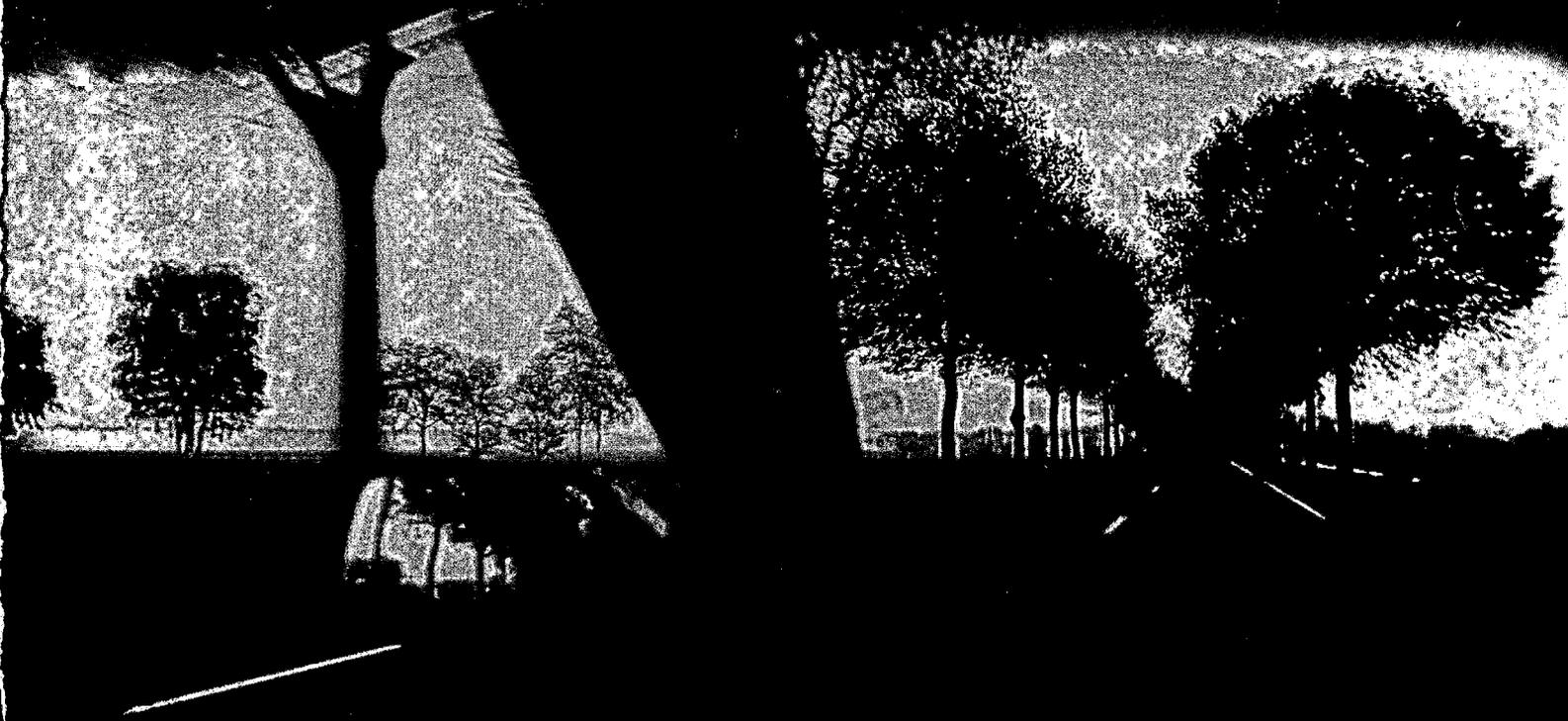




Volume Two **Seat Belt Report**



2000
Motor Vehicle Occupant Safety Survey



U.S. Department of Transportation
National Highway Traffic Safety
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16. Abstract <p>The 2000 Motor Vehicle Occupant Safety Survey was the fourth in a series of biennial national telephone surveys on occupant protection issues conducted for the National Highway Traffic Safety Administration (NHTSA). Data collection was conducted by the firm Schulman, Ronca & Bucuvalas, Inc., a national survey research organization. The survey used two questionnaires, each administered to a randomly selected national sample of about 6,000 persons age 16 and older. Interviewing began November 8, 2000 and ended January 21, 2001. This report presents the survey findings pertaining to seat belts. Detailed information on the survey methodology, as well as copies of the questionnaires, are contained in a separate NHTSA report ("2000 Motor Vehicle Occupant Safety Survey. Volume 1. Methodology Report"). The car remains the most common primary vehicle driven by adults (62%), although the percentage has dropped as SUVs (10%) have increased in frequency. The predominant type of seat belt in the front seat of vehicles is the one piece manual lap and shoulder system (76%). Drivers increasingly are reporting that they have adjustable shoulder belts (48%). Eighty-three percent of drivers said they wore their seat belt "all the time" while driving (up from 79% in 1998), but 8% of those immediately said that they did not use a seat belt while driving at least once in the past day or week. Reported belt use traditionally is higher than observed belt use, although the demographic patterns tend to be the same. Reported seat belt use was lower among males, drivers age 21-24, drivers in rural areas, pickup truck drivers, drivers who engage in other risky driving, and drivers in secondary enforcement States. Drivers most often cited injury avoidance as their most important reason for using seat belts (64%). Part time belt users substantially outnumbered never users, and their primary reasons for non-use were forgetting and driving just a short distance. Eighty-seven percent of the public favored laws that require drivers and front seat passengers to wear seat belts, and 61% favored standard enforcement.</p>					
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EXECUTIVE SUMMARY

The 2000 Motor Vehicle Occupant Safety Survey (MVOSS) was the fourth in a series of biennial national telephone surveys on occupant protection issues conducted for the National Highway Traffic Safety Administration (NHTSA). Data collection was conducted by the firm Schulman, Ronca, & Bucuvalas, Inc. (SRBI), a national survey research organization. The survey employed two questionnaires, each administered to a randomly selected national sample of approximately 6,000 persons age 16 and older (with younger ages oversampled). Interviewing began November 8, 2000 and ended January 21, 2001.

This report presents the survey findings pertaining to seat belts. The data are weighted to yield national estimates. Readers are cautioned that some subgroup analyses (indicated in the body of the report) are based on a small number of cases. Technical information on confidence intervals is presented in Appendix A so that readers may judge the precision of sample estimates. A full description of the methodology, and the questionnaires, are presented in a separate report.

Vehicle Characteristics

- **Motor Vehicle Use.** About 90% of persons age 16 and older drive a motor vehicle. Certain demographic groups had far higher percentages of non-drivers than the national average, such as blacks (21%), Hispanics (24%), teenagers (22%), and persons in low income households (26% in households under \$15,000).
- **Vehicle Type.** Cars continued to drop as a percentage of the vehicle fleet, although they still accounted for 62% of all primary vehicles driven (versus 65% in 1998). Pickup trucks (16%), SUVs (10%), and vans/minivans (10%) followed next in frequency.

Seat Belt Use

- **Type Of Belt.** More than three-quarters (76%) of primary vehicles had one-piece manual lap and shoulder belts in the front seat. In vehicles having a shoulder belt, 48% had adjustable shoulder belts. While some persons (32%) said that they had never tried to adjust their adjustable shoulder belt, those that did tended to say that they were able to make the belt more comfortable (94%).
- **Reported Belt Use.** More than four-fifths (83%) of drivers said that they used their seat belt "all of the time" while driving. Eight percent of these "all of the time" users immediately stated on a follow-up question that they had not worn their seat belt while driving at some time during the past day or week. Nine percent of drivers said they used their seat belt "most of the time" while driving. Almost 70% of these "most of the time" users said on the follow-up question that they had not worn their seat belt while driving at some time in the past day or week.

- **Reported Compared To Observed Belt Use.** Reported seat belt use traditionally is higher than observed seat belt use, although the demographic patterns tend to be the same. NHTSA obtains its official measure of seat belt use from a NHTSA national observation survey known as NOPUS (National Occupant Protection Use Survey). A revised self-report belt use measure, which subtracted drivers who said they had not worn their seat belt recently from the “all the time” user group, was about 5 percentage points higher than the figure obtained by a NOPUS conducted at about the same time as the 2000 MVOSS. Differences between demographic groups in reported seat belt use in the telephone survey were consistent with the differences found in the observation survey.
- **Reported Belt Use By Seat Belt System.** Among those seat belt systems not having an automatic component, reported “all the time” use was lowest among lap only systems (61%) and highest among lap and shoulder systems (83%). Among two-piece belt systems where the shoulder belt was always being used, drivers were much more likely to use their lap belt “all the time” if the shoulder belt was manual (92%) rather than automatic (62%).
- **Reported Belt Use By Demographics.** Reported “all the time” use by drivers tended to be lower among males (79%), drivers ages 21-24 (76%), pickup truck drivers (74%), and drivers in rural areas (78%).
- **Seat Belt Use On The Job.** More than one-third of drivers (35%) said they at least sometimes drove a motor vehicle as part of a job or business, usually either almost every day (52%) or a few days a week (26%). A majority of these drivers (55%) reported that their company had a policy requiring seat belt use when driving on the job. Drivers were more likely to report higher seat belt use on the job compared to personal driving if they thought their company had a seat belt policy (27% versus 17%). For driving in general (among drivers who at least on occasion drove on the job), the percentage of drivers who reported wearing seat belts “all of the time” was higher among those who thought their company had a seat belt policy than those who did not (86% versus 72%).
- **Seat Belt Use By Seating Position.** Reported seat belt use was lower in the front and back passenger seating positions compared to the driver seating position. Whereas 83% of drivers answered that they used their seat belt “all the time” while driving, the comparable figure was 80% in the front passenger seat and only 49% in the back seat.

Reasons For Seat Belt Use And Non-Use

- **Reasons For Use.** Injury avoidance was the most frequent reason given by drivers for wearing seat belts regardless of the group to which persons belonged. However, infrequent seat belt users (78%) less often gave this as a reason than did more frequent seat belt users (96%).

- **Most Important Reason For Use.** When asked which was their most important reason for wearing seat belts, almost two-thirds of drivers (64%) said it was injury avoidance. Infrequent users of seat belts (42%) were less likely than frequent users (65%) to report injury avoidance as their primary reason for seat belt use. Injury avoidance also tended to be cited less often as the most important reason by blacks (58%) compared to whites (65%), and by pickup truck drivers (58%) compared to other drivers (65%+). In addition, the fewer years of formal education that persons had, the less likely they were to attribute seat belt use primarily to injury avoidance.
- **Reasons For Non-Use.** Among drivers who at least on occasion did not use their seat belt, the most frequent reasons for non-use were that they were only driving a short distance (59%) or they forgot (53%), followed by being in a rush (41%) and discomfort from the belt (33%).
- **Most Important Reason For Non-Use.** The most important reasons given by drivers for not wearing seat belts were usually that they were driving just a short distance (24%) or forgot (24%). These two reasons were characteristic of part time seat belt users, who substantially outnumbered drivers who rarely or never wore their seat belts. The primary reasons for non-use among the rare/never users tended to revolve around discomfort, concerns about seat belts being dangerous, personal freedom, absence of habit, and just not feeling like wearing them.
- **Annoyances From Seat Belts.** All drivers, whether or not they wore seat belts regularly, were asked if there was anything they particularly disliked or found annoying about wearing them. More than one-third (35%) answered “yes,” with females (39%) more likely to respond affirmatively than males (30%). The most common complaint involved pressure or pain on parts of the body (45%). Females who were annoyed by seat belts particularly expressed this type of discomfort (54%), especially being choked by the seat belt (38%).

Attitudes About The Utility Of Seat Belts, Risk Perception, And Fatalism

- **Would Want Seat Belt On In Crash.** The vast majority of the public age 16 and older either strongly (87%) or somewhat (7%) agreed with the statement “If I were in an accident, I would want to have my seat belt on.” As reported seat belt use increased, so did agreement with the statement.
- **Perceived Harm From Seat Belts.** More than one-third of the public (36%) either strongly (14%) or somewhat (22%) agreed with the statement “Seat belts are just as likely to harm you as help you.” As reported seat belt use decreased, agreement with the statement increased.

- **Impact On Medical Insurance Costs.** Two-thirds of the public (68%) either strongly (43%) or somewhat (25%) agreed that “Medical insurance costs would be lower if more people wore seat belts.” Agreement was highest among those who used their seat belt “all the time” (71%).
- **Anxiety From Seat Belts.** Relatively few people (15%) strongly (9%) or somewhat (6%) agreed that “Putting on a seat belt makes me worry more about being in an accident.” Agreement with this statement was expressed more often by persons who only sometimes (29%) or rarely/never (31%) wore their seat belt.
- **Seriousness Of Crashes Close To Home.** Even fewer people (14%) strongly (8%) or somewhat (6%) agreed “An accident close to home is usually not as serious as an accident farther away.” This item did not appear to be related to the level of reported seat belt use.
- **Pressure From Group Norms.** Almost one-in-five persons (19%) either strongly (13%) or somewhat (6%) agreed that “I would feel self-conscious around my friends if I wore a seat belt and they did not.” Agreement was highest among persons who wore their seat belt all (18%) or most (19%) of the time.
- **Parental Influence On Seat Belt Use.** Among persons ages 16-24, 65% either strongly (47%) or somewhat (17%) agreed that “I have a habit of wearing a seat belt because my parents insisted I wear them when I was a child.” The number dropped to 38% among persons ages 25-34, and 24% among those ages 35-44, reflecting the lower belt use rates during their childhood years.
- **Fatalism And Seat Belt Use.** The fatalistic belief that wearing seat belts did not matter because “if it is your time to die, you’ll die” was more prevalent among drivers who reported lower levels of seat belt usage: 21% among “all the time” users, 33% among “most of the time” users, 43% among “some of the time” users, and 56% among those who rarely or never wore seat belts.
- **Differences In Attitudes By Age.** One-half (50%) of 16-to-20-year-olds agreed that seat belts were as likely to harm as to help, compared to 33% of those 21 to 64 and 36% of those 65 and older. The youngest age group also was more likely than the others to agree that an accident close to home was usually not as serious (25%), that putting on a seat belt makes them worry more about being in an accident (24%), that they would feel self-conscious if they were going against the group norm in wearing seat belts (27%), and that medical insurance costs would decrease if more people wore seat belts (75%).
- **Differences In Attitudes By Race/Ethnicity.** Blacks and Hispanics differed markedly from whites and non-Hispanics on perceived risk and the utility of seat belts. Whereas about one-third of whites (32%) and non-Hispanics (34%) agreed that seat belts were as

likely to harm as help, almost half of blacks (46%) and Hispanics (48%) agreed. Blacks and Hispanics also were about twice as likely as whites and non-Hispanics to agree that putting on a seat belt made them worry more about being in a crash, or that a crash close to home would not be as serious as one farther away. Hispanics (39%) were more likely than the other groups to say they would feel self-conscious about using seat belts if their friends did not. Blacks (36%) were most likely to agree with the fatalistic statement that wearing a seat belt did not matter because if it was your time to die, you'll die.

- **Differences In Attitudes By Education.** Education level also showed a relationship to the various belt utility and risk perception attitudes. Persons who had more years of formal schooling tended to be less fatalistic, less ambivalent about the injury reduction benefits of seat belts, and less self-conscious about going against group norms of non-use.
- **Differences In Attitudes By Type Of Vehicle.** Pickup truck drivers were more likely than other motorists to agree with the fatalistic statement that if it is your time to die, you'll die anyway so wearing a seat belt doesn't matter. Differences were unremarkable on the other items, except for a slightly greater tendency for SUV drivers to report attitudes supportive of set belt use.
- **Knowledge Of Seat Belts That Have Broken Apart.** About one-in-fourteen persons (7.0%) reported that a seat belt had broken apart when they or someone they knew was using it. The figure ranged from 6.6% in the Northeast to 7.7% in the West.

Attitudes, Knowledge, And Experience With Seat Belt Laws And Their Enforcement

- **Support For Front Seat Laws.** The vast majority of the public (87%) favored seat belt laws for front seat passengers either "a lot" (67%) or "some" (20%). More females (92%) than males (81%) voiced support for front seat belt laws. Blacks (94%) and Hispanics (92%) were more likely to express support than whites (86%) and non-Hispanics (86%).
- **Support For Back Seat Laws.** Among persons who supported front seat belt laws, 78% also supported applying seat belt laws to back seat adult passengers, equating to 68% of the total population age 16 and older who supported both front and back seat coverage.
- **Support For Fines/Points.** About three-fifths (62%) of the population age 16 and older supported fines for drivers who did not wear seat belts. About half that many (31%) supported points against the license as a penalty. Among persons who supported fines, 42% favored a fine under \$50 (or no fine at all) if it was a first time violation. For repeat violations, 14% supported fines under \$50 while 45% favored fines of \$100 or more.
- **Knowledge Of Who Is Covered By The Law.** Almost everyone (94%) believed their State had a law requiring seat belt use. They most often thought the law covered drivers

(98%), children in the front (95%), and adult passengers in the front (94%). Many thought the law also covered children in the back (85%). Fewer than half (46%) assumed that adults were required to wear seat belts in the back seat.

- **Awareness Of (Standard/Secondary) Enforcement Provisions In Their State.** Seat belt laws contain either standard enforcement provisions (i.e., law enforcement officers can stop a vehicle on the basis of observing a seat belt violation) or secondary enforcement provisions (i.e., some other violation must be observed before stopping a vehicle). At the time of the survey, 17 States plus the District of Columbia had standard enforcement laws, 32 States had secondary enforcement laws, and 1 State did not have a seat belt law applicable to adults. Among those (94%) who believed their State had a seat belt law, 63% thought the law permitted standard enforcement. About three-fourths (74%) of the total population in standard enforcement States believed their State had a seat belt law that included standard enforcement provisions. In secondary enforcement States, there were more persons who believed their State law had standard enforcement provisions (44%) than thought it had secondary enforcement provisions (32%).
- **Enforcement Provisions And Reported Seat Belt Use.** Drivers were more likely to report that they wore their seat belt “all of the time” while driving if they resided in States having standard enforcement provisions (88%), as opposed to secondary enforcement provisions (80%). The difference in “all of the time” use was similar when comparing drivers who believed their State seat belt law permitted standard enforcement (85%) to those who believed their State law called for secondary enforcement (79%).
- **Support For Standard Enforcement.** Overall, 61% of the population believed that police should be allowed to stop a vehicle if they observed a seat belt violation when no other traffic laws were being broken, an increase from 58% in 1998. Support was greater among females (66%), blacks (68%), and Hispanics (72%). As expected, support was higher in standard enforcement States (70%). But even in secondary enforcement States, the majority (53%) favored standard enforcement.
- **Stopped By Police In Past Year For Traffic-Related Reason.** About one-in-six drivers (17.6%) said they had been stopped by police for a traffic-related reason in the past year, more often males (21.3%) than females (14.0%). A higher percentage of blacks (24.0%) than whites (16.7%) said they had been stopped, as did a higher percentage of Hispanics (20.7%) than non-Hispanics (17.2%). Traffic-related stops for the general population of drivers peaked at ages 21-24 (37.6%), and then declined across subsequent age groups. Drivers usually said they were wearing seat belts when stopped (87%). About three-fifths (61%) of all drivers stopped by the police received some type of ticket.
- **Previously Received A Ticket/Warning For A Seat Belt Violation.** About 12% (12.2%) of the population age 16 and older had received a ticket and/or warning some time in the past for violating seat belt laws (6.3% had received a ticket only, 2.0% had

received both a ticket and a warning, and 3.8% had received only a warning). In States with standard enforcement provisions, 14.4% had received a ticket and/or warning, compared to 10.0% in secondary enforcement States. When asked if their frequency of seat belt use had changed after receiving the seat belt ticket or warning, 58% said they started using their seat belt more often. However, the current level of belt use reported by drivers who had received a ticket or warning was still well below that of drivers who had received neither form of censure.

