



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



DOT HS 808 620

September 1997

Final Report

Evaluation of Louisiana's Safety Belt Law Change to Primary Enforcement

This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' name or products are mentioned, it is because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

1. Report No. DOT HS 808 620		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Evaluation of Louisiana's Safety Belt Law Change to Primary Enforcement				5. Report Date September 1997	
				6. Performing Organization Code	
7. Author(s) D.F. Preusser and C.W. Preusser				8. Performing Organization Report No.	
9. Performing Organization Name and Address Preusser Research Group, Inc. 7100 Main Street Trumbull, CT 06611				10. Work Unit No. (TRAIS)	
				11. Contract or Grant No. DTNH22-94-D-05044	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590				13. Type of Report and Period Covered Final Report August 1995-August 1996	
				14. Sponsoring Agency Code	
15. Supplementary Notes Dr. Linda A. Cosgrove was the NHTSA Contracting Officer's Technical Representative for this study.					
16. Abstract Some states allow an officer to stop a vehicle for an observed belt law violation alone (primary enforcement). Most require that the initial stop be made for some other violation before a belt law citation can be issued (secondary enforcement). On November 1, 1995, Louisiana became the second state to implement an uninterrupted change from secondary to primary belt law enforcement. In the five Louisiana communities studied, the percentage of front seat occupants observed wearing seat belts increased from 52 percent prior to the law change to 68 percent six months after the change. Police officers participating in focus groups indicated that they were pleased with the change to primary enforcement and had received little or no negative public reaction. Most of the 2,499 drivers surveyed at OMV offices indicated that they knew they could be stopped for a belt law violation and that the law was being strictly enforced. The present results, combined with results obtained earlier in California, suggest that a secondary enforcement state can achieve a substantial increase in belt use by changing to primary enforcement.					
17. Key Words Safety Belts Mandatory Use Law Primary Enforcement Secondary Enforcement			18. Distribution Statement Document is available through the National Technical Information Service Springfield, VA 22161		
19. Security Classif.(of this report) Unclassified		20. Security Classif.(of this page) Unclassified		21. No. of Pages 100	22. Price

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TECHNICAL SUMMARY

CONTRACTOR Preusser Research Group, Inc.	CONTRACT NUMBER DTNH22-94-D-05044
REPORT TITLE Evaluation of Louisiana's Safety Belt Law Change to Primary Enforcement	REPORT DATE September 1997
REPORT AUTHOR(S) David F. Preusser and Carol W. Preusser	

Background

Nearly all states and the District of Columbia have mandatory seat belt use laws. Most of these laws allow only for secondary enforcement which means that an officer can issue a belt law citation only after the motorist has been stopped for some other violation. Some of the states have primary, or standard, enforcement which means that an officer can stop a vehicle for an observed belt law violation alone. States with primary or standard enforcement have substantially higher belt use rates than states with secondary enforcement.

On January 1, 1993, California became the first state to implement an uninterrupted change from secondary to primary enforcement while leaving other elements of its belt use law essentially unchanged. California experienced a substantial rise in belt use rates associated with this change.

On November 1, 1995, Louisiana became the second state to implement an uninterrupted change from secondary to primary enforcement. Other elements of Louisiana law remained essentially unchanged as it was first implemented in 1986 and modified to include light trucks and vans in 1988. Front seat occupants can be fined \$25 for a first offense; \$50 for a second offense; and \$50 plus court costs for subsequent offenses. As had been the case in California, implementation of the new law was supported by comprehensive enforcement and publicity programs.

Objective

The objective of the present study was to evaluate Louisiana's change from secondary to primary enforcement with respect to observed belt use rates, police officer reactions, motorist reactions and citations issued.

Method

Front seat occupant belt use was observed in Baton Rouge, Lake Charles, Monroe, Shreveport and in St. Tammany Parish. Focus groups with police officers and police supervisors, and driver surveys at

(Continue on additional pages)

"PREPARED FOR THE DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION UNDER CONTRACT NO. . . . THE OPINIONS, FINDINGS, AND CONCLUSIONS EXPRESSED IN THIS PUBLICATION ARE THOSE OF THE AUTHORS AND NOT NECESSARILY THOSE OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION."

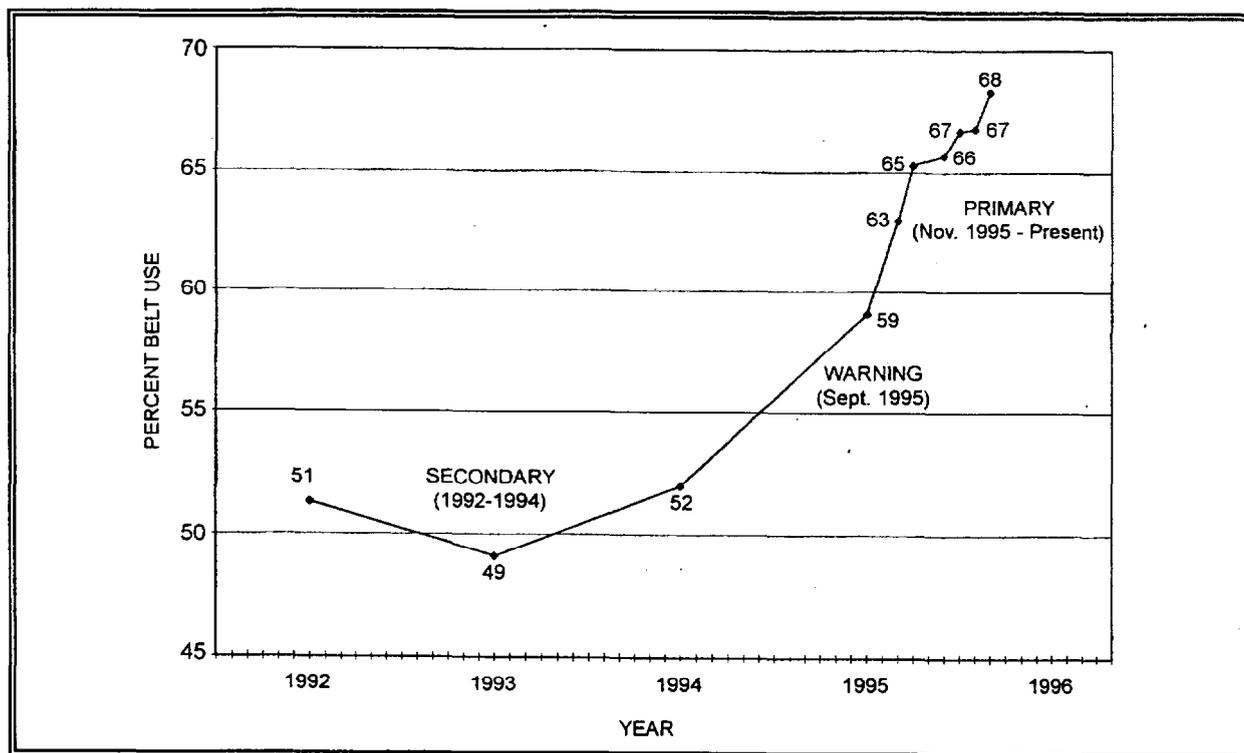
Louisiana Motor Vehicle offices were conducted in each of these five communities. Citation data were collected from police departments serving each community and from the State Police.

Belt Use Rates

In 1985, belt use observations in Louisiana indicated that only about 12 percent of front seat occupants of passenger vehicles were using seat belts. In 1986, following the implementation of the secondary enforcement mandatory use law, belt use increased to 35 percent. Belt use then increased at a slow but steady pace for the next several years. The use rate then remained at about 50 percent for the period 1992 through 1994.

Primary legislation was submitted to the 1995 Legislature and approved on June 20. The law established a formal warning period for the months of September and October with an official start date of November 1, 1995. Belt use observations conducted during the late summer and early fall estimated the statewide belt use rate at 59 percent, nine points higher than what it had been during the previous year. Factors that likely contributed to the increase were the debate of the law, passage of the law including the surrounding publicity, and the start of the formal warning period.

The figure below shows the observed front seat occupant belt use rate for the five selected communities for the period 1992 through the summer/fall of 1995 and for the period October, 1995 through April, 1996. The results indicate that belt use continued to rise in these communities during the months following the November 1 implementation of the primary law. Observed front seat occupant belt use in passenger cars was 68 percent in these communities during April, 1996. Belt use was higher among females, occupants of passenger cars, and "whites" both before and after the implementation of the law.



Belt Use in Five Communities.

A change from 52 percent belt use in these five communities from before the law to 68 percent after the law was implemented is similar to the magnitude of change from 58 percent to 76 percent reported earlier for six California communities.

Seat Belt Citations

Louisiana, unlike California, experienced substantial increases in belt use ticketing both by the State Police and by the local departments covered in this study. In general, the trend toward increasing numbers of citations began well before 1995. This trend toward more citations with each passing year continued unabated into the period of primary enforcement. Primary enforcement may have contributed to the continuation of this trend but certainly was not the cause of the trend.

Officer Attitudes

The focus groups conducted during October, 1995 in the five study communities indicated that, in general, the primary belt law was well received by local police officers. The large majority of officers indicated it was a good change and was sending the message that belt use was required.

Follow-up focus groups were conducted in June, 1996. The results indicated that police support for the primary law remained strong and that primary status elevated the importance of the belt law violation in the eyes of the officer. Little or no negative reaction from the public was reported by officers or their supervisors.

OMV Surveys

Written surveys were conducted each month for six months among motorists applying for a photo-license, or license renewal in each of the five communities. The results indicated that most of the 2,499 respondents understood that they could be stopped for a belt law violation alone; most agreed that they would be hurt less in a crash if wearing a belt; and most thought the law was being enforced "very" or "somewhat" strictly. Perceived strictness of belt law enforcement and recall of belt law information heard or seen through the media were strongest in late 1995 and early 1996.

The number of white and black respondents who reported having gotten a belt use ticket was not statistically different (7 and 8 percent for whites and blacks respectively). However, blacks more than whites thought that their chances of getting a ticket were high and that State and local police enforce the law strictly.

Conclusion

Primary enforcement creates a direct relationship between failure to comply with the belt law and possible enforcement actions. Failure to wear a belt becomes a "real" violation both for officers and for motorists. The result is increased belt use which is known to be associated with reduced death and serious injury in motor vehicle crashes.



TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
Secondary/Primary	1
Enforcement	2
California	3
Louisiana	4
II. STUDY DESCRIPTION	7
Louisiana Law	7
Evaluation Objectives	8
Site Selection	9
III. SEAT BELT USE	11
Method	11
Results - Statewide	12
Results - Five Cities	13
Road Type	14
Driver and Vehicle Characteristics	14
Comparison with California	16
IV. SEAT BELT LAW ENFORCEMENT	17
Seat Belt Citations	17
Law Enforcement Opinions and Attitudes Prior to the Law	24
Law Enforcement Opinions and Attitudes Seven Months Later	27
V. OFFICE OF MOTOR VEHICLES SURVEY	30
Characteristics of Respondents	31
Self Reported Seat Belt Use	32
Changes in Belt Use	32
Knowledge of the Law	33
Perceived Risk of Getting a Ticket	34
State and Local Enforcement	34
Received a Belt Use Ticket	36
Consequences of Belt Law Conviction	36
Perceived Risk	37
Source of Information	37
Recall of Information	38
Comparison with California	38
Summary	39

TABLE OF CONTENTS (CONTINUED)

	<u>Page</u>
VI. DISCUSSION	41
Belt Use Rates	41
Seat Belt Citations	42
Officer Attitudes	42
OMV Surveys	43
Conclusion	43
VII. REFERENCES	45
Appendix A: SEAT BELT OBSERVATION PROCEDURES AND DATA COLLECTION FORM	
Appendix B: SUPERVISOR FOCUS GROUPS - October, 1995	
Appendix C: OFFICER FOCUS GROUPS - October, 1995	
Appendix D: SUPERVISOR FOCUS GROUPS - June, 1996	
Appendix E: OFFICER FOCUS GROUPS - June, 1996	
Appendix G: OMV SURVEY FORM	
Appendix F: OMV SURVEY DATA BY WAVE	

LIST OF TABLES

<u>Table Number</u>		<u>Page</u>
1	Site Characteristics	10
2	Percent Belt Use by Front Seat Occupants of Passenger Vehicles Statewide Observations	12
3	Observed Belt Use (Front Seat Occupants - Passenger Cars)	13
4	Percent Belt Use for High, Average and Low Volume Traffic Locations (Front Seat Occupants - Passenger Cars)	14
5	Percent Belt Use by Vehicle Type, Gender and Race (Front Seat Occupants - Cars, Light Trucks and Vans)	15
6	Percent Distribution of Baton Rouge Zip Codes	23
7	Age Distributions	31

LIST OF FIGURES

<u>Figure Number</u>		<u>Page</u>
1	Weighted Average Belt Use 1985 - 1993	4
2	Primary Versus Secondary States	6
3	Louisiana State Police Citation Data	17
4	Monroe Citation Data	19
5	Lake Charles Citation Data	20
6	Shreveport Citation Data	21
7	Baton Rouge Citation Data	22

I. INTRODUCTION

Laws that permit belt use enforcement only after a stop for another violation are termed *secondary enforcement* laws; laws that permit enforcement of belt use violations alone are termed *primary enforcement* laws. Most states enacting belt use laws have chosen secondary, as opposed to primary, enforcement.

Louisiana was the second state, following California, to implement an uninterrupted change from secondary to primary seat belt enforcement. The effective date of the Louisiana law for issuing primary enforcement warnings was September 1, 1995. The effective date for issuing primary enforcement citations was November 1, 1995. The present study evaluates the effects of this change in enforcement through April, 1996. Evaluation measures include observed seat belt use, numbers of citations issued, police attitudes and motorist reactions.

Secondary and Primary Laws

New York was the first state to enact a mandatory seat belt use law. The conditions of enforcement established in New York's 1984 law were the same as applied to all other traffic infractions. That is, a police officer could issue a citation upon observing the infraction (i.e., primary enforcement). Most of the states that subsequently enacted seat belt laws were limited to situations where police had stopped motorists for other violations (i.e., secondary enforcement). California's original seat belt law, for example, contained the language: "...a peace officer shall not stop or seize a person for a violation of [the seat belt law] nor issue a notice to appear or notice to correct for a violation of [the law] if the officer has no other cause to stop or seize the person..."

There is substantial evidence that belt use laws in general, and primary laws in particular, increase belt use rates. For instance, the Centers for Disease Control's Behavioral Risk Factor Surveillance System (BRFSS), conducts monthly telephone interviews utilizing a probability sample of adult residents in as many as 37 states and the District of Columbia. The interview contains the question, "How often do you use seat belts when you drive or ride in a car? Would you say: always, nearly always, sometimes, seldom or never?" Escobedo et al. (1992) analyzed the response "always" in the 1989 survey as a surrogate for actual belt use. The results showed that states with primary laws had significantly higher use rates than states with secondary enforcement laws, and states with secondary laws had significantly higher use rates than states without mandatory seat belt use laws.

There is also evidence that mandatory seat belt use laws in general, and primary laws in particular, reduce the severity of crash injury. For Instance, Wagenaar et al. (1988) used time series methods to evaluate the traffic safety impact of the first eight mandatory use laws. A decline of almost 9 percent was reported in traffic fatalities following enactment of these laws.

The primary law states experienced declines of almost 10 percent and secondary law states experienced declines of approximately 7 percent. A similar outcome was reported by Evans and Graham (1991) who studied traffic fatalities in five states with primary enforcement laws and 11 states with secondary laws. In the first full year following enactment of mandatory seat belt use laws, the primary law states experienced a reduction in motor vehicle occupant fatalities of more than 20 percent while the states with secondary laws experienced a decline of 7 percent.

Enforcement

The relationship between enforcement levels and seat belt use rates in both primary and secondary states has been the focus of several studies. For example, Williams et al. (1987) studied the effects of a three week enforcement and publicity program conducted in Elmira, New York (a primary enforcement state). Belt use rates, which were at 49 percent prior to the campaign, rose to 77 percent at its conclusion and were found to be at 66 percent two months later. Use rates in a comparison city without a program declined from 43 percent to 37 percent over the same period. A reminder program, conducted five months later, achieved belt use rates of 80 percent at the end of the three week program; use rates dropped back to 77 percent two months after the reminder program, to 69 percent four months after and to 60 percent eight months after. The use rate in the comparison city remained at about 40 percent over this period. A similar enforcement and publicity program, conducted in Modesto, California in 1986 (a secondary law state at the time), increased belt usage from 33 percent to a peak of 57 percent (IIHS, 1993). The Elmira and Modesto programs have shown that well publicized enforcement campaigns can produce significant increases in seat belt use.

Campbell (1988) measured the association between seat belt law enforcement and usage rates in eight states with primary enforcement laws and 11 states with secondary enforcement laws. The results indicated that increasing levels of enforcement were associated with increasing levels of belt use. This association was stronger in the primary law states than in the secondary law states. Similarly, a given level of enforcement was associated with higher belt use in primary law states than the same level of enforcement in secondary law states.

Ulmer et al. (1994) updated the earlier Campbell work using data for the year 1992. At that time, seven of Campbell's eight primary law states were still primary states. The results indicated that there was a general trend during this period toward increasing numbers of belt use citations and higher belt use rates in these states. In these seven states, belt use rates had risen by an average of approximately 13 percentage points and enforcement rates were, on average, triple the rates reported earlier by Campbell. Also, it was again found that primary laws were associated with higher belt use rates than secondary laws and that higher enforcement levels, whether primary or secondary, were associated with higher belt use rates.

Available literature through the early 1990's clearly indicated that states which had adopted primary laws, as opposed to secondary laws, had: higher belt use rates; greater

reductions in serious crash injury; and greater effects from the same levels of belt use enforcement. However, all of these studies were based on comparisons between those states that had changed from no law to a primary law versus states that changed from no law to a secondary law. No state had gone, directly, from a secondary law to a primary law. These between state comparisons, while instructive, were not necessarily definitive.

California

On January 1, 1993, modifications to California's mandatory seat belt law (the Private Passenger Motor Vehicle Safety Act) took effect which changed the conditions of enforcement from a secondary to a primary basis. California, thereby, became the first state to change, without interruption, from secondary to primary enforcement. Thus, it provided the first opportunity to measure within a single state, over time, the relative effects of primary versus secondary enforcement.

Technically, the California change was accomplished by adding a section to the state's Motor Vehicle Code that essentially duplicated the original provisions but deleted the paragraph containing the language regarding secondary enforcement. Fines (not more than \$20 and a \$2 penalty assessment for a first offense and not more than \$50 and a \$5 penalty assessment for subsequent offenses), exemptions (taxi drivers operating on city streets, operators of trucks over 6,000 pounds, law enforcement officers unless their department has a mandatory use policy), and other provisions remained unchanged.

The California change was evaluated by Ulmer et al. (1994). The results indicated that most motorists recalled hearing or seeing some publicity or news information concerning the law change and more than half said that they had increased their belt use. Police favored the change and reported little negative public reaction. More importantly, on-street observations in six California cities showed substantial increases in driver belt use.

The six-city change in California belt use over time may be seen in Figure 1. In 1985, just prior to California's secondary law, observed belt use in Bakersfield, Fresno, Monterey, Riverside, Salinas and San Bernadino was 23 percent. In 1986, just after the secondary law was implemented, belt use increased to 42 percent. Belt use continued to rise gradually to 58 percent in 1992. Belt use then increased to 76 percent in 1993 just after the primary law was implemented. Thus, both the original secondary law and the change to primary were each associated with an increase in belt use of approximately 18 to 19 percentage points within these California cities.

