2023 Vermont Safety Belt Use Study

Statewide Observation Results

December 2023

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1. Background

This report summarizes the results of the 2023 Vermont Safety Belt Use Study. The Vermont Agency for Transportation contracted Preusser Research Group, Inc. (PRG) to collect roadside observations and prepare a final report on analyzed results for Vermont's Click It or Ticket (CIOT) seat belt campaign in 2023. This national campaign is conducted annually by the National Highway Traffic Safety Administration (NHTSA) when two weeks of heightened CIOT enforcement and media focus on CIOT surround the Memorial Day holiday. The procedures used for this study design followed Federal Register Guidelines as outlined by 23 CFR Part 1340 (Uniform Criteria for State Observational Surveys of Seat Belt Use).

The state of Vermont first participated in a multi-state pilot of CIOT in 2002. The seat belt use rate was stable at approximately 85% between 2009 and 2015 before dropping to 80 percent in 2016. Figure 2 shows that during the same period, the U.S. national rate increased progressively. Since 2018, Vermont's rate has been substantially higher, nearing the 90% use rate goal prescribed by NHTSA. Over the several years Vermont's rate has been slightly below the rising National rate but was slowly closing the gap (see Figure 2), reaching 90.4 percent in 2022, the highest rate ever in the State, but losing ground in 2023 with a rate of 88.9%.

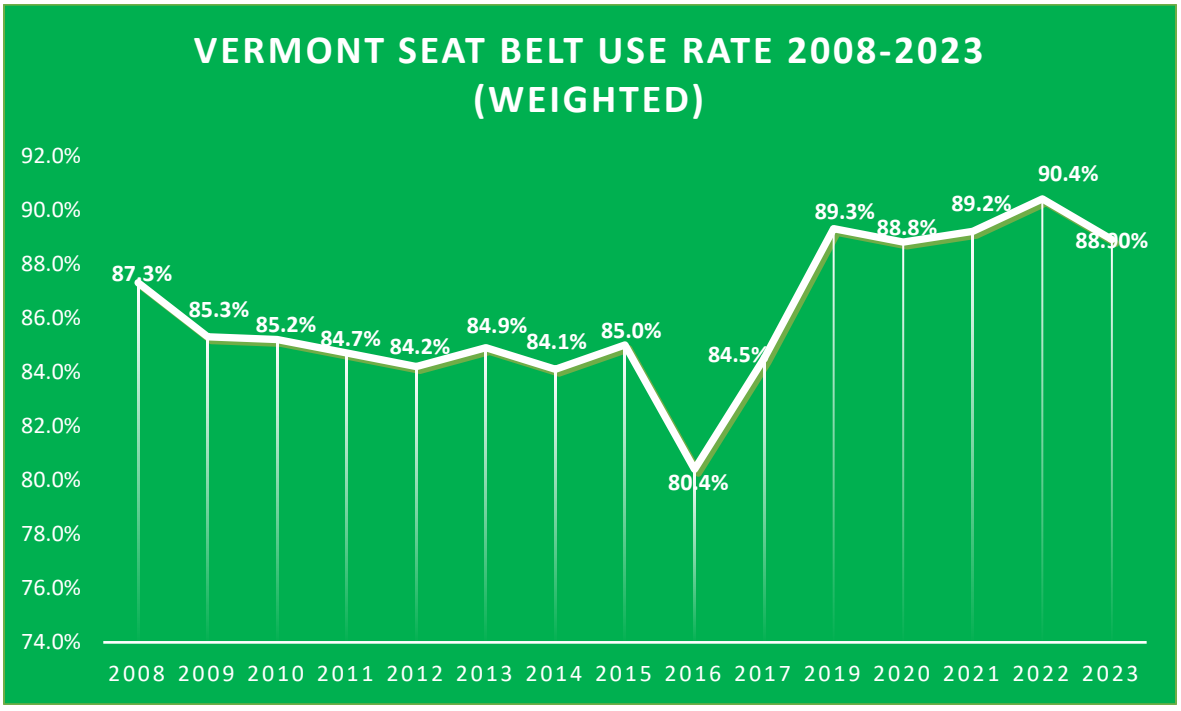

Figure 1. Vermont Statewide Seat Belt Use (2008 – 2023)