- **Perceived Risk Of Personally Being Ticketed.** A minority (42%) of drivers considered it very (20%) or somewhat (23%) likely that they would receive a ticket if they did not wear their seat belt at all while driving over the next six months. The perceived risk of being ticketed was higher among drivers in standard enforcement States, and higher among drivers who tended to wear their seat belt more often. Among demographic groups, Hispanics (57%) and blacks (54%) were more likely than others to perceive themselves at risk of being ticketed.
- **Perceived Emphasis On Ticketing For Seat Belt Violations By Local Police.** The public was more likely to agree (45%) than disagree (35%) with the statement “Police in my community generally do not bother to write tickets for seat belt violations.” Many people (20%) said they did not know. Agreement was more likely in secondary enforcement (50%) than standard enforcement (40%) States, and more likely among infrequent than frequent seat belt users.
- **Preferred Level Of Enforcement Activity.** When asked to rate on a 10-point scale how strictly they believed the police should enforce seat belt laws, the public’s response was mixed. They most often picked a value of “10” (25%) which meant “police should give tickets at every opportunity,” although responses also clustered at the middle and low end of the scale. The average score was 6.15, but higher among females (6.5) than males (5.7), blacks (6.6) than whites (6.0), and Hispanics (6.9) than non-Hispanics (6.1).

Comparison To Prior Year Motor Vehicle Occupant Safety Surveys

- **General Stability In Findings.** In many areas, the 2000 Motor Vehicle Occupant Safety Survey found circumstances essentially unchanged from its predecessors:
 - The percentage of drivers who drive on the job (35%) has remained stable since 1994 (34%-36%), however, there has been some fluctuation over the years in the reported presence of company seat belt policies.
 - The 2000 results (8%) fit the previous pattern of between 8% and 10% of drivers who said they wear seat belts “all the time” also conceding that they did not wear seat belts while driving in the past day or week.
 - Most drivers (64%, compared to 66%-68% in earlier years) continued to point to injury avoidance as their most important reason for wearing seat belts.

- Forgetting (24%) and driving only a short distance (24%) continued as the foremost reasons for non-use of seat belts, with similar percentages to previous years.
 - Persons who said they rarely or never wore their seat belts continued to be substantially outnumbered by part time seat belt users (i.e., persons who reported wearing seat belts more often than rarely, but also admitting some non-use). As in 1998, the survey found reasons for non-use to differ between part time users and rare/never users, with “forgetting” and “short distance” more characteristic of part time users while rare/never users tended to refer to discomfort and “other” reasons (e.g., personal freedom issues, perceived dangers from belts, lack of habit).
 - There has been little change in attitudes concerning the utility of seat belts, and associated perceptions of risk, since those questions were introduced in 1998.
 - Since 1994, more than 80% of the public has favored seat belt laws that apply to the front seat, about two-thirds has favored laws that also apply to the back seat, about 60% has supported fines as a sanction for violation of seat belt laws, and about 30% has favored points as a sanction.
 - The percentage of the population aware that their State has a seat belt law remained unchanged since 1994 at 94%.
 - The percentage of the population who reported having received a seat belt ticket and/or warning has been about 12% since 1996.
- **Changing Equipment.** The 2000 survey detected a continuation of change in the vehicle fleet and restraint systems used:
 - Among drivers’ primary vehicles, cars continued to decrease as a proportion of the vehicle fleet (62% in 2000; 71% in 1994) while SUVs increased (10% in 2000; 3% in 1994).
 - There was a small but continued increase in one piece manual lap and shoulder systems in the front seat of drivers’ primary vehicles (76% in 2000; 70% in 1994), with this being by far the predominant restraint system.
 - Adjustable shoulder belts continued their rapid penetration of the vehicle fleet (48% in 2000; 36% in 1996).
 - **Increasing Use Of Seat Belts.** There has been a steady rise in reported use of seat belts:
 - The percentage of drivers who reported wearing their seat belt “all the time” when they drive has increased from 74% in 1994 to 76% in 1996 to 79% in 1998 to 83% in 2000.
 - “All the time” seat belt use by front seat passengers increased from 73% in 1996 and 74% in 1998 to 80% in 2000.
 - Reported seat belt use in the back seat also increased, rising from 37% in 1996 and 43% in 1998 to 49% in 2000.
 - The percentage of drivers reporting that there is something they dislike or find

annoying about their seat belt has declined by a percentage point or two with each subsequent survey, from 40% in 1994 to 35% in 2000.

- **Increasing Acceptance of Standard Enforcement.** The number of States with seat belts laws that contain provisions permitting standard enforcement has increased substantially since the survey was first administered, reaching 17 at the time of the 2000 survey. Coincident with that increase:
 - The percentage of the population who believe their State law permits standard enforcement has steadily increased, reaching 63% in 2000 from 49% in 1994.
 - Support for standard enforcement has also steadily increased, from 52% in 1996 (when the question was first asked) to 61% in 2000.

- **Greater Perceived Risk of Being Ticketed.** There were continuing trends in the implications that persons saw for themselves personally with respect to enforcement:
 - Since 1996, the percentage of drivers who considered it somewhat or very likely that they would be ticketed if they did not wear their seat belt at all while driving over the next six months has increased from 33% to 39% in 1998 to 42% in 2000.
 - The percentage of the population who believed their likely reaction to receiving a ticket would be that they deserved it, rather than that they did not deserve it, has increased by 1 to 3 percentage points with each subsequent survey, reaching 70% in 2000.

TABLE OF CONTENTS

FIGURES AND TABLES	xvii
INTRODUCTION	xxv
Background	xxv
Methodology	xxv
CHAPTER 1 SEAT BELT USE	1
Drivers and Vehicles	2
Adjustable Shoulder Belt	8
Drivers' Use of Seat Belts	12
Group Differences In Reported Seat Belt Use	16
Relating Seat Belt Use To Other (Problem) Behaviors	20
Comparing Reported To Observed Seat Belt Use	23
Clarifying Reported Usage	24
Revised Comparison of Reported To Observed Seat Belt Use	26
Reported Changes In Belt Use	27
Regional Differences	28
Demographic Differences	29
Reasons For Change	31
Company Seat Belt Policy	32
Company Enforcement of Seat Belt Policy	34
Seat Belt Use At Work and Company Policy	37
Passenger Use of Seat Belts	41
CHAPTER 2 REASONS FOR SEAT BELT USE AND NON-USE	49
Reasons For Seat Belt Use	50
Most Important Reason For Seat Belt Use	56
Reasons For Non-Use Of Seat Belts	62
Most Important Reason For Non-Use Of Seat Belts	68
What Drivers Dislike Or Find Annoying About Seat Belts	76
Reasons For Seat Belt Use By Non-Drivers	83
Non-Drivers' Reasons For Not Using Seat Belts	85
CHAPTER 3 ATTITUDES CONCERNING THE UTILITY OF SEAT BELTS, RISK PERCEPTION, AND FATALISM	89
Background On Attitude Section	90
Attitudes Concerning Risk Perception And The Utility Of Seat Belts	91
Attitudes Toward Fatalism	104

Sex And Age Differences In Attitudes	105
Racial And Ethnic Differences In Attitudes	107
Differences In Attitudes By Educational Level	109
Differences In Attitudes By Type Of Primary Vehicle Driven	111
Experience With Seat Belt Failures	113
CHAPTER 4 ATTITUDES, KNOWLEDGE, AND EXPERIENCE WITH SEAT BELT LAWS AND THEIR ENFORCEMENT	117
Attitudes Toward Seat Belt Laws	118
Attitudes Toward Enforcement Of Seat Belt Laws	125
Knowledge Of State Seat Belt Laws	133
Standard or Secondary Enforcement Provisions Of Seat Belt Laws	141
Stopped For Traffic-Related Reason In Past Year	150
Beliefs About Power Of Law Enforcement To Stop Vehicles	158
Ever Received Ticket Or Warning For Seat Belt Violation	160
Perceived Risk Of Being Ticketed For Non-Use Of Seat Belts	165
Preferred Level Of Enforcement	174
CHAPTER 5 1994-1998 TRENDS	179
Drivers and Vehicles, 1994-2000	180
Type of Driver-Side Seat Belts, 1994-2000	181
Driver's Use of Seat Belts, 1994-2000	183
Reported Changes in Driver Seat Belt Use, 1994-2000	185
Driving On The Job, 1994-2000	186
Company Seat Belt Policy, 1994-2000	187
Frequency Of Front Seat Passenger Seat Belt Use, 1996-2000	188
Frequency Of Back Seat Passenger Seat Belt Use, 1996-2000	189
Most Important Reason For Seat Belt Use By Drivers, 1994-2000	190
Most Important Reason For Non-Use Of Seat Belts By Drivers, 1994-2000	191
Drivers Who Dislike Or Find Something Annoying About Seat Belts, 1994-2000	192
Attitudes Concerning Fatalism and the Utility of Seat Belts, 1998-2000	193
Support For Seat Belt Laws That Apply To The Front Seat, 1994-2000	194
Support For Seat Belt Laws That Apply To <u>Both</u> The Front And Back Seats, 1994-2000	195
Support For Fines And Points, 1994-2000	196
Likely Reaction To Receiving Seat Belt Ticket, 1994-2000	197
Believe Their State Has A Seat Belt Law, 1994-2000	198
Knowledge of Standard Versus Secondary Enforcement, 1994-2000	199
Support For Standard Enforcement, 1996-2000	200
Ever Received A Seat Belt Ticket Or Warning, 1994-2000	201
Perceived Likelihood Of Being Ticketed, 1994-2000	202
Level Of Support For Enforcing Seat Belt Laws, 1994-2000	203

APPENDIX A PRECISION OF SAMPLE ESTIMATES

APPENDIX B STATE HIGHWAY SAFETY LAWS AT TIME OF SURVEY

FIGURES AND TABLES

CHAPTER 1: SEAT BELT USE

Figures

Figure 1. Driving Frequency	2
Figure 2. Primary Vehicle Driven	4
Figure 3. Have Adjustable Shoulder Belt	8
Figure 4. Effectiveness Of Adjustable Shoulder Belts	9
Figure 5. Any Reason They Have Never Tried To Adjust The Shoulder Belt?	10
Figure 6. Reported Frequency Of Driver Seat Belt Use	12
Figure 7. Frequency Of Driver Seat Belt Use: Belts Not Having Automatic Components	13
Figure 8. Frequency Of Driver Lap Belt Use: If Shoulder Belt Used All The Time	14
Figure 9. Frequency Of Driver Shoulder Belt Use: Adjustable Versus Non-Adjustable Shoulder Belts	15
Figure 10. Reported Change In The Use Of Seat Belts By Drivers	27
Figure 11. Causes Of Increased Belt Use	31
Figure 12. Frequency Drive Vehicle As Part Of Job Or Business	32
Figure 13. Presence Of Company Seat Belt Policy	33
Figure 14. Enforcement Of Company Seat Belt Policy	34
Figure 15. Likelihood Of Wearing Seat Belt: Work Compared To Personal Driving	37
Figure 16. Causes Of Increased Belt Use When Driving On The Job	38
Figure 17. Drivers' Job Vs. Personal Seat Belt Use By Presence Of Company Policy	39
Figure 18. Drivers' General Seat Belt Use By Presence Of Company Policy	40
Figure 19. Frequency Ride As Passenger	41
Figure 20. Usually Rides In Front Or Back Seat	42
Figure 21. Reported Frequency Of Seat Belt Use As Passenger In Front Seat	43
Figure 22. Reported Frequency Of Seat Belt Use As Passenger In Back Seat	45

Tables

Table 1. Driving Frequency By Demographic Characteristics	3
Table 2. Seat Belt Configuration By Type Of Primary Vehicle	5
Table 3. Type Of Driver Seat Belt In Primary Vehicle	7
Table 4. Reasons Why Drivers Have Never Tried To Adjust The Adjustable Feature On Their Shoulder	11
Table 5. Driver Seat Belt Use By Demographic And Other Characteristics	17
Table 6. Driver Seat Belt Use By Alcohol Use	21
Table 7. Driver Seat Belt Use By Driving Speed	22
Table 8. Reported Seat Belt Use Compared To Observed Use By Drivers	23
Table 9. Last Time Drivers Did Not Wear Seat Belt By Frequency Of Reported Seat Belt Use	24

Table 10. Revised Reported Seat Belt Use Compared To Observed Use By Drivers	26
Table 11. Patterns Of Reported Driver Seat Belt Use By NHTSA Region	28
Table 12. Reported Change In Driver's Use Of Seat Belts In The Past Year By Demographic Characteristics	30
Table 13. How Employer Enforces Seat Belt Policy	35
Table 14. Frequency Wear Seat Belt As Front Seat Passenger By Where Usually Ride As Passenger	44
Table 15. Frequency Wear Seat Belt As Back Seat Passenger By Where Usually Ride As Passenger	46
Table 16. Frequency Of Seat Belt Use As Driver By Frequency Of Seat Belt Use As Front Seat Passenger	47
Table 17. Frequency Of Seat Belt Use As Driver By Frequency Of Seat Belt Use As Back Seat Passenger	48

CHAPTER 2: REASONS FOR SEAT BELT USE AND NON-USE

Figures

Figure 23. Reasons For Seat Belt Use - Drivers	50
Figure 24. Driver Reasons For Seat Belt Use By Reported Level Of Seat Belt Use	51
Figure 25. Most Important Reason For Seat Belt Use - Drivers	56
Figure 26. Most Important Reason For Driver Seat Belt Use By Reported Level Of Seat Belt Use	57
Figure 27. Reasons For Non-Use Of Seat Belts - Drivers	62
Figure 28. Reasons For Non-Use Of Seat Belts: Rare/Never Users Versus Part Time Users ...	63
Figure 29. Most Important Reason For Non-Use Of Seat Belts - Drivers	68
Figure 30. Most Important Reason For Non-Use Of Seat Belts: Rare/Never Users Versus Part Time Users	69
Figure 31. Dislike Or Find Seat Belts Annoying: Drivers	76
Figure 32. Dislike Or Find Seat Belts Annoying By Reported Belt Use: Drivers	77
Figure 33. Dislike Or Find Seat Belts Annoying By Sex	78
Figure 34. Dislike Or Find Seat Belts Annoying By Type Of Primary Vehicle Driven	79
Figure 35. Dislike Or Find Seat Belts Annoying By Presence Of Adjustable Shoulder Belt In Primary Vehicle	80
Figure 36. Reasons For Seat Belt Use: Non-Drivers Versus Drivers	83
Figure 37. Most Important Reason For Seat Belt Use: Non-Drivers Versus Drivers	84
Figure 38. Reasons For Not Wearing A Seat Belt: Non-Drivers Versus Drivers	86
Figure 39. Most Important Reason For Not Wearing A Seat Belt: Non-Drivers Versus Drivers	87

Tables

Table 18. Driver Reasons For Seat Belt Use By Sex And Age	52
---	----

Table 19. Driver Reasons For Seat Belt Use By Race And Ethnicity	53
Table 20. Driver Reasons For Seat Belt Use By Education	54
Table 21. Driver Reasons For Seat Belt Use By Type Of Primary Vehicle	55
Table 22. Most Important Reason For Driver Seat Belt Use By Sex And Age	58
Table 23. Most Important Reason For Driver Seat Belt Use By Race And Ethnicity	59
Table 24. Most Important Reason For Driver Seat Belt Use By Education	60
Table 25. Most Important Reason For Driver Seat Belt Use By Primary Vehicle Driven	61
Table 26. Driver Reasons For Non-Use Of Seat Belts By Sex And Age	64
Table 27. Driver Reasons For Non-Use Of Seat Belts By Race And Ethnicity	65
Table 28. Driver Reasons For Non-Use Of Seat Belts By Education	66
Table 29. Driver Reasons For Non-Use Of Seat Belts By Primary Vehicle Driven	67
Table 30. Most Important Reason For Non-Use Of Seat Belt: "Other" Reasons Reported By Rare/Never Users	70
Table 31. Most Important Reason For Driver Non-Use Of Seat Belts By Sex And Age	72
Table 32. Most Important Reason For Driver Non-Use Of Seat Belts By Race And Ethnicity ..	73
Table 33. Most Important Reason For Driver Non-Use Of Seat Belts By Education	74
Table 34. Most Important Reason For Driver Non-Use Of Seat Belts By Primary Vehicle Driven	75
Table 35. What Drivers Dislike Or Find Annoying About Seat Belts	81

CHAPTER 3: ATTITUDES CONCERNING THE UTILITY OF SEAT BELTS, RISK PERCEPTION, AND FATALISM

Figures

Figure 40. If I Were In An Accident I Would Want To Have My Seat Belt On	91
Figure 41. Would Want Seat Belt On In Accident By Frequency Of Driver Seat Belt Use	92
Figure 42. Seat Belts Are Just As Likely To Harm You As Help You	93
Figure 43. Seat Belts Are Just As Likely To Harm As Help By Frequency Of Driver Seat Belt Use	94
Figure 44. Medical Insurance Costs Would Be Lower If More People Wore Seat Belts	95
Figure 45. Medical Insurance Costs Would Be Lower By Frequency Of Driver Seat Belt Use ..	96
Figure 46. Putting On A Seat Belt Makes Me Worry More About Being In An Accident	97
Figure 47. Putting On A Seat Belt Makes Me Worry More By Frequency Of Driver Seat Belt Use	98
Figure 48. An Accident Close To Home Is Usually Not As Serious As An Accident Further Away	99
Figure 49. Accidents Close To Home Are Less Serious By Frequency Of Driver Seat Belt Use	100
Figure 50. I Would Feel Self-Conscious Around My Friends If I Wore A Seat Belt And They Did Not	101
Figure 51. I Would Feel Self-Conscious Around My Friends By Frequency Of Driver Seat Belt Use	102

Figure 52. I Have A Habit Of Wearing A Seat Belt Because My Parents Insisted I Wear Them When I Was A Child By Age Group	103
Figure 53. Believe Wearing Seat Belt Doesn't Matter By Driver Seat Belt Use	104
Figure 54. Seat Belt Has Broken Apart When Respondent Or Someone Respondent Knows Was Using It	113
Figure 55. Reported Seat Belt Failures By Driver Seat Belt Use	114
Figure 56. Person Who Was Using The Seat Belt That Broke	115
Figure 57. Buckle Or Strap That Broke Apart	116

Tables

Table 36. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Sex And Age	105
Table 37. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Race And Ethnicity	107
Table 38. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Education	109
Table 39. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Type Of Primary Vehicle Driven	111