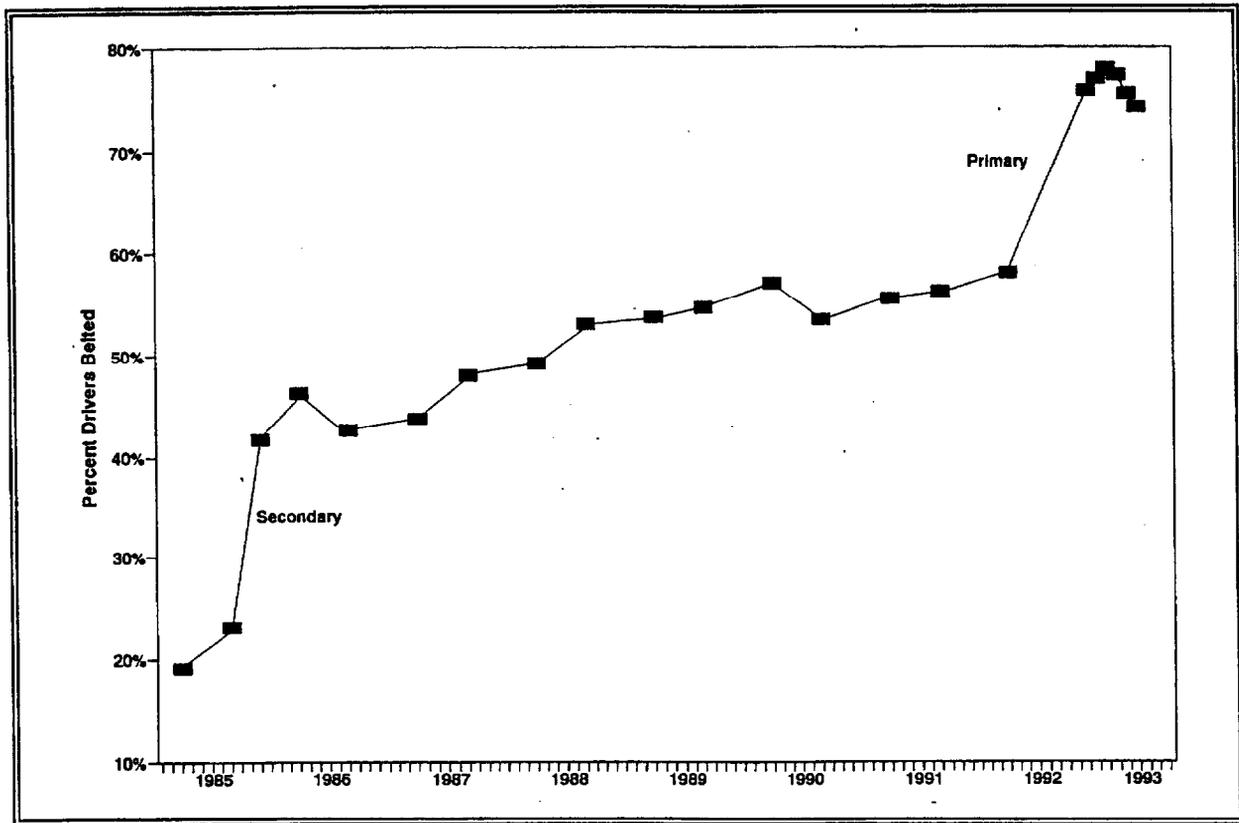


Figure 1. Weighted Average Belt Use 1985 - 1993 in California.

In 1995, 49 states plus the District of Columbia had mandatory seat belt use laws. Nine of these had primary enforcement, not counting Louisiana, while the remainder had secondary enforcement. The median belt use estimate for the nine primary states was 77 percent as compared with 62 percent for the secondary enforcement jurisdictions. Figure 2 shows the law status and the most recent statewide belt use estimate for each state as reported by NHTSA in November, 1995.

Louisiana

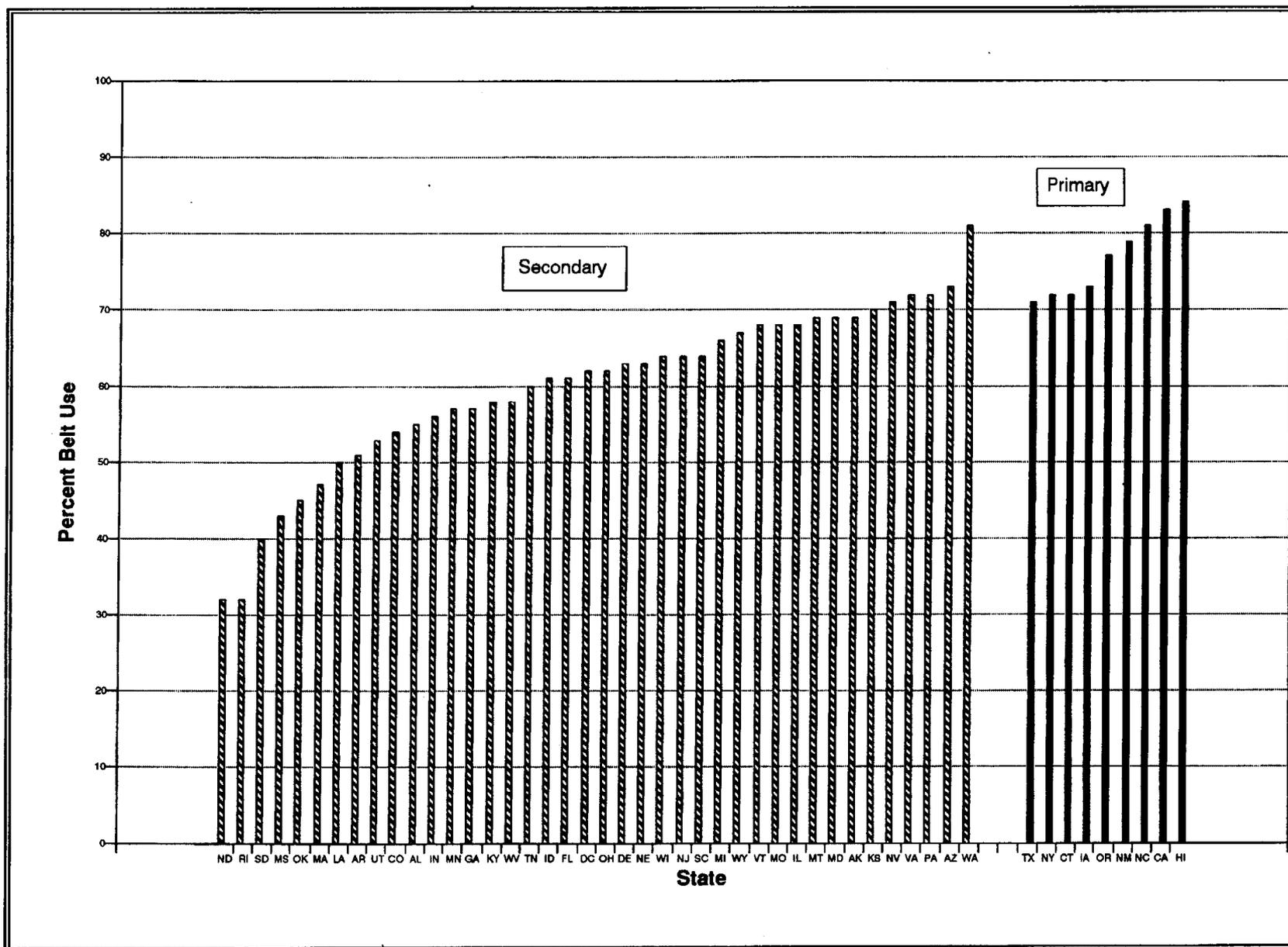
The second state to implement an uninterrupted change from secondary to primary enforcement was Louisiana. The bill was debated during the 1995 legislative session receiving final approval on June 20th. Like California, the Louisiana legislation made the change in permissible enforcement without introducing other changes in the law such as the fine level, persons covered by the law or vehicles covered. Also like California, there was an official "warning period" followed by actual primary enforcement.

In some respects, Louisiana provided an opportunity to replicate the California findings in a very different region of the country. However, there were some differences between the two situations that might have influenced the results. One such difference was that the California law was scheduled to "sunset" if no further action was taken by the legislature in three years. Police in California were well aware of this provision and somewhat cautious in their use of the law

because of it. Another difference was that Louisiana, unlike California, included language in the law that eliminated use of the law as the basis for probable cause for enforcing other laws. That is, the police in Louisiana could make a primary stop but they could not then go on to investigate other crimes or violations using that stop as the basis for these other investigations.

Lastly, and perhaps most importantly, the two states began primary enforcement from very different belt use baselines. Statewide belt use in California had been rising steadily to about 70 percent just prior to the law. In Louisiana, the statewide belt use estimate had plateaued at about 50 percent for the three years prior to the law. Louisiana would be trying to "jump start" increased belt use from a lower and stationary baseline whereas California had been trying to advance an existing upward trend.

Section II of this report describes the belt use law in Louisiana, how it was implemented and the procedures used in this evaluation. Section III contains results regarding seat belt use levels before and after Louisiana's change to primary enforcement. Section IV presents information on seat belt enforcement and on law enforcement reactions to the change. Section V presents the results of motorist surveys conducted on behalf of the study by the Louisiana Office of Motor Vehicles. Section VI contains a discussion of the results. The Appendices provide a listing of law enforcement comments regarding the law and a complete breakdown of the motorist survey results.



Source: NHTSA, 1995

Figure 2. Primary Versus Secondary States.

II. STUDY DESCRIPTION

The purpose of this Chapter is to describe Louisiana's seat belt laws, the objectives of this evaluation, and the communities selected for inclusion in this study. Data collection methods and procedures for belt use observations, enforcement information and motorist survey results are provided in the respective Chapters covering each of these data sets.

Louisiana Law

Louisiana's first seat belt use law was passed on July 7, 1985. The effective date for issuing warnings was July 1, 1986 and August 1, 1986 for issuing citations. The original law allowed only for secondary enforcement for front seat occupants of passenger automobiles. The fine level was \$25. The law was changed in 1988 to include front seat occupants of light trucks and vans with a gross vehicle weight of six thousand pounds or less.

Statewide belt use rates for front seat occupants of passenger automobiles increased substantially immediately following the 1986 implementation of this law. Belt use rates then continued to increase, though more gradually, until 1992. Rates remained stationary at about 50 percent for the years 1992 through 1994 "despite intense public information and enforcement efforts" (Dewey, 1996).

On March 7, 1995, a meeting was held bringing together a variety of safety interest groups including the Louisiana Highway Safety Commission, National Safety Council, SAFE KIDS, State Police, Department of Health, AAA and NHTSA. One purpose of this meeting was to discuss what might be done to get belt use rates moving higher in Louisiana. One result of this meeting was the formation of the Louisiana Safety Belt Use Coalition and a plan to pursue passage of a primary belt use law. Final approval of the primary belt law was received on June 20, 1995.

The law left unchanged, essentially, all provisions of the existing law except for deleting language covering secondary enforcement and replacing it with language prohibiting the use of the belt law stop for other purposes. The specific language of the act was as follows:

Section 1. R.S. 32:295.1(F) and (G) are hereby amended and reenacted to read as follows:

F. No vehicle, the contents of the vehicle, or passenger in a vehicle shall be inspected, detained, or searched solely because of a violation of this Section.

G.1 Any person who violates this Section subsequent to August 31, 1995 and prior to November 1, 1995, shall be given a warning ticket only. Subsequent to October

31, 1995, any person who violates this Section shall be subject to the following penalties:

- (a) Upon conviction of a first offense, the fine shall be twenty-five dollars which shall include all costs of court.
- (b) Upon conviction of a second offense, the fine shall be fifty dollars which shall include all costs of court.
- (c) Upon conviction of a third offense and any subsequent offense, the fine shall be fifty dollars plus all costs of court.

G.2 Notwithstanding any contrary provision of law, no other cost or fee shall be assessed against any person for a violation of this Section.

A press conference was held to announce the November 1 start of the law. Other press events followed to report how the law was being implemented and enforced. In general, the publicity campaign for the law relied heavily on "earned media" to obtain news coverage for program activities. Police from around the state were trained in earned media techniques. Media stressed the enforcement of the law and emphasized positive approaches to say thank you to those that were buckling up. Grant money from both NHTSA and General Motors supported implementation of the law.

Evaluation Objectives

The objectives of the evaluation were to address the following seven major questions.

1. Does the seat belt usage rate increase after implementation of the primary law?
2. Are more safety belt citations issued by law enforcement officers?
3. Do public perceptions of the risk of being cited change?
4. Do law enforcement attitudes toward the safety belt law change?
5. What PI&E campaigns do the public recall? Are they aware of the law change?
6. Are new enforcement strategies that take advantage of the law implemented and publicized?
7. Are there differential effects by racial group?

Addressing these questions involved a pre-post analysis of seat belt use rates and seat belt law enforcement levels around the date of Louisiana's change from secondary to primary enforcement. Motorists' knowledge of the law change and their reactions to it were assessed through a survey conducted by the Louisiana Office of Motor Vehicles (OMV).

Site Selection

Five representative Louisiana communities were selected for the evaluation based on the following criteria:

- Regional representation across southern and northern Louisiana.
- Mid-size in terms of population.
- The parish or municipality had provided observation sites to statewide seat belt use surveys conducted in Louisiana since 1985 (i.e., historical data were available).
- The local law enforcement agency had accessible historical seat belt enforcement data and a willingness to provide future belt enforcement data.

The five communities that participated in the evaluation were Baton Rouge, Lake Charles, Monroe, Shreveport and St. Tammany Parish. Each of these, except St. Tammany, is a municipality and thus the work was conducted in cooperation with the municipal police agency. In St. Tammany, work was conducted in cooperation with the Sheriff's Office.

For the most part, these five communities represent the population centers for their respective areas of the state. Lake Charles is the largest city in southwest Louisiana; Shreveport the largest in the northwest; Monroe the largest in the northeast; and, excluding New Orleans, Baton Rouge is the largest in the southeast. New Orleans was excluded from sampling consideration because it is very large, quite unique and not necessarily representative of the remainder of the U.S. The New Orleans area was represented by St. Tammany which is a suburban parish located to the north of the city.

Table 1 shows selected characteristics of the five study communities. It can be seen that the populations ranged from a high of 225,500 in Baton Rouge to a low of 55,700 in Monroe. Population figures for St. Tammany include Parish cities, (primarily Slidell population 25,800) not regularly patrolled by the Sheriff Deputies. Blacks constitute the largest minority population in the state, 32 percent statewide with a range of from 11 percent to 41 percent in the selected study communities. Median household income in the state was estimated at \$28,598 ranging from \$19,726 to \$39,022 in the selected study communities.

**Table 1.
Site Characteristics.**

City	Population (000)	Percent Black	Annual Gross Household Income	Sworn Police
Baton Rouge	225.5	36%	\$27,273	609
Lake Charles	72.2	24%	\$26,174	146
Monroe	55.7	32%	\$19,726	160
Shreveport	198.9	41%	\$26,849	442
St. Tammany	159.4	11%	\$39,022	335
STATE	4,312.9	32%	\$28,598	n.a.

Source: Standard Rate and Data Service, June 1994
(December, 1993 population and income estimates; percent black estimate is for full parish).

Source: FBI Uniform Crime Reports, 1994 (number of sworn police officers).

III. SEAT BELT USE

The Louisiana Highway Safety Commission (LHSC) has been conducting annual statewide belt use observations since 1985. The statewide plan, designed in accordance with NHTSA guidelines, calls for nearly 1,200 forty-minute observation periods at nearly 600 sites selected throughout the state. Data from these observations for the years 1992 through 1995 were made available to this project by Applied Technology Research Corporation (ATRC), the firm that has been conducting the statewide observations.

Observation sites located within the five test communities were identified. The current project then conducted monthly observations in the test communities for the purpose of tracking belt use during the first six months of the primary law at the same locations used in the statewide survey.

Method

Louisiana's statewide observations were restricted to passenger vehicles for the period 1985 through early 1988 adding light trucks, gender, and race for the years 1989 through 1991. Light trucks were not observed, nor were data collected for gender or race, during the years 1992 through 1995.

Nearly all of the locations in the statewide survey in each of the five communities were included as part of the present project. Not observed were a small number of residential types of roadways that, collectively, were producing one percent or less of a community's total number of observed occupants. Also not observed were a small number of locations that were under construction or were similarly disrupted. The actual number of observation locations used were: 14 in Baton Rouge; 13 in Lake Charles; 14 in Monroe; 10 in Shreveport; and 14 within the regular patrol area of the St. Tammany Parish Sheriff (not in St. Tammany areas patrolled by municipal police). Collectively, these 65 locations represented more than 10 percent of the nearly 600 locations covered by the full statewide survey.

A team of observers was recruited to work in each of the five communities. These observers were off-duty police officers recruited from the participating agencies (Shreveport and Monroe); or off-duty officers supplemented with civilians (Baton Rouge and St. Tammany); or off-duty communications officers (Lake Charles). The first set of observations was conducted in October, 1995 at the end of the warning period and just prior to the November 1 start of primary enforcement. The remaining observations were conducted in November, 1995 and in January, February, March and April of 1996. In all, 45,662 front seat occupants of passenger cars and light trucks were observed. Observation procedures were the same as used in the statewide surveys. Observation procedures and data collection form are shown in Appendix A.

Results - Statewide

Results for the statewide observations are shown in Table 2. Belt use in Louisiana was measured at 12 percent during the Fall of 1985. The first mandatory belt law in Louisiana became effective during the summer of 1986. Belt use during the following winter was measured at 35 percent, a full 23 percentage point increase when compared with the previous year.

Table 2.
Percent Belt Use by Front Seat Occupants of Passenger Vehicles
Statewide Observations.

Law Condition	Date of Observation	Percent Belt Use
No Law	Fall 1985	12%
Secondary Law	Winter 1986/87	35%
	Winter 1987/88	36%
Enhanced Secondary	Spring 1989	41%
	Summer 1990	43%
	Summer 1991	42%
	Summer 1992	50%
	Summer 1993	48%
	Summer 1994	50%
Pre-Primary and Warning	Summer 1995	59%

Source: Louisiana statewide belt observations.

Belt use then rose gradually from 35 percent to 50 percent during the years 1987 to 1992. Some of this rise may have been related to a change in the law during 1988 which added light trucks and other vehicles of 6,000 pounds or less to the "privately owned automobiles" which were the only vehicles covered in the original law. Belt use remained at approximately 50 percent during 1993 and 1994. The failure of belt use to continue its gradual rise was one reason why, in the spring of 1995, the legislature was asked to consider changing from secondary to primary enforcement.

Belt use was measured again statewide during July and August, 1995 after the law had been passed, and in September, during the primary enforcement warning period. The belt use rate was 59 percent. This represented a nine percentage point increase over the previous year.

Preliminary results from the statewide survey conducted during July, August and September of 1996 indicate a statewide belt use rate of 68 percent for front seat occupants of passenger automobiles. This is consistent with the five city results reported below.

Results - Five Cities

One of the goals of the present study was to track the belt use rate during the first few months of primary enforcement. This was done within the patrol areas of the five selected police agencies.

Table 3 shows the belt use rate for each of these areas as measured in the statewide surveys for the years 1992 through 1995. Collectively, the five areas matched the full statewide estimate very closely during this period. In 1992, the full statewide belt use estimate was 50 percent versus 51 percent in the five areas. Similarly, for the years 1993, 1994 and 1995, the state and five-area estimates were: 48 and 49 percent; 50 and 52 percent; and 59 and 59 percent.

Table 3.
Observed Belt Use (Front Seat Occupants - Passenger Cars).

	Statewide Survey Data				Five Louisiana Communities					
	1992	1993	1994	1995	Oct. 1995	Nov. 1995	Jan. 1996	Feb. 1996	Mar. 1996	Apr. 1996
St. Tammany	n.a.	51.3	47.4	46.7	70.0	68.6	77.0	n.a.	n.a.	69.2
Baton Rouge	50.3	50.1	56.4	64.4	68.6	68.1	67.2	71.0	72.3	71.6
Lake Charles	50.3	51.2	55.6	60.1	50.1	61.3	59.9	63.0	60.2	65.9
Shreveport	52.2	37.9	46.8	58.9	63.7	64.6	60.4	63.4	61.8	61.5
Monroe	54.2	57.4	56.8	56.3	69.1	69.4	78.1	65.5	75.8	75.8
ALL SITES										
Belt	4,224	5,792	8,959	6,362	3,161	3,315	3,756	3,624	3,419	3,936
No Belt	4,002	6,002	8,317	4,405	1,856	1,940	1,963	1,813	1,703	1,828
%	51.3	49.1	51.9	59.1	63.0	65.3	65.7	66.7	66.8	68.3
STATEWIDE										
	50%	48%	50%	59%						

The first belt use observations done as part of this study were conducted during last two weeks of October of 1995. This was the end of the primary warning period and included some publicity about the start of full primary enforcement. As shown in Table 3, belt use in these five

communities in late October was estimated to be 63 percent, four percentage points above the data collected during the summer.

Observations were also conducted in these communities in late November, 1995 and in January, February, March and April of 1996. All of these observations were done under full primary enforcement. The results showed a belt use estimate in these five communities of 65 percent in November, 1995 increasing gradually to 68 percent in April, 1996. The 68 percent estimate is sixteen percentage points above the 52 percent estimate for these communities during the summer of 1994.