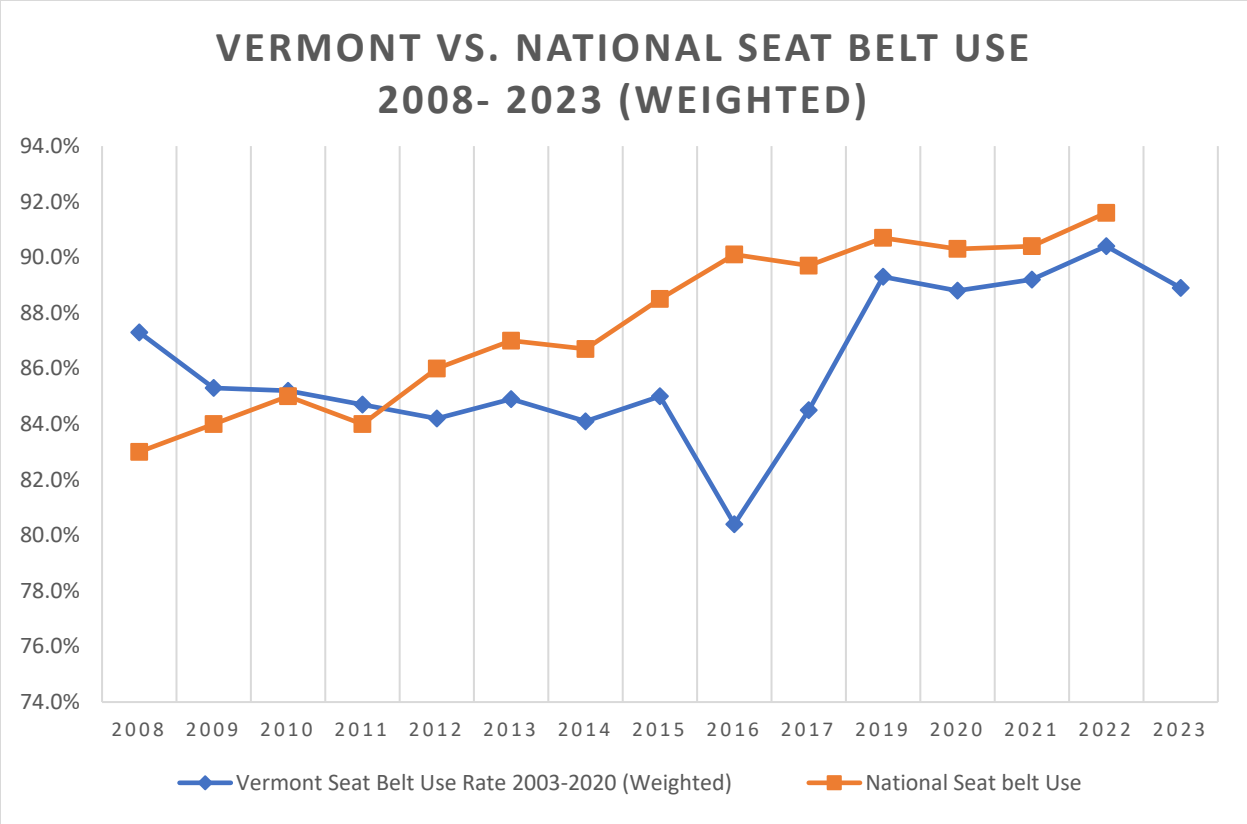

Figure 2. Vermont Statewide vs. National Seat Belt Use (2008 – 2023)
Note: the 2023 national rate was unavailable at the time of this report.

The state of Vermont uses the data from this report to direct occupant protection program efforts throughout the coming year. Vermont developed and funded a CIOT Enforcement Task Force, which is periodically deployed across the major roadways in low seat belt use areas as identified by seat belt observation results.

2. Program Description

NHTSA's high-visibility enforcement (HVE) model is a frequently used and proven strategy to change driver behavior and enhance the effect of traffic laws. With this model, program funds pay for law enforcement overtime hours, resulting in heightened levels of seat belt specific enforcement activity and an overall increase of the number of issued seat belt citations. Targeted media advertising during the campaign educates the public about laws and associated fines while also publicizing increased law enforcement efforts. This type of effort is designed to increase the public's perceived likelihood of receiving a ticket and increases their perceptions of enforcement severity, both thought to impact adherence to the law.