CHAPTER 4: ATTITUDES, KNOWLEDGE, AND EXPERIENCE WITH SEAT BELT LAWS AND THEIR ENFORCEMENT

Figures

Figure 58. Support For Front Seat Belt Laws	118
Figure 59. Favor Front Seat Belt Laws By Sex And Age	119
Figure 60. Favor Front Seat Belt Laws By Race And Ethnicity	120
Figure 61. Favor Front Seat Belt Laws By Drivers' Reported Seat Belt Use	121
Figure 62. Support For Seat Belt Laws That Apply To Back Seat Adult Passengers	122
Figure 63. Favor Seat Belt Laws For Adult Front And Back Seat Passengers By Sex, Race, And Ethnicity	123
Figure 64. Favor Seat Belt Laws For Adult Front And Back Seat Passengers By Age	124
Figure 65. Support For Fines And Points	125
Figure 66. Suggested Minimum Fine For Violation Of Seat Belt Law: Fine Supporters	128
Figure 67. Someone They Know Would Probably Or Definitely Wear Seat Belts More Often If Assessed The State Fine	129
Figure 68. Likely Reaction To Receiving Ticket For Seat Belt Violation	130
Figure 69. Deserve Seat Belt Ticket By Favor Or Oppose Front Seat Seat Belt Laws	131
Figure 70. Likely Reaction To Receiving Seat Belt Ticket By Sex, Race, And Ethnicity	132
Figure 71. Believe Their State Has A Law Requiring Seat Belt Use	133
Figure 72. Who Is Required To Wear Seat Belts According To State Law	134
Figure 73. Driver Reported Belt Use By Whether Driver Believes Law Covers Drivers	135

Figure 74. Adults' Reported Front Passenger Seat Belt Use By Whether Believe Law Covers That Position	136
Figure 75. Adults' Reported Back Passenger Seat Belt Use By Whether Believe Law Covers That Position	137
Figure 76. Beliefs About Which Adults Are Required To Wear Seat Belts	138
Figure 77. Beliefs About Whether State Law Permits Standard Or Secondary Enforcement ..	141
Figure 78. Knowledge Of Standard Versus Secondary Enforcement By Provisions Of State Law	142
Figure 79. Reported Seat Belt Use By Whether Driver Lives In Standard Or Secondary Enforcement State	143
Figure 80. Reported Seat Belt Use By Whether Driver Believes Law Allows Standard Or Secondary Enforcement	144
Figure 81. Support For Standard Enforcement By Whether State Allows It	146
Figure 82. Support For Standard Enforcement By Whether Respondent Thinks Law Is Standard Or Secondary	148
Figure 83. Reasons People Believe Seat Belt Violations Should Be Treated Differently From Other Violations	149
Figure 84. Drivers Stopped In Past Year By Police For Traffic-Related Reason By Sex, Race, And Ethnicity	151
Figure 85. Drivers Stopped In Past Year By Police For Traffic-Related Reason By Age	152
Figure 86. Drivers Stopped By Police In Past Year By Age And Race	153
Figure 87. Drivers Stopped By Police In Past Year By Age And Ethnicity	154
Figure 88. Drivers Stopped In Past Year For Traffic-Related Reason By Enforcement Provisions Of State Law	155
Figure 89. Whether Driver Was Wearing Seat Belt At Traffic Stop	156
Figure 90. Outcome Of Traffic Stop	157
Figure 91. If A Police Officer Wanted To Stop A Motor Vehicle, S/he Could Always Find A Legal Reason To Do So	158
Figure 92. Ever Received Ticket Or Warning For Seat Belt Violation	160
Figure 93. Ever Received Seat Belt Ticket Or Warning By Race And Ethnicity	161
Figure 94. Ever Received Seat Belt Ticket Or Warning By Enforcement Provisions Of State Law	162
Figure 95. Reported Change In Frequency Of Seat Belt Use After Receiving Seat Belt Ticket Or Warning	163
Figure 96. Driver "All The Time" Seat Belt Use By Whether Ever Received Seat Belt Ticket Or Warning	164
Figure 97. Likelihood Of Receiving A Seat Belt Ticket If Seat Belts Were Not Worn For Six Months	165
Figure 98. Perceived Risk Of Being Ticketed For Non-Use By Enforcement Provisions Of State Law	167
Figure 99. Perceived Risk Of Being Ticketed For Non-Use By Drivers' Reported Frequency Of Seat Belt Use	168

Figure 100. Police In My Community Generally Do Not Bother To Write Tickets For Seat Belt Violations	170
Figure 101. Police In Community Do Not Bother To Write Belt Tickets By Enforcement Provisions Of State Law	171
Figure 102. Police In Community Do Not Bother To Write Seat Belt Tickets By Frequency Of Driver Seat Belt Use	172
Figure 103. Level Of Support For Enforcing Seat Belt Laws	174
Figure 104. Level Of Support For Enforcing Seat Belt Laws By Enforcement Provisions Of State Law	175
Figure 105. Average Level Of Support For Enforcing Seat Belt Laws By Sex, Race, And Ethnicity	176
Figure 106. Average Level Of Support For Enforcing Seat Belt Laws By Age	177

Tables

Table 40. Support For Fines And Points By Demographic Characteristics	126
Table 41. Beliefs About Who Is Required To Wear Seat Belts By Seating Positions Covered By State Law	139
Table 42. Self-Reported Seat Belt Use By Seating Positions Covered By State Law	140
Table 43. Attitudes Concerning Utility Of Seat Belts By Whether State Seat Belt Law Permits Standard Or Secondary Enforcement	145
Table 44. Support For Standard Enforcement By Sex, Age, Race, And Ethnicity	147
Table 45. "If A Police Officer Wanted To Stop A Motor Vehicle, That Officer Could Always Find A Legal Reason To Stop It" By Sex, Age, Race, And Ethnicity .	159
Table 46. Perceived Risk Of Being Ticketed By Whether Ever Received A Seat Belt Ticket Or Warning	166
Table 47. Perceived Risk Of Being Ticketed For Non-Use By Sex, Age, Race, And Ethnicity	169
Table 48. "Police In My Community Generally Do Not Bother To Write Tickets For Seat Belt Violations" By Sex, Age, Race, And Ethnicity	173

CHAPTER 5:1994-2000 TRENDS

Figures

Figure 107. Have Adjustable Shoulder Belt In Primary Vehicle, 1996-2000	182
Figure 108. Frequency Of Reported Driver Seat Belt Use, 1994-2000	183
Figure 109. Last Time Did Not Wear Seat Belt By Drivers Who Said They Use Seat Belts All The Time	184
Figure 110. Reported Change In The Use Of Seat Belts Among Drivers, 1994-2000	185
Figure 111. At Least Sometimes Drive A Vehicle As Part Of A Job Or Business, 1994-2000	186
Figure 112. Dislike Or Find Something Annoying About Seat Belts, 1994-2000	192
Figure 113. Support For Front Seat Seat Belt Laws, 1994-2000	194

Figure 114. Support For Seat Belt Laws That Apply To Both The Front And Back Seats, 1994-2000	195
Figure 115. Support For Fines And Points, 1994-2000	196
Figure 116. Likely Reaction To Receiving Seat Belt Ticket, 1994-2000	197
Figure 117. Believe Their State Has A Seat Belt Law, 1994-2000	198
Figure 118. Believe State Law Is Standard Or Secondary, 1994-2000	199
Figure 119. Support Standard Enforcement, 1996-2000	200
Figure 120. Ever Received A Seat Belt Ticket Or Warning, 1994-2000	201
Figure 121. Likelihood Of Being Ticketed If Don't Wear Seat Belt While Driving Over Next 6 Months, 1994-2000	202
Figure 122. On A 10-Point Scale, How Strictly Police Should Enforce Seat Belt Laws, 1994-2000	203

Tables

Table 49. Driving Frequency, 1994-2000	180
Table 50. Type Of Primary Vehicle Driven, 1994-2000	180
Table 51. Seat Belt Configuration In Front Seat Of Primary Vehicle, 1994-2000	181
Table 52. Company Seat Belt Policy – Written Or Unwritten, 1994-2000	187
Table 53. Frequency Wear Seat Belt As Front Seat Passenger 1996-2000	188
Table 54. Frequency Wear Seat Belt As Back Seat Passenger 1996-2000	189
Table 55. Most Important Reason For Seat Belt Use: Drivers, 1994-2000	190
Table 56. Most Important Reason For Not Wearing A Seat Belt: Drivers, 1994-2000	191
Table 57. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts, 1998-2000	193

Introduction

Background

The Motor Vehicle Occupant Safety Survey is conducted biennially for the National Highway Traffic Safety Administration (NHTSA). It is a national telephone survey composed of two questionnaires, each administered to several thousand randomly selected persons age 16 and older. The Version 1 Questionnaire emphasizes seat belt issues while Version 2 emphasizes child restraint issues. The questionnaires also contain smaller modules addressing such areas as air bags, motorcyclist and bicyclist helmet use, emergency medical services, and crash injury experience. For the 2000 survey, each questionnaire was administered to approximately 6,000 individuals. This represented an increase in sample size of 2,000 per questionnaire compared to the previous Motor Vehicle Occupant Safety Surveys.

NHTSA conducted the first Motor Vehicle Occupant Safety Survey in 1994. Subsequent versions of the survey have included modest revisions to reflect changes in information needs. Thus the 2000 survey contained numerous items from the earlier surveys, which allows the agency to monitor change over time in knowledge, attitudes, and (reported) behavior related to motor vehicle occupant safety. The 2000 survey also included new questions dealing with such areas as adjustable shoulder belts, side air bags, inspection stations for child restraints, and how seat belts fit children.

The following report presents findings from the 2000 Motor Vehicle Occupant Safety Survey pertaining to seat belts. Specifically, it explores the following areas: 1) 2000 seat belt use; 2) reasons for seat belt use and non-use; 3) attitudes concerning the utility of seat belts, and 4) attitudes, knowledge, and experience with seat belt laws and their enforcement. A fifth section examines trends between 1994 and 2000 on selected seat belt issues.

Methodology

The 2000 Motor Vehicle Occupant Safety Survey was conducted by Schulman, Ronca, & Bucuvalas, Inc. (SRBI), a national survey research organization. SRBI conducted a total of 12,121 telephone interviews among a national population sample. To reduce the burden on respondents, the survey employed two questionnaires. A total of 6,072 interviews were completed with Version 1 and 6,049 interviews were completed with Version 2. Although some questions appeared in both versions (e.g., demographics, crash injury experience, seat belt use), each questionnaire had its own set of distinct topics. Each sample was composed of approximately 6,000 persons age 16 and older, including oversamples of persons ages 16-39. The procedures used in the survey yielded national estimates of the target population within specified limits of expected sampling variability, from which valid generalizations can be made to the general public.

The survey was conducted from November 8, 2000 to January 21, 2001. This is approximately the same time period in which the previous surveys were conducted. For a complete description of the methodology and sample disposition, including computation of weights, refer to the 2000 Motor Vehicle Occupant Safety Survey. Volume I. Methodology Report. The report includes English and Spanish language versions of the questionnaires.

The percentages presented in this report are weighted to reflect accurately the national population age 16 and older. Unweighted sample sizes (“N”s) are included so that readers know the exact number of respondents answering a given question, allowing them to estimate sampling precision (see Appendix A for related technical information).

Percentages for some items may not add to 100 percent due to rounding, or because the question allowed for more than one response. In addition, the number of cases involved in subgroup analyses may not sum to the grand total who responded to the primary questionnaire item being analyzed. Reasons for this include some form of nonresponse on the grouping variable (e.g., “Don’t Know” or Refused), or use of only selected subgroups in the analysis. Moreover, if one of the variables involved in the subgroup analysis appeared on both versions of the questionnaire but the other(s) appeared on only one questionnaire, then the subgroup analysis was restricted to data from only one version of the questionnaire.

The survey employed two questions to categorize cases for subgroup analyses involving race and ethnicity. The first asked respondents if they considered themselves to be Hispanic or Latino. Those who said “Yes” composed the Hispanic analytic subgroup in the study, those who said “No” composed a non-Hispanic comparison group. The second question was treated independently of the ethnicity question, i.e., it was asked of every respondent. The interviewers recited several different racial categories, and asked respondents which categories described them. Respondents could select more than one. For purposes of analysis, a respondent was assigned to a specific racial category if s/he selected only that category. The few respondents who selected multiple categories (fewer than 350 out of more than 12,000 cases) were analyzed as a separate multi-racial group. Because race and ethnicity were considered independently, each racial group could include both Hispanics and non-Hispanics, and the Hispanic analytic subgroup included both blacks and whites.

The abbreviations DK and Ref are frequently listed as response categories in the report. DK stands for “Don’t Know” and Ref stands for Refused. For most questions, the persons who answered “Don’t Know” vastly outnumbered those who refused to answer the question.

2000 SURVEY RESULTS

CHAPTER 1

SEAT BELT USE

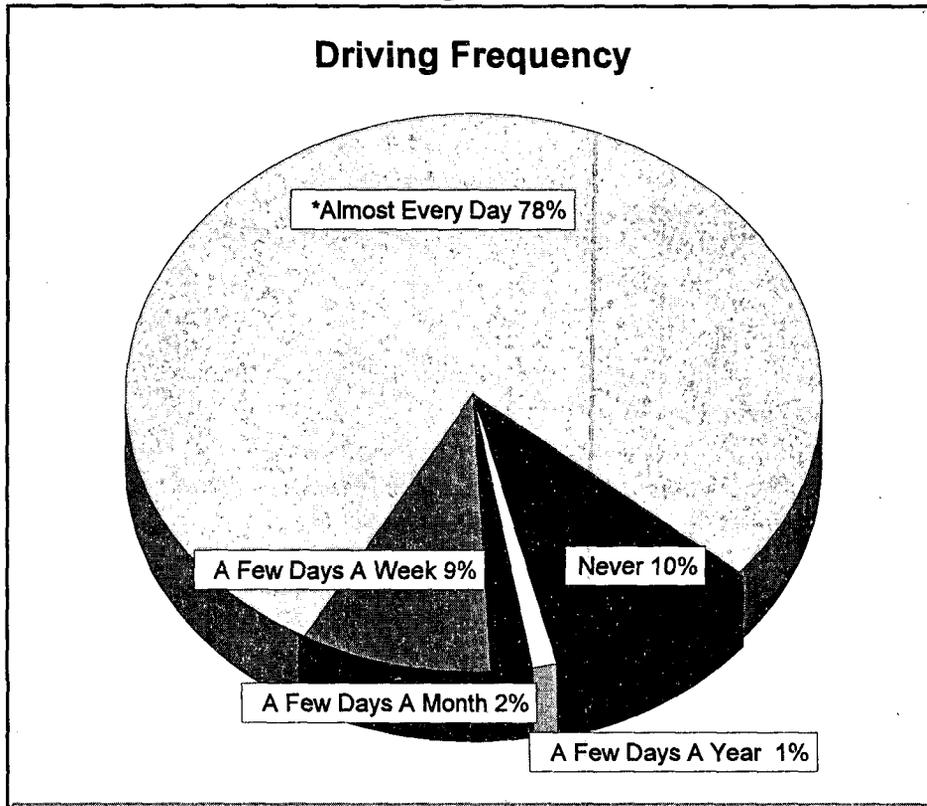
2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Prior to collecting detailed information on seat belt use, the survey asked respondents if they were drivers, and if so, what type of vehicle they most often drove. Questions about the seat belt configuration in that vehicle followed. Only then did the survey query respondents about their seat belt use, defining it as usage **while driving their usual vehicle**. Thus the flow of questioning was designed to provide focus to the respondents when defining their belt use behavior.

Drivers and Vehicles

About nine out of ten persons age 16 and older drive a motor vehicle. Almost eight out of ten do so almost every day.

Figure 1



Qx: How often do you drive a motor vehicle? Almost every day, a few days a week, a few days a month, a few days a year, or do you never drive?

Base: Total population age 16+.

Unweighted N=12,121

**Includes a small number of cases (27) where interviewers recorded "every day."*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

There were proportionally fewer drivers among the youngest and oldest age groups, racial and ethnic minorities (see page xxvi for group definitions), females, and low income households.

TABLE 1
Driving Frequency By Demographic Characteristics

Qx: How often do you drive a motor vehicle? Almost every day, a few days a week, a few days a month, a few days a year, or do you never drive?

Base: Total population age 16+

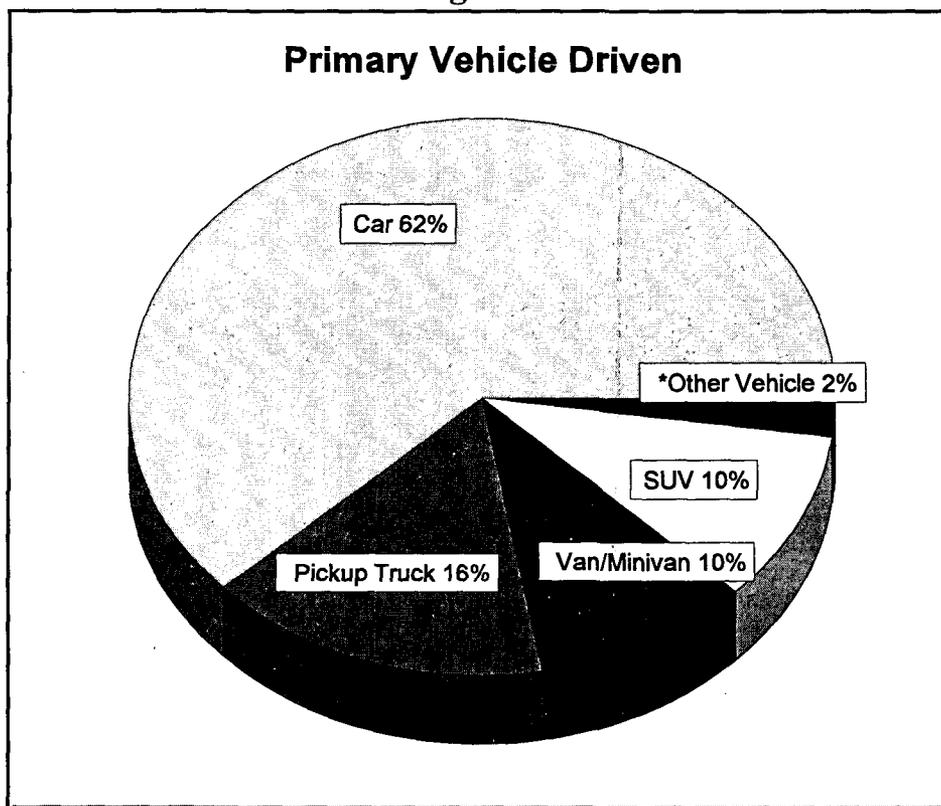
	**Almost Every Day	A Few Days A Week	A Few Days A Month	A Few Days A Year	Never	Subsample Size
Age						
16-20	59%	13%	5%	2%	22%	(N = 1046)
21-24	82%	5%	3%	1%	9%	(N = 923)
25-34	84%	5%	2%	1%	8%	(N = 2753)
35-44	88%	5%	1%	*	6%	(N = 2806)
45-54	86%	6%	1%	1%	6%	(N = 1821)
55-64	80%	13%	1%	*	6%	(N = 1134)
65+	60%	21%	2%	1%	16%	(N = 1493)
Sex						
Male	84%	7%	2%	1%	7%	(N = 5804)
Female	73%	12%	2%	1%	12%	(N = 6317)
Race						
Black	63%	11%	3%	1%	21%	(N = 1212)
White	82%	9%	2%	1%	6%	(N = 9043)
Asian	72%	10%	2%	*	15%	(N=316)
Native American/ Alaskan Native	69%	11%	3%	1%	17%	(N=215)
Native Hawaiian/ Pacific Islander	72%	8%	3%	--	17%	(N=64)
MultiRace	79%	8%	3%	*	11%	(N=324)
Ethnicity						
Hispanic	65%	9%	2%	*	24%	(N = 1118)
Non-Hispanic	80%	9%	2%	1%	8%	(N = 10906)
Income						
< \$15,000	54%	14%	4%	2%	26%	(N = 1140)
\$15,000-29,999	74%	12%	2%	2%	11%	(N = 1972)
\$30,000-49,999	84%	9%	2%	1%	6%	(N = 2575)
\$50,000-74,999	91%	6%	1%	*	2%	(N = 2148)
\$75,000-99,999	91%	6%	1%	*	2%	(N = 1020)
\$100,000 >	90%	5%	1%	*	3%	(N = 1085)

* Less than 0.5% -- No cases. **Includes a few cases where interviewers recorded "every day."

