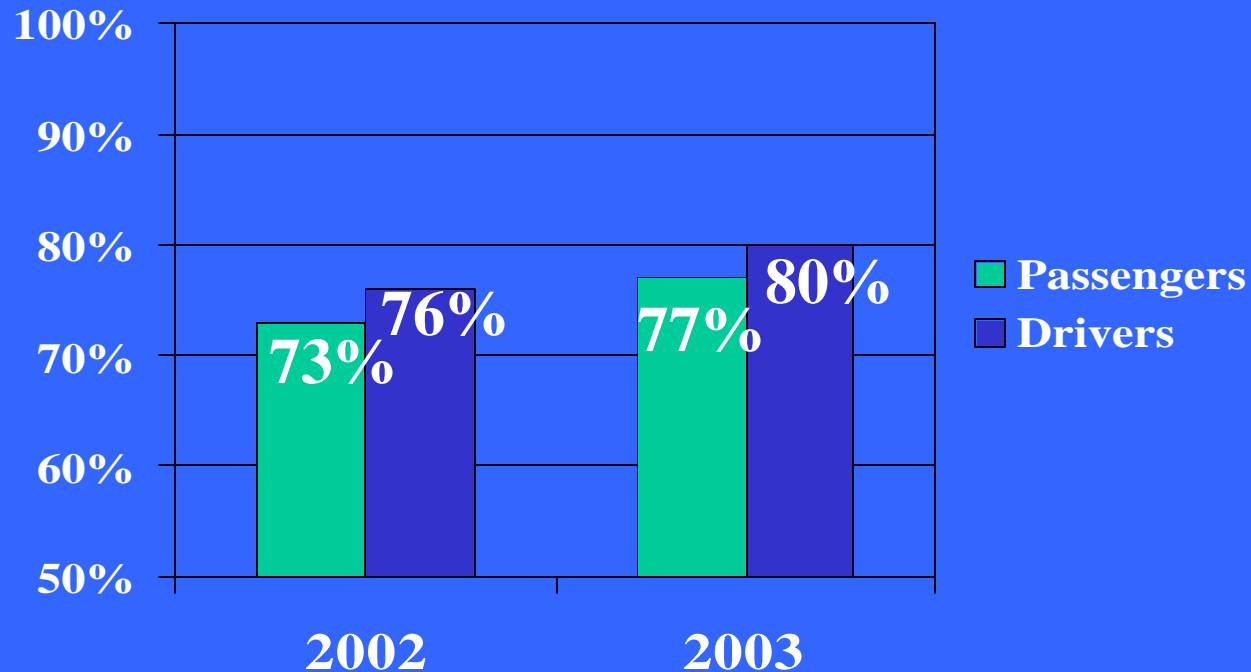
All increases are significant. Use is lower in pickups than in PCs and SUVs/Vans.

Belt Use by Region



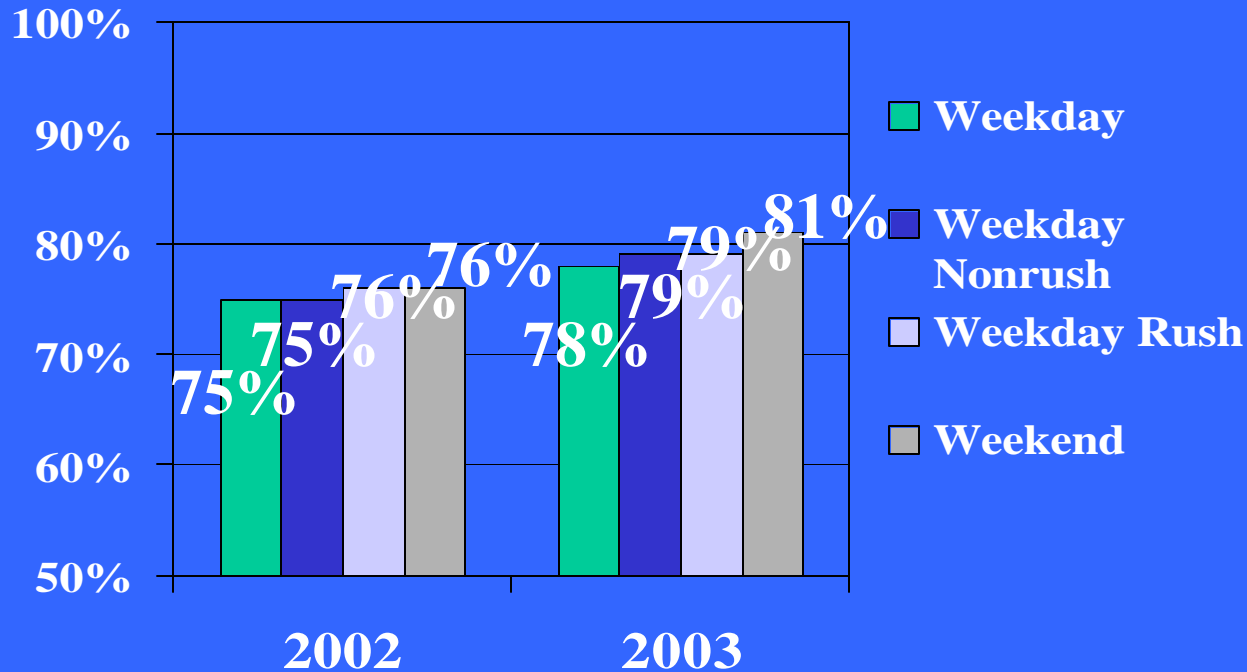
Use increased in the South. Use is lower in the Northeast than in the South & West, and lower in the Midwest than in the West. Have seen various regional differences over the years.

Drivers vs Passengers



All increases are significant. No driver-passenger difference.

Belt Use by Time of Day and Week



All increases are significant.

No weekday/weekend or rush/nonrush differences.