The program media included use of the CIOT slogan and logo. Paid media included television, radio, and online advertising as well as highway billboard signage. Seat belt observational surveys were conducted from June 2 to 15, 2023 immediately following the conclusion of the May national CIOT program.

3. Data Collection Methods

Three PRG staff members, hired and trained by PRG, participated in the 2023 daytime observations, each with extensive seat belt observation experience in addition to field instruction and multiple training sessions. Training was conducted in the weeks leading up to the start of observations. Prior to any data collection, all observers went through a refresher course where the procedures were reviewed in a training session that included on-street practice. Training provided additional procedures to guide observers should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable (unsafe or unobservable). These observers, working alone, performed all field data collection for this evaluation.

Daytime observations were conducted between 7:00 a.m. and 6:00 p.m. seven days a week. Each county's observations were conducted in four clusters, with roughly five sites scheduled for each day. The first observation site of the day was randomly selected from the cluster of sites; subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 45-minute observation period to take place for each individual site within the timeframes noted.

Observation sites were mapped in advance by the project manager. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor. Each scheduled observer used GPS to reach all site locations, then referred to individual maps for instructions on where to park and stand.

In 2018, Vermont opted to redesign their survey and this new format was used in the 2022 survey. PRG conducted the redesign and submitted all new site information to NHTSA for approval. The newest design was kept as similar as possible to the previous year, but a change was made to allow weighting and site selection to be based primarily on traffic volume. The previous design, while adequate and approved, had the disadvantage of having a small number of rural/low traffic volume sites having a relatively large influence on the overall seat belt use rate. The sites used for the 2023 survey were the result of a resample that occurred in early 2023 and are not the same sites that were used for 2022. More information on statistical sampling methodology and overall sample weight calculations is available upon request.

Seat belt use was observed for 45 minutes at each site. All data were recorded on a paper form (see **Appendix A** for sample form), noting vehicle type, driver and passenger sex, and seat belt use. Observers recorded belt use by marking the form appropriately for each person in each vehicle.

Occupants were recorded as:

- ***Belted*** if the shoulder belt was observed in front of the person's shoulder and down across the chest (proper use)
- ***Unbelted*** if the shoulder belt was not in front of the person's shoulder or being used improperly (e.g., tucked under the arm or behind the shoulder)
- ***Unknown*** if it could not reasonably be determined whether the driver or right front passenger was belted.

All passenger vehicles (cars, pickups, vans, and SUVs) with a gross vehicle weight up to 10,000 pounds were observed in the survey including small commercial vehicles. Emergency vehicles (police, ambulance, fire department) were not observed. The target population was all drivers and right front seat passengers of vehicles traveling on public roads. Middle seat passengers and children harnessed in child safety seats were excluded from the observations.

Vehicles to be observed were selected by identifying a reference point far enough down the road so that the vehicle, but not the driver, could be identified. This procedure ensures that the next vehicle to be observed was randomly selected from the traffic stream without prior knowledge of seat belt use. Only one vehicle at a time was recorded. Once the data for the selected vehicle was recorded, the observer would start recording data from the next vehicle to pass the reference point. Traffic direction was selected based on the safest observation point determined during the 2023 survey. Observations conducted for the next four years will use that same direction and location to maintain consistency.

Quality control monitors made random, unannounced visits to at least five percent of the observation sites. During these visits, the quality control monitor evaluated the observer's performance from a distance. The quality control monitor ensured that the observer arrived on time at assigned sites, stood at the designated observation location, and carried out vehicle observations of seat belt use for the required time period.

Field coordinators developed all observer schedules, provided detailed maps and site descriptions for observation locations, and served as the main points of contact during the data collection period. Field coordinators were available to address observer questions as needed regarding observation methods, unexpected site issues, etc.

Completed observation forms were sent to PRG where data was entered using Microsoft Excel and/or Statistical Package for Social Science (SPSS). Data verification procedures included 10 percent entry checks to assess entry accuracy across all data entry forms, and variable frequency counts to identify erroneous entry values or outliers. Data weights were applied, and confidence interval estimations were conducted on the data using the same procedures as used in 2018. Unweighted data was used for all report results and tables. The reported analyses consisted of simple chi-square tests.