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Many households have more than one motor vehicle, so drivers may use more than one. Since the type of safety equipment may vary from one vehicle to another, drivers were asked about the vehicle that they drive most often. Slightly more than six-in-ten drivers (62%) use a car as their primary vehicle, followed by 16% who drive a pickup truck, 10% who drive a sport utility vehicle, and 10% who drive a van or minivan.

Figure 2



Qx: Is the vehicle you drive most often a car, van, motorcycle, sport utility vehicle, pickup truck, or other type of truck?

Base: Drives a motor vehicle.

Unweighted N=11,068

** Includes 0.2% motorcycles, 0.6% freight/cargo hauling heavy trucks, 0.2% work/utility/industrial heavy trucks, 0.1% other trucks, 0.3% other, and 0.2% DK/Ref.
DK/Ref = Don't Know/Refused*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The survey posed a series of questions to respondents to determine the type of seat belt installed in the front seat of the respondent's primary vehicle. The initial question asked whether it was a lap belt, shoulder belt, or both.

Seat belts in 91% of primary vehicles went across both the lap and shoulder. Differences were relatively small across vehicle types. Only 18 vehicles out of more than 11,000 reportedly had no seat belts in the front seat.

TABLE 2
Seat Belt Configuration By Type of Primary Vehicle

Qx: For the next series of questions, please answer only for the (car/truck/van) you said you usually drive. Do the seat belts in the front seat of the (car/truck/van) go across your shoulder only, across your lap only, or across both your shoulder and lap?

Base: Vehicle driven most often is not a motorcycle.

Seat Belt Position	Total	Car	Van/Minivan	SUV	Pickup Truck
	(N=**11039)	(N = 6,830)	(N = 1,029)	(N = 1231)	(N = 1,776)
Across shoulder only	7%	8%	7%	4%	7%
Across lap only	1%	1%	1%	*	2%
Across both	91%	91%	92%	95%	90%
Vehicle has no belts	*	*	*	—	*
Don't know, refused	*	*	—	*	*

* Less than 0.5% — Zero cases

** Includes 75 freight/cargo hauling heavy trucks, 27 work/utility/industrial heavy trucks, 12 other trucks, 36 other vehicles, and 23 didn't know or didn't respond to vehicle type.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

If the front seat belt went across both the shoulder and lap, the survey asked if it was one piece or two separate belts. The survey also asked if the seat belt was automatic. Table 3 shows that 76% of front seat belts (in primary vehicles) were one-piece manual lap/shoulder systems. Relatively few seat belts (11%) had an automatic component, whether one-piece or two-piece. In addition, 7% of those with automatic belts said that they at least sometimes disconnected, disabled, or placed the belt behind them.

The results also suggested that some people may not fully understand their belt system. Dozens of respondents answered "Don't Know" to one or more basic belt configuration questions. In addition, two-piece lap/shoulder belts where both belts were automatic are not known to exist in the vehicle fleet (i.e., automatic lap belts not having been installed into production vehicles).

TABLE 3

Type of Driver Seat Belt In Primary Vehicle

Qx: *Do the seat belts in the front seat of the (car/truck/van) go across your shoulder only, across your lap only, or across both your shoulder and lap?*

Qx: *Are the shoulder and lap belt one piece or are they two separate belts?*

Qx: *Are both the shoulder and lap belt automatic, is only the shoulder belt automatic or is neither the shoulder or lap belt automatic?*

Qx: *Is the shoulder belt automatic or do you have to fasten it?*

Base: *Vehicle driven most often has seat belts.*

N	Belt System Type	Description	Percent
	One-Piece Systems	Only one buckle	89%
131	Lap Belt Only	One belt that goes across the driver's lap.	1%
8,470	Lap/Shoulder-Manual	Combination system that must be pulled and buckled by the driver.	76%
453	Lap/Shoulder-Automatic	Combination system that automatically fastens around the driver.	4%
651	Shoulder Only-Manual	One belt that goes across the driver's shoulder that must be pulled and buckled by the driver.	6%
107	Shoulder Only-Automatic	One belt that automatically fastens across the driver's shoulder.	1%
12	One Piece-DK/REF	One piece, don't know if automatic/refused to say.	*
	Two-Piece Systems	Two separate buckles for lap and shoulder belts	10%
456	Lap Manual/ Shoulder Manual	Driver must pull and fasten each belt separately.	4%
598	Lap Manual/ Shoulder Automatic	Belt automatically fastens across driver's shoulder but driver must pull and fasten lap belt	5%
79	Lap Automatic/ Shoulder Automatic	Each belt automatically fastens around the driver.	1%
2	Two-Piece/DK	Two piece, don't know if automatic.	*
62	DK	Don't know where belts cross, or if one-piece or two-piece.	1%

* Less than 0.5%

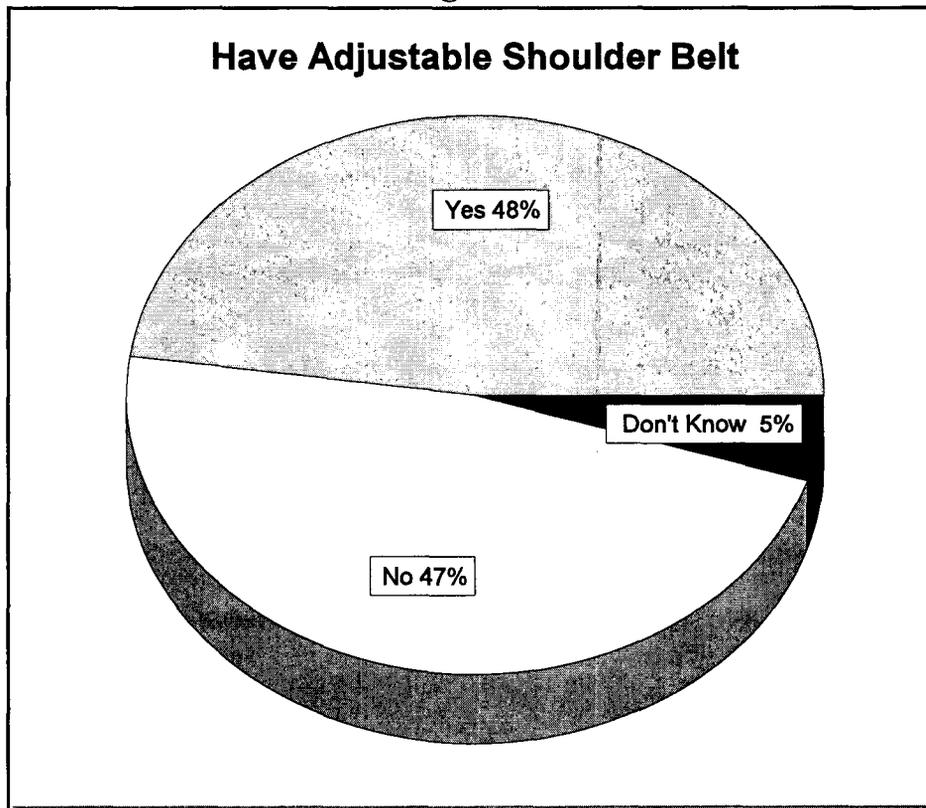
2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Adjustable Shoulder Belt

Drivers were asked if their shoulder belts were adjustable (i.e., their attachment to the door or frame behind the driver's left shoulder can be moved up or down). This feature allows adjustment of the shoulder strap to obtain a more comfortable fit.

Drivers were slightly more likely to say that their shoulder belt was adjustable (48%) than that it was not (47%). A small percentage (5%) said they were not sure.

Figure 3



Qx: Shoulder belts are usually attached to the door or frame behind the driver's left shoulder. In some vehicles, this attachment can be moved up or down to adjust the shoulder belt. Is this attachment adjustable in your vehicle?

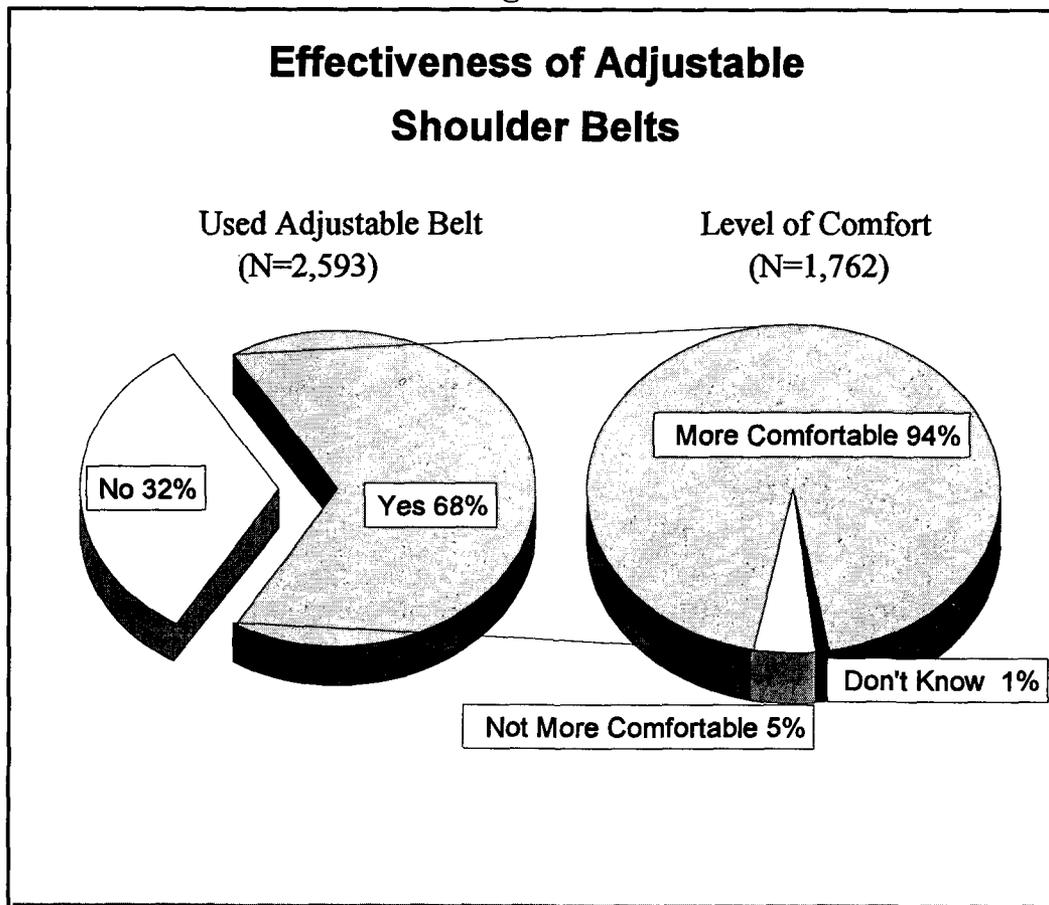
Base: Vehicle has seat belts across both lap and shoulder or across shoulder only.

Unweighted N=5389

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

About two-thirds (68%) of drivers with adjustable shoulder belts said they had tried to adjust them. More than nine in ten (94%) said their adjustments made the belts more comfortable.

Figure 4



Qx: Have you ever tried to adjust it?

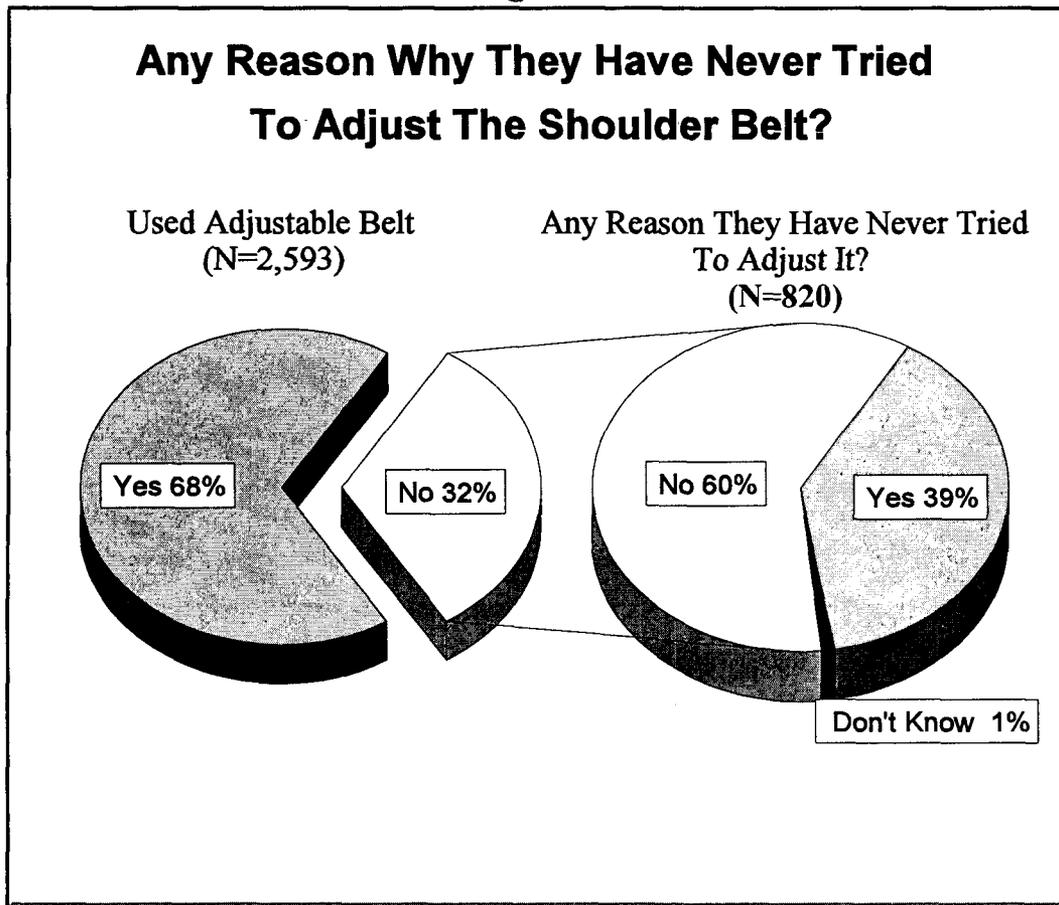
Qx: Were you able to make the shoulder belt more comfortable by adjusting it?

Base: Vehicle has adjustable shoulder belts.

Unweighted N's listed above.

The 2000 survey sought to identify if there were specific reasons why some drivers did not use the adjustable feature on their shoulder belts. Since use of the adjustable feature usually increases comfort (see previous page), overcoming any obstacles to use may enhance belt use. However, obstacles did not emerge in the data. Although 39% of those who said they did not use the adjustable feature answered that there was a reason for the non-use, further probing indicated that the reason was generally because the belt already fit satisfactorily (see Table 4).

Figure 5



Qx: Have you ever tried to adjust it?

Qx: Is there any reason why you have never tried to adjust it?

Base: Vehicle has adjustable shoulder belts.

Unweighted N's listed above.

TABLE 4
Reasons Why Drivers Have Never Tried To Adjust The Adjustable Feature On Their Shoulder Belt

Qx: What is the reason?

Base: Drivers with adjustable shoulder belts who said they never tried to adjust them, and said there was a reason why they had never tried to adjust them.

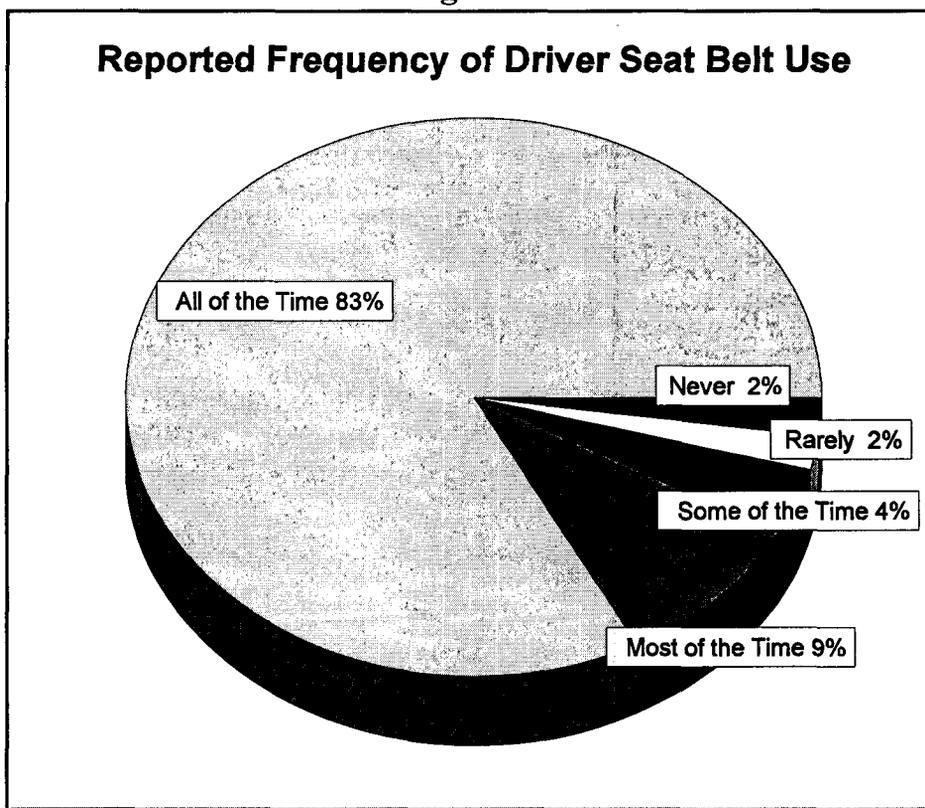
Unweighted N = 322

Reason	Percent
Already fits/fits as is/it's fine where it is now.	45%
It was adjusted for me/they adjusted it to fit me.	5%
Self adjusting/adjusts automatically.	3%
Any other mention specifically referring to fit.	1%
It's comfortable enough/comfortable as is.	16%
No need (unspecified)	12%
It's good/no problems (unspecified).	4%
It's a new car/just bought car.	3%
Seldom/never wear seat belts.	2%
I'm the only one using that seat belt.	2%
Other miscellaneous responses.	7%

Drivers' Use of Seat Belts

The vast majority of drivers (83%) reported using their seat belt "all of the time" while driving. Most of the remaining drivers (9%) said they used their seat belt "most of the time." Few drivers acknowledged that they rarely (2%) or never (2%) wore their seat belt.¹

Figure 6



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Base: Drivers whose primary vehicle has seat belts.