Road Type

Table 4 shows the belt use rates for front seat occupants of passenger vehicles for high, average and "other" traffic volume locations. High volume locations were often at or near the exit or entrance ramps to interstate types of roadways. The average volume locations were often state highways and the "other" locations were often residential streets. While suburban and rural types of roadways were common in St. Tammany, all other locations were within the city limits of Baton Rouge, Lake Charles, Monroe and Shreveport. In general, people were most likely to buckle up on the high volume roadways, followed by the average volume roadways, followed by the other roadways.

Table 4.
Percent Belt Use for High, Average and Low Volume Traffic Locations
(Front Seat Occupants - Passenger Cars).

	Statewide Survey Data				Five Louisiana Communities					
	1992	1993	1994	1995	Oct. 1995	Nov. 1995	Jan. 1996	Feb. 1996	Mar. 1996	Apr. 1996
Low Volume	40%	46%	45%	43%	46%	62%	62%	58%	64%	66%
Avg. Volume	48%	49%	47%	48%	63%	64%	67%	59%	57%	68%
High Volume	54%	50%	56%	62%	67%	66%	67%	71%	70%	69%
ALL	51%	49%	52%	59%	63%	65%	66%	67%	67%	68%

Driver and Vehicle Characteristics

The statewide surveys observed front seat occupant belt use in cars, light trucks and vans during the period 1989 through 1991. They also recorded occupant race and gender. The present

study followed the 1989-91 procedures as opposed to other years when light trucks and vans were not observed and race and gender were not recorded.

Table 5 shows the statewide (not five community) results by vehicle type, occupant gender and occupant race. Also shown are the present study's five community results for the period October, 1995 through April, 1996. The results shown in this Table cover all observed vehicles, not just passenger cars as in Tables 2, 3, and 4:

The biggest change in belt use was found for those driving or riding in light trucks, increasing from about three to six out of every 10 occupants by April of 1996. Passenger cars and vans increased from four to seven out of every 10 occupants. Females were more likely to be buckled than males, although the difference is getting smaller.

Belt use among whites was much higher than non-whites (primarily blacks) in 1989 and continues to be higher in 1996. However, non-whites are showing impressive gains in belt usage in this time period going from about three out of every 10 occupants to almost six out of 10.

Table 5.
Percent Belt Use by Vehicle Type, Gender and Race
(Front Seat Occupants - Cars, Light Trucks and Vans).

	Statewide Survey Data			Five Louisiana Communities					
	1989	1990	1991	Oct. 1995	Nov. 1995	Jan. 1996	Feb. 1996	Mar. 1996	Apr. 1996
Autos	41%	43%	42%	63%	65%	67%	67%	67%	69%
Light Trucks	27%	26%	26%	47%	52%	56%	59%	60%	57%
Vans	43%	41%	43%	61%	68%	60%	65%	66%	66%
Males	32%	34%	33%	53%	57%	59%	61%	61%	63%
Females	44%	44%	44%	65%	67%	69%	69%	69%	68%
White	40%	43%	42%	62%	64%	67%	69%	69%	69%
Non-White	26%	24%	24%	50%	56%	55%	58%	58%	58%
ALL	37%	38%	37%	58%	61%	63%	64%	65%	65%

Comparison with California

Louisiana and California implemented their respective secondary laws in 1986, both with a \$25 fine. In the next year, Louisiana's belt use rate increased from 12 to 35 percent (up 23 percentage points) while California's belt use rate increased from 23 to 42 percent (up 19 percentage points in six selected test communities).

Both states then experienced a gradual trend, consistent with national averages, towards higher belt use rates into the early 1990's. In Louisiana, this trend went from 35 percent in 1986 to 50 percent in 1994 (plus 15 percentage points, statewide estimate). Similarly, in California, this trend went from 42 percent in 1986 to 58 percent in 1992 (plus 16 percentage points in six selected test communities, see Ulmer et al., 1994).

Then, with primary enforcement, both states experienced a substantial "bump" in belt use rates. The present Louisiana results show an increase in belt use of from: 52 percent in 1994; to 59 percent in 1995 after the law had been adopted; to 63 percent at the end of the primary warning period in the Fall of 1995; to 68 percent in 1996 (plus 16 percentage points overall, five community estimate). In California, the increase was from 58 percent in 1992 to 76 percent in 1993 (plus 18 percentage points in six selected test communities, see Ulmer et al., 1994).

IV. SEAT BELT LAW ENFORCEMENT

This Chapter presents information concerning seat belt law enforcement. The first part of the Chapter covers the number of belt citations issued by the State Police and the participating municipal departments both before and after primary enforcement. For some departments, the data are further broken down to determine some of the characteristics as to "who" was getting tickets under secondary and primary enforcement. This leads to the second part of this Chapter which covers discussions with supervisors and officers in each of the participating local departments concerning belt law enforcement practices.

Seat Belt Citations

Louisiana State Police

The Louisiana State Police provided data on its monthly numbers of seat belt citations covering the period January 1993 through May 1996. These data are shown in Figure 3. This Figure shows a gradual trend towards an increase in the number of

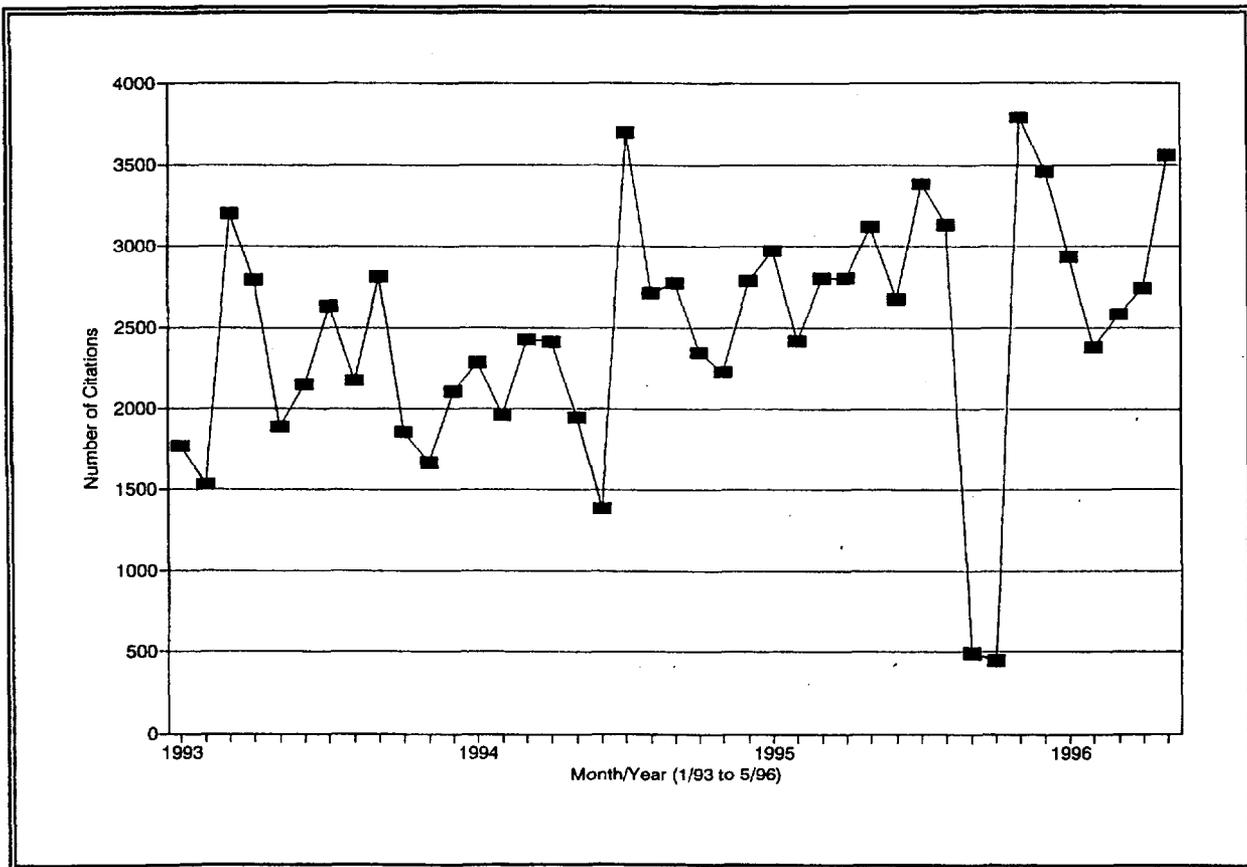


Figure 3. Louisiana State Police Citation Data.

citations issued from around 2,000 per month in early 1993 to around 3,000 per month in 1995 just prior to primary enforcement. The trend is then broken during the months of September and October of 1995. These two months are the "Warning Period" specified in the primary enforcement legislation. Motorists could be stopped for a belt law violation but could not be issued a ticket if the belt violation was the only reason for the stop. The upward trend then continues for the first seven months of primary enforcement.

There was a general upward trend in the number of citations issued which continued through to primary enforcement. The State Police issued 21,439 belt use citations during the first seven months of primary enforcement (11/95 through 5/96). They issued 19,114 citations during the comparable seven month period one year earlier (11/94 through 5/95). They issued 14,785 citations during the comparable seven month period two years earlier (11/93 through 5/94).

Local Departments

Each of the five local police departments, four municipal and one parish, agreed to provide monthly data on the number of seat belt citations issued for approximately three years prior to the change to primary enforcement and for the first five to seven months of primary enforcement.

Each department was also asked to provide information on "who" was getting these tickets. Of particular interest was driver race which can be accessed through the courts. Two of the courts provided information on the race of the driver cited for a belt law violation. A third court provided the zip code of residence for those drivers receiving a belt use citation. Zip code, while not a surrogate measure for race, does indicate whether or not the primary law was enforced across all neighborhoods of the city in the same pattern as had been the case for the secondary law. The two remaining departments provided monthly citation counts only.

- **St. Tammany Parish**

The Sheriff's office serving St. Tammany Parish provided belt use citation data for the period January, 1992 through March, 1996, showing a trend toward issuing more belt use citations. In 1992 and 1993, the Department issued only 40 and 36 belt use citations, respectively. This increased to 70 citations in 1994 and 148 during the first ten months of 1995.

During the first five months of primary enforcement (11/95 through 3/96), St. Tammany issued 61 citations. This compares with 26, 16 and 1 citations for the comparable five month periods one, two and three years earlier. As with the State Police results, there was a trend toward more belt use citations which continued into primary enforcement.

The racial breakdown for the drivers receiving the 61 citations under primary enforcement was 57 white (93 percent), 3 black (5 percent) and 1 race unknown (2 percent). The

racial breakdown for the 26, 16 and 1 citations issued in comparable months during prior years was 38 white (88 percent) and 5 black (12 percent). The racial breakdown for all 294 citations issued for the full period covered by available data prior to primary enforcement (1/92 through 10/95) was 250 white (85 percent), 53 black (18 percent), and 1 race unknown (<1 percent). The distribution of citations by race varied significantly when comparing the 61 citations under primary versus the 294 citations in prior years ($\chi^2 = 5.99$, $p < .05$ with 1 df, excludes unknown).

- **Monroe**

Monroe provided belt use citation data for the period November, 1991 through June, 1996. These data indicated a substantial increase in belt use citations in recent years. The Department issued only 148, 124 and 163 belt use citations in 1992, 1993 and 1994, respectively. This compares with 1,138 citations in 1995 and 1,610 during the first six months of 1996. These results are shown graphically in Figure 4.

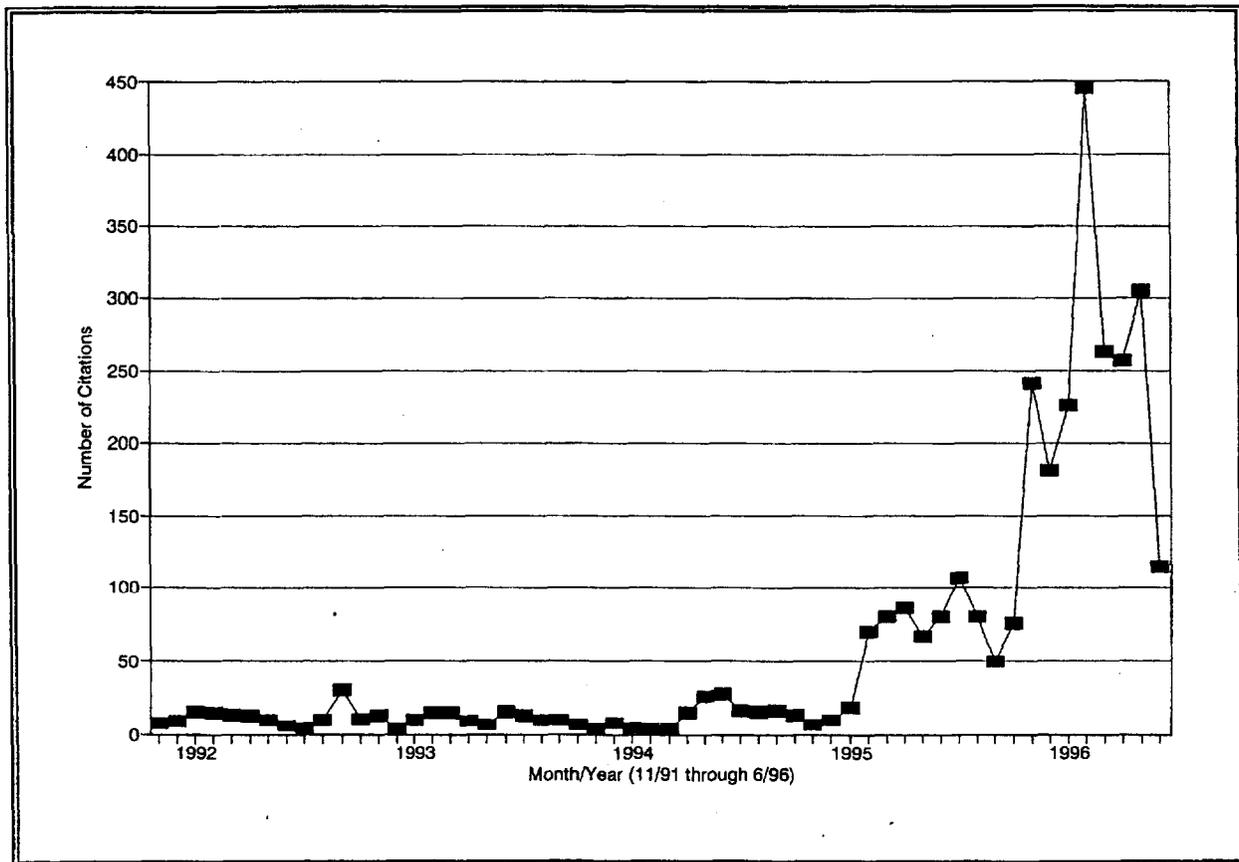


Figure 4. Monroe Citation Data.

Monroe issued 2,033 citations during the first eight months of primary enforcement (11/95 through 6/96). This compares with 419, 94, 89 and 91 citations for the comparable eight month periods one, two, three and four years earlier.

The racial breakdown for the drivers receiving these 2,033 citations under primary enforcement was 1,285 white (63 percent), 726 black (36 percent) and 22 race unknown (1 percent). During the comparable period one year earlier, 58 percent of the 419 drivers were white. Similarly, 38 percent, 44 percent and 48 percent were white during the comparable eight month periods two three and four years ago. Driver race varied significantly across these five eight month periods ($\chi^2 = 46.42$ $p < .001$ with 4 df, excludes race unknown). Combined across all four prior eight month periods, there were 703 drivers cited for a belt law violation of which 363 were white (52 percent), 336 were black (48 percent) and 4 were race unknown (1 percent). This combined set of results also differed significantly from the driver racial distribution during the first eight months of primary enforcement ($\chi^2 = 31.17$ $p < .001$ with 1 df, excludes race unknown).

- **Lake Charles**

Lake Charles provided the monthly count for belt use citations for the period January, 1992 through May, 1996. These results are shown in Figure 5.

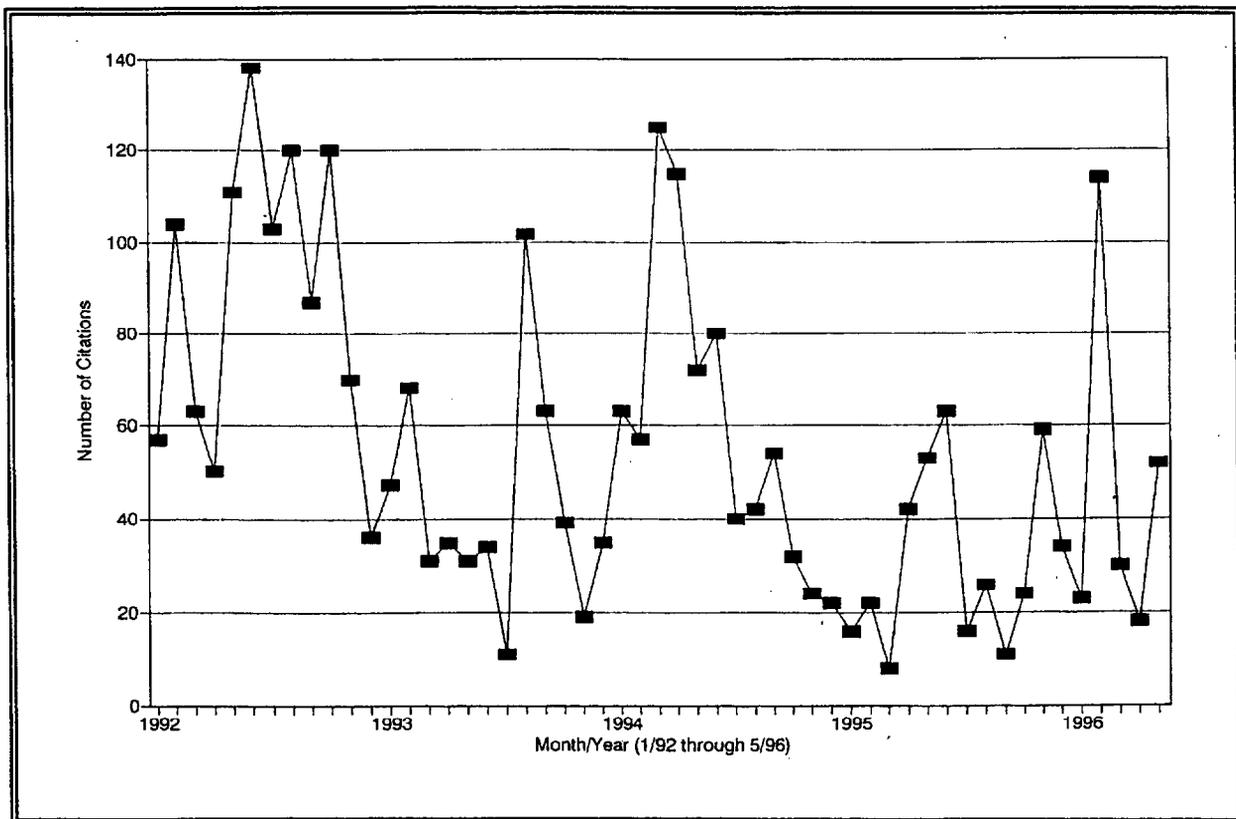


Figure 5. Lake Charles Citation Data.

The citation data for Lake Charles shows an upward trend for the period 1994 through early 1996. In 1992, the Lake Charles Police Department issued 1,059 belt use citations.

This particularly large number of citations for 1992 was likely the result of Lake Charles' participation in the OBD program during that period. The number of citations for 1993, 1994 and 1995 were 515, 726 and 374, respectively. Lake Charles issued 330 citations during the first seven months of primary enforcement (11/95 through 5/96). This compares with 187 citations for the comparable seven month period one year earlier.

- **Shreveport**

Shreveport provided the monthly count for belt use citations for the period January, 1992 through March, 1996 (Figure 6).