4. Results

Data collection was conducted between June 2 and June 15, 2023, at 89 sites across the State. See **Appendix B** for a Google Maps overview of pinned locations. Three observers gathered observation data from 8,453 vehicles and 10595 occupants including 8,453 drivers and 2,142 front seat passengers. Drivers accounted for 79.8 percent of persons observed. Vermont drivers and front outboard passengers had a combined weighted seat belt use of 88.9%. The standard error rate was 1.136%, below the 2.5% threshold required by NHTSA. The total incidence of unknown observations was less than one percent (0.00[1] %--there were no unknown observations in this survey) for all observations statewide, satisfying another NHTSA requirement.

Rates for 2009-2023 (all occupants, weighted) are shown in Table 1. A considerable drop in use was observed in 2016. The 2017 use rate of 84.5% represents a return to a rate more consistent with those prior to 2016. The 2018 rate was much higher than any previous years' rate and that trend continued through 2022. In 2023, using a brand new sample of sites, the rate decreased to a level similar to the 2020/2021 rates. Non-weighted raw counts and use rates by site location are provided in **Appendix C.**

Table 1. Annual Weighted Seat Belt Use Rates 2009-2023 (% Belted)

2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
85.3	85.2	84.7	84.2	84.9	84.1	85.0	80.4	84.5	89.8	89.3	88.8	89.2	90.4	88.9

Belt use rates for subcategories of driver, vehicle, and road types using raw (i.e., unweighted) data are shown in Table 2. Women has significantly higher belt use than men. This was true for both drivers and passengers. Belt use rate was nearly 11 percentage points higher for women drivers compared to men ($X^2(1)$ =211.691, p <.0001). For passengers, women's use rate was 10 percentage points higher than for men ($X^2(1)$ =57.137, p <.0001). Sex differences for all occupants combined was also significant: women's belt use rate overall was almost 11 percentage points higher than men's ($X^2(1)$ =287.029, p < .0001).

Driver belt use across vehicle types revealed a 16-percentage point difference between the highest use rate (cars, at 90.9%) and lowest use (pickup trucks, at 74.5%). Differences in driver seat belt use across vehicle types was highly significant ($X^2(3)$ =340.325, p < .0001). Passenger belt use rates also showed a significant difference across vehicle type ($X^2(3)$ =35.659, p < .0001). For passengers, use rates were highest in SUVs (93.5%) and lowest in pickup trucks (83.4%).

[1] It should be noted that having no "unknowns" is not typical. However, all observers followed protocol and did not exclude any vehicles due to window tint or other biased factors. That is, the 0 unknowns in 2023 was a pure chance occurrence in this particular survey.

Table 2. 2023 Statewide Unweighted Survey Results (% Belted)

Variable	Driver	Passenger	Total
Sex			
Male	82.3%	84.0%	82.6%
Female	93.2%	94.0%	93.4%
Vehicle Type			
Car	90.9%	92.1%	91.1 %
Truck	74.5%	83.4%	76.0%
SUV	90.6%	93.5%	91.2%
Van	86.4%	85.8%	86.3%
Time of Week			
Weekday	88.2%	91.7%	88.8%
Weekend	83.1%	88.8%	84.7%

Driver belt use was significantly higher on weekdays than on weekends (88.2% and 83.1%, respectively; $X^2(1) = 36.091$ $p < .0001$). Passenger belt use did show a relatively small, yet still significant difference between weekdays and weekends (91.7% and 88.8%, respectively; $X^2(1) = 4.746$, $p < .03$). For all occupants combined, weekday use rate was significantly higher (+4 percentage points) than weekend use ($X^2(1) = 33.597$, $p < .0001$).

Driver and passenger belt use rates by county are presented in Table 3. The Franklin/Grand Isle County cluster had the lowest belt use both for drivers (78.0%) and passengers (85.6%). The highest belt use for drivers was observed in the Bennington/Addison County grouping (91.8%) while the highest passenger use rate was recorded in Chittenden at 93.8%. There were significant differences in belt use by county grouping among drivers ($\chi^2(6) = 201.901$, $p < .0001$) and passengers ($\chi^2(6) = 34.64$, $p < .0001$).