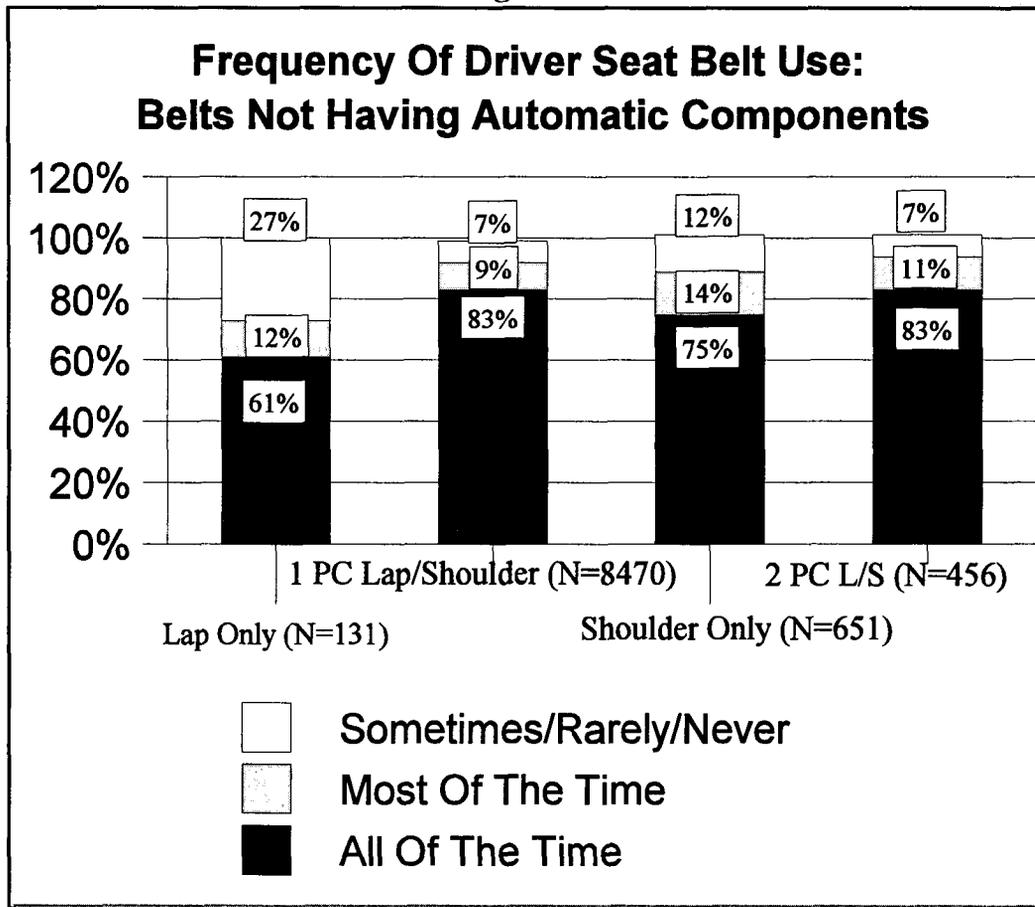
Unweighted N=10,996

¹Frequency of seat belt use was determined by combining the two questions which asked how often drivers wore their lap belt and their shoulder belt. Values were assigned by taking the highest response for either question. For example, if a respondent stated that s/he wore a shoulder belt "all of the time" but a lap belt "most of the time", the respondent was assigned to the category "all the time."

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers were most likely to wear seat belts if the belts had both a lap and shoulder strap, either attached as a one-piece system or separated into a two-piece system. Shoulder only systems corresponded with somewhat lower usage, while lowest usage occurred in vehicles with lap only systems.

Figure 7



Qx: Do the seat belts in the front seat of the (car/truck/van) go across your shoulder only, across your lap only, or across both your shoulder and lap?

Qx: Are the shoulder and lap belt one piece or are they two separate belts?

Qx: Are both the shoulder and lap belt automatic, is only the shoulder belt automatic or is neither the shoulder or lap belt automatic?

Qx: When driving this [vehicle] how often do you wear your [lap/shoulder] belt?

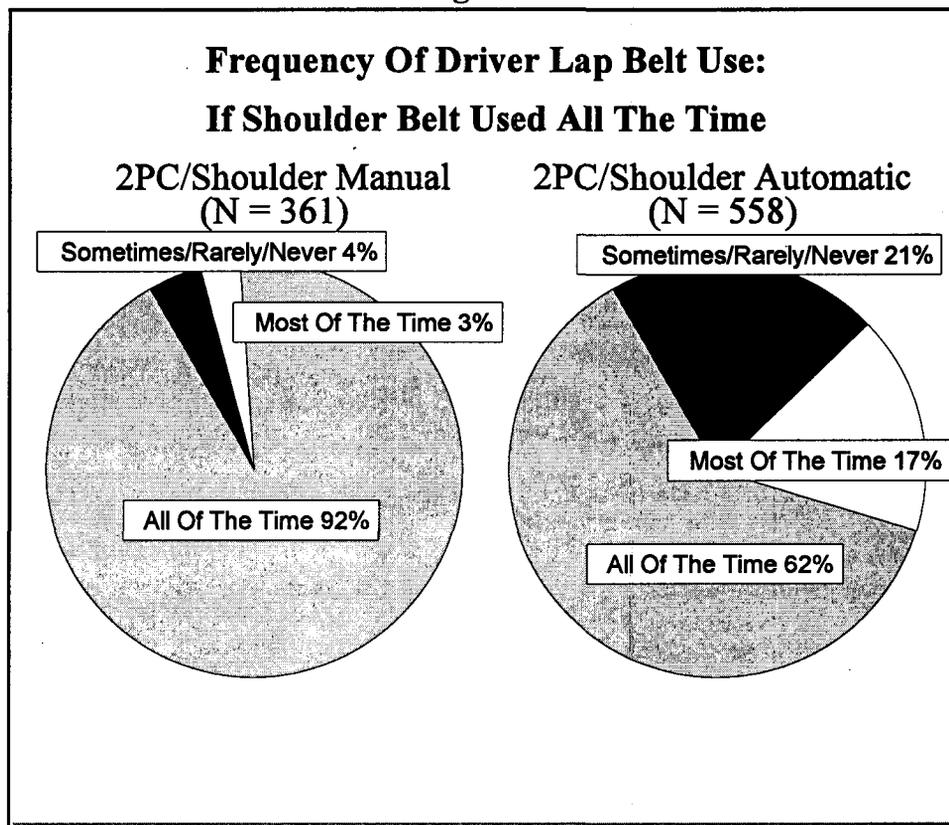
Base: Drivers whose seat belts have no automatic component.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

A key question about two-piece belt systems is whether persons who wear their shoulder belt also put on their lap belt (lap and shoulder belts used together are the most effective form of restraint use for preventing injuries and fatalities). As shown in Figure 8, if the shoulder belt was manual and used all the time, then 92% of drivers said that they also wore their lap belt all the time. But if the shoulder belt was automatic and used all of the time, then only 62% said they wore their lap belt all the time [this analysis excluded systems reported to have both an automatic lap belt and an automatic shoulder belt because they were considered to be errors in belt identification by respondents].

Figure 8



Qx: Are the shoulder and lap belt one piece or are they two separate belts?

Qx: Are both the shoulder and lap belt automatic, is only the shoulder belt automatic or is neither the shoulder or lap belt automatic?

Qx: When driving this [vehicle] how often do you wear your [lap/shoulder] belt?

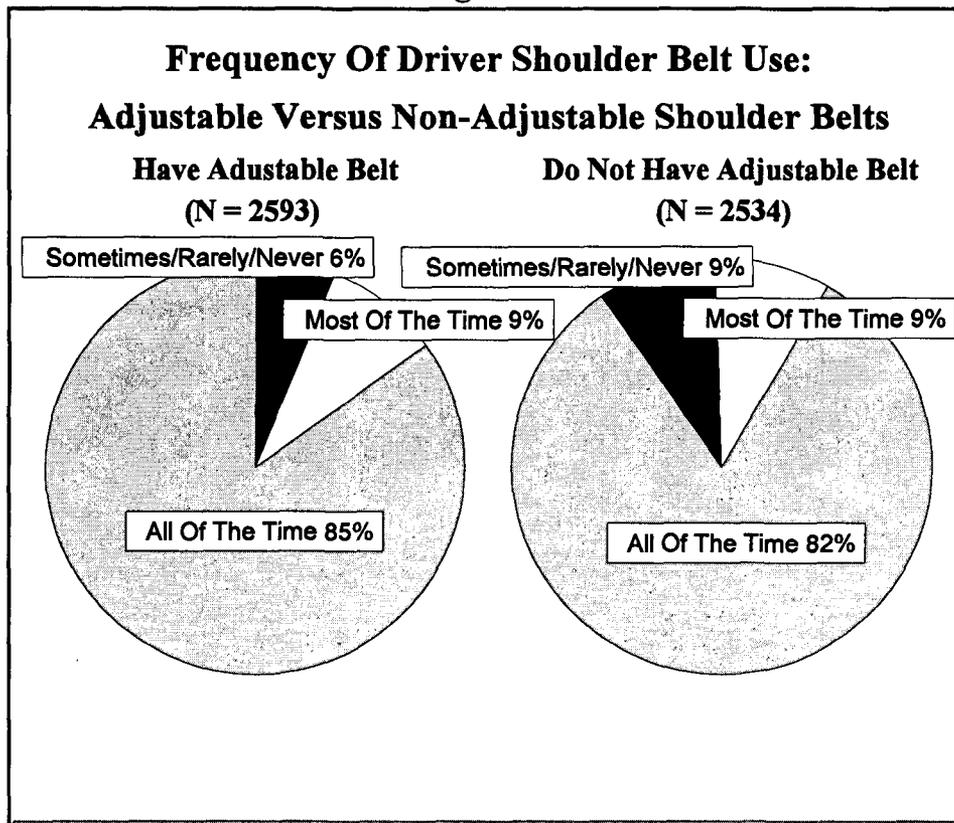
Base: Drivers with two-piece belt systems (lap belt is manual) who always use their shoulder belt.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Since drivers who use the adjustable feature on shoulder belts are usually able to make themselves more comfortable (see page 9), analyses were conducted to assess whether the presence of an adjustable shoulder belt corresponded with higher belt usage. The results showed a slight advantage for the adjustable belts, as 85% of drivers who had them reported using their shoulder belt “all of the time” compared to 82% of drivers who did not have shoulder belts with the adjustable feature.

Figure 9



Qx: Shoulder belts are usually attached to the door or frame behind the driver's left shoulder. In some vehicles, this attachment can be moved up or down to adjust the shoulder belt. Is this attachment adjustable in your vehicle?

Qx: When driving this (car/truck/van), how often do you wear your shoulder belt?

Base: Drivers whose primary vehicle has shoulder belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Group Differences In Reported Seat Belt Use

Table 5 presents group differences in reported seat belt use by drivers while driving. The “all of the time” response category is the primary index employed by this survey to describe level of seat belt use. It therefore provides a good point of reference for readers to focus upon in reviewing the Table.

One of the largest differentiating factors in belt use was the sex of the driver. Females (88%) were significantly more likely to report “all the time” use than males (79%). Another differentiating factor was the type of primary vehicle driven, with pickup truck drivers (74%) less likely to report “all the time” use than drivers of cars (86%), vans/minivans (86%), or SUVs (85%). In addition, drivers in rural areas (78%) were less likely than those in urban (85%) or suburban areas (85%) to report “all the time” use. A straight linear relationship between usage and income or education failed to materialize. However, the analysis indicated that drivers at the highest income and educational levels were most likely to report wearing seat belts “all the time.”

While the data indicated that younger drivers were less likely than older drivers to wear seat belts, this largely stemmed from a dip in reported use among the age 21-24 group (76% reporting “all the time” use). The percentage of drivers ages 16-20 (81%) and 25-34 (82%) who reported “all the time” seat belt use was close to the percentage for the overall population (83%).

Blacks (81%) were similar to whites (83%) in reported “all the time” use.² The figure for Hispanics (88%) was somewhat higher than that for non-Hispanics (83%). It bears noting that a large proportion of Hispanics in the study sample resided in states whose seat belt laws contained provisions permitting standard (as opposed to secondary) enforcement of seat belt violations.³ In particular, a substantial proportion of the Hispanic subsample resided in California, which has standard enforcement provisions as well as the highest observed seat belt usage rate of any state according to 1999 figures.

Table 5 also lists reported seat belt usage by weight and height for each sex. Two years ago, the weight and height groups for analysis were determined by separating males and females into approximate quartiles. Inspection of the 2000 data showed the separation points used in 1998 to be reasonable for the current data. Thus, the analysis presented in Table 5 uses groups comparable to those in 1998. Unlike 1998, the current data failed to show notably lower belt use among the heaviest weight quartile. In both 1998 and 2000, there was little variability in reported belt use according to reported height except for a drop among males 5'9" to 5'10" in 2000.

² See operational definition on page xxvi

³ See page 141 for more information on standard and secondary enforcement.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 5

Driver Seat Belt Use By Demographic And Other Characteristics

Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?

Base: Drivers whose primary vehicle has seat belts.

	All Of The Time	Most of the Time	Some Of The Time	Rarely	Never	Subsample Size
Total	83%	9%	4%	2%	2%	(N=10,996)
Sex						
Male	79%	11%	4%	3%	3%	(N=5,373)
Female	88%	7%	3%	2%	1%	(N=5,623)
Age						
16-20	81%	10%	5%	2%	2%	(N=829)
21-24	76%	13%	6%	3%	2%	(N=840)
25-34	82%	10%	4%	2%	2%	(N=2,541)
35-44	84%	8%	4%	2%	2%	(N=2,643)
45-54	85%	7%	3%	3%	2%	(N=1,711)
55-64	84%	9%	3%	2%	2%	(N=1,060)
65+	86%	9%	2%	1%	1%	(N=1,252)
Race						
Black	81%	12%	5%	1%	1%	(N=980)
White	83%	9%	4%	2%	2%	(N=8,473)
Asian	91%	6%	1%	1%	*	(N=267)
Native American/ Alaskan Native	81%	10%	4%	4%	2%	(N=181)
Multi-Race	88%	6%	2%	1%	2%	(N=294)
Ethnicity						
Hispanic	88%	8%	2%	1%	1%	(N=871)
Non-Hispanic	83%	9%	4%	2%	2%	(N=10,055)
Education						
11 Or Less	82%	11%	4%	2%	1%	(N=1,074)
HS Grad/GED	79%	10%	4%	3%	3%	(N=3,242)
Some College	84%	9%	4%	2%	1%	(N=2,669)
College Grad	88%	7%	3%	1%	1%	(N=3,925)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

**TABLE 5 (CONTINUED)
Driver Seat Belt Use By Demographic And Other Characteristics**

	All Of The Time	Most Of The Time	Some Of The Time	Rarely	Never	Subsample Size
Income						
<\$15,000	84%	8%	4%	2%	2%	(N=852)
\$15,000-29,999	80%	10%	5%	2%	2%	(N=1,775)
\$30,000-49,999	81%	10%	3%	3%	2%	(N=2,434)
\$50,000-74,999	83%	10%	4%	2%	2%	(N=2,086)
\$75,000-99,999	86%	7%	4%	2%	2%	(N=994)
\$100,000+	88%	7%	2%	2%	2%	(N=1049)
Child Under Age 16 In Household	83%	9%	4%	2%	2%	(N=4489)
No Child Under 16 In Household	84%	9%	3%	2%	2%	(N=6491)
Urbanicity						
Urban	85%	7%	4%	2%	1%	(N=3,051)
Suburban	85%	8%	3%	2%	2%	(N=5,456)
Rural	78%	12%	4%	3%	2%	(N=2,489)
Vehicle Type						
Car	86%	8%	3%	2%	1%	(N=6,810)
Van/MiniVan	86%	8%	2%	2%	2%	(N=1,027)
Pickup	74%	13%	6%	3%	4%	(N=1,764)
SUV	85%	9%	2%	3%	1%	(N=1,228)
Injured In Crash						
Yes	82%	9%	3%	3%	2%	(N=3,309)
No	84%	9%	4%	2%	2%	(N=7,682)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 5 (CONTINUED)
Driver Seat Belt Use By Demographic And Other Characteristics

	All Of The Time	Most Of The Time	Some Of The Time	Rarely	Never	Subsample Size
Weight						
Males						
< 163 lbs	79%	11%	5%	3%	2%	(N=606)
163-180 lbs	81%	11%	4%	2%	2%	(N=641)
181-205 lbs	80%	10%	6%	2%	3%	(N=670)
206+ lbs	79%	12%	3%	3%	4%	(N=685)
Females						
<126 lbs	89%	6%	3%	1%	1%	(N=687)
126-140 lbs	88%	7%	3%	1%	1%	(N=700)
141-160 lbs	88%	7%	3%	1%	1%	(N=593)
161+ lbs	86%	6%	4%	2%	1%	(N=680)
Height						
Males						
< 5'9"	82%	9%	5%	2%	2%	(N=711)
5'9"-5'10"	74%	15%	5%	3%	2%	(N=620)
5'11"-6'0"	81%	10%	4%	2%	3%	(N=691)
6'1"+	82%	10%	4%	1%	3%	(N=577)
Females						
< 5'3"	87%	7%	4%	1%	1%	(N=649)
5'3"-5'4"	88%	5%	3%	1%	2%	(N=692)
5'5"-5'6"	88%	7%	2%	2%	1%	(N=694)
5'7"+	88%	7%	3%	1%	*	(N=703)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Relating Seat Belt Use To Other (Problem) Behaviors

Past research has suggested that persons who do not wear their seat belt are more likely to engage in other unsafe or unhealthy behaviors. The Motor Vehicle Occupant Safety Survey asked questions on alcohol use of all 12,121 respondents (i.e., the items were on both questionnaires), and questions on driving speed of the 6,000+ respondents who received Questionnaire Version #1. Tables 6 and 7 show drivers' reported belt use according to how persons answered these questions.

Whether or not persons had consumed alcohol in the recent past did not make much difference in reported seat belt use, with only a slightly higher percentage of non-drinkers (86%) than drinkers (82%-83%) reporting "all the time" use. Rather, what seemed to matter was the manner in how people drank. Those drivers who typically had 1 drink on the days they drank reported the highest belt use among drinkers: 88% said they wore their seat belt all of the time. Reported all the time use declined to 82% for those who averaged 2-3 drinks, 70% for those who averaged 4-6, and 61% for those who averaged more than 6. Among those persons who stated that they had driven a vehicle after drinking alcohol within the past 30 days, 73% claimed they wore their seat belt all of the time while driving. If they acknowledged driving when they thought they had consumed too much alcohol to drive safely, all the time use fell to 59% (although the number of persons who conceded that they drove after drinking too much was small).

Reported seat belt use was lower among persons who tended to drive faster. The survey asked drivers which statement best described their highway driving: "I tend to pass other cars more often than other cars pass me" or "Other cars tend to pass me more often." Those who tended to pass others were less likely to report wearing their seat belt all the time (78% compared to 86% of those who tended to drive slower than the prevailing traffic). The survey also asked how fast the respondents generally drove on highways. Those who tended to drive more than 70 miles per hour were less likely to report wearing seat belts compared to slower drivers (77% versus 84-to-85%).