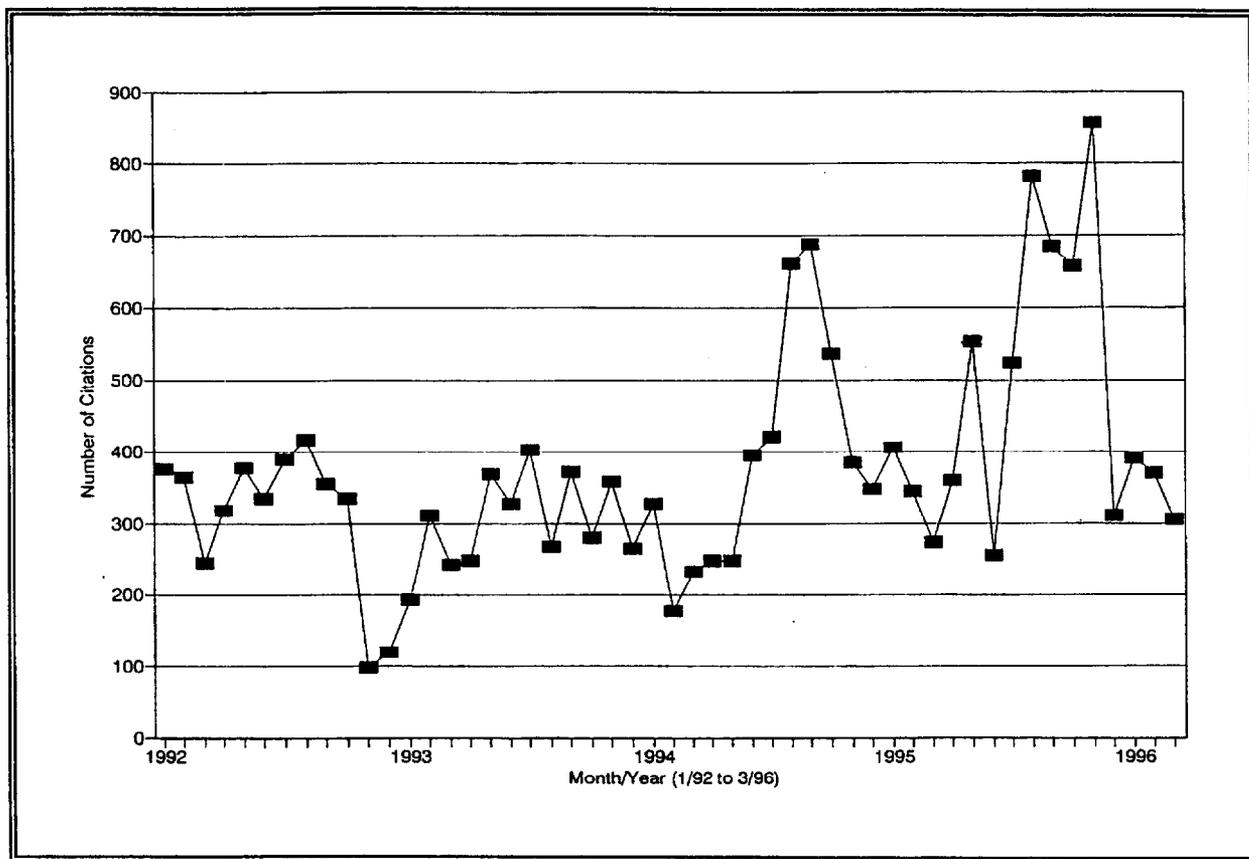


Figure 6. Shreveport Citation Data.

Shreveport, like the State Police, St. Tammany and Monroe, issued more belt use citations over time. The Shreveport Department issued 3,737 and 3,645 citations in 1992 and 1993, respectively, increasing to 4,675 in 1994 and 6,011 in 1995. Shreveport issued 2,235 citations during the first five months of primary enforcement (11/95 through 3/96). This compares with 1,762, 1,365 and 968 citations for the comparable five month periods one, two and three years earlier.

- **Baton Rouge**

Baton Rouge provided the monthly count for belt use citations for the period January, 1993 through June, 1996 (Figure 7).

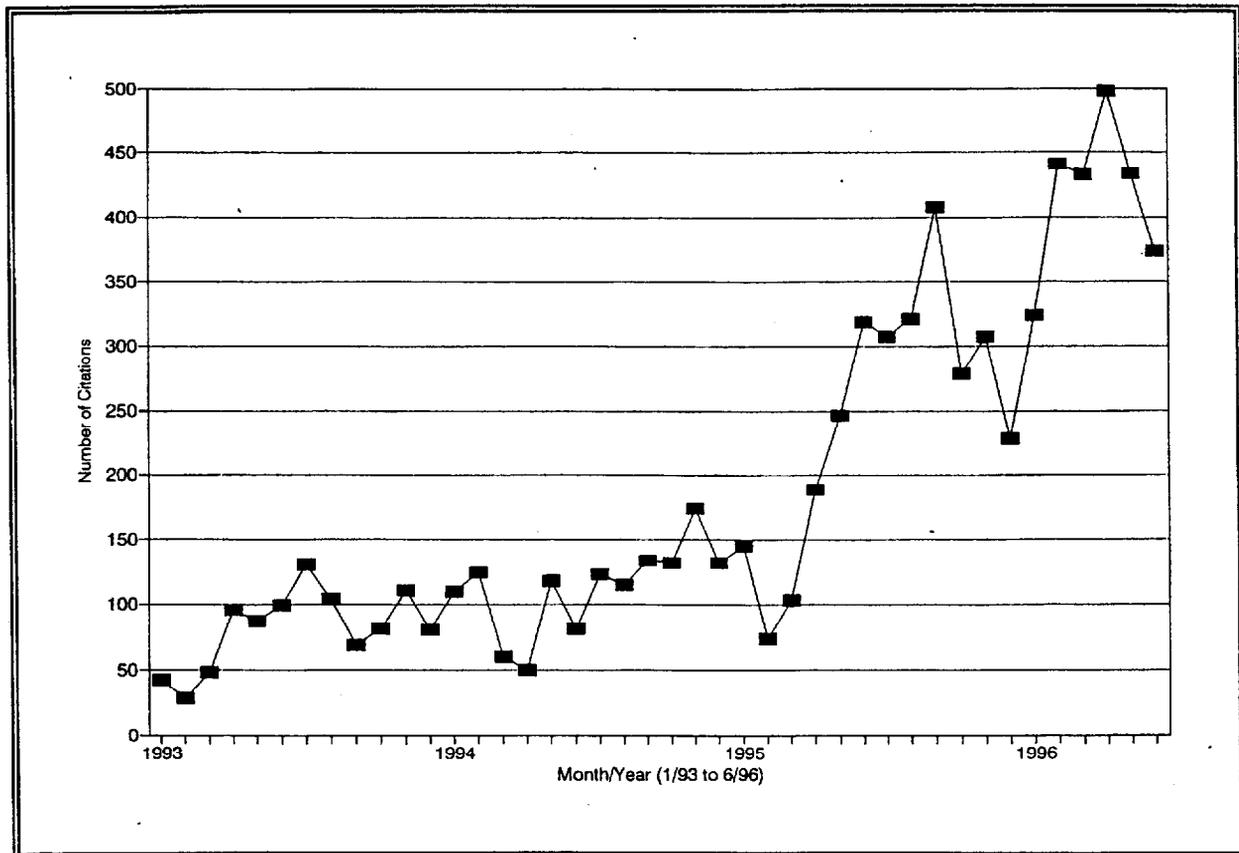


Figure 7. Baton Rouge Citation Data.

Baton Rouge also issued an increasing number of belt use citations over time. The Baton Rouge Department issued 975 citations in 1993; 1,354 in 1994; 2,925 in 1995; and 2,504 in just the first six months of 1996. During the first eight months of primary enforcement (11/95 through 6/96), Baton Rouge issued 3,039 citations. This compares with 1,382 and 330 citations for the comparable eight month periods one and two years earlier. Baton Rouge continued the trend toward more belt use citations in the first few months of primary enforcement.

Baton Rouge also provided the zip code of residence for 7,692 of the 7,758 drivers. These zip codes were sorted into four categories: in Baton Rouge; Baton Rouge suburb; other Louisiana; and other (includes out of state and unknown). They were then compared for the eight month period of the law (N = 3,039 citations for 11/95 through 6/96) versus the comparable period one year earlier (N = 1,382 for 11/94 through 6/95) and the comparable period two years earlier (N = 735 for 11/93 through 6/94). The results showed statistically significant

differences in the pattern of driver residence by time period ($\chi^2 = 159.98$, $p < .001$ with 6 df). The number of citations issued to drivers with an "other" zip code remained constant over time (73, 68 and 71 citations for the periods 11/93 through 6/94, 11/94 through 6/95, and 11/95 through 6/96, respectively). Citations to drivers from "other LA" doubled (120, 124 and 234). Citations to drivers from the suburbs quadrupled (140, 241 and 549). And, citations to Baton Rouge residents increased five-fold over this three year period (402, 949 and 2,185).

The next analysis considered only those citations issued to Baton Rouge residents. The total number of these citations increased substantially. The question was whether this increase was uniform across the city or whether it was concentrated on persons living in certain zip code areas (i.e., neighborhoods). Table 6 shows the distribution of citations for each of the major Baton Rouge zip codes (major defined as 250 or more citations in full data set) for each of the three time periods (law, one year earlier and two years earlier). The results indicate that the pattern of citations was relatively constant across the city even though the total number of citations had increased five-fold ($\chi^2 = 16.28$, N.S. with 18 df). That is, if residents living in a given zip code area were receiving approximately nine or ten percent of all citations issued to Baton Rouge residents one and two years ago, then they were likely to be receiving about nine or ten percent of all citations issued during the first eight months of primary enforcement.

Table 6.
Percent Distribution of Baton Rouge Zip Codes.

Baton Rouge Zip Code	Secondary 11/93 - 6/94 N = 330 citations	Secondary 11/94 - 6/95 N = 799 citations	Primary 11/95 - 6/96 N = 1,839 citations
70802	18.5%	13.3%	16.9%
70805	14.2%	15.1%	16.7%
70806	9.1%	10.1%	10.2%
70807	10.9%	11.8%	10.2%
70808	9.4%	9.4%	8.8%
70810	7.3%	6.0%	6.6%
70811	6.7%	6.3%	5.5%
70812	3.6%	6.8%	5.8%
70815	11.2%	11.6%	10.1%
70816	9.1%	9.6%	9.1%
ALL	100.0%	100.0%	100.0%

Summary

Citation data showed a trend toward more belt use citations in recent years. In general, the trend toward more citations simply continued unabated into the first few months of primary enforcement. The trend did not slow down when primary enforcement began and was probably encouraged, at least somewhat, by the change in the law.

This pattern of results differs from the pattern found in the California citation data. In California, the number of belt use citations issued had peaked years before, come down somewhat, and was generally stable at the time of the change to primary enforcement. After the change, the number of citations typically remained stable or increased, though only slightly.

Law Enforcement Opinions and Attitudes Prior to the Law

Discussions were held with each of the participating Louisiana police agencies. These discussions took place during the period October 10 through October 17, 1995, approximately two to three weeks prior to the implementation of the Louisiana primary belt use law. Participating agencies were the St. Tammany Sheriff's Office and municipal police serving Baton Rouge, Lake Charles, Monroe and Shreveport.

Discussions at each agency began with an informal meeting with two to five police supervisors, typically Lieutenants and Sergeants. Topics covered included: description of the community served; size of the department; department organization with respect traffic; current belt ticketing practice; plans for implementing the primary law; and expected changes in traffic enforcement related to the law. Their comments, combined across all participating agencies, are listed in Appendix B: SUPERVISOR FOCUS GROUPS - October, 1995.

Next, focus group discussions were held with approximately two to six line officers per agency. Each officer was asked to describe their years on the force and current duty assignment. Officers also described their personal use of seat belts on and off duty and their current belt use ticketing practices under the secondary enforcement law. Lastly, officers discussed their attitudes concerning the new primary law and how they expected it influence their work. Officer comments are listed in Appendix C: OFFICER FOCUS GROUPS - October, 1995. Both Supervisor and Officer results are summarized in the next few paragraphs.

Current Belt Ticketing Practice

Police organization, and the police mission assigned to an individual officer, are major determinants of the number of belt use tickets written and who writes those tickets. As a general rule, the agencies participating in this study are organized around a Patrol Division that has about 60% to 70% of their sworn strength and a Traffic Division with about 5% of sworn strength. The remaining officers are supervisors or are assigned to other specialized units (e.g., Detectives).

In smaller agencies, the Patrol Officer is more likely to be a generalist doing all types of police work including traffic enforcement. Larger agencies tend to be far more specialized with traffic enforcement largely left to the Traffic Division and calls for service left to the Patrol Division.

Patrol Officers will write belt use tickets. They are more likely to write if: there is no Traffic Division; or there are no traffic officers on the street during their patrol hours; or the motorist exhibits a really bad attitude; and/or calls for service demands do not consume most of their time.

Traffic Officers routinely write belt use tickets. In some agencies, the relatively few officers assigned to traffic units can account for well over half of all belt use tickets written.

In general, each traffic officer has his/her own internal set of guidelines as to when to write and when not to write a belt law violation. With Louisiana's secondary seat belt law, a typical set of guidelines might be as follows:

- Child restraint ... always
- DWI ... always
- Bad driver or passenger attitude ... always
- Very high speed or speeding in a school zone ... most likely
- Moderately high speed with good attitude ... probably not
- Speeding just over the limit ... may warn only on the speed and write the belt violation.

Officers view belt violations as one element in a list of options that might be used in any given traffic enforcement situation. At the top of this list are hazardous moving violations, such as speeding, which carry heavy fines, points against the license and higher motor vehicle insurance costs. For a given motorist, an officer will apply some mix of written citations, written warnings and verbal warnings that is appropriate for the situation. The belt law violation is added to, or subtracted from, the mix to make the total penalty equation more or less appropriate for the incident. Of all the officers providing information to this project, only one indicated that he writes everything, every time.

Expected Ticketing Strategy

Every officer providing information during October, 1995 was aware of the new primary law. Most had first heard of the law through the media. Some had received official notification from their departments. Most of the departments were planning special announcements just prior to November 1.

Every officer supported the change from secondary to primary enforcement. Even those relatively few officers who oppose any mandatory belt use requirement said that if belt use is mandatory then enforcement should be primary.

A dramatic rise in the number of tickets issued was not expected. While some stops will undoubtedly be made for primary enforcement of the belt law, the fine for belts is still the lowest on the fine schedule and the primary concern among officers will continue to be hazardous moving violations. Child restraint violations were being vigorously enforced at the time of these focus groups and it appeared that they would continue to be vigorously enforced in the future.

It was expected that belt use ticketing would remain a matter of officer discretion in much the same way as it was used within the secondary enforcement context. This strategy is more likely to lead a motorist to say "thank you" (for not writing the speed ticket) rather than a motorist complaint.

However, belt use warnings, both written and verbal, were expected to increase. As more officers themselves buckle up they will be less reluctant to discuss belt use with motorists. Further, as belt use increases generally in the population, the remaining motorists that do not wear will become more conspicuous. And, the heightened publicity associated with the implementation of the primary law seemed likely to add to the general awareness of the issue among both officers and motorists.

Effects of the Law

By October of 1995, officers believed that belt use had already increased in their communities as a result of the publicity surrounding the new law. Many motorists had been observed buckling up as an officer approached. Also, little negative public reaction was expected since most drivers did not understand the distinction between primary and secondary enforcement.

One likely side benefit of the law was expected to be increased belt use among officers themselves. In October of 1995, belt use among officers both on and off duty was less than 100%. Older officers in particular had concerns over the safety of belts in terms of easy access to their weapon and quick egress from the vehicle. The new emphasis on belts both in the media and from police supervisors would make it more difficult for an officer to travel without a belt. Officers understood that they are "role models" and that it would be difficult for them to enforce the belt law if they did not wear belts themselves.

Long term positive benefits from the law were expected particularly as more young drivers enter the traffic stream and belts become more of an accepted way to travel. In support of this eventuality, most officers agreed that continued in-school education of young people was important for long-term benefits.

Conclusion

In October, 1995, primary enforcement was seen as a positive change in the belt use law by the enforcement community. It sent the right message and the publicity surrounding the law had raised awareness concerning the value of belts. Nevertheless, immediate changes in enforcement practices were not expected. Most officers reported that they were writing more belt tickets now than they wrote in years past. While this trend toward more tickets would likely be aided by the primary enforcement option, an "order of magnitude" shift in the trend was not expected.

Law Enforcement Opinions and Attitudes Seven Months Later

A second round of discussions were held with participating Louisiana police agencies approximately seven months following the implementation of the new law. These discussions took place during the period June 15 through June 21, 1996. Participating agencies for this round of discussions were the St. Tammany Sheriff's Office and municipal police serving Lake Charles and Baton Rouge.

As in October, discussions at each agency began with an informal meeting with two to five police supervisors, typically Lieutenants and Sergeants and typically the same Lieutenants and Sergeants who participated earlier. These supervisors described their experiences, opinions and attitudes with respect to primary enforcement. Their comments, combined across all participating agencies, are listed in Appendix D: SUPERVISOR FOCUS GROUPS - June, 1996. Next, focus group discussions were held with line officers. The emphasis in these discussions was on what the officers were seeing and hearing from the motoring public, their own attitudes about the law and any changes in their personal enforcement practices. These officer comments are listed in Appendix E: OFFICER FOCUS GROUPS - June, 1996. Supervisor and officer comments from June, 1996 are summarized in the next few paragraphs.

Reactions to New Law

The police, supervisors and officers, were uniformly positive about the new law. In October, most had thought that the law should have been primary from the beginning. This attitude had not changed in June following six to seven months experience with primary. Also, as expected, one side benefit to the law seems to have been that more officers are buckling up now than in the past.

In October, many of the supervisors and officers made the comment that more motorists were buckling up, likely in response to passage of the law, associated publicity and the fact that primary enforcement was just days away. In June, they were far more specific in their comments indicating who was buckling up and why.

One group, as mentioned above, who were buckling up more were officers themselves both on and off duty. Another group was "criminals" and "smugglers on the interstate" who might not want to give the police any reason to stop their vehicle. A third group mentioned was young people particularly those who had recently completed driver's education. Still other officers thought that the increase in belt use was generally uniform across most or all groups of drivers. None of the officers believed that belt use had decreased. Also, none reported any specific negative feedback from motorists. Most motorists, when caught not wearing their belt, were obviously aware of the law and said that they simply forgot to buckle up.

Enforcement

It could be argued that the number of belt use tickets may have gone up, gone down or remained the same following primary enforcement. With more people buckling up, there should be fewer tickets to write. However, with the ability to stop on a primary basis, the ones that aren't buckled up should be easier to stop.

In general, some officers said they were writing somewhat more tickets in June of 1996 under primary enforcement than they were writing in October of 1995 under secondary enforcement. However, the reasons for writing more tickets did not appear to be solely based on the ability to make a primary stop. Rather, it appeared that the change in permissible enforcement reinforced the idea for both motorists and officers that belt use was required and that tickets can and would be issued. In effect, there is some, albeit limited, evidence from the focus groups that the change from secondary to primary enforcement changed the perception of the law from "a good suggestion" to an actual requirement for which the motorist could be held accountable. As such, in June there was less discussion of curbside plea bargaining in which the belt was simply one of many elements that could be used by the officer to arrive at the right citation and penalty level. There was more emphasis on actually enforcing what was now a "real" law.

Support Systems

Since belt use was now a real law, many of the supervisors and officers said it should be treated and supported like a real law. For instance, there should be tracking of previous citations by the court. Moreover, some indicated that belt violations should be made a "mover" (moving violation) so that a record of the violation would be retained in the driver's record again for the purpose of tracking and finding multiple offenders. Many officers believed that second and third violations of the law were not resulting in the penalties appropriate for second (\$50 fine) or third violations (\$50 fine plus court costs) because record systems were not keeping track of the prior history.

Comparisons with California

Discussions had been conducted with California supervisors and officers soon after, and again many months after, the implementation of their change from secondary to primary. Questions asked of supervisors and officers were nearly identical as were recruiting procedures and the settings in which the discussions had occurred.

During the first (or "pre") round of discussions, both the California and the Louisiana officers welcomed the change from secondary to primary arguing that if it is a law then they should be able to enforce it just like any other law. Also, after six to seven months experience with primary, both California and Louisiana officers liked the change, thought that more motorists were buckling up (including known criminals that did not want to be stopped) and reported little or no negative feedback from the public.

Nonetheless, there were some real differences between the California and Louisiana experience. The California law had been passed with a "sunset provision" and with real concerns about the use of the law for establishing probable cause for a motor vehicle stop. Supervisors and officers understood these concerns and did not want to lose the law when the time of the sunset arrived. That is, most did not want to overuse or otherwise abuse the law for fear of losing it altogether.

Louisiana had no such sunset provision. Rather, the issue of using this law for establishing probable cause for some violation other than belts was specifically prohibited in the legislation. Overuse or abuse of the law simply was not an issue for the Louisiana departments included in this study.

A second and more subtle difference between California and Louisiana had to do with the qualitative "character" of the belt use enforcement in the two states. In California, the belt law seemed to always have been a law and enforced as such from the beginning. In Louisiana, the first passage of the law did not cover light trucks and vans. Only later were these vehicles covered. Moreover, the collection of court costs were specifically prohibited. In practice, the Louisiana law seemed to be part of officer discretion rather than a real law to be enforced in its own right. At least for some officers, the change to primary moved the law from this discretionary addition or deletion, to a real violation. Thus, at least for some officers, there may have been a qualitative difference in the way that they perceived the law and in the way in which they enforced it.