Table 3. 2023 Statewide Unweighted Survey Results by County Groupings (% Belted)

County Grouping	Driver Use	Passenger Use	Total Use
Bennington/Addison	91.8%	92.8%	92.0%
Chittenden	90.6%	93.8%	91.3%
Franklin/Grand Isle	78.0%	85.6%	79.6%
Caledonia/Essex/Orleans	83.5%	88.7%	84.7%
Rutland	87.9%	90.8%	88.6%
Washington/Lamoille	91.5%	93.5%	92.0%
Windham/Orange/Windsor	85.5%	91.1%	86.6%
Statewide	86.9%	90.6%	87.6%

5. Discussion and Recommendations

Vermont's current belt use rate of 88.9% represents a small (1.5 percentage point) but important decrease from 2022. This rate brings VT below not only the likely national average but also below the NHTSA-imposed target of 90 percent. Continued efforts to further raise seat belt use could include increasing enforcement, increasing awareness of driver license penalty points and fines for unbelted occupants, increasing awareness about the effectiveness of seat belt use in preventing injuries, and informing the public about the higher death rates for unbelted occupants. Populations with the lowest use rates such as males and pickup truck drivers are important target for future programming efforts.

Vermont faces several challenges in achieving seat belt use gains. The state has a largely rural population with pockets of urban areas, resulting in often large variations in use rates from county to county. In 2022, nationally, occupants in rural locations had lower seat belt use than did occupants in urban locations (Boyle, 2023). In addition, several New England states contiguous to Vermont have some of the lowest use rates nationwide. New Hampshire ranked second-to-last in belt use for 2022 (75.7%) while Massachusetts ranked third-to-last (77.0%). Counties in Vermont contiguous to those states are prime targets for additional media and enforcement measures particularly for those roadways and communities that straddle state lines.

Vermont also contends with a secondary law requiring that police identify another "primary" offense (e.g., speeding) to be able to stop and ticket an occupant violating the State's seat belt law. Boyle (2023) also showed that in 2022 States with a primary seat belt law had nearly 3 percentage-point higher belt use than did States with secondary laws.

The introduction of nighttime seat belt use monitoring may shed light on additional areas of focus, as nighttime belt use is typically lower than daytime belt use. For instance, FARS data for the period 2016-2020 shows that belt use by fatally injured occupants of passenger vehicles is indeed much lower in nighttime crashes (30.3% belted) than in daytime crashes (57.9% belted) in the state of Vermont.

The 2023 use rate (88.9%) being lower than 2022 could be driven by a few possible reasons. First, it may just be that use actually decreased in Vermont over the year. However, the 2023 sites were different from the 2022 sites due to the NHTSA mandated resampling of observation sites. It could be just the "luck of the draw" that caused sites to be in lower use road segments. Unfortunately there is no way to identify which of these, if either, is the actual culprit leading to a decreased seat belt use rate.

6. References

Boyle, L. (2023, January). Seat Belt Use in 2022 – Overall Results (Traffic Safety Facts Research Note. Report No. DOT HS 813 407). National Highway Traffic Safety Administration.

Chaudhary, N., Chaffe, R. (2017). Vermont 2017 Annual Seat Belt Use Survey: Final Report. Published by the Preusser Research Group, Inc. for the Vermont Agency of Transportation, Governor's Highway Safety Program.

Tilton, S., Sullivan, J., Dowds, J. & Sentoff, K. (2016). Vermont 2016 Annual Seat Belt Use Survey: Final Report. Published by the UVM Transportation Research Center, TRC Report No. 17-001. January 2017.

Appendix A. Sample Observation Data Collection Form

SITE ID NUMBER: _____ **CITY:** _____ **OBSERVER NAME**: _____

DATE: _____ - _____ - _____ **DAY OF WEEK:** _____

LOCATION: _____

(Observed Street) **(Cross Street or other landmark)**

WEATHER CONDITION (*circle one*)**:1) Clear/Sunny 2) Light Rain 3) Cloudy 4) Fog 5) Clear but wet**

TRAFFIC DIRECTION: N S E W START TIME (Observation period = exactly 60 minutes): _____ **AM / PM**