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

**TABLE 6
Driver Seat Belt Use By Alcohol Use**

Qx: When driving this [vehicle] how often do you wear your [lap/shoulder] belt?
Qx: During the past 30 days, have you had at least one drink of any alcoholic beverage, including liquor, beer, wine or wine coolers?
Qx: Did you drink any alcoholic beverages at all during the past 12 months?
Qx: On the average, how many drinks did you typically have on the days you drank?
Qx: During the past 30 days, have you driven a vehicle after you had been drinking alcohol?
Qx: In the past 30 days, have you driven a vehicle when you thought you might have consumed too much alcohol to drive safely?
Base: *Drivers whose primary vehicle has seat belts.*

	All Of The Time	Most Of The Time	Some Of The Time	Rarely	Never	N
Alcohol Use:						
Within Past 30 Days	82%	9%	4%	2%	2%	(5945)
In Past Year, But Not Past 30 Days	83%	9%	3%	3%	2%	(1445)
Not In Past Year	86%	8%	3%	1%	2%	(3569)
Usual Number Of Drinks:						
1	88%	7%	2%	1%	1%	(2666)
2-3	82%	10%	4%	3%	2%	(3449)
4-6	70%	13%	7%	5%	5%	(918)
7 or more	61%	10%	15%	7%	7%	(194)
Drank And Drove In Past 30 Days	73%	13%	7%	4%	3%	(1385)
Drank Too Much And Drove In Past 30 Days	59%	15%	11%	8%	7%	(112)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

**TABLE 7
Driver Seat Belt Use By Driving Speed**

Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?
Qx: Which statement best describes your highway driving: I tend to pass other cars more often than other cars pass me, or other cars tend to pass me more often?
Qx: In general, how fast do you drive on highways?
Base: Drivers whose primary vehicle has seat belts.

	All Of The Time	Most Of The Time	Some Of The Time	Rarely	Never	N
I tend to pass other cars more often	78%	11%	5%	3%	2%	(1844)
Other cars tend to pass me more often	86%	8%	3%	1%	1%	(3139)
Neither, I drive the same as most others	88%	7%	2%	1%	3%	(255)
Both, I pass others, and others pass me	85%	6%	5%	3%	2%	(152)
Normal speed on highway:						
55 or less	85%	8%	4%	2%	2%	(1011)
56-60	84%	8%	4%	2%	2%	(844)
61-70	85%	8%	4%	2%	2%	(2640)
More than 70	77%	14%	4%	2%	3%	(811)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Comparing Reported To Observed Seat Belt Use

Reported seat belt usage tends to be higher than observed usage for methodological and psychological reasons. NHTSA obtains its official measure of seat belt use from a NHTSA national observation survey known as NOPUS (National Occupant Protection Use Survey). NHTSA conducted a NOPUS close in time to the field period for the MVOSS telephone survey. Table 8 compares results from the two surveys for drivers. "All of the time" use is the selected measure for the telephone survey. The two surveys detected similar patterns. Both found substantial differences between males and females, and between drivers of passenger cars and pickup trucks. In addition, the measure of seat belt use in both surveys was lower for blacks compared to whites, lower for youth compared to older adults, and lower in rural areas compared to urban and suburban.

TABLE 8
Reported Seat Belt Use Compared To Observed Use By Drivers

	2000 MVOSS (National Telephone Survey) "All Of The Time"	2000 NOPUS (National Observation Survey) Drivers
Total Drivers	83%	72%
Male	79%	68%
Female	88%	79%
Black	81%	68%
White	83%	74%
Age 16-24	79%	66%
Age 25-69	84%	73%
Age 70+	88%	77%
Passenger Cars	86%	74%
Pickup Trucks	74%	61%
Urban	85%	71%
Suburban	85%	73%
Rural	78%	69%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Clarifying Reported Usage

Questionnaire development during 1994 included cognitive testing. During the testing, subjects were asked how often they wore their seat belt while driving their usual vehicle. Most said “all the time.” The interviewers then followed that question with a cognitive probe, asking the subjects when was the last time they did not wear their seat belt while driving. A number of persons who had just previously said that they wore their seat belt “all of the time” while driving responded “yesterday” or even that very morning. It thus appeared that some subjects chose to

TABLE 9
Last Time Drivers Did Not Wear Seat Belt
By Frequency Of Reported Seat Belt Use

Qx: When driving this [vehicle] how often do you wear your [lap/shoulder] belt?

Qx: When was the last time you did not wear your seat belt (neither lap nor shoulder) while driving?

Qx: Has there been any occasion in the past 12 months when you did not wear your seat belt (neither lap nor shoulder) when driving?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear seat belts.

Last Time Seat Belt Not Worn	All Of The Time	Most Of The Time	Some Of The Time	Rarely
	(N=9126)	(N=1007)	(N=409)	(N=238)
Today	3%	29%	56%	72%
Past Week	5%	40%	32%	23%
Past Month	4%	13%	6%	2%
Past Year	3%	3%	1%	1%
DK/Within Past Year ⁴	2%	6%	3%	1%
Year Or More Ago	82%	9%	1%	1%

⁴Note: “DK/Within Past Year” refers to those who weren’t sure when asked the last time they did not wear their seat belt, but who recalled not wearing it at some time in the past year.

interpret the initial usage question in a way that differed from the exact wording of the item. NHTSA included the cognitive probe in the survey. As shown in Table 9, 8% of drivers who said that they wore their seat belts "all of the time" immediately acknowledged not using their seat belt while driving in the past day or week. Almost 70% of self-reported "most of the time" users admitted recent non-use, indicating that usage by at least some people in this category may be much more sporadic than the label would suggest. In general, the data implied a significant difference in usage between the "all of the time" and "most of the time" categories.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Revised Comparison of Reported To Observed Seat Belt Use

Table 10 shows what happens when “all the time” users who conceded not wearing their seat belt in the past day or week while driving were subtracted from the “all the time” category. There was approximately a 5 point difference between the revised MVOSS figure and the NOPUS number, which is a larger gap than appeared in 1998 (MVOSS recorded about a 4 point increase in use from 1998 to 2000 whereas NOPUS detected about a 2 point increase). However, the difference in numbers between the two surveys was smaller for both males and females, indicating that some of the difference in the total figure was due to there being proportionally more females in the population-based MVOSS compared to the exposure-based NOPUS.

TABLE 10
Revised Reported Seat Belt Use
Compared To Observed Use By Drivers

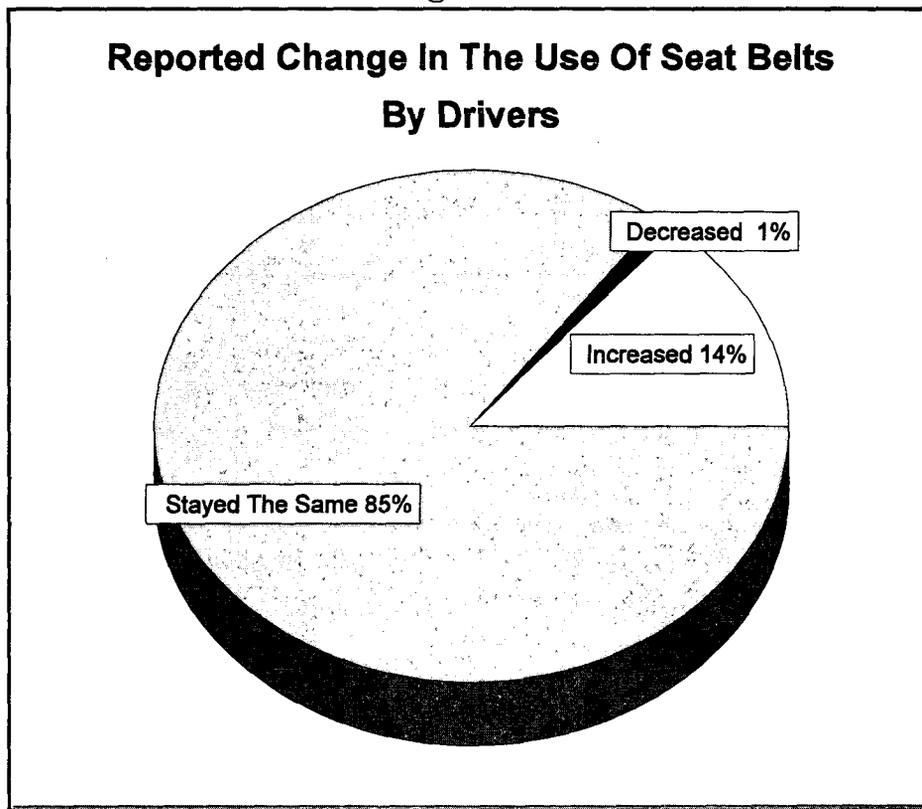
	2000 MVOSS (Telephone Survey) “All Of The Time”	Revised 2000 MVOSS (Telephone Survey) “All Of The Time” (Excludes past day or week non-users)	2000 NOPUS (Observation Survey) Drivers
Total Drivers	83.5%	76.8%	72%
Males	79.2%	72.3%	68%
Females	87.6%	81.3%	79%
Blacks	81.4%	73.5%	68%
Whites	83.0%	76.6%	74%
Age 16-24	78.9%	69.8%	66%
Age 25-69	83.8%	77.5%	73%
Age 70+	87.5%	81.8%	77%
Passenger Cars	85.6%	79.1%	74%
Pickup Trucks	74.3%	66.9%	61%
Urban	85.3%	79.5%	71%
Suburban	85.0%	78.5%	73%
Rural	78.2%	70.3%	69%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reported Changes In Belt Use

Besides questioning drivers about their current seat belt usage, the survey asked respondents whether their use of seat belts when driving had changed in the past 12 months. Most (85%) said that their usage had stayed the same. Fourteen percent answered that it had increased while 1% reported a decrease.

Figure 10



Qx: In the past 12 months, has your use of seat belts when driving (car driven most often) increased, decreased, or stayed the same?

Base: Drivers whose primary vehicle has seat belts.

Unweighted N=5483

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Regional Differences

NHTSA segments the country into ten regions for programmatic outreach. Table 11 shows both change in belt use and frequency of belt use reported across the ten regions.

TABLE 11				
Patterns Of Reported Driver Seat Belt Use By NHTSA Region				
<i>Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?</i>				
<i>Qx: In the past 12 months, has your use of seat belts when driving (car driven most often) increased, decreased, or stayed the same?</i>				
<i>Base: Drivers whose primary vehicle has seat belts.</i>				
NHTSA Regions	States	Change In Seat Belt Use Within Past Year (N=5483)		Percent Of Drivers Reporting Using Seat Belt "All The Time" (N=10,996)
		Increased	Decreased	
I	CT, MA, ME, NH, RI, VT	12%	1%	78%
II	NJ, NY	14%	*	89%
III	DC, DE, MD, PA, VA, WV	14%	1%	80%
IV	AL, FL, GA, KY, MS, NC, SC, TN	15%	1%	83%
V	IL, IN, MI, MN, OH, WI	15%	1%	80%
VI	AR, LA, NM, OK, TX	14%	1%	86%
VII	IA, KS, MO, NE	13%	1%	74%
VIII	CO, MT, ND, SD, UT, WY	17%	*	78%
IX	AZ, CA, HI, NV	10%	*	92%
X	AK, ID, OR, WA	8%	*	88%
	TOTAL	14%	1%	83%

* Less than 0.5% – Zero cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

No more than 1% of drivers in any region reported that their use of seat belts in the past year when driving had decreased. The percentage of drivers who said that their usage had increased ranged from 8% in NHTSA Region X to 17% in NHTSA Region VIII. In some regions, smaller reported 12-month increases may reflect higher pre-existing usage rates that limited the amount of potential gain. For example, Region IX recorded the highest overall usage rate (92% said they wore their seat belts all the time) and second lowest increase (10%). Readers are cautioned that some of the regional percentages are based on small numbers. In particular, Regions I (280), VII (269), VIII (199), and X (251) all included fewer than 300 cases in computing the percentage increase/decrease.

Demographic Differences

According to the data in Table 12, persons who were younger, had less years of formal schooling, or were black were more likely to report that their use of seat belts as drivers increased in the past 12 months. This may again reflect how much opportunity there was to post a gain as these groups have in the past been associated with lower levels of seat belt use.

Among the groups listed, the percentage of drivers who reported an increase in seat belt use was highest for those who were ages 16-20 (25%), black (23%), or had not graduated from high school (20%). There was only a four percentage point difference between Hispanics (17%) and non-Hispanics (13%), and two percentage points between males (15%) and females (13%).

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Table 12
Reported Change In Driver's Use Of Seat Belts In The Past Year
By Demographic Characteristics

Qx: In the past 12 months, has your use of seat belts when driving (car driven most often) increased, decreased, or stayed the same?

Base: Drivers whose primary vehicle has seat belts.

Characteristic	Unweighted N	Increased	Decreased	Stayed The Same
Age				
16-20	(436)	25%	1%	73%
21-24	(418)	19%	1%	80%
25-34	(1234)	15%	1%	83%
35-44	(1357)	14%	*	85%
45-54	(842)	11%	*	89%
55-64	(520)	9%	-	90%
65+	(604)	10%	1%	89%
Sex				
Male	(2661)	15%	1%	84%
Female	(2822)	13%	1%	86%
Race				
Black	(509)	23%	1%	76%
White	(4190)	13%	*	86%
Ethnicity				
Hispanic	(465)	17%	1%	81%
Non-Hispanic	(4986)	13%	1%	86%
Education				
< Grade 12	(540)	20%	1%	78%
HS Grad	(1637)	17%	1%	82%
Some College	(1369)	14%	*	85%
College Grad	(1889)	8%	1%	91%

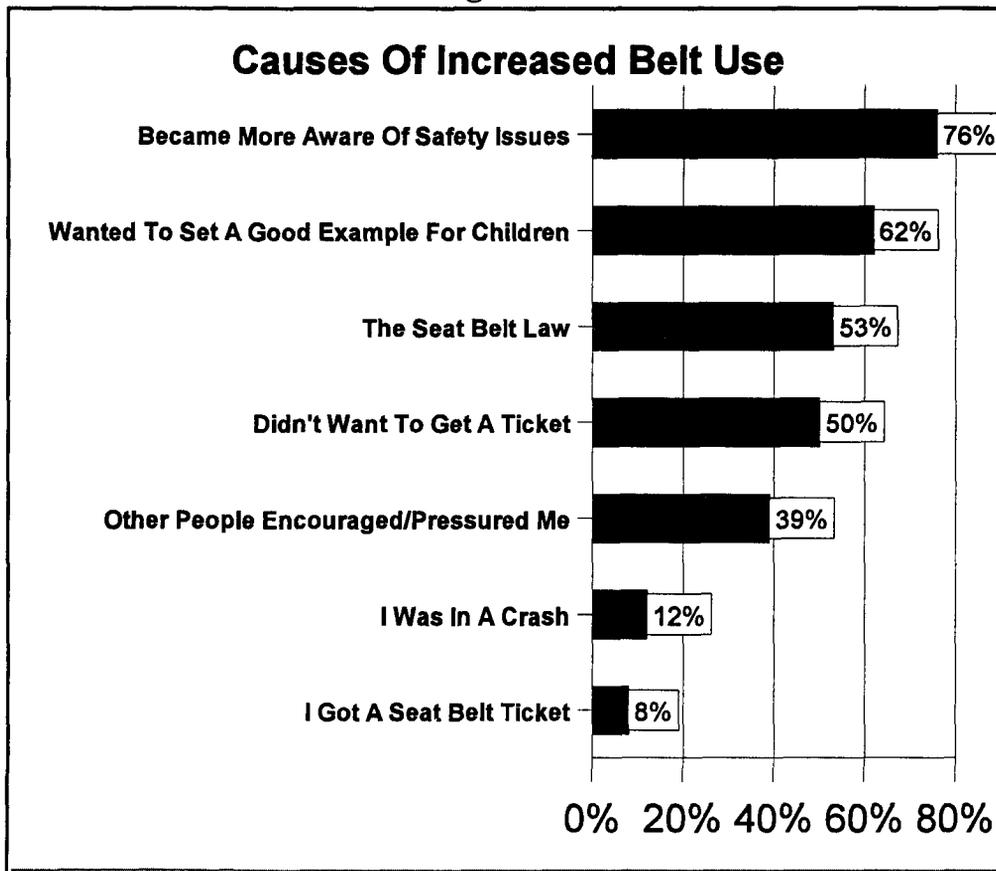
* Less than 0.5% - Zero Cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reasons For Change

Drivers who said that their use of seat belts had increased over the past 12 months were asked what caused the change. The interviewers read seven potential reasons to the respondents, who then indicated for each whether it was a cause of their increased seat belt use. The interviewers also gave the respondents the opportunity to volunteer other reasons. Most often, the drivers ascribed their increased use of seat belts to a greater awareness of safety (76%) and wanting to set a good example for children (62%). Belt laws (53%), avoidance of a ticket (50%), and pressure from others (39%) also emerged as significant reasons. While 26% volunteered “other” reasons, these often elaborated on safety-related and child-related reasons.

Figure 11



Qx: What caused the change? Was it because.....?

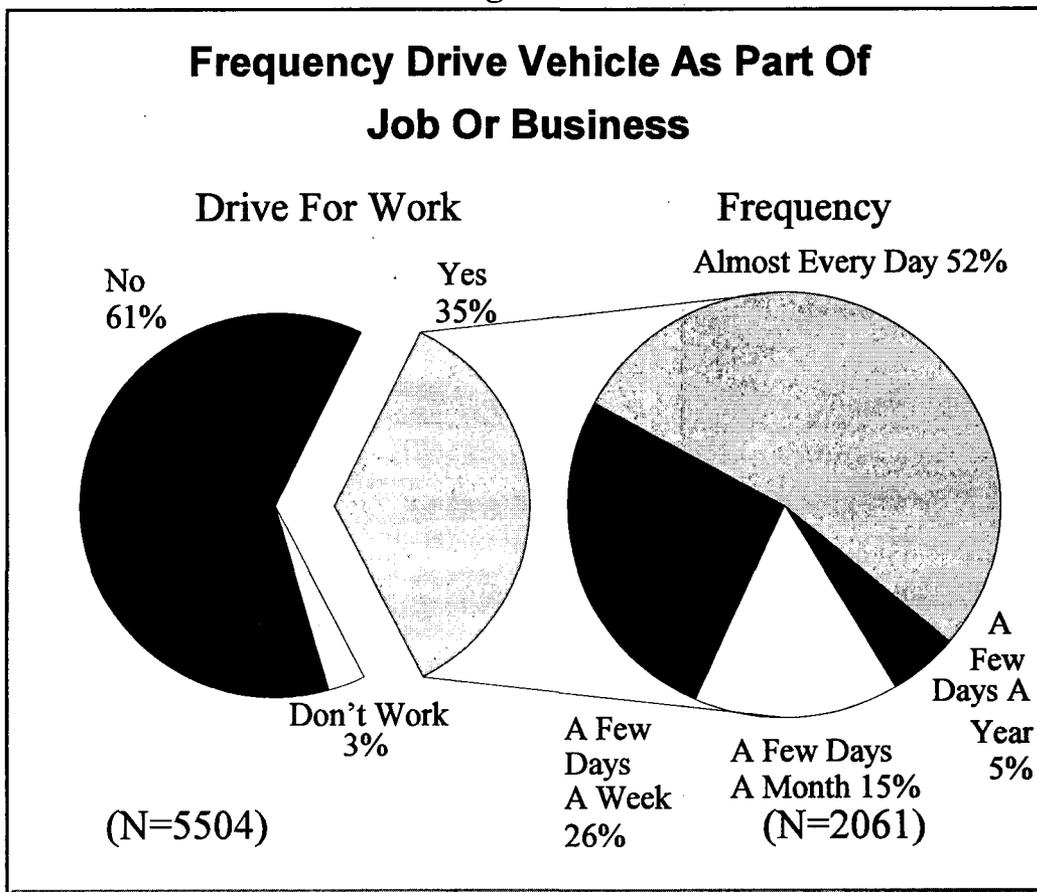
Base: Drivers who reported an increase in seat belt use over the past 12 months.