V. OFFICE OF MOTOR VEHICLES SURVEY

The Louisiana Office of Motor Vehicles (OMV) supported this study by conducting monthly surveys of persons renewing or applying for drivers licenses at OMV offices that serve the study communities. Participating offices were located in Lake Charles, Monroe and Shreveport. For Baton Rouge, the participating office was located in Baker which is a suburban community just north of the city. For St. Tammany Parish, the participating office was in Slidell, which is the largest city in the Parish.

The purposes of the survey were to assess public knowledge of the new seat belt law as well as, changes motorists may have made in their seat belt use behaviors, how vigorously they perceive their police agencies enforce the law, the likelihood police would stop them, and the sources of their knowledge about the new seat belt law. The survey form is shown in Appendix F.

Six waves of surveys were completed. The first was done during the last two weeks of October, 1995 just prior to the November 1 implementation of the law. The second was done in late November, 1995. Surveys were not done in December because of the Christmas holidays. The remaining four survey waves were done during January, February, March and April of 1996.

Surveys were completed as part of the photo licensing process, typically after the photo was taken while waiting for final processing and production of the license. During this time interval, OMV personnel handed a survey form to each eligible person and asked them to complete the form and return it. The survey wave was completed at each office when either approximately 100 forms were returned or the end of the survey time period was reached.

These procedures should have produced approximately 3,000 completed surveys (five offices times six waves times 100 surveys). The actual number of completed surveys available for analysis was 2,499, divided 484, 474, 407, 304, 315 and 515, respectively, across the six waves. The shortfall during waves four and five occurred primarily at the Monroe and Slidell offices and was due to personnel changes at these offices. Also, a small number of forms, about one percent, were judged to be frivolous and were discarded.

Under the state's Motor Vehicle Code, motorists who have a "clean" driving record (no convictions for moving traffic violations) during the four years prior to their renewal date may renew their license by mail. Persons age 70 and above are not eligible to renew by mail nor are persons who renewed by mail at the last renewal date, have a suspended, expired or cancelled license or whose physical condition has changed since the last renewal date. Persons completing the OMV survey, therefore, are not a random sample of all licensed drivers. Data tables showing total responses by wave are contained in Appendix G. Results reported below are based on known responses (i.e., blank responses are not included).

Characteristics of Respondents

A total of 2,499 persons completed surveys during the six waves. Fifty-two percent of the total respondents were males and 48 percent were females. The age distributions of survey respondents and the Louisiana licensed driver population are shown in Table 7. The Table shows that the survey respondents tended to be younger than the general driver population. This is likely due to first time license applicants and the state's requirement that persons with violations on their driving record renew licenses in person.

Table 7.
Age Distributions.

Age Group	Survey Respondents (Excludes Not Answered)	All Licensed Drivers ¹
Under 21	11.2%	7.9%
21-25	12.8	8.7
26-39	36.1	30.8
40-49	22.2	20.8
50-59	11.2	13.5
60 and Up	6.5	18.3
N	2,450	2,612,785

¹ Source: Louisiana Highway Safety Commission, license file listing as of 1/1/96.

The proportion of male and female respondents did not differ across survey waves ($\chi^2=6.93$ with 5 df). The distribution of respondent ages did vary ($\chi^2=45.66$, $p<.01$, 25 df) primarily due to variations in the proportion of respondents under age 21 in particular waves. There were more young drivers during wave 2 (November) and wave 6 (April).

Sixty-seven percent of respondents described themselves as being White; 30 percent said they were Black; and 3 percent said they were Native American, Asian or Other. Responses to the question regarding Race did not differ significantly across the six survey waves ($\chi^2=19.45$, with 10 df). Few respondents (two percent) reported that they were of Hispanic origin.

Nineteen percent of the respondents indicated they drove less than 5,000 miles per year; 23 percent of respondents indicated driving 5,000-10,000 miles per year; 21 percent said they

drove 10,001-15,000 miles; and 34 percent indicated driving more than 15,000 miles per year. Respondent-reported mileage driven did not vary significantly across the survey waves ($\chi^2=16.50$ with 15 df).

Based on the Zip Codes provided, 60 percent of respondents lived in one of the six study sites, 30 percent lived in the area surrounding one of the sites, while 10 percent lived elsewhere in the state. No differences were noted among the six waves ($\chi^2= 8.96$, 10 df).

General linear modeling was used to analyze survey responses. A model was generated to predict the responses to each question from wave, respondent gender, age, race and miles driven. Because of the relatively large number of tests conducted, a probability value of 0.01 was the criterion applied for statistical significance.

Self Reported Seat Belt Use

Question 7 of the survey asked respondents "How often do you use seat belts when you drive or ride in a car, van, utility vehicle or pick up?" Response categories were: always, nearly always, sometimes, seldom, or never.

Overall, 69 percent of respondents indicated they always wore seat belts; 19 percent indicated they nearly always did so; and 12 percent said they sometimes, seldom or never used seat belts. Responses to this question were found to vary by respondent gender ($F = 6.78$, $p<.01$, $df = 1$, 2312) respondent age ($F = 35.45$, $p<.001$, $df = 1$, 2312) and miles driven per year ($F = 17.83$, $p<.001$, $df = 1$, 2312). Responses did not vary significantly as a function of survey wave and respondent race.

It was found that females were more likely to indicate that they "always" wore their seat belt than males (71 percent versus 66 percent). Drivers aged 60 and older were most likely to indicate that they "always" wore their seat belt followed by drivers aged 50-59, 40-49 and 26-39 (79 percent, 76 percent, 73 percent and 68 percent, respectively). Next came drivers under the age of 21, many of whom were at the OMV for their first license (63 percent "always"). The age group that was least likely to indicate that they "always" wore their seat belt were drivers between the ages of 21 and 25 (55 percent). Also, low mileage drivers were more likely to indicate that they "always" wore their seat belt (76 percent "always" for those driving less than 5,000 miles per year) than higher mileage drivers (71, 67, and 63 percent for those driving five, ten and fifteen or more thousand miles per year).

Changes in Belt Use

Question 8 asked, "Compared to last year, would you say you now wear your seat belt: much less often, less often, about the same, more often or much more often?" Overall, 26 percent of respondents indicated "much more often"; 22 percent indicated "more often"; 48

percent said "about the same"; and 3 percent indicated "less often" or "much less often". These results clearly indicate that motorists believe they were wearing their belts more now than they had been in the past.

The linear model for this question did not show any statistically significant relationships. That is, responses to this question did not vary significantly as a function of survey wave or respondent gender, age, race, or miles driven. This pattern of results suggests a relatively uniform pattern of belt use increase across the various age, sex and racial groups.

Knowledge of the Law

Survey Question 9 asked respondents to select as "true" one of the following three statements: "Police can give you a seat belt ticket: (1) only if they stop you for something else, (2) only if there has been an accident, or (3) whenever they see you not wearing your seat belt." Response "1" was the correct choice during the first wave of data collection conducted just prior to the implementation of primary enforcement. Response "3" was the correct choice for all other waves.

Overall, 89 percent of all respondents indicated that the police can issue a ticket whenever they see a belt law violation.

Responses to this question varied as a function of age ($F = 11.64, p < .01, df = 1, 2310$) and race ($F = 9.42, p < .001, df = 2, 2310$). Older respondents, age groups 26 and above, responded "3", the correct answer, at least 90 percent of time. Younger respondents were somewhat less likely to give response "3": 86 percent for those ages 21 to 25; 84 percent for those under age 21. Whites correctly responded "3" 92 percent of the time versus 83 percent for blacks. Not statistically significant were the effects of gender and miles driven.

It was not clear how respondents would answer this question as a function of wave. During wave one, the police could not give a ticket without some other reason for the stop since this wave was conducted during October which was during the formal warning period. That is, the police could stop, but could only warn, for a belt law violation. For all other waves, the police could both stop and ticket.

The results by wave versus all three possible responses to this question were not statistically significant. However, the results were significant when the responses were re-coded into only two categories: response 3 (police can stop whenever) versus all else ($F = 3.27, p < .01, df = 5, 2493$). During wave one, 86 percent of the respondents indicated response "3." During waves two through six, the comparable percentages were 91, 93, 91, 89 and 86 percent, respectively. That is, the percentage of respondents providing this "correct" response peaked during wave three. The wave three peak is consistent with peak responses for recall of the media effort (see Question 16 shown later in this Chapter).

Perceived Risk of Getting a Ticket

Question 10 of the survey asked drivers what they thought their chances were of getting a ticket if they did not wear seat belts.

Overall, 43 percent of the respondents indicated there was a high likelihood of receiving a ticket when not wearing seat belts (responses of "always and "nearly always"), 36 percent indicated there was a modest chance of being ticketed (response of "sometimes") and 20 percent indicated the chances were not great (responses of "seldom" and "never"). Responses to this question varied as a function of age, race and miles driven.

Older drivers were more likely to say they would "always" get a ticket (39 and 37 percent of those drivers ages 50-59 and 60 or older); as compared with 26 to 28 percent for drivers ages 21 to 49; and only 16 percent for drivers under the age of 21 ($F = 51.08, p < .001, df = 1, 2301$). Concerning race, only 25 percent of the whites indicated that they would "always" get a ticket as compared with 34 percent of the blacks ($F = 6.18, p < .01, df = 2, 2301$). Low mileage drivers more often said "always" than high mileage drivers ($F = 13.10, p < .001, df = 1, 2301$) 3095). The range was from 34 percent "always" for those driving less than 5,000 miles per year down to 24 and 25 percent for those driving ten and fifteen thousand miles per year or more. Responses to this question did not vary significantly with respect to wave or respondent gender.

Among those respondents who indicated that they would "always" get a ticket if they were not wearing their belt, 83 percent stated that they "always" wear their belt. This compares with 66 percent for those who indicated that they would "nearly always" get a ticket and 62 percent for those who indicated that they would get a ticket "sometimes, seldom or never."

State and Local Enforcement

Questions 11 and 12 asked how strictly respondents thought the Louisiana State Police and their parish or local police enforce the seat belt law. The following are overall responses to State Police (Question 11) and parish or local police (Question 12):

<u>Enforce</u>	<u>State</u>	<u>Parish or Local</u>
Very Strictly	27%	22%
Somewhat Strictly	41%	38%
Not Very Strictly	22%	26%
Rarely/Not at All	10%	15%

These response distributions were significantly different ($\chi^2=42.39$, $p<.001$, 3 df) and indicate a perception of somewhat stricter enforcement by the State Police than by parish or local departments.

Responses regarding perceived strictness of State Police enforcement varied as a function of survey wave and respondent gender, age, race and miles driven. Responses regarding perceived strictness of parish or local enforcement varied as a function of survey wave and respondent age, race and miles driven plus a small effect related to the location of the OMV office at which the survey was completed.

The results by survey wave indicated that perceived enforcement was lowest during October, 1995 prior to the start of primary enforcement, higher for all subsequent survey waves during late 1995 and 1996. For State Police, 20 percent of respondents perceived "very strict" enforcement in October as compared with 25 to 33 percent for all subsequent waves ($F = 3.80$, $p<.01$, $df = 5$, 2,281). For parish or local police, 16 percent of respondents perceived "very strict" enforcement in October as compared with 20 to 27 percent for all subsequent waves ($F = 3.86$, $p<.01$, $df = 5$, 2,273).

Gender was statistically significant for State enforcement, but not for parish or local enforcement. Twenty-eight percent of the males as compared with 24 percent of the females perceived strict enforcement ($F = 11.54$, $p<.01$, $df = 5$, 2,281) by the State Police.

Concerning age, older respondents were more likely to believe that both State ($F = 32.94$, $p<.001$, $df = 1$, 2,281) and local or parish ($F = 27.93$, $p<.001$, $df = 1$, 2,273) police enforced the law more strictly. Such results are particularly interesting since, as will be shown below, it was the younger respondents who were far more likely to have received a ticket for a belt law violation. The percentage of respondents who perceived "very strict" enforcement by age for both State and parish or local police was as follows:

<u>Respondent Age</u>	<u>State</u>	<u>Parish or Local</u>
< 21	18%	17%
21-25	24%	21%
26-39	26%	20%
40-49	26%	18%
50-59	30%	27%
60+	36%	33%

Respondent race was related to perceived State Police ($F = 7.12, p < .01, df = 2, 2,281$) and parish or local police ($F = 5.09, p < .01, df = 2, 2,273$) enforcement. For State Police, 22 percent of the whites as compared with 37 percent of the Blacks indicated that enforcement was "very strict." For parish or local police, 18 percent of the whites and 30 percent of the blacks indicated that enforcement was "very strict."

It was also found that low mileage drivers were more likely to perceive strict enforcement than high mileage drivers. For State Police, 35 percent of those traveling less than 5,000 miles per year perceived "very strict" enforcement as compared with only 19 percent of those traveling more than 15,000 miles per year ($F = 41.75, p < .001, df = 1, 2,281$). For parish or local police, 29 percent of those traveling less than 5,000 miles per year perceived "very strict" enforcement as compared with only 16 percent of those traveling more than 15,000 miles per year ($F = 36.84, p < .001, df = 1, 2,273$). Also, for parish or local enforcement, there was a small effect related to the office at which the respondent filled out the questionnaire ($F = 3.53, p < .01, df = 4, 2,271$) with Slidell respondents (St. Tammany Parish) reporting somewhat less strict enforcement than respondents at the other offices.

Received a Belt Use Ticket

Question 14 asked if respondents had ever received a seat belt ticket. Overall, 8 percent of respondents said "yes" to this question. Receiving a ticket varied as a function of respondent gender, age and miles driven. It did not vary significantly by survey wave, race or OMV office at which the survey was completed.

Among males, 10 percent reported having received a ticket as compared with 6 percent of the females ($F = 12.41, p < .001, df = 1, 2,296$). Concerning age, 16 percent of drivers between the ages of 21 and 25 reported having received a ticket as compared with 3 to 8 percent for the other age groups ($F = 17.01, p < .001, df = 1, 2,296$). Concerning miles driven, 11 percent of those who drive more than 15,000 miles per year reported having received a ticket as compared with 8, 7 and 5 percent respectively for the succeeding lower mileage categories ($F = 13.64, p < .001, df = 1, 2,296$).

Separate analyses indicated that having received a ticket was not significantly related to perception of how strictly State or parish or local police enforced the law nor was it related to change in belt use from last year. However, of those who did get a ticket, only 52 percent reported that they wear their seat belt "always" as compared with 70 percent of those that did not get a ticket.

Consequences of Belt Law Conviction

Question 13 asked respondents about the consequences of receiving a belt citation. Overall, 84 percent of respondents correctly indicated that a fine would result. Most of the

respondents who chose "fine" thought that the amount of the fine was \$25 (first offense fine level) or \$50 (second offense fine level). Ten percent indicated, incorrectly, that they could get points on the driving record; 8 percent indicated that the charge could be dismissed and 4 percent indicated they thought you could lose your license (multiple responses were permitted for this question).

Perceived Risk

Question 15 of the survey asked respondents to indicate the strength of their agreement with the statement, "You will be hurt less in an accident if you are wearing your seat belt". Overall, 61 percent of respondents indicated strong agreement, 26 percent said they agreed somewhat and 12 percent said they somewhat or strongly disagreed. Responses to this question varied as a function of respondent age, race and miles driven, but not as a function of survey wave or gender.

Concerning age, only 51 percent of 21-25 year olds strongly agreed with this statement as compared with a range of 61 to 68 percent for the other age groups ($F = 167.20$, $p < .001$, $df = 1, 2,286$). The results for race, while statistically significant, showed little practical difference between whites with 63 percent strong agreement versus blacks with 61 percent strong agreement ($F = 53.46$, $p < .001$, $df = 2, 2,286$). The results for miles driven indicated that 66 percent of low mileage drivers, less than 5,000 miles per year, strongly agreed as compared with 58 to 59 percent for all of the higher mileage groups ($F = 281.58$, $p < .001$, $df = 1, 2,286$).

Source of Information

Question 16 asked respondents if they had recently read, seen or heard anything about Louisiana's seat belt law. Seventy-one percent of respondents answered affirmatively while 29 percent said no or did not respond to the question. The number of affirmative responses peaked during waves 2 and 3 conducted in November, 1995 at the start of the new law and in January, 1996, then declined in subsequent waves:

<u>Wave</u>	<u>Percent Yes</u>
1	72%
2	77
3	78
4	68
5	70
6	62

Those that responded affirmatively were then asked where they had seen, read or heard the information. The most common response was television (73 percent of the 1,781 that

responded affirmatively) followed by newspapers (49 percent) and radio (36 percent). Also mentioned were posters, police checkpoints and brochures (12, 8 and 5 percent, respectively).

Recall of Information

Lastly, respondents were then asked to describe what they saw, read or heard. The open-ended responses to this item were summarized into categories: (1) mention of specific element(s) of the law; (2) stricter enforcement of the law was in effect; (3) a new law was in effect; (4) mention of a specific NHTSA seat belt campaign; (5) mention of the general safety value of belt use; and (6) other (not classifiable) entries. Overall, 64 percent of the persons who said they had recently read, seen or heard anything about Louisiana's seat belt law recalled what they had read, seen or heard. The responses were distributed as follows:

Specific Element of Law	19%
Stricter Enforcement	19
New Law in Effect	34
NHTSA Message	1
General Safety	21
Other	7

Recall of information differed as a function of survey wave and race. Responses did not differ significantly as a function of respondent gender, age and miles driven.

Recall of specific elements of the law was strongest during wave 1 (October) just prior to implementation and then declined for each succeeding wave ($F = 5.58, p < .001, df = 1, 1072$). Specific elements included mention of when the law went into effect and the meaning of primary enforcement. One or more specific elements were recalled by 29 percent of the 217 wave one respondents who were able to recall information. This compares with only 11 percent of the 195 wave six respondents who were able to recall information. This result was hardly surprising since wave six was conducted during April, 1996 nearly six months following the implementation of the law.

Whites more often recalled specific information about the law than blacks (22 and 12 percent for whites and blacks respectively; $F = 5.58, p < .001, df = 1, 1072$). Both racial groups showed the same pattern of the most recall during wave one, less during subsequent waves. Also, both racial groups recalled the "stricter enforcement" message about equally often.

Comparison with California

The survey form and procedures used in California (Ulmer et al., 1994) were virtually identical to the OMV form and procedures used in Louisiana. These two states are in different regions of the country, have a different racial and ethnic mix and had different patterns of belt

use enforcement leading to the new law. In general, California police were writing more tickets under the secondary law than Louisiana police. Eight percent of Louisiana respondents reported that they had received a belt use ticket as compared with 13 percent in the California surveys. Also, statewide observed belt use in California was approximately ten percentage points higher than in Louisiana at the time the new primary laws were enacted. In the surveys, 69 percent of Louisiana respondents reported that they "always" wore their seat belt as compared with 84 percent in the California surveys. The number of respondents who reported that they wear their seat belt "more" or "much more" now than last year was somewhat higher in California (49 percent in Louisiana as compared with 54 percent in California).

The California respondents indicated the new law was being more strictly enforced. In Louisiana, 28 percent indicated they would "always" get a ticket if they did not wear their belt as compared with 38 percent in California. In Louisiana, 27 and 22 percent of the respondents indicated that the State and local police enforce the law "very strictly" as compared with 42 and 37 in California.

Minority populations in both states were more likely to believe that enforcement was strict. However, neither hispanics in California nor blacks in Louisiana reported actually getting more belt use tickets than the general population.

Measures of media were consistently stronger in the Louisiana results. In Louisiana, 71 percent of the respondents recalled reading, seeing or hearing something about the law as compared with 66 percent in California. Moreover, unlike California, those Louisiana respondents who recalled information remembered specific elements of the law (19 percent versus 8 percent in California) or that enforcement would be more strict (19 percent versus 14 percent) or that a new law was in effect (34 percent versus 21 percent). Few recalled only general safety information such as "buckle up to be safe" (21 percent versus 42 percent in California) or some other information (7 percent versus 13 percent).

Summary

Drivers applying for a photo-license or photo-license renewal were surveyed at OMV offices in Baker, Lake Charles, Monroe, Shreveport and Slidell. Surveys were done in October, 1995 just prior to the November 1 start of primary enforcement and again in November, January, February, March and April.

Results from the 2,499 participating drivers indicated that:

- Nine out of ten Louisiana drivers knew that they could be stopped for a belt law violation alone.