	DRIVER			PASSENGER			DRIVER			PASSENGER	
	Vehicle Type C = Car T = Pick Up S = SUV V = Van	**Sex** M = Male F = Female U = Unsure	**Use** Y = Yes N = No	**Sex** M = Male F = Female U = Unsure	**Use** Y = Yes N = No U = Unsure		**Vehicle Type** C = Car T = Pick Up S = SUV V = Van	**Sex** M = Male F = Female U = Unsure	**Use** Y = Yes N = No	**Sex** M = Male F = Female U = Unsure	**Use** Y = Yes N = No U = Unsure
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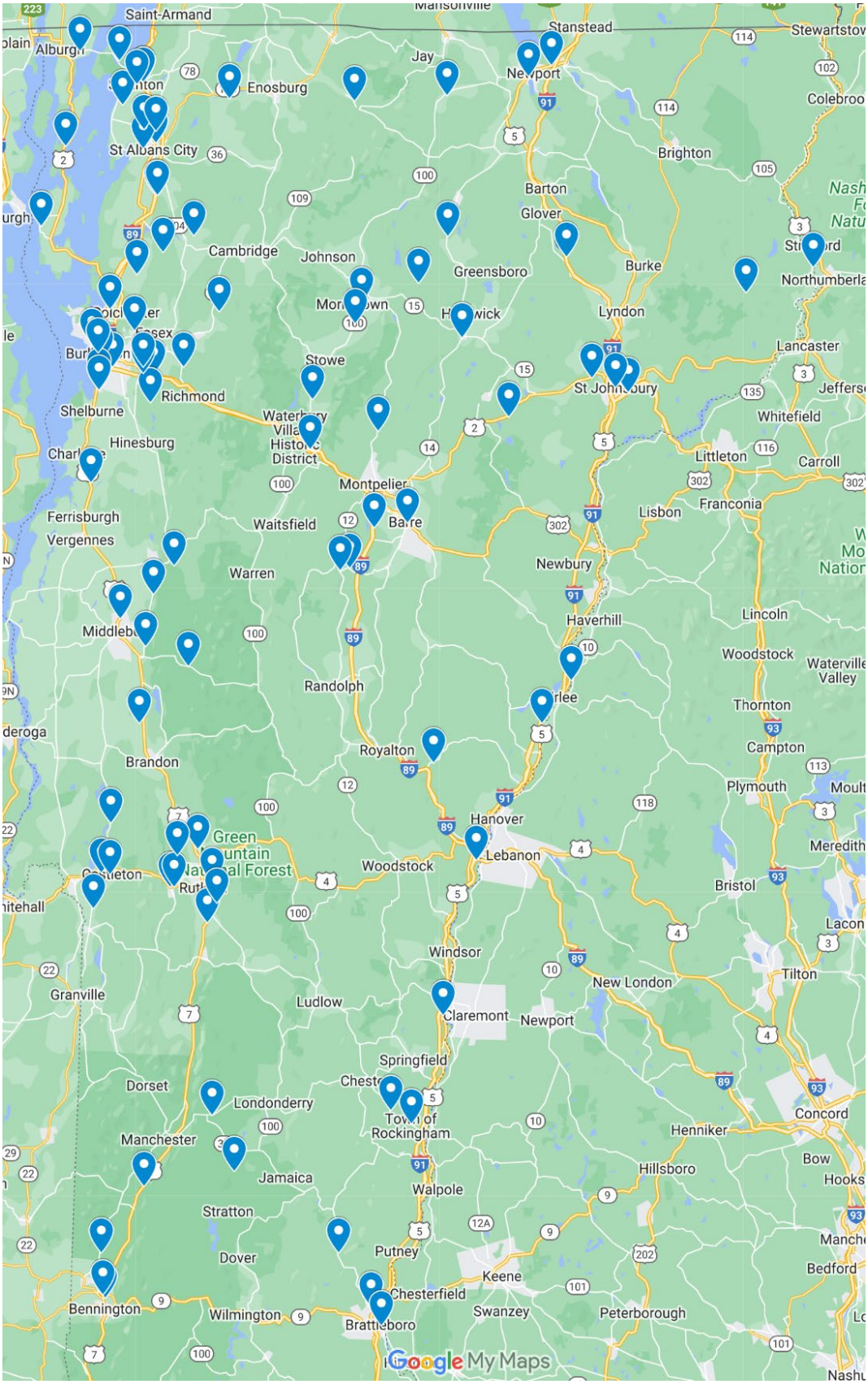
Appendix B. Pinned Site Locations (Source: Google Maps)