Unweighted N=783

Company Seat Belt Policy

Thirty-five percent of drivers at least sometimes drove a vehicle as part of a job or business (not including driving to and from work). This was more prevalent among males (43%) than females (28%). If someone drove on the job, it usually occurred at least several days a week. More than one-half (52%) of those who drove on the job said they did so almost every day, another 26% said they did so a few days a week.

Figure 12



Qx: Not including driving to and from work, do you at least sometimes drive a vehicle as part of a job or business?

Qx: How often do you drive a vehicle as part of a job or business? Almost every day, a few days a week, a few days a month, or a few days a year?

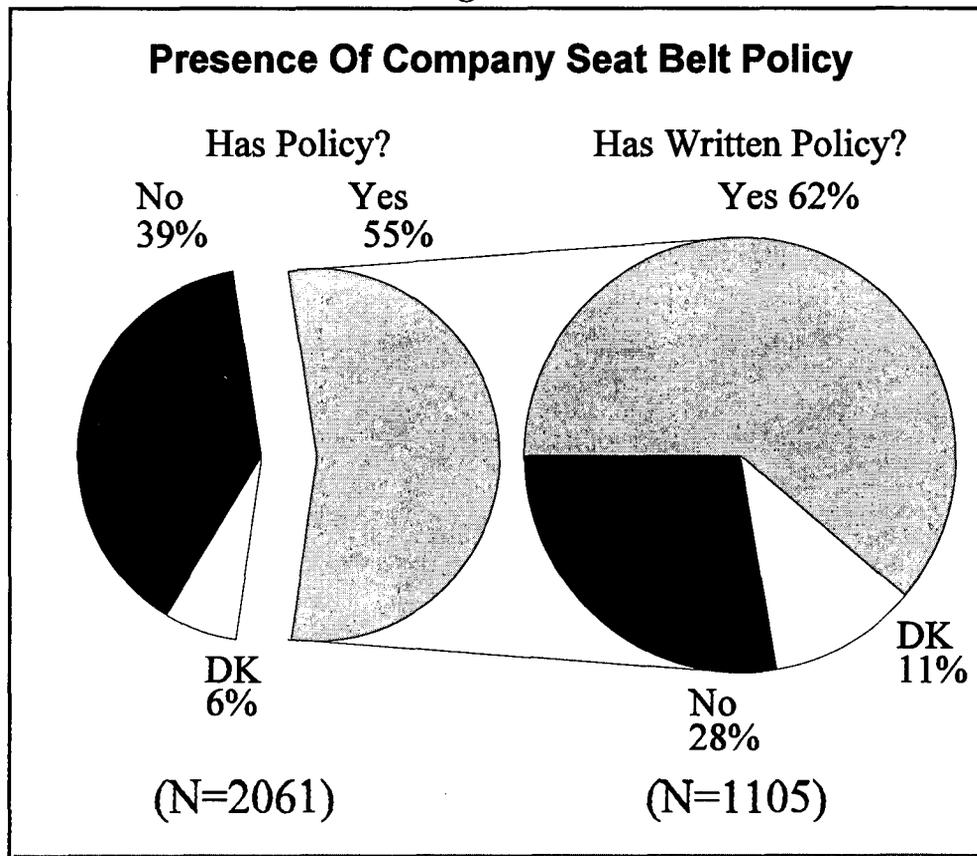
Base: Drives a motor vehicle.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

More than one-half of drivers (55%) who drove on the job believed their company had a policy requiring seat belt use when driving on the job. Thirty-nine percent said there was no policy and 6% were unsure. Among those who thought their company had a policy, 62% claimed it was a written policy. Over one-quarter (28%) did not believe the policy was written, and 11% were unsure. In total, 34% of those who drove as part of a job or business reported that their company had a written policy requiring the use of seat belts when driving on the job.

Figure 13



Qx: Does your company or business have a policy requiring seat belt use when driving on the job?

Qx: Is that a written policy?

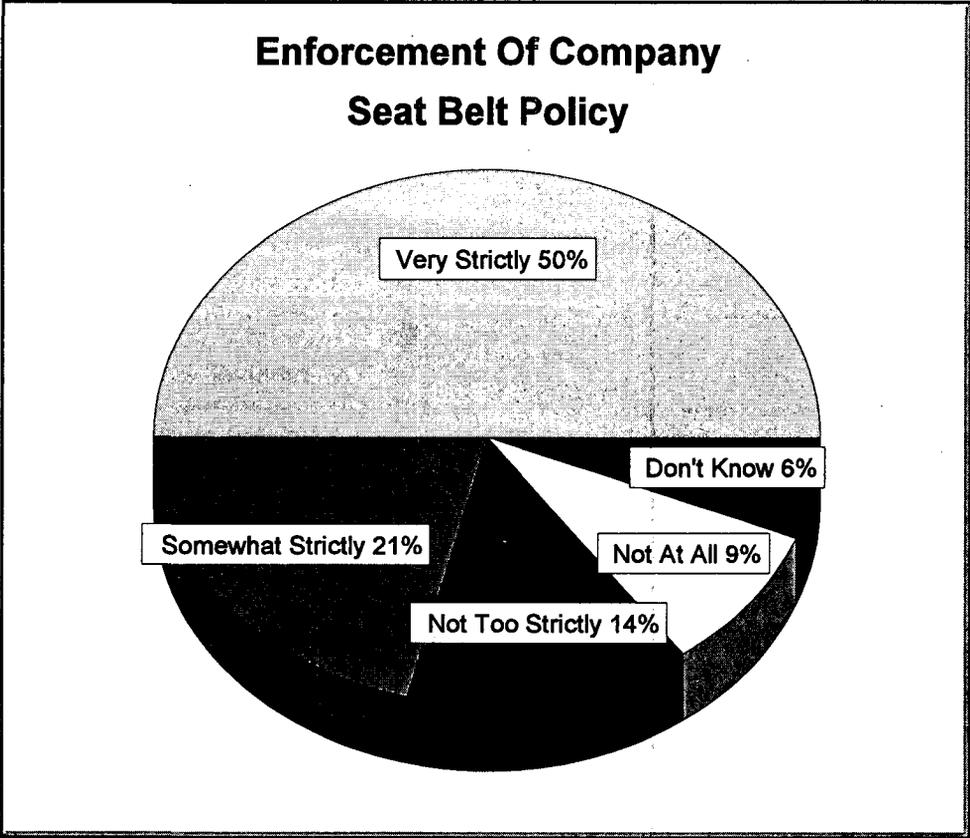
Base: Drivers who drive on the job

Unweighted N's listed above

Company Enforcement of Seat Belt Policy

If workers believed that their company had a seat belt policy, they also tended to believe that it was enforced at least to some degree. One-half (50%) of drivers who drove on the job and believed their company had a seat belt policy said that the policy was enforced “very strictly.” Another 21% stated that it was “somewhat strictly” enforced. Less than one-in-four persons answered that the policy was not too strictly enforced (14%) or not enforced at all (9%).

Figure 14



Qx: How strictly does your company enforce its policy about wearing seat belts?
Base: Drives a vehicle as part of job and believes the company has a seat belt policy.
Unweighted N=1105

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Company enforcement of seat belt policy may take the form of requests, notices, visual checks, warnings, suspensions, dismissals, or fines. Among drivers who drove on the job and reported at least some enforcement of their company seat belt policy, the most frequently identified approaches were warnings (21%) and requests for cooperation from employees without attaching penalties (18%), followed by suspensions or dismissals (15%). In addition, 15% said that the company “kept an eye out” to check that seat belts were being worn, while 14% stated that belt use was essentially left up to the individual because the company didn’t really enforce their policy.

Table 13
How Employer Enforces Seat Belt Policy

***Qx:** How does your company enforce its seat belt policy?*

***Base:** Drives a vehicle as part of a job and believes company (very, somewhat, or not too strictly) enforces seat belt policy.*

Unweighted N=938

Method	Percent
Ask To Wear (No Penalty Specified)	18%
Boss/supervisor asks employees to wear their seat belts	7%
Written notices/posted instructions (unspecified)	4%
Safety meetings/safety talk every week	2%
Written notice in company vehicle	1%
Any other asked to wear mentions	4%
Warnings	21%
Boss/supervisor gives daily verbal warning	9%
Written reprimand in your file	8%
Initial warning	4%
Any other warning mentions	2%

Category totals may sum to less than the components listed due to multiple response, coding decisions, and/or rounding.

TABLE 13 (CONTINUED)
How Employer Enforces Seat Belt Policy

Suspensions/Dismissals	15%
After a single violation	7%
Suspension for noncompliance/suspension after a warning	5%
After a couple of infractions you are fired/dismissed	4%
Fined	2%
Fined/fine deducted from paycheck	2%
Miscellaneous	37%
People keep eye out to see/check you are wearing seat belt	15%
Left up to individual/not really enforced	14%
Offender pays ticket	1%
Medical coverage is void if not wearing seat belt	*
Any other miscellaneous mentions	7%
Don't Know/No Answer	18%

* Less than 0.5%

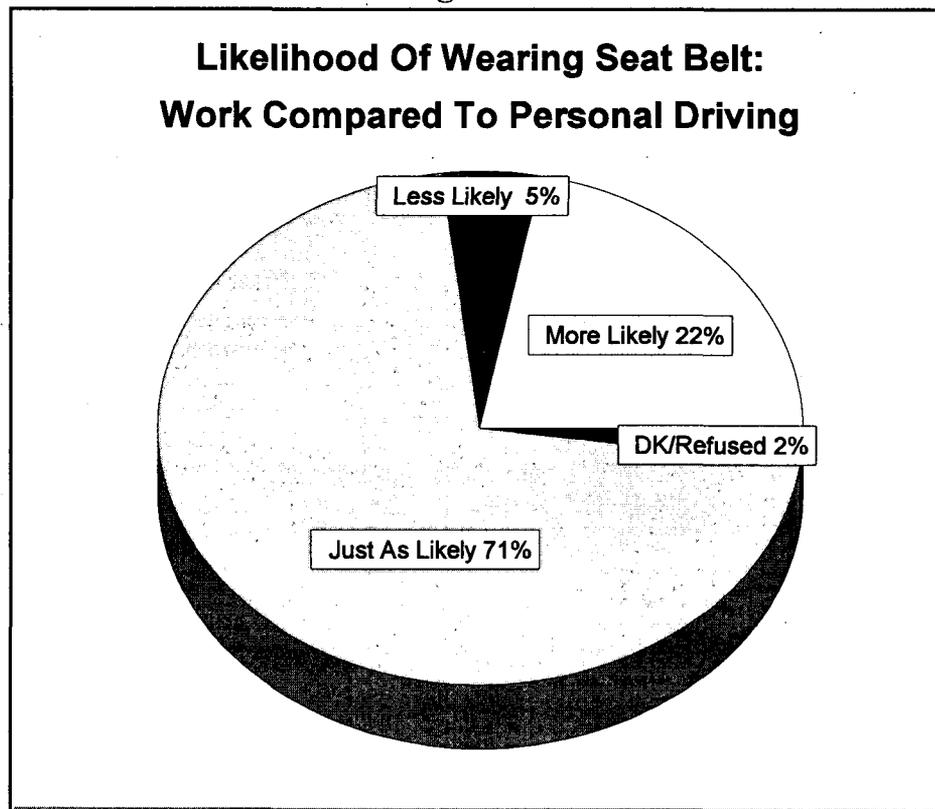
Categories sum to more than 100% because more than one response was allowed.

Seat Belt Use At Work and Company Policy

Those persons who drove as part of their job were asked if there was any difference in their seat belt use between their work and personal driving. Skipped out of the item were persons who had indicated that they never wore their seat belt when driving.

A majority of drivers (71%) said that there was no difference in their seat belt use when driving on the job as compared to when driving for personal use. However, 22% claimed they were more likely to wear their seat belts on the job, whereas 5% reported that they were less likely to wear them at work.

Figure 15



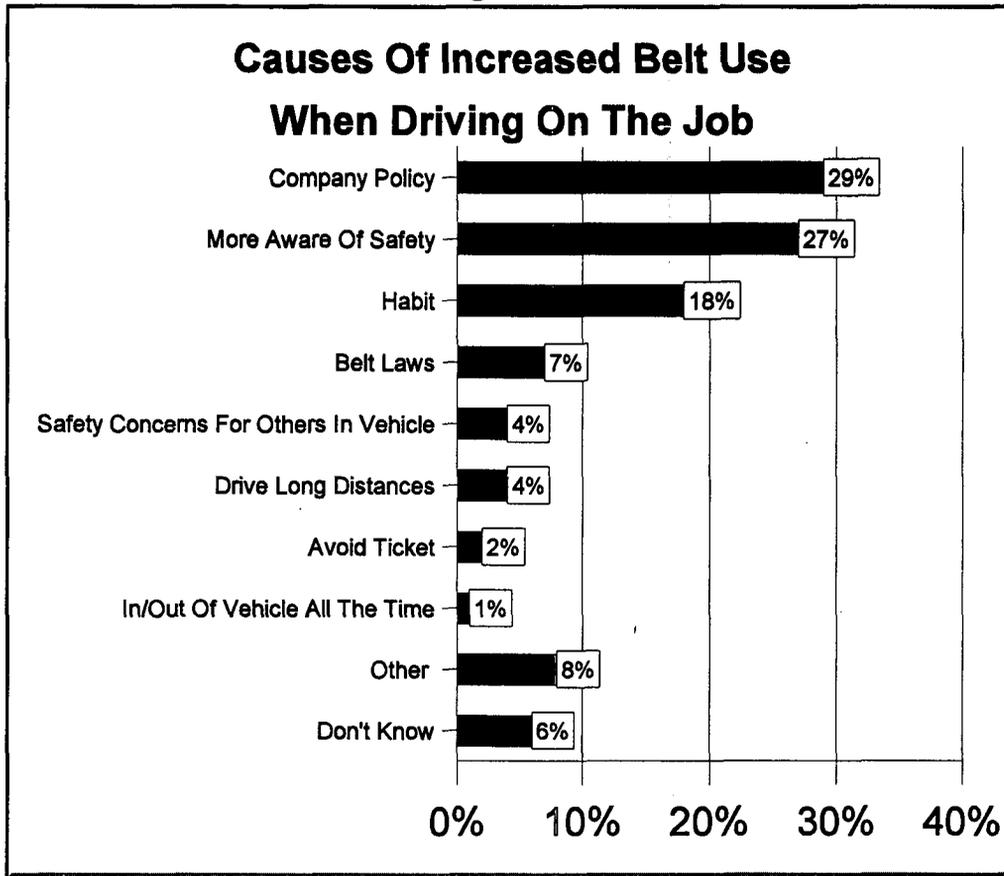
Qx: Are you more likely, less likely or just as likely to wear your seat belt when driving on the job as compared to when driving for personal use?

Base: Drives a vehicle as part of job and at least on occasion wears a seat belt.

Unweighted N=2000

Of those more likely to wear their seat belt when driving on the job, the most frequent reason was because of company policy (29%), followed by an increased awareness of safety (27%). Among the few drivers who said they wore their seat belt less frequently when driving on the job, the single most common reason was that they were in and out of the vehicle all the time (32%).

Figure 16



Qx: Why are you more likely to wear your belt when driving on the job?

Base: More likely to wear seat belt when driving on the job as compared to personal driving.

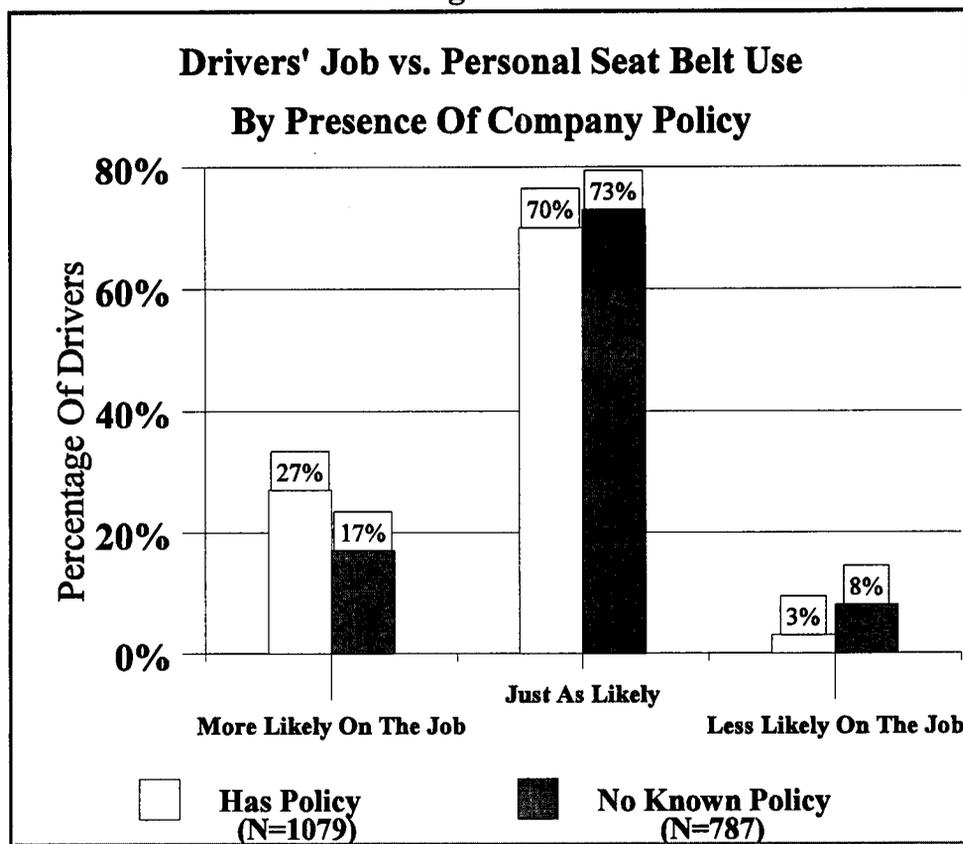
Unweighted N=439

Categories sum to more than 100% because more than one response was allowed.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

A key question is whether or not the presence of a company seat belt policy affects employee seat belt use. The item asking respondents to compare their seat belt use when driving for work to their usage during personal driving provides one means for exploring this issue. Figure 17 compares the responses to this question from drivers who thought their company had a seat belt policy to those who did not think there was a company policy. It shows that drivers were more likely to report higher seat belt use on the job if they believed their company had a seat belt policy (27% to 17%).

Figure 17



Qx: Does your company or business have a policy requiring seat belt use when driving on the job?

Qx: Are you more likely, less likely or just as likely to wear your seat belt when driving on the job as compared to when driving for personal use?