- Most drivers agreed that you would be hurt less in a crash if you were wearing a seat belt and nearly half reported that they wear their seat belts more now than last year.
- Media concerning the new law seemed to peak in late 1995 and early 1996. Perceived "strictness" of belt law enforcement seemed to track the media with the strongest responses seen in late 1995 and early 1996.
- Male drivers were less likely to report that they "always" wear their seat belts. They were more likely to report that the State Police enforce the law "strictly" and more likely to have gotten a belt use ticket.
- Older drivers were more likely to "always" wear their seat belt and more likely to believe that enforcement was strict. They were less likely to have gotten a ticket.
- Overall, the number of whites and blacks who reported getting a belt use ticket was not statistically different (7 and 8 percent for whites and blacks respectively). However, blacks more than whites thought that their chances of getting a ticket were high and that State and local police enforce the law strictly.
- Compared with California, Louisiana seems to have placed more emphasis on media and information, less emphasis on actual belt use enforcement.

VI. DISCUSSION

On November 1, 1995, Louisiana became the second state to implement an uninterrupted change from secondary to primary seat belt law enforcement. As had been the case in California two years earlier, enforcement was changed from secondary to primary while leaving other elements of the law unaffected. The present evaluation assessed the effects of this change with respect to observed front seat occupant belt use rates, belt citations issued, police officer attitudes, and motorist opinions.

Belt Use Rates

In 1985, belt use observations in Louisiana indicated that only about 12 percent of front seat occupants of passenger vehicles in the state were using seat belts. In 1986, following the adoption of the secondary enforcement mandatory use law, belt use increased to 35 percent. Over the ensuing years, usage increased at a slow but steady rate so that by 1992, 50 percent of Louisiana drivers were wearing seat belts.

Belt use then plateaued at about the 50 percent level for the next two years. Louisiana officials believed that some new initiative would be needed to get the belt use rate moving higher again. Buoyed by California's success two years earlier, that initiative was primary enforcement. The proposed legislation was submitted to the 1995 Legislature and approved on June 20. The law established a formal warning period for the months of September and October with an official start date of November 1, 1995. Belt use observations conducted during the late summer and early fall estimated the statewide belt use rate as 59 percent, nine points higher than what it had been the year earlier. Factors that likely contributed to the increase were the debate of the law, passage of the law including the surrounding publicity and the start of the formal warning period.

The present evaluation selected five communities that were part of the statewide efforts and which had, collectively, 59 percent belt use in the statewide observations conducted during the summer and early fall of 1995. Belt use observations conducted in these communities each month from October, 1995 through April, 1996 showed that belt use continued to rise. Observed front seat occupant belt use in passenger cars was 68 percent in these communities during April, 1996. Preliminary results from the statewide survey conducted during the summer of 1996 also showed a 68 percent use rate.

A change from about 50 percent belt use in these five communities from before the law was introduced to 68 percent after the law was implemented is virtually identical to the change from 58 percent to 76 percent reported earlier for six California communities (Ulmer et al., 1994). The observations in Louisiana also found that:

- while females buckled up more often than males, both genders showed substantial increases in belt use following the implementation of primary enforcement;
- while passenger vehicle drivers buckled up more than drivers of light trucks, drivers of both types of vehicles showed substantial increases in belt use following the implementation of primary enforcement;
- while whites buckled up more often than blacks, both races showed substantial increases in belt use following the implementation of primary enforcement.

Seat Belt Citations

Louisiana, unlike California, experienced substantial increases in belt use ticketing both by the State Police and by most of the local departments covered in this study. In general, the trend toward increasing numbers of citations began well before the primary law was debated let alone passed. This trend toward more citations with each passing year continued unabated into the period of primary enforcement. Primary enforcement could not have "caused" this trend to occur since the trend was well established long before the primary law. However, the new primary law certainly did not detract from this ongoing trend or otherwise interrupt it and may have contributed to its continuation.

One specific interest of this evaluation was to determine who received citations under primary enforcement. In St. Tammany and Monroe, ticketing for whites increased more than ticketing of blacks during the period of primary enforcement. In Baton Rouge, ticketing of local residents increased more than ticketing of residents from the suburbs or, in turn, residents of other areas in Louisiana or drivers from out-of-state. Among the local residents, there was no indication that the pattern of ticketing across the zip code areas of the city was any different under primary enforcement than it had been under secondary even though the actual number of tickets issued had increased substantially.

Officer Attitudes

The focus groups conducted during October, 1995 in the five study communities indicated that, in general, the primary belt law was well received by local police officers. Most officers said it was a good change and was sending the message that belt use was required and being enforced. Many officers thought that belt use had increased in their community since the law change; none of the officers indicated any significant negative public response.

Follow-up focus groups were conducted eight months later. Police support for the primary law remained strong in June, 1996. From a law enforcement perspective, the primary law appeared to have several advantages with no apparent impediments. By elevating the law to primary status, the belt violation was also raised in the eyes of the officer. Belt law violations

were less likely to be "added and subtracted" from the total penalty equation and more likely to constitute a violation in their own right.

There was also evidence throughout the focus groups that the primary law had influenced the officer's personal belt use. Some officers had not been full-time belt users. However, with the passage of the primary law, they said they had to set an example for motorists. Some officers said they could not write the belt ticket if they, themselves, were not wearing a belt.

OMV Surveys

Written surveys were conducted each month for six months for motorists applying for a photo-license, or license renewal in each of the five communities. Most motorists understood that they could be stopped for a belt law violation alone; most agreed that they would be hurt less in a crash if wearing a belt; and most thought the law was being enforced.

Several questions on the survey asked about exposure to media and information about the new law. The results indicated that exposure was highest early in the implementation of the law, less as time went on and the "new" law was several months old. The message that was being received through the media was very often enforcement related. That is, the State Police were enforcing the law or the local police were enforcing the law. Perceived "strictness" of belt law enforcement seemed to track the media with the strongest responses seen in late 1995 and early 1996.

Overall, the number of whites and blacks who said they had received a belt use ticket was not statistically different (7 and 8 percent for whites and blacks respectively). However, blacks more than whites believed that their chances of getting a ticket were high and that State and local police enforce the law strictly.

Conclusion

California was the first state to have implemented an uninterrupted change from secondary to primary enforcement. Because other elements of California's belt law (fines, exemptions) did not change, the secondary/primary distinction was not confounded by other legal issues. The results from California indicated a substantial rise in belt use rates following the change.

Louisiana was the second state to implement such a change. As in California, other elements of the law remained essentially unchanged thus providing a relatively clear pre versus post evaluation of the secondary versus primary distinction. Also, as in California, the results indicated a substantial increase in belt use rates.

It is important to remember that in both states the law was not simply passed. Rather, the law was passed and then implemented including both enforcement and publicity. It seems highly

unlikely that either state would have had a substantial rise in belt use were it not for the fact that both had full publicity and enforcement programs designed to ensure that motorists were fully aware both of the law and the fact that it was being enforced.

Primary or standard enforcement creates a direct relationship between failure to comply and possible enforcement actions. Failure to wear a belt becomes a "real" violation both for officers and for motorists. The result is increased belt use which should lead to reduced death and serious injury in motor vehicle crashes.

VII. REFERENCES

- Applied Technology Research Corporation. *Louisiana Safety Restraint (Safety Belt) Use Observation Survey Procedures and Results*. Final Reports, 1985 through 1995, to the Louisiana Highway Safety Commission, Baton Rouge, LA.
- Campbell, B.J. The association between enforcement and seat belt use. *Journal of Safety Research*, 1988, 19, 159-163.
- Dewey, J. 1995 Louisiana Legislative Initiative: Passage of a Primary Safety Belt Law. presentation at Lifesavers 14, April 14-17, 1996, Albuquerque, NM.
- Escobedo, L.G., Chorba, T.L., Remington, P. L., Anda, R.F., Sanderson, L. and Zaidi, A.A. The influence of safety belt laws on self reported safety belt use in the United States. *Accident Analysis and Prevention*, 1992, 24, 643-653.
- Evans, L. The effectiveness of safety belts in preventing fatalities. *Accident Analysis and Prevention*, 1986, 18(3), 229-241.
- Evans, W.N. and Graham, J.D. Risk reduction or risk compensation? The case of mandatory safety-belt use. *Journal of Risk and Uncertainty*, 1991, 4, 61-73.
- Insurance Institute for Highway Safety (IIHS). *Status Report Special Issue: Safety Belt Laws*, Arlington VA: IIHS, May 15, 1993.
- Ulmer, R.G., Preusser, C.W. and Preusser, D.F. Evaluation of California's Safety Belt Law Change to Primary Enforcement. Final Report to the National Highway Traffic Safety Administration, Washington, DC, December, 1994, available NTIS Springfield, VA, report number DOT HS 808 205.
- Wagenaar, A.C., Maybee, R.C. and Sullivan, K.P. Mandatory seat belt use laws in eight states: a time-series evaluation. *Journal of Safety Research*, 1988, 19, 51-70.
- Williams, A.F., Preusser, D.F. and Blomberg, R.D. Results of a seat belt use law enforcement and publicity campaign in Elmira, New York. *Accident Analysis and Prevention*, 1987, 19, 243-249.
- Williams, A.F., Preusser, D.F., Blomberg, R.D. and Lund, A.K. Seat belt use and publicity in Elmira, New York: A reminder campaign. *American Journal of Public Health*, 1987, 77, 1450-1451.
- Williams, A.F., Wells, J. and Lund, A.K. Shoulder belt use in four states with belt use laws. *Accident Analysis and Prevention*, 1987, 19, 251-260.

APPENDIX A
SEAT BELT OBSERVATION PROCEDURES
AND
DATA COLLECTION FORM

Observer instructions were those instructions that had been used for observations conducted during the 1989 through 1991 period. That is, light trucks were observed and occupant gender and race were recorded. Specifically, eligible vehicles included passenger automobiles, pickup trucks, jeeps and vans (private, public and commercial). Other vehicles such as buses, commercial trucks, motorcycles and emergency vehicles such as police, fire and ambulance are exempt from the law and were not observed. Belt usage was observed for front seat occupants. If there was more than one front seat passenger, the "outside" passenger was observed. Also, if a child was present in the front seat in a child restraint seat, the child was excluded. However, children riding in the front seat, regardless of age, who were not in a child restraint seat were observed as any other front seat passenger. Each observation period at each location lasted 40 minutes.

Observers received the following instructions for belt use observations:

1. As you observe an eligible vehicle, record the type of vehicle (auto, pickup, van), the occupants race (white or non-white), sex (male or female) and restrained by shoulder belt (yes or no) of the front seat occupants (driver and front seat "outside" passenger only). Use a separate line for each front seat occupant observed (up to two lines per vehicle).
2. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.
3. If the vehicle is equipped with shoulder belts but the person has the shoulder strap under his/her arm or behind the back, this should be recorded as not restrained.
4. Determine how many lanes of traffic in the assigned direction you can observe. Observe traffic only on these lanes through the 40 minute observation time period. If you can observe only one lane, designate the lane closest to you as the observation lane.
5. In most situations, it should be possible to observe every vehicle in the designated lane. However, if traffic is moving too fast to observe every vehicle, you should determine which vehicle can be observed, i.e., every second vehicle, every third vehicle, etc. This pattern must be followed for the whole observation period and noted in the space labeled "INTERVAL" at the top of the data form.

Statistical testing of observed differences in belt use rates are not presented. In general, the 95 percent confidence interval surrounding estimated statewide use rates is less than plus or minus one percentage point. The 95 percent confidence interval surrounding the estimated five community use rates is approximately plus or minus 1.5 percentage points.

BELT OBSERVATION FORM

OBSERVER: _____ SHEET _____ OF _____

DATE: _____ SITE NO.: _____

START TIME: _____ AM PM INTERVAL: _____

VEHICLE			RACE		SEX		RESTRAINED	
AUTO	PICK UP	VAN	WHITE	NON WHITE	MALE	FEMALE	YES	NO
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								

Belt Observation Form.

APPENDIX B

RAW DATA: SUPERVISOR FOCUS GROUPS - October, 1995

Focus group comments from Supervisors conducted in October, 1995 approximately two weeks prior to the implementation of primary enforcement.

(Combined listing of comments made by supervisors in the five agencies contacted.)

Area/Patrol

We are organized around a Patrol Division plus a Traffic Division. Traffic works two shifts, 7 am-3 pm and 10 am-6 pm Monday through Friday. Traffic does general traffic enforcement plus parades and escorts and provides assistance to primary calls handled by Patrol. Traffic has accident re-constructionists. Patrol has primary responsibility for all traffic and accident investigation 6 pm to 6 am weekdays plus weekends.

We do not have ticket quotas.

We have a Patrol Division and a Traffic Division. Traffic is part of Patrol responsibility, perhaps about one third of their time. Traffic operates motors [motorcycles] and patrols the interstate. We also have a highway drug interdiction program. Traffic is the primary unit for accident investigation.

Traffic enforcement is part of Patrol Division responsibility, but supervisors generally do not want patrol officers to take the time to write citations. Traffic Division works radar, motors and DWI.

We conducted an analysis of belt use as indicated by crash data. Belt use for 1994 from this analysis was as follows:

- 89% for crash involved drivers on the interstate
- 74% on state highways
- 58% on Parish roads
- 55% on private property

We feel that the primary causes of crash injury are speed, alcohol and failure to wear belts. Belt use overall is around 50% (i.e., crash data overestimates overall belt use since some say they were belted even though they were not).

We also work the interstate 2-days per week for drug interdiction.

We have DARE which teaches belts in schools.

Department Policy

We have mandatory belt use policy. It is felt that about 75% of officers comply with the mandatory belt use law.

We have mandatory belt use policy. However, not all officers wear. Officers who have seen wrecks are more likely to wear.

Department has belt use policy. No leniency except for the few seconds before leaving the car on a "hot call." Belt use allows you to "stay in control" (i.e., holds you in place in a high speed chase and in a crash). Windshield can be the "kiss of death" if you are not wearing a belt in a crash.

An officer who does not wear a belt, and is involved in a crash, will face departmental procedures.

It is felt that about three fourths of the officers wear regularly on duty; less belt use in private travel. But, they will all wear after November 1. Officers must set an example.

Department has belt use policy. Officers will take off their belts when within one-half block of a "hot call."

We have mandatory belt use policy. However, many officers do not wear.

Enforcement

Speeders are stopped if they are 16 mph over the limit. Sometimes will write belt and forget speed. Generally, do not ticket passengers.

One violation written per ticket.

We are really out there looking for hazardous moving violations (i.e., not belts). But, child is different.

Child restraint ... no chance, they get a ticket.

We believe in the value of seat belts.

Officers are here to "help" and may or may not ticket. Excluding DWI and Reckless, the rest of traffic is mostly attitude ... people can make mistakes ... officer must consider this. Purpose of citation, or warning, or whatever seems to work, is to change attitude.

Warnings can be just as effective [as a citation] for some people ... others need a ticket.

Good tickets don't end up in court ... "got me fair and square."

Belt use violation is \$25 ... second offense is also \$25 in this court ... \$50 for third offense.

Up to six citations can be written on one ticket.

We are trying to promote more "community policing"... but need more officer time to really do it.

Belt use violation is \$25 ... lowest possible fine amount.

Officers will stop and warn on speed, then write the belt ticket.

We conduct Insurance Checkpoints. Good compliance both day and late evening [i.e., most drivers have insurance]. We write other violations when the insurance forms are not in order.

Went to court once on a belt ticket. Motorist did not understand that it was just a \$25 fine with no license action. Motorist did not contest the case when this was explained.

We can write only one violation per ticket.

We have no quotas ... but officers can increase their "productivity" by stopping and writing tickets ... belt ticket same as speeding in terms of productivity.

We are writing more belts now.

It is the discretion of the officer as to whether or not to write the (lesser fine) belt ticket.

Officer may write for belt and let the other violation go.

We are working the "Look Beyond the Ticket Program" (using traffic as means for citizen contact and other types of law enforcement and crime prevention).

May see a drop in other violations cited by the officers after the new law goes into effect.

Cleveland, Ohio dropped the number of rapes by using strong traffic enforcement. Strict traffic enforcement ... crime goes down.

We can't do checkpoints for drunks or belts. We can do checkpoints at night for insurance. At "insurance" checkpoints we do enforce belts and other violations for anyone not having the proper insurance forms.

We have, and use, an official warning ticket.

One violation written per ticket.

100 mph definitely goes to jail ... 90 mph probably goes to jail ... 80 mph will pay a fine of \$167.

Belt use violation is \$25 ... unless it is contested and they lose, then the fine would be \$25 plus court costs.

However, we have never had a motorist contest a belt law violation by itself. Rather, a motorist may have gotten two or more tickets and then agrees to plead guilty to the belt (and pay the court costs).

Officers really don't like parents who do not restrain their kids. Parents with unrestrained children will be stopped.

The goal of a good traffic officer is to write good ... reasonable ... tickets (i.e., you really did break the law and I really did catch you ... no question about it).

The best reason to write belt use tickets ... keep people alive so they can vote.

Belt law should always have been primary.

New Law

Belt use is really up. New law was hit hard in the news. Motorists are learning about primary. They are also complaining (thought we couldn't get them, but now we can).

AG opinion was confusing ... as described by local media.

Have seen motorists buckling up at red lights.

Officers got most of their information about the new law from the news media. But, officers were also told by the department.

A memo to the Department will be written just before the new law goes into effect. Department will seek publicity possibly to include a video crew on the street as the first tickets are written. Thus far, they have been handing out warnings (though not the formal courtesy warning as used elsewhere).

AG ruling was not a factor.

Traffic and special units will write tickets. Uniform Patrol will, primarily, stick to calls for service.

Support primary law. It will save lives. Public should be made more aware of it.

Enforcement will be good, but needs much more positive publicity. Must make public much more aware and conscious of it. Will continue to give tickets ... however.

I have written a memo to the Department ... remind motorists now ... tickets coming on November 1.

Everybody in traffic got a full set of all the new laws. But, they have received no formal notification of Attorney General ruling.

Broadcast news and papers did talk about the new belt law ... well publicized.

We can't use the law for criminal pretense.

We need a primary law to get belt use very high. However, this attitude is not shared by all .. a few officers do not believe that there should even be a law ... though they will enforce it.

Law will affect the working class people more.

Believe that more people are buckling up now after the law has been passed. Most likely, increase is from the publicity and not necessarily enforcement since primary enforcement is not yet possible.

Department hasn't done anything yet on the new law. Will tell officers after the Oct. 26th workshop in Baton Rouge.

Public really doesn't understand primary versus secondary distinction.

Attitudes

No public reaction to the primary law thus far. But, "live free or die" attitude is prevalent in this community. However, if the law is on the books, we will enforce it.

Some people just have to be "scared" into wearing seat belts. The law is good since, with a mandate, more people will wear.

New law will increase belt use even though 50/50 will like/dislike it.

Already have seen belt use increase.

It is becoming socially unacceptable not to wear a seat belt.

Motorists realize that the tide is shifting, belts are required.

Officers see motorists buckling up when they approach.

Law will be very effective in three to four years as new drivers come to get used to it.

So far, warning period has not bothered anyone. They don't mind warnings. Later ... who knows.

Youth of the future are important. They should see their parents buckling up ... then maybe the kids will wear.

Later, as most people buckle up, we might want to increase the fine level. Perhaps in about 3-5 years.

APPENDIX C

RAW DATA: OFFICER FOCUS GROUPS - October, 1995

Focus group comments from Officers conducted in October, 1995 approximately two weeks prior to the implementation of primary enforcement.

Group #1

Both officers (only two officers in this group) wear belts personally, but both felt that many other officers do not wear.

I write a lot of belt use tickets (75 so far this month).

Started writing more heavily in the last few months. If the motorist has an attitude, he will get a ticket both on the primary violation and for belts. Will write "it all" if they are out of line.

Sometimes will write on the belt and let go on the speed.

Tickets are issued in a wreck. Tickets are issued to a DWI.

Write belt use tickets for passengers that have an attitude.

Only write passenger if he or she "throws his mouth."

Will write child restraint ... write every one.

They both have had few contested belt tickets, however belts are used for bargaining by the prosecutor.

Unbelted motorists say they usually wear, though they may not be wearing today.

More motorists are wearing now.

Less belt use is seen among blacks, males and younger persons.

First found out about the law from the media.

Both officers like the law as primary, not secondary. Now, people have to take it seriously.

May start stopping cars after November 1. However, you can still get 'em even under secondary.

Group #2

Both motors (i.e., motorcycle officers) are about 80% belt users off duty. Both of the patrol officers are 100%, one because his kid makes him buckle up (two motor and two patrol officers in this group)

One officer does not wear belts at night, does wear during the day. He says that he is getting "better" on wearing belts personally.

Motors do 100% traffic plus provide some backup. Motors write about 5-10 belt tickets per week. Patrol does about 20% traffic, mostly for crash reports, write about 2-3 tickets per week.