Appendix C. Raw Seat Belt Use / Observed Counts

			Drivers			Passengers			All Occupants		
County	Date Obs	Selection Prob.	Belted	Not Belted	% Belted	Belted	Not Belted	% Belted	Total Belted	Total Unbelted	% Belted
Bennington	6/2/2023	1	107	10	91%	36	2	95%	143	12	92%
Bennington	6/2/2023	1	243	33	88%	67	7	91%	310	40	89%
Chittenden	6/7/2023	0.004	108	7	94%	36	2	95%	144	9	94%
Chittenden	6/5/2023	0.132	330	38	90%	38	3	93%	368	41	90%
Franklin	6/6/2023	1	50	24	68%	5	3	63%	55	27	67%
Franklin	6/4/2023	1	100	21	83%	41	5	89%	141	26	84%
Caledonia	6/3/2023	0.133	23	6	79%	12	3	80%	35	9	80%
Caledonia	6/8/2023	0.046	52	2	96%	20	1	95%	72	3	96%
Rutland	6/6/2023	1	33	3	92%	11	1	92%	44	4	92%
Rutland	6/4/2023	1	83	11	88%	38	5	88%	121	16	88%
Washington	6/9/2023	0.274	106	9	92%	30	1	97%	136	10	93%
Washington	6/10/2023	0.128	22	1	96%	6	1	86%	28	2	93%
Windsor	6/5/2023	0.003	321	56	85%	57	9	86%	378	65	85%
Orange	6/5/2023	0.032	23	2	92%	5	0	100%	28	2	93%
Addison	6/12/2023	0.023	138	5	97%	35	0	100%	173	5	97%
Bennington	6/2/2023	0.098	15	3	83%	1	0	100%	16	3	84%
Chittenden	6/7/2023	0.006	167	4	98%	37	4	90%	204	8	96%
Chittenden	6/12/2023	0.085	129	8	94%	46	2	96%	175	10	95%
Franklin	6/2/2023	1	151	15	91%	35	1	97%	186	16	92%
Grand Isle	6/2/2023	1	87	17	84%	23	3	88%	110	20	85%
Orleans	6/3/2023	0.01	48	15	76%	14	2	88%	62	17	78%
Caledonia	6/8/2023	0.132	114	6	95%	32	0	100%	146	6	96%
Rutland	6/13/2023	0.054	102	9	92%	24	1	96%	126	10	93%
Rutland	6/4/2023	0.032	77	11	88%	30	5	86%	107	16	87%
Washington	6/10/2023	0.036	45	5	90%	15	1	94%	60	6	91%
Washington	6/10/2023	0.207	143	16	90%	52	8	87%	195	24	89%
Windham	6/3/2023	0.075	106	12	90%	39	1	98%	145	13	92%
Windham	6/3/2023	0.091	53	10	84%	13	2	87%	66	12	85%
Bennington	6/4/2023	0.028	97	8	92%	46	1	98%	143	9	94%
Addison	6/13/2023	0.037	72	8	90%	23	1	96%	95	9	91%
Addison	6/12/2023	0.05	56	6	90%	7	1	88%	63	7	90%
Chittenden	6/14/2023	0.073	137	6	96%	14	1	93%	151	7	96%
Chittenden	6/15/2023	0.083	164	15	92%	48	5	91%	212	20	91%

			Drivers			Passengers			All Occupants		
County	Date Obs	Selection Prob.	Belted	Not Belted	% Belted	Belted	Not Belted	% Belted	Total Belted	Total Unbelted	% Belted
Chittenden	6/7/2023	0.105	95	4	96%	15	0	100%	110	4	96%
Grand Isle	6/4/2023	0.132	83	9	90%	51	2	96%	134	11	92%
Franklin	6/2/2023	0.061	263	59	82%	66	6	92%	329	65	84%
Franklin	6/4/2023	0.028	66	44	60%	18	10	64%	84	54	61%
Orleans	6/3/2023	0.031	187	63	75%	71	13	85%	258	76	77%
Orleans	6/3/2023	0.008	47	8	85%	19	1	95%	66	9	88%
Caledonia	6/9/2023	0.018	82	18	82%	26	6	81%	108	24	82%
Rutland	6/4/2023	0.265	40	9	82%	22	3	88%	62	12	84%
Rutland	6/13/2023	0.125	59	5	92%	15	4	79%	74	9	89%
Rutland	6/6/2023	0.054	127	18	88%	35	2	95%	162	20	89%
Washington	6/14/2023	0.148	180	8	96%	61	2	97%	241	10	96%
Lamoille	6/9/2023	0.013	146	11	93%	35	0	100%	181	11	94%
Lamoille	6/14/2023	0.173	128	15	90%	26	3	90%	154	18	90%
Windham	6/3/2023	0.063	63	14	82%	23	2	92%	86	16	84%
Windham	6/3/2023	0.008	118	25	83%	48	5	91%	166	30	85%
Windham	6/3/2023	0.09	86	10	90%	28	2	93%	114	12	90%
Addison	6/13/2023	0.046	27	3	90%	10	1	91%	37	4	90%
Addison	6/12/2023	0.016	28	4	88%	3	0	100%	31	4	89%
Bennington	6/2/2023	0.071	70	9	89%	9	3	75%	79	12	87%
Addison	6/13/2023	0.009	29	2	94%	3	0	100%	32	2	94%
Chittenden	6/15/2023	0.077	161	12	93%	28	1	97%	189	13	94%
Chittenden	6/5/2023	0.037	100	39	72%	15	4	79%	115	43	73%
Chittenden	6/7/2023	0.068	39	3	93%	8	0	100%	47	3	94%
Chittenden	6/5/2023	0.03	60	12	83%	3	0	100%	63	12	84%
Franklin	6/6/2023	0.095	38	23	62%	7	1	88%	45	24	65%
Franklin	6/5/2023	0.059	30	13	70%	6	2	75%	36	15	71%
Franklin	6/6/2023	0.023	186	59	76%	35	11	76%	221	70	76%
Franklin	6/3/2023	0.05	50	6	89%	21	3	88%	71	9	89%
Essex	6/8/2023	0.009	81	13	86%	15	2	88%	96	15	86%
Orleans	6/9/2023	0.026	21	2	91%	1	0	100%	22	2	92%
Caledonia	6/8/2023	0	29	2	94%	6	0	100%	35	2	95%
Essex	6/8/2023	0.034	19	4	83%	3	0	100%	22	4	85%
Rutland	6/6/2023	0.011	25	11	69%	4	0	100%	29	11	73%
Rutland	6/4/2023	0.091	34	5	87%	9	1	90%	43	6	88%
Rutland	6/6/2023	0.035	136	16	89%	34	1	97%	170	17	91%

			Drivers			Passengers			All Occupants		
County	Date Obs	Selection Prob.	Belted	Not Belted	% Belted	Belted	Not Belted	% Belted	Total Belted	Total Unbelted	% Belted
Rutland	6/6/2023	0.07	49	7	88%	6	0	100%	55	7	89%
Washington	6/10/2023	0.013	53	9	85%	18	0	100%	71	9	89%
Washington	6/14/2023	0.098	81	9	90%	18	1	95%	99	10	91%
Lamoille	6/9/2023	0.068	34	2	94%	8	0	100%	42	2	95%
Washington	6/10/2023	0.008	33	5	87%	18	3	86%	51	8	86%
Windham	6/2/2023	0.015	20	6	77%	7	0	100%	27	6	82%
Windsor	6/5/2023	0.031	16	2	89%	4	0	100%	20	2	91%
Windsor	6/5/2023	0.012	44	6	88%	9	1	90%	53	7	88%
Orange	6/5/2023	0.037	47	9	84%	3	1	75%	50	10	83%
Chittenden	6/14/2023	1	134	4	97%	27	1	96%	161	5	97%
Chittenden	6/12/2023	0.092	22	2	92%	2	0	100%	24	2	92%
Chittenden	6/15/2023	0.125	29	1	97%	5	0	100%	34	1	97%
Chittenden	6/5/2023	0.02	14	3	82%	3	1	75%	17	4	81%
Chittenden	6/7/2023	0.164	90	1	99%	17	1	94%	107	2	98%
Chittenden	6/15/2023	0.062	40	3	93%	8	2	80%	48	5	91%
Franklin	6/4/2023	1	76	29	72%	31	8	79%	107	37	74%
Franklin	6/6/2023	0.045	10	8	56%	2	3	40%	12	11	52%
Franklin	6/2/2023	0.078	8	2	80%	1	0	100%	9	2	82%
Franklin	6/4/2023	0.408	60	12	83%	25	2	93%	85	14	86%
Franklin	6/6/2023	0.26	33	23	59%	10	4	71%	43	27	61%
Franklin	6/2/2023	0.065	17	5	77%	4	0	100%	21	5	81%