They will always write when they know that the motorist is lying.

Otherwise, when do they write belt tickets?

When the motorist has a bad attitude. Always in a school zone, they will write both speed and belts. Always for a DWI. They will also write a "bad attitude" passenger.

They normally do not write as part of a crash investigation. Administration does not require that they write a ticket.

Currently, common feedback from motorist is ... "Thank You" [for not writing the speeding ticket].

None of the Officers have ever had a belt ticket challenged.

They first heard about the new law in the newspapers. Later, it was covered at a shift meeting.

One officer is against the belt use law and motorcycle helmet law for adults, but not for kids.

Three officers are for the law. However, they feel that the new law is a "big deal" now, but will die down ... and belt use tickets will die down after a while ... \$25 fine is OK level.

Can't use new law as tool for probable cause.

They will stop motorists after November 1, but they will not aggressively look for tickets.

They have already seen a lot of people "grabbing" for their belts. Message has filtered down to the community.

However, these Officers do not expect major changes with the new law (at least with respect to enforcement).

Group #3

Traffic is the elite unit of the Department.

Stop for speeding, no belt, write belt ticket and speed ... if they did it ... I write it.

Will not write belt ticket in addition to speed ... but, would "bust-em" in a second if they had no child restraint (I would jump over four medians to get a child restraint violation). Not sure what I will do after November 1.

Also, when they stop DWIs, they write everything.

Normally do not write belt use tickets for passengers, however will write if the passenger is a bad [expletive deleted]. Write child restraint every time.

Our DWI unit is very good. MADD is very strong. DWIs should stay in jail for 100 days. Prosecutor pleads too many DWI cases.

Court will plead violations when money is the same. For instance, if driving without your license and speeding produce the same money, they will allow a plea to no license. (A "no license" violation does not put points on your license, whereas speeding does.)

Officers use a belt regularly for personal travel.

As a rookie, one of these officers saw his supervisor nearly killed ... a seat belt saved his life. This officer was not a regular belt user prior to that incident ... he is a regular belt user now.

Few Officers do not wear belts on duty.

Department has no quota for tickets.

It is not always easy to see belt use when you are running a light or "speeding" after an offender.

They now see motorists buckling up when they approach. They believe that most motorists believe that it is a primary law now ... or they never really understood the primary/secondary distinction.

Some motorists still believe that pickup trucks are exempt from the law, as was true in the 1980's. The late 1980's change to include pickups was not well publicized.

None of these officers ever went to court on a belt law violation. One reason is that the Prosecutor will plead out belts.

They first learned of the new law through the media.

Belt law should have been changed a long time ago. With secondary law, a violator can "rub it in my face" (i.e., the motorist can violate the law and not be stopped as long as the motorist commits no other violation).

Any secondary law is bad. If something is wrong, it is wrong and the motorist should be stopped.

Officers report no bad reactions from motorists for belt law ticketing.

Group #4

Try to wear belt when on duty. If I am going to write ... I should wear. Doesn't wear belt off duty. I know its good, but there are pros and cons. However, his daughter does make him wear when she is in the car. Don't like to, but try to comply by wearing.

First heard of new law through news media.

First heard through word of mouth, then through briefing document.

State police have been writing warning tickets, we do not have a formal warning ticket.

Wrote tickets under the secondary law continuously during the warning period (wrote two already this morning).

Expects little change in enforcement after November 1. Copies of the law will be available at that time.

High speed, writes speed and belt. DWI, always write. Will write a belt use ticket for a wreck.

Sometimes will write belt and not the speed.

On Nov. 1, writing should stay about the same ... even if it is primary ... I think something else should go with it (i.e., other violation).

Law will save lives, it is a good law. However, some people perceive it as meddling.

Motorists don't understand distinction between primary and secondary.

Some motorists belt up after they have been stopped.

I ease up at Christmas.

Should have been primary forever.

None of these officers have ever had a contested belt citation.

Motorist attitude affects whether or not they get a ticket. Compassion comes into play ... non-moving violation does not go on driving record.

Feel that blacks are wearing less, particularly older blacks. Young are wearing more.

Multiple citations on one ticket form would help.

For a police officer, the belt can restrain the gun.

Department will expect officers to write tickets under primary law.

Lately, I have been writing belts to get people used to the new law (i.e., not write the primary ticket but go straight to the belt).

Seat belts should have been enforced as primary a long time ago (this officer works wrecks).

I've noticed people looking and buckling up.

APPENDIX D

RAW DATA: SUPERVISOR FOCUS GROUPS - June, 1996

Focus group comments from Supervisors conducted in June, 1996 approximately seven months after implementation.

(Combined listing of comments made by supervisors in the three agencies contacted.)

Overall Police Assessment

Primary law is very effective.

Generally, officer reaction to the primary law has been to write more tickets.

The new law has produced positive effects among officers: heightened awareness of belts as a result of "primary" enforcement status and enhanced personal belt use (both on and off duty) as a result of departmental education surrounding the law change.

I think the law will and should stay in place.

Everyone loves Primary!

Enforcement

"We mopped up on Fat Tuesday" [lots of tickets] [I guess that's around Mardi Gras]. People were dragging up and down Main Street. We had 5/6 wrecks. The seat belt tickets were very plentiful. They are easy to see and get. "It's like shooting fish in a barrel." We still see people grabbing for their belts -- some almost get into an accident putting their belts on. Patrol is understaffed by 28 people -- they can't write a lot of tickets because of that.

PC is so easy to get on anything (broken lite, signal), you don't have to use seat belts. Belt tickets are always given in accidents. Less likely to write belt ticket unless motorist has an "attitude." Most motorists are trying to use belts -- If I know they're trying, I give them the benefit of the doubt. It's been secondary for so long, motorist motivation may not be there yet. We're seeing less injury accidents because more people are wearing belts.

Department is enforcing belts in combination with all other enforcement (i.e., speed, DUI, etc.). Enforcement efforts involved giving turkeys to those who wear seat belts, candy to kids wearing, gift certificates for Albertsons -- handout coupon booklet to those wearing belts. Good public relations for Department. Department will definitely do more belt campaigns.

Support Systems

A deficiency in the system is the ability to track citation data and that affects enforcement (must deal with the court data system which is a problem). Department is just about to install on-board computers in their patrol vehicles. It is felt that the on-board computers will enhance enforcement and resolve some of the deficiencies in accessing and tracking motorist citation data.

Generally do not like the idea of issuing multiple citations to a motorist but it does give officers the ability to issue a ticket at their discretion: "If I see you again, I'll stop you and give you a ticket." (The City now allows for up to five violations to be written on a single traffic summons form.)

Even though police cars are exempt from the law, we have a department policy. A supervisor can "put you out of here" if you don't wear your belt. Teaching officers how to shoot with their seat belt on and how to get out of the vehicle when wearing a belt. "Here's a really stupid statement officers make: I can't get out of the vehicle if I'm in a hurry with my seat belt on." After a while it becomes second nature. And what you're doing "looks cool."

Court costs (\$70) should be tacked on to the cost of the belt ticket to make it a \$95 fine. \$25 isn't that hard for people to pay -- but money talks if it was \$95. All other tickets have court costs added to them. The courts would like it too. The main problem would be the legislature - - they would probably never pass it.

Compliance is coming up and injuries are going down. But there has to be a fear of penalty -- there has to be a bite in the pocketbook [add court costs] to increase compliance.

The fine level is pretty good, wouldn't increase or decrease, \$25.00 is adequate.

Community Reaction

No knowledge of positive or negative reactions to the law from the community.

Who is buckling up now that wasn't before? It is a cross section of people -- maybe more younger people are wearing now. Businesses and Corporations are emphasizing seat belt use in corporate vehicles and more men seem to be wearing belts more -- hopefully being brought home. Criminals aren't wearing -- want to get out of vehicle quick -- too restrictive -- need to be able to move quickly.

Department is producing its own PSAs on belts among other things.

Education is a big part of increasing belt use -- sometimes suggestion as opposed to a ticket works much better. "Community policing" plays a role too -- education (PSAs) need to be relevant to block leaders for them to pay attention. Emphasis should be on reaching mothers -- they are the matriarch's of their block and messages should be directed and relevant from their perspective.

The main thing they are hearing from motorists is that it's a personal choice not to wear belts. These are the same people that speed and do not obey other laws.

We see teens and kids telling everyone to buckle up. Police teach driving course -- emphasize use of belts and what can happen in a wreck without a belt.

Motorists are asking if officers can give them a belt ticket instead of speeding or running a red light.

APPENDIX E

RAW DATA: OFFICER FOCUS GROUPS - June, 1996

Focus group comments from Officers conducted in June, 1996 approximately seven months after implementation.

Group #1

Most consistent reaction by motorists is "I Forgot [to put my belt on]." They usually hang their head -- they know they're caught. A small number of people just don't want to wear their belts. Some say they are afraid of wearing belt because of the airbag--they'll be locked in their car with a belt on. Some say "I can't believe this is all you have to worry about." Officers respond: "Next time I meet you, you'll thank me."

About 98% of the people on the interstate are buckled up -- not as many within the city. The elderly are not wearing (put belts behind back). Black females don't use. But overall, seeing more belt use. People click on belts when they see police on motorcycles. People still think pick-ups are exempt.

One officer said he was writing about the same number of tickets as before but that they are easier to write because of the new citation form (can write up to 5 violations on same cite form). Another officer said "this is a hard core area and he writes a lot of tickets. He takes pride in writing and explaining to motorist while writing." "We are a strong veteran core [traffic] and we take a lot of care in explaining to motorists. We have a proactive style of policing."

Good law. No drawbacks, it's a "good" violation. It has helped tremendously as an incentive for officers to go after the violators and the "up to 5" violations on one citation form helped.

Officers are buckling up now more than they ever did before -- very visible and must set example. All liked the law -- "it's working."

Enforcement of belts has become part of their routine patrol. They still issue some warnings. Some people still think it's secondary (think they have a choice). We tell them it's the law! Initially, some people thought it was a joke, but now with all the advertising and hearing stories about crashes, it has given seat belts validity in and out of the police department. We look for and write belt tickets every day, but the more usage you get the less violations you write. About 10% of the people won't ever wear their belts and the same 10% do other illegal things as well.

The fine should be higher -- either \$50 or \$75. Some people are too lazy or don't care and you end up stopping the same people over and over again. Changing status from non-moving to moving would be good.

Changing from a non-moving to moving violation would help (then there would be a way of tracking) but would require legislative action. Everyone shares in the liability for personal injury -- insurance companies see this.

Group #2

The law is great (no drawbacks). Now you can finally stop. Sees a lot of people without seat belts. Writes a lot of belt tickets when doing radar. Can stop known felons for belts -- its another ticket to add. Fine should be increased to \$50. Think more people are wearing belts now, particularly middle aged people.

I'm not a believer in seat belts. However, she does wear her belt. Difficult to enforce if she doesn't wear. Is a big believer in child safety seats -- issues tickets for that. Doesn't believe in issuing warnings -- a ticket is a ticket.

I do mostly patrol, some traffic enforcement while on patrol. I can uncover something else by stopping for belts (can find outstanding warrants, drugs, etc.). I can't remember stopping anyone just for a belt (primary) -- usually use it as a secondary. The 30-40 age group seems to be buckling up more. The district is about 70% black and the law change had little or no affect in increased use in this district. The fine should be astronomical -- maybe that will reach these people. Its almost impossible to change their thinking.

I do mostly patrol, very little traffic. Only write belt tickets at accidents. Try to get more than PC -- use seat belts as one of many. Criminals are using seat belts -- they don't want to get stopped for no belt -- trying to be less accessible. The 18-25 age group is wearing more now than before. Thinks the fine should be higher -- up there with speeding. Belt enforcement is part of everything else I do -- I don't concentrate on it -- I do it when I can. I can't concentrate on one thing, enforcement is all encompassing.

Group #3

"Every criminal/smuggler on the interstate wears their seat belt. They won't give you a reason to stop them."

Teens are wearing more now than before. Driver's Ed has brought attention to wearing seat belts.

Nothing has changed on how enforcement is done except made it easier. Now we can stop just for belts. If a stop is made for speeding, you'll get a belt ticket. It's a \$25 fine and they get an education and doesn't go on their license.

I see most people putting their belts on as I get up to their car [after I've stopped them] -- they agree they didn't have it on and say they forgot -- and then say thank you. Most of the people in the parish are decent hardworking people -- they say thank you.

The fine is not a big thing. They learn from a \$25 fine and then wear their belts. First offense should stay the same (\$25), second should be \$50, third \$75, and fourth \$100.

We make primary stops for belts. Criminals don't want to give you a reason to stop them. They run on back roads, not the interstates. They know we're around the corner looking for them.

When the law was secondary, we didn't fool with it. Now we can stop just for belts, not have to get you speeding or something else. It's easy to write a belt ticket. But we use officer discretion too, not everyone deserves a ticket. Changing status from non-moving to moving would be good.

Group #4

Kids are high on seat belt use. Most people want you to give them the belt ticket rather than a moving violation. Changing status from non-moving to moving would be good. Fine should be increased. If fine stays the same, it should go on their driving record.

Most officers said they did not think they were writing more tickets under the primary status. Most people are conscious of putting on their belts, and if they don't have it on they try to put it on as you stop them. It is a good tool to use as a break -- you can give a fair warning. Good for educating as I'm writing the ticket. We are seeing more compliance now that its primary.

Time is a big factor in writing a belt ticket -- single violation on each form.

Bicycle patrol loves it -- in traffic bike can get to car quickly and issue ticket.

Younger and older populations are complying more now. Males and females are wearing at about the same rates.

APPENDIX F
OMV Survey Form

OMV is assisting in a study of Louisiana's Seat Belt Law. Your answers to the following questions are voluntary and anonymous. Please return the completed survey when you get your new license.

1. Your sex: Male Female
2. Your age: Under 21 21-25 26-39
 40-49 50-59 60 Plus
3. Your race: Native American White
 Black Asian Other
4. Are you of Spanish/Hispanic origin?
 Yes No
5. About how many miles did you drive last year? Less than 5,000 5,000 to 10,000 10,001 to 15,000 More than 15,000
6. Your Zip Code: _____
7. How often do you use seat belts when you drive or ride in a car, van, utility vehicle or pick up?
 Always Nearly always Sometimes Seldom Never
8. Compared to last year, would you say you now wear your seat belt:
 Much less often Less often About the same More often Much more often
9. Which one of the following do you think is true:
 Police can give you a seat belt ticket only if they stop you for something else.
 Police can give you a seat belt ticket only if there has been an accident.
 Police can give you a seat belt ticket whenever they see you not wearing your seat belt.
10. What do you think the chances are of getting a ticket if you don't wear your seat belt?
 Always Nearly always Sometimes Seldom Never
11. Do you think the Louisiana State Police enforce the seat belt law:
 Very strictly Somewhat strictly Not very strictly Rarely Not at all
12. Do you think your parish/local police department enforces the seat belt law:
 Very strictly Somewhat strictly Not very strictly Rarely Not at all
13. If you were to get a seat belt ticket, what would happen (Check all that apply):
 Get points on driving record
 Could get dismissed by going to court or traffic school
 Lose license
 Pay a fine
How much? \$10-\$15 \$20-\$25 \$30-\$35 \$50 or more
Do you think the fine is: Too little About right Too high
 Don't know what would happen
14. Have you ever gotten a ticket for not wearing your seat belt? Yes No
15. How strongly do you agree or disagree with the following:
You will be hurt less in an accident if you are wearing your seat belt.
 Strongly agree Somewhat agree Somewhat disagree Strongly disagree
16. Have you recently read, seen or heard anything about Louisiana's seat belt law?
 Yes
If yes, where did you see or hear about it? (Check all that apply):
 Newspaper Radio TV Poster Brochure Police checkpoint Other
If yes, what did it say? _____
 No

OMV Survey Form

APPENDIX G

OMV Survey Data By Wave

Table 1 Louisiana OMV Survey All Sites Responses by Wave
Gender

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Male	257	232	223	145	174	264	1295
Row Pct	19.8	17.9	17.2	11.2	13.4	20.4	100.0
Column Pct	53.1	48.9	54.8	47.7	55.2	51.3	51.8
Female	225	241	184	159	141	251	1201
Row Pct	18.7	20.1	15.3	13.2	11.7	20.9	100.0
Column Pct	46.5	50.8	45.2	52.3	44.8	48.7	48.1
Not Answered	2	1	0	0	0	0	3
Row Pct	66.7	33.3	0.0	0.0	0.0	0.0	100.0
Column Pct	0.4	0.2	0.0	0.0	0.0	0.0	0.1
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 6.93 df = 5 Not Significant

Table 2 Louisiana OMV Survey All Sites Responses by Wave
Age

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Under 21	44	62	37	31	34	67	275
Row Pct	16.0	22.5	13.5	11.3	12.4	24.4	100.0
Column Pct	9.1	13.1	9.1	10.2	10.8	13.0	11.0
21-25	64	42	41	42	58	66	313
Row Pct	20.4	13.4	13.1	13.4	18.5	21.1	100.0
Column Pct	13.2	8.9	10.1	13.8	18.4	12.8	12.5
26-39	178	149	154	106	110	187	884
Row Pct	20.1	16.9	17.4	12.0	12.4	21.2	100.0
Column Pct	36.8	31.4	37.8	34.9	34.9	36.3	35.4
40-49	113	121	95	68	46	101	544
Row Pct	20.8	22.2	17.5	12.5	8.5	18.6	100.0
Column Pct	23.3	25.5	23.3	22.4	14.6	19.6	21.8
50-59	45	54	49	31	44	51	274
Row Pct	16.4	19.7	17.9	11.3	16.1	18.6	100.0
Column Pct	9.3	11.4	12.0	10.2	14.0	9.9	11.0
60 Plus	28	36	26	19	18	33	160
Row Pct	17.5	22.5	16.3	11.9	11.3	20.6	100.0
Column Pct	5.8	7.6	6.4	6.3	5.7	6.4	6.4
Not Answered	12	10	5	7	5	10	49
Row Pct	24.5	20.4	10.2	14.3	10.2	20.4	100.0
Column Pct	2.5	2.1	1.2	2.3	1.6	1.9	2.0
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 45.66 df = 25 Significant

Table 3 Louisiana OMV Survey All Sites Responses by Wave
Race

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Native American	11	5	5	7	5	16	49
Row Pct	22.4	10.2	10.2	14.3	10.2	32.7	100.0
Column Pct	2.3	1.1	1.2	2.3	1.6	3.1	2.0
White	341	309	291	193	195	332	1661
Row Pct	20.5	18.6	17.5	11.6	11.7	20.0	100.0
Column Pct	70.5	65.2	71.5	63.5	61.9	64.5	66.5
Black	125	149	104	98	109	150	735
Row Pct	17.0	20.3	14.1	13.3	14.8	20.4	100.0
Column Pct	25.8	31.4	25.6	32.2	34.6	29.1	29.4
Asian	1	4	1	0	2	4	12
Row Pct	8.3	33.3	8.3	0.0	16.7	33.3	100.0
Column Pct	0.2	0.8	0.2	0.0	0.6	0.8	0.5
Other	3	2	3	3	1	4	16
Row Pct	18.8	12.5	18.8	18.8	6.3	25.0	100.0
Column Pct	0.6	0.4	0.7	1.0	0.3	0.8	0.6
Not Answered	3	5	3	3	3	9	26
Row Pct	11.5	19.2	11.5	11.5	11.5	34.6	100.0
Column Pct	0.6	1.1	0.7	1.0	1.0	1.7	1.0
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 26.97 df = 20 Not Significant

Table 4 Louisiana OMV Survey All Sites Responses by Wave
Of Spanish/Hispanic Origin

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Yes	10	5	6	6	8	15	50
Row Pct	20.0	10.0	12.0	12.0	16.0	30.0	100.0
Column Pct	2.1	1.1	1.5	2.0	2.5	2.9	2.0
No	392	375	325	239	251	417	1999
Row Pct	19.6	18.8	16.3	12.0	12.6	20.9	100.0
Column Pct	81.0	79.1	79.9	78.6	79.7	81.0	80.0
Not Answered	82	94	76	59	56	83	450
Row Pct	18.2	20.9	16.9	13.1	12.4	18.4	100.0
Column Pct	16.9	19.8	18.7	19.4	17.8	16.1	18.0
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 4.96 df = 5 Not Significant

Table 5 Louisiana OMV Survey All Sites Responses by Wave
Miles Driven in Last Year

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Less than 5,000	69	89	78	59	59	109	463
Row Pct	14.9	19.2	16.8	12.7	12.7	23.5	100.0
Column Pct	14.3	18.8	19.2	19.4	18.7	21.2	18.5
5,000 to 10,000	117	103	96	83	67	115	581
Row Pct	20.1	17.7	16.5	14.3	11.5	19.8	100.0
Column Pct	24.2	21.7	23.6	27.3	21.3	22.3	23.2
10,001 to 15,000	109	101	75	56	66	107	514
Row Pct	21.2	19.6	14.6	10.9	12.8	20.8	100.0
Column Pct	22.5	21.3	18.4	18.4	21.0	20.8	20.6
More than 15,000	173	168	141	96	112	156	846
Row Pct	20.4	19.9	16.7	11.3	13.2	18.4	100.0
Column Pct	35.7	35.4	34.6	31.6	35.6	30.3	33.9
Not Answered	16	13	17	10	11	28	95
Row Pct	16.8	13.7	17.9	10.5	11.6	29.5	100.0
Column Pct	3.3	2.7	4.2	3.3	3.5	5.4	3.8
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 16.50 df = 15 Not Significant

Table 6 Louisiana OMV Survey All Sites Responses by Wave
Zip Code

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
In City	253	267	240	160	173	272	1365
Row Pct	18.5	19.6	17.6	11.7	12.7	19.9	100.0
Column Pct	52.3	56.3	59.0	52.6	54.9	52.8	54.6
In Area	143	124	94	90	89	140	680
Row Pct	21.0	18.2	13.8	13.2	13.1	20.6	100.0
Column Pct	29.5	26.2	23.1	29.6	28.3	27.2	27.2
Elsewhere	51	40	37	26	30	54	238
Row Pct	21.4	16.8	15.5	10.9	12.6	22.7	100.0
Column Pct	10.5	8.4	9.1	8.6	9.5	10.5	9.5
Not Answered	37	43	36	28	23	49	216
Row Pct	17.1	19.9	16.7	13.0	10.6	22.7	100.0
Column Pct	7.6	9.1	8.8	9.2	7.3	9.5	8.6
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 8.96 df = 10 Not Significant

Table 7 Louisiana OMV Survey All Sites Responses by Wave
 Frequency of Belt Use When Driving or Riding

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Always	304	324	283	216	224	360	1711
Row Pct	17.8	18.9	16.5	12.6	13.1	21.0	100.0
Column Pct	62.8	68.4	69.5	71.1	71.1	69.9	68.5
Nearly Always	108	88	78	55	61	82	472
Row Pct	22.9	18.6	16.5	11.7	12.9	17.4	100.0
Column Pct	22.3	18.6	19.2	18.1	19.4	15.9	18.9
Sometimes	53	50	23	22	23	46	217
Row Pct	24.4	23.0	10.6	10.1	10.6	21.2	100.0
Column Pct	11.0	10.5	5.7	7.2	7.3	8.9	8.7
Seldom	11	6	11	3	3	16	50
Row Pct	22.0	12.0	22.0	6.0	6.0	32.0	100.0
Column Pct	2.3	1.3	2.7	1.0	1.0	3.1	2.0
Never	6	4	9	5	3	7	34
Row Pct	17.6	11.8	26.5	14.7	8.8	20.6	100.0
Column Pct	1.2	0.8	2.2	1.6	1.0	1.4	1.4
Not Answered	2	2	3	3	1	4	15
Row Pct	13.3	13.3	20.0	20.0	6.7	26.7	100.0
Column Pct	0.4	0.4	0.7	1.0	0.3	0.8	0.6
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 31.83 df = 20 Significant

Table 8 Louisiana OMV Survey All Sites Responses by Wave
Belt Use Now Compared to Last Year

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Much Less Often	7	12	10	5	6	5	45
Row Pct	15.6	26.7	22.2	11.1	13.3	11.1	100.0
Column Pct	1.4	2.5	2.5	1.6	1.9	1.0	1.8
Less Often	3	2	3	6	3	9	26
Row Pct	11.5	7.7	11.5	23.1	11.5	34.6	100.0
Column Pct	0.6	0.4	0.7	2.0	1.0	1.7	1.0
About the Same	236	235	194	137	151	236	1189
Row Pct	19.8	19.8	16.3	11.5	12.7	19.8	100.0
Column Pct	48.8	49.6	47.7	45.1	47.9	45.8	47.6
More Often	106	95	81	65	66	132	545
Row Pct	19.4	17.4	14.9	11.9	12.1	24.2	100.0
Column Pct	21.9	20.0	19.9	21.4	21.0	25.6	21.8
Much More Often	125	122	114	85	84	125	655
Row Pct	19.1	18.6	17.4	13.0	12.8	19.1	100.0
Column Pct	25.8	25.7	28.0	28.0	26.7	24.3	26.2
Not Answered	7	8	5	6	5	8	39
Row Pct	17.9	20.5	12.8	15.4	12.8	20.5	100.0
Column Pct	1.4	1.7	1.2	2.0	1.6	1.6	1.6
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 20.63 df = 20 Not Significant

Table 9 Louisiana OMV Survey All Sites Responses by Wave
Which One is True about Police Issuing Belt Tickets

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Only w/Other Stop	55	30	23	25	30	57	220
Row Pct	25.0	13.6	10.5	11.4	13.6	25.9	100.0
Column Pct	11.4	6.3	5.7	8.2	9.5	11.1	8.8
Only w/Accident	9	10	5	1	2	9	36
Row Pct	25.0	27.8	13.9	2.8	5.6	25.0	100.0
Column Pct	1.9	2.1	1.2	0.3	0.6	1.7	1.4
Whenever Seen	417	430	378	276	279	445	2225
Row Pct	18.7	19.3	17.0	12.4	12.5	20.0	100.0
Column Pct	86.2	90.7	92.9	90.8	88.6	86.4	89.0
Not Answered	3	4	1	2	4	4	18
Row Pct	16.7	22.2	5.6	11.1	22.2	22.2	100.0
Column Pct	0.6	0.8	0.2	0.7	1.3	0.8	0.7
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 23.10 df = 10 Significant

Table 10 Louisiana OMV Survey All Sites Responses by Wave
Chances of Ticket if Belt not Worn

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Always	121	129	110	93	86	153	692
Row Pct	17.5	18.6	15.9	13.4	12.4	22.1	100.0
Column Pct	25.0	27.2	27.0	30.6	27.3	29.7	27.7
Nearly Always	71	64	69	51	55	85	395
Row Pct	18.0	16.2	17.5	12.9	13.9	21.5	100.0
Column Pct	14.7	13.5	17.0	16.8	17.5	16.5	15.8
Sometimes	169	178	145	112	121	166	891
Row Pct	19.0	20.0	16.3	12.6	13.6	18.6	100.0
Column Pct	34.9	37.6	35.6	36.8	38.4	32.2	35.7
Seldom	104	81	70	37	44	91	427
Row Pct	24.4	19.0	16.4	8.7	10.3	21.3	100.0
Column Pct	21.5	17.1	17.2	12.2	14.0	17.7	17.1
Never	13	15	11	6	6	17	68
Row Pct	19.1	22.1	16.2	8.8	8.8	25.0	100.0
Column Pct	2.7	3.2	2.7	2.0	1.9	3.3	2.7
Not Answered	6	7	2	5	3	3	26
Row Pct	23.1	26.9	7.7	19.2	11.5	11.5	100.0
Column Pct	1.2	1.5	0.5	1.6	1.0	0.6	1.0
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 23.37 df = 20 Not Significant

Table 11 Louisiana OMV Survey All Sites Responses by Wave
State Police Enforce Belts

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Very Strictly	96	135	100	99	81	140	651
Row Pct	14.7	20.7	15.4	15.2	12.4	21.5	100.0
Column Pct	19.8	28.5	24.6	32.6	25.7	27.2	26.1
Somewhat Strictly	199	169	178	123	133	206	1008
Row Pct	19.7	16.8	17.7	12.2	13.2	20.4	100.0
Column Pct	41.1	35.7	43.7	40.5	42.2	40.0	40.3
Not Very Strictly	109	115	77	53	73	109	536
Row Pct	20.3	21.5	14.4	9.9	13.6	20.3	100.0
Column Pct	22.5	24.3	18.9	17.4	23.2	21.2	21.4
Rarely	61	37	43	20	18	46	225
Row Pct	27.1	16.4	19.1	8.9	8.0	20.4	100.0
Column Pct	12.6	7.8	10.6	6.6	5.7	8.9	9.0
Not at All	8	8	3	3	3	5	30
Row Pct	26.7	26.7	10.0	10.0	10.0	16.7	100.0
Column Pct	1.7	1.7	0.7	1.0	1.0	1.0	1.2
Not Answered	11	10	6	6	7	9	49
Row Pct	22.4	20.4	12.2	12.2	14.3	18.4	100.0
Column Pct	2.3	2.1	1.5	2.0	2.2	1.7	2.0
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 41.51 df = 20 Significant

Table 12 Louisiana OMV Survey All Sites Responses by Wave
Local Police Enforce Belts

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Very Strictly	76	109	82	80	68	119	534
Row Pct	14.2	20.4	15.4	15.0	12.7	22.3	100.0
Column Pct	15.7	23.0	20.1	26.3	21.6	23.1	21.4
Somewhat Strictly	171	161	163	121	111	191	918
Row Pct	18.6	17.5	17.8	13.2	12.1	20.8	100.0
Column Pct	35.3	34.0	40.0	39.8	35.2	37.1	36.7
Not Very Strictly	134	127	92	60	89	125	627
Row Pct	21.4	20.3	14.7	9.6	14.2	19.9	100.0
Column Pct	27.7	26.8	22.6	19.7	28.3	24.3	25.1
Rarely	72	50	52	29	32	63	298
Row Pct	24.2	16.8	17.4	9.7	10.7	21.1	100.0
Column Pct	14.9	10.5	12.8	9.5	10.2	12.2	11.9
Not at All	19	13	10	7	9	9	67
Row Pct	28.4	19.4	14.9	10.4	13.4	13.4	100.0
Column Pct	3.9	2.7	2.5	2.3	2.9	1.7	2.7
Not Answered	12	14	8	7	6	8	55
Row Pct	21.8	25.5	14.5	12.7	10.9	14.5	100.0
Column Pct	2.5	3.0	2.0	2.3	1.9	1.6	2.2
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 35.12 df = 20 Significant

Table 13 Louisiana OMV Survey All Sites Responses by Wave
Consequences of Belt Ticket

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Points on Dr Record	50	49	37	33	25	44	238
Row Pct	21.0	20.6	15.5	13.9	10.5	18.5	100.0
Column Pct	3.6	3.5	3.1	3.6	2.7	2.9	3.2
Could Get Dismissed	30	28	34	26	33	38	189
Row Pct	15.9	14.8	18.0	13.8	17.5	20.1	100.0
Column Pct	2.1	2.0	2.8	2.9	3.6	2.5	2.6
Lose License	18	24	13	12	16	25	108
Row Pct	16.7	22.2	12.0	11.1	14.8	23.1	100.0
Column Pct	1.3	1.7	1.1	1.3	1.7	1.7	1.5
Pay a Fine	398	403	342	257	257	426	2083
Row Pct	19.1	19.3	16.4	12.3	12.3	20.5	100.0
Column Pct	28.3	28.7	28.6	28.3	27.9	28.2	28.4
\$10-\$15	41	41	24	19	20	35	180
Row Pct	22.8	22.8	13.3	10.6	11.1	19.4	100.0
Column Pct	2.9	2.9	2.0	2.1	2.2	2.3	2.5
\$20-\$25	169	221	186	118	128	201	1023
Row Pct	16.5	21.6	18.2	11.5	12.5	19.6	100.0
Column Pct	12.0	15.7	15.6	13.0	13.9	13.3	13.9
\$30-\$35	57	41	37	35	27	40	237
Row Pct	24.1	17.3	15.6	14.8	11.4	16.9	100.0
Column Pct	4.1	2.9	3.1	3.9	2.9	2.7	3.2
\$50 or More	141	107	93	91	96	150	678
Row Pct	20.8	15.8	13.7	13.4	14.2	22.1	100.0
Column Pct	10.0	7.6	7.8	10.0	10.4	9.9	9.2
Amount not Ans	20	23	26	14	8	40	131
Row Pct	15.3	17.6	19.8	10.7	6.1	30.5	100.0
Column Pct	1.4	1.6	2.2	1.5	0.9	2.7	1.8
Fine too Little	26	31	23	18	18	24	140
Row Pct	18.6	22.1	16.4	12.9	12.9	17.1	100.0
Column Pct	1.9	2.2	1.9	2.0	2.0	1.6	1.9
Fine About Right	217	201	159	147	139	228	1091
Row Pct	19.9	18.4	14.6	13.5	12.7	20.9	100.0
Column Pct	15.4	14.3	13.3	16.2	15.1	15.1	14.9
Fine Too High	53	71	53	31	35	73	316
Row Pct	16.8	22.5	16.8	9.8	11.1	23.1	100.0
Column Pct	3.8	5.0	4.4	3.4	3.8	4.8	4.3
Opinion not Ans	124	121	121	79	80	135	660
Row Pct	18.8	18.3	18.3	12.0	12.1	20.5	100.0
Column Pct	8.8	8.6	10.1	8.7	8.7	9.0	9.0

Table 13 Louisiana OMV Survey All Sites Responses by Wave (Continued)

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
DontKnow	54	35	42	24	36	48	239
Row Pct	22.6	14.6	17.6	10.0	15.1	20.1	100.0
Column Pct	3.8	2.5	3.5	2.6	3.9	3.2	3.3
Not Answered	7	10	5	4	2	1	29
Row Pct	24.1	34.5	17.2	13.8	6.9	3.4	100.0
Column Pct	0.5	0.7	0.4	0.4	0.2	0.1	0.4
Total	1405	1406	1195	908	920	1508	7342
Row Pct	19.1	19.2	16.3	12.4	12.5	20.5	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 77.44 df = 65 t = 1.09 Not Significant

Table 14 Louisiana OMV Survey All Sites Responses by Wave
Ever Gotten Belt Ticket

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Yes	34	36	29	25	32	42	198
Row Pct	17.2	18.2	14.6	12.6	16.2	21.2	100.0
Column Pct	7.0	7.6	7.1	8.2	10.2	8.2	7.9
No	444	431	370	273	279	463	2260
Row Pct	19.6	19.1	16.4	12.1	12.3	20.5	100.0
Column Pct	91.7	90.9	90.9	89.8	88.6	89.9	90.4
Not Answered	6	7	8	6	4	10	41
Row Pct	14.6	17.1	19.5	14.6	9.8	24.4	100.0
Column Pct	1.2	1.5	2.0	2.0	1.3	1.9	1.6
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 3.17 df = 5 Not Significant.

Table 15 Louisiana OMV Survey All Sites Responses by Wave
Agreement with Hurt Less if Wearing Belt

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Strongly Agree	297	294	257	182	190	296	1516
Row Pct	19.6	19.4	17.0	12.0	12.5	19.5	100.0
Column Pct	61.4	62.0	63.1	59.9	60.3	57.5	60.7
Somewhat Agree	112	108	106	86	87	141	640
Row Pct	17.5	16.9	16.6	13.4	13.6	22.0	100.0
Column Pct	23.1	22.8	26.0	28.3	27.6	27.4	25.6
Somewhat Disagree	36	36	20	14	17	44	167
Row Pct	21.6	21.6	12.0	8.4	10.2	26.3	100.0
Column Pct	7.4	7.6	4.9	4.6	5.4	8.5	6.7
Strongly Disagree	29	27	20	14	17	24	131
Row Pct	22.1	20.6	15.3	10.7	13.0	18.3	100.0
Column Pct	6.0	5.7	4.9	4.6	5.4	4.7	5.2
Not Answered	10	9	4	8	4	10	45
Row Pct	22.2	20.0	8.9	17.8	8.9	22.2	100.0
Column Pct	2.1	1.9	1.0	2.6	1.3	1.9	1.8
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 15.78 df = 15 Not Significant

Table 16 Louisiana OMV Survey All Sites Responses by Wave
Read, Seen or Heard about Belt Law

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Yes	349	367	319	206	220	320	1781
Row Pct	19.6	20.6	17.9	11.6	12.4	18.0	100.0
Column Pct	72.1	77.4	78.4	67.8	69.8	62.1	71.3
No	100	75	75	66	46	158	520
Row Pct	19.2	14.4	14.4	12.7	8.8	30.4	100.0
Column Pct	20.7	15.8	18.4	21.7	14.6	30.7	20.8
Not Answered	35	32	13	32	49	37	198
Row Pct	17.7	16.2	6.6	16.2	24.7	18.7	100.0
Column Pct	7.2	6.8	3.2	10.5	15.6	7.2	7.9
Total	484	474	407	304	315	515	2499
Row Pct	19.4	19.0	16.3	12.2	12.6	20.6	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 45.48 df = 5 Significant

Table 17 Louisiana DMV Survey All Sites Responses by Wave
If Yes to Read, Seen or Heard, Where

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Newspaper	161	171	156	109	122	150	869
Row Pct	18.5	19.7	18.0	12.5	14.0	17.3	100.0
Column Pct	25.0	25.4	24.8	26.6	24.2	24.3	25.0
Radio	124	125	130	73	83	108	643
Row Pct	19.3	19.4	20.2	11.4	12.9	16.8	100.0
Column Pct	19.2	18.5	20.7	17.8	16.5	17.5	18.5
TV	228	281	222	156	186	226	1299
Row Pct	17.6	21.6	17.1	12.0	14.3	17.4	100.0
Column Pct	35.3	41.7	35.4	38.0	36.9	36.6	37.3
Poster	44	26	37	29	45	34	215
Row Pct	20.5	12.1	17.2	13.5	20.9	15.8	100.0
Column Pct	6.8	3.9	5.9	7.1	8.9	5.5	6.2
Brochure	21	10	15	7	14	23	90
Row Pct	23.3	11.1	16.7	7.8	15.6	25.6	100.0
Column Pct	3.3	1.5	2.4	1.7	2.8	3.7	2.6
Police Checkpoint	21	19	32	11	25	37	145
Row Pct	14.5	13.1	22.1	7.6	17.2	25.5	100.0
Column Pct	3.3	2.8	5.1	2.7	5.0	6.0	4.2
Other	34	34	27	18	20	28	161
Row Pct	21.1	21.1	16.8	11.2	12.4	17.4	100.0
Column Pct	5.3	5.0	4.3	4.4	4.0	4.5	4.6
Not Answered	12	8	9	7	9	12	57
Row Pct	21.1	14.0	15.8	12.3	15.8	21.1	100.0
Column Pct	1.9	1.2	1.4	1.7	1.8	1.9	1.6
Total	645	674	628	410	504	618	3479
Row Pct	18.5	19.4	18.1	11.8	14.5	17.8	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 46.20 df = 30 Significant

Table 18 Louisiana OMV Survey All Sites Responses by Wave
If Yes to Read, Seen or Heard, What Said

	Wave 1	Wave 2	Wave 3	Wave 4	Wave 5	Wave 6	Total
Specific Law Element	63	54	40	18	18	21	214
Row Pct	29.4	25.2	18.7	8.4	8.4	9.8	100.0
Column Pct	17.6	14.3	12.4	8.3	7.5	6.3	11.6
Stricter Enforce/San	23	49	46	23	36	36	213
Row Pct	10.8	23.0	21.6	10.8	16.9	16.9	100.0
Column Pct	6.4	13.0	14.2	10.6	15.1	10.8	11.5
New Law in Effect	61	98	60	53	51	63	386
Row Pct	15.8	25.4	15.5	13.7	13.2	16.3	100.0
Column Pct	17.1	25.9	18.6	24.4	21.3	18.9	20.9
NHTSA Specific	1	4	0	0	1	1	7
Row Pct	14.3	57.1	0.0	0.0	14.3	14.3	100.0
Column Pct	0.3	1.1	0.0	0.0	0.4	0.3	0.4
General Safety	50	28	35	38	34	54	239
Row Pct	20.9	11.7	14.6	15.9	14.2	22.6	100.0
Column Pct	14.0	7.4	10.8	17.5	14.2	16.2	12.9
Other	19	11	11	12	12	20	85
Row Pct	22.4	12.9	12.9	14.1	14.1	23.5	100.0
Column Pct	5.3	2.9	3.4	5.5	5.0	6.0	4.6
Not Answered	140	134	131	73	87	139	704
Row Pct	19.9	19.0	18.6	10.4	12.4	19.7	100.0
Column Pct	39.2	35.4	40.6	33.6	36.4	41.6	38.1
Total	357	378	323	217	239	334	1848
Row Pct	19.3	20.5	17.5	11.7	12.9	18.1	100.0
Column Pct	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Chi Sq = 77.77 df = 25 Significant