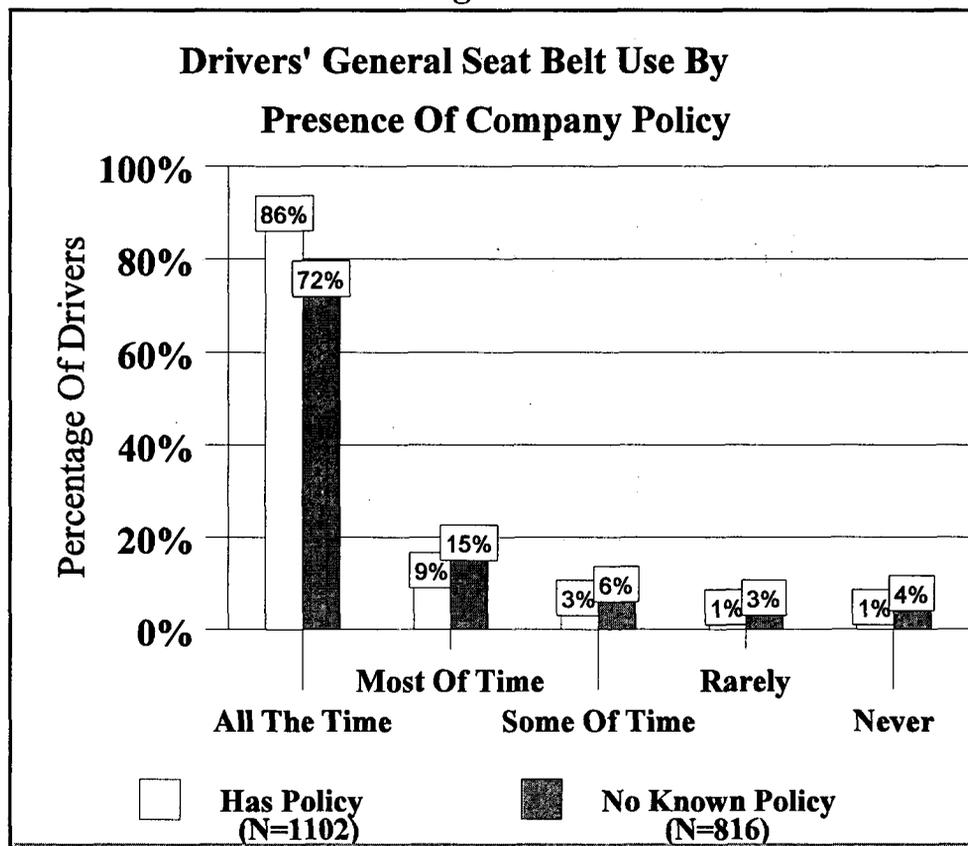
Base: Drives a vehicle as part of job, at least on occasion wears a seat belt, and primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Figure 17 assessed whether company policies were associated with reported differences in seat belt usage between work and personal driving. However, it did not address the question of whether the presence of a company seat belt policy affected usage during both types of driving. Figure 18 looks at general reported seat belt usage (i.e., not associated with a particular type of driving) for persons who drove on the job and did, or did not, believe that their company had a seat belt policy. This analysis included persons who said they never wore their seat belts while driving. According to the data, 86% of drivers who thought their company had a policy said they wore their seat belts “all of the time” compared to 72% who did not think there was a company policy.

Figure 18

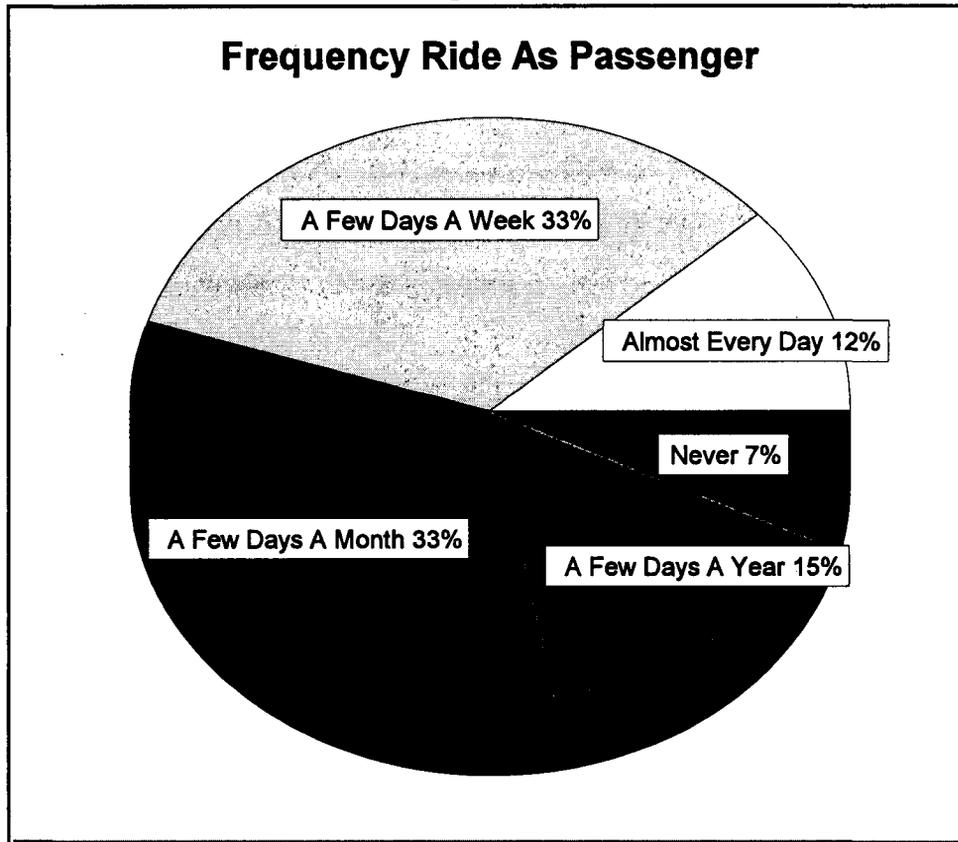


Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?
Qx: Does your company or business have a policy requiring seat belt use when driving on the job?
Base: Drives a vehicle as part of a job, and primary vehicle has seat belts.
Unweighted N's listed above

Passenger Use of Seat Belts

More than 90% of the public ride as passengers in motor vehicles at least on occasion. Twelve percent do so almost every day while larger numbers ride as passengers either a few days a week (33%) or a few days a month (33%).

Figure 19



Qx: How often do you ride as a passenger in any kind of car, van or truck?

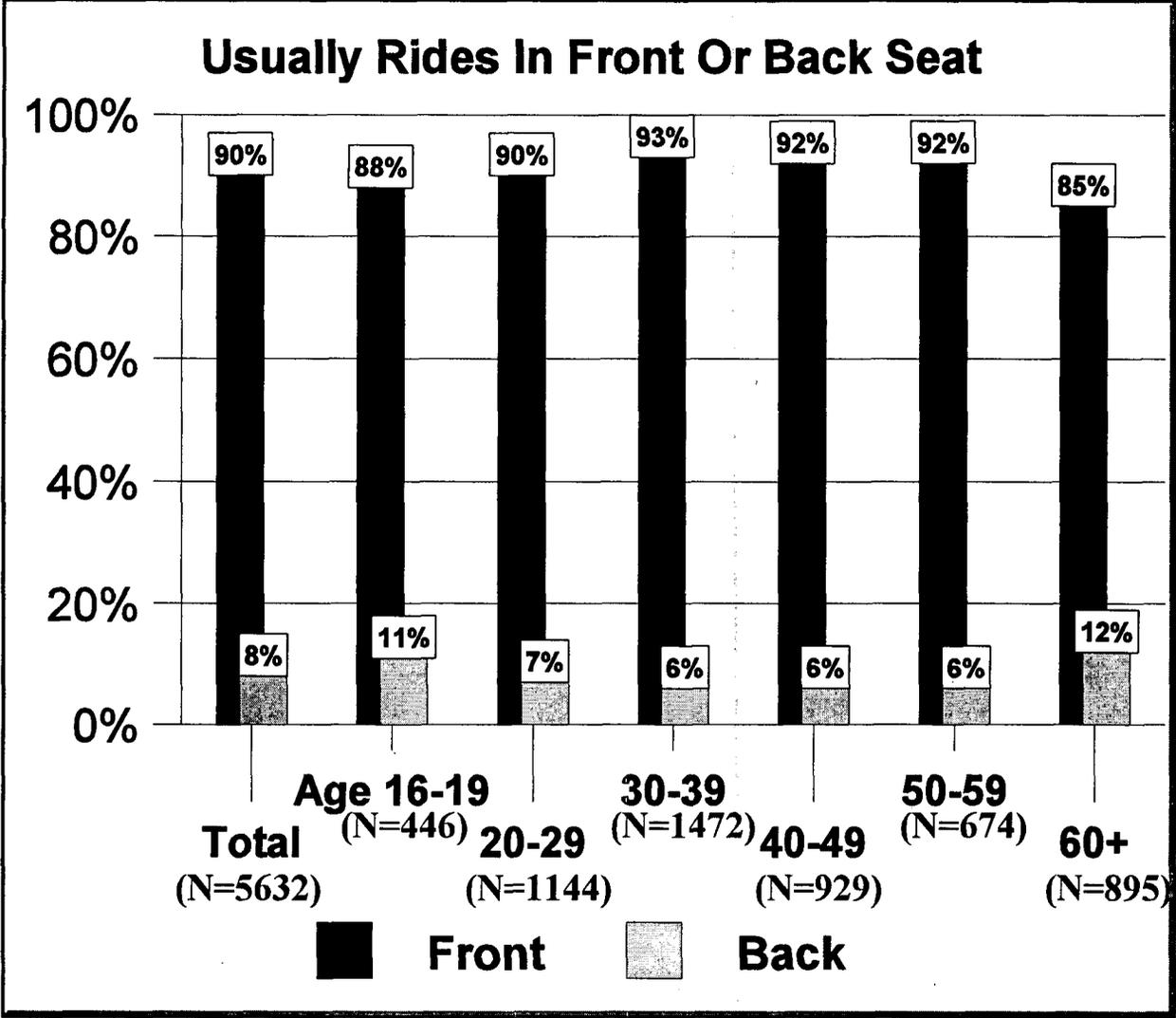
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The vast majority of persons age 16 and older (90%) usually sit in the front seat when riding as passengers in motor vehicles. Eight percent usually sit in the back and 2% were unsure where they usually sat. Persons age 60 and older were least likely to usually sit in the front.

Figure 20

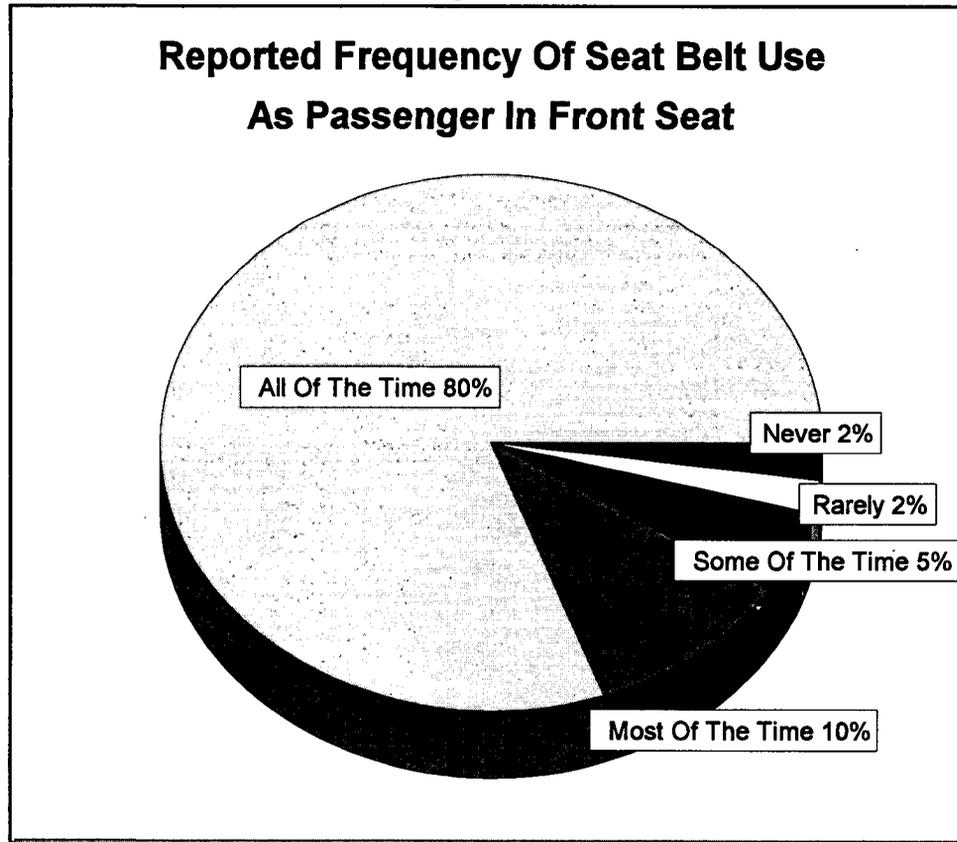


Qx: When you are a passenger, do you usually ride in the front seat or the back seat?
Base: At least sometimes rides as a passenger.
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As noted on page 12, 83% of drivers said that they used their seat belt “all of the time” while driving. Reported seat belt usage was slightly lower on the front seat passenger side at 80%.

Figure 21



Qx: When riding as a passenger in the front seat how often do you wear your seat belt?

Base: At least sometimes rides as a passenger

Unweighted N=5632

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Seat belt use may be affected by whether a person is sitting in their normal seating position as irregular situations could interfere with established habits. However, for the front seat passenger position, the data showed little difference in reported usage between persons who normally rode in the front as passengers and those who normally rode in the back. Eighty-one percent of persons who normally rode in the front seat as passengers said they always wore their seat belt when riding as front seat passengers. Seventy-eight percent of those who normally rode in the back seat said they always wore their seat belt when riding as front seat passengers.

TABLE 14
Frequency Wear Seat Belt As Front Seat Passenger
By Where Usually Ride As Passenger

Qx: When you are a passenger, do you usually ride in the front seat or the back seat?
Qx: When riding as a passenger in the front seat how often do you wear your seat belt?
Base: At least sometimes rides as a passenger.

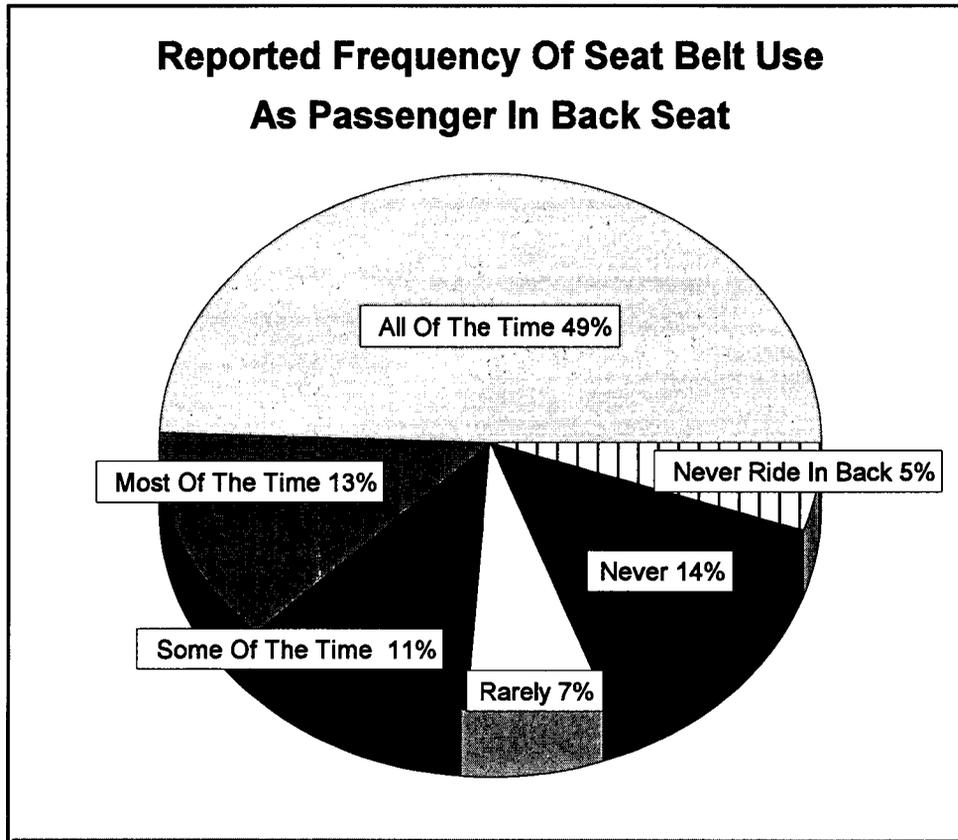
Frequency of Front Seat Passenger Seat Belt Use	Where Usually Ride As Passenger		
	Front Seat	Back Seat	Don't Know
	(N=5092)	(N=423)	(N=112)
All Of The Time	81%	78%	80%
Most Of The Time	10%	12%	9%
Some Of The Time	5%	4%	4%
Rarely	2%	1%	1%
Never	2%	3%	4%
Never Ride In Front Seat	*	2%	-
Don't Know	--	*	2%

- Zero cases * Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Seat belt use was substantially lower in back seat passenger positions. Only 49% of persons said that they always wore their seat belt when riding as a passenger in the back seat. About one in seven (14%) reported never wearing seat belts in the back seat. It bears repeating, however, that the vast majority of adults usually rode in the front seat (see page 42).

Figure 22



Qx: When riding as a passenger in the back seat how often do you wear your seat belt?
Base: At least sometimes rides as a passenger
Unweighted N=5632

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As with the front seat (page 44), seat belt use in the back did not vary substantially according to the person's normal seating position. Forty-nine percent of those who normally rode in the front seat as passengers said they always wore their seat belt when riding in the back. Fifty-one percent of those who normally rode in the back seat said they always wore their seat belt when riding as back seat passengers. Interestingly, for both the front and back seats, reported "all the time" use was higher among persons who usually rode in that seating position. The differences were small, however, and only a small number of persons said they usually rode in the back.

TABLE 15
Frequency Wear Seat Belt As Back Seat Passenger
By Where Usually Ride As Passenger

***Qx:** When you are a passenger, do you usually ride in the front seat or the back seat?*
***Qx:** When riding as a passenger in the back seat how often do you wear your seat belt?*
***Base:** At least sometimes rides as a passenger.*

Frequency of Back Seat Passenger Seat Belt Use	Where Usually Ride As Passenger		
	Front Seat	Back Seat	Don't Know
	(N=5092)	(N=423)	(N=112)
All Of The Time	49%	51%	51%
Most Of The Time	12%	14%	10%
Some Of The Time	11%	11%	16%
Rarely	7%	5%	12%
Never	14%	18%	10%
Never Ride In Back	6%	1%	--
Don't Know	*	--	*

* Less than 0.5% – Zero cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

People were fairly consistent in their reported seat belt use as drivers and front seat passengers. More than nine-in-ten (92%) who said they used their seat belt all the time when driving also said they wore their seat belt all the time while riding as front seat passengers. Two-thirds (66%) of those who rarely or never wore their seat belts while driving also rarely or never used them as front seat passengers.

TABLE 16
Frequency Of Seat Belt Use As Driver By
Frequency Of Seat Belt Use As Front Seat Passenger

Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?

Qx: When riding as a passenger in the front seat how often do you wear your seat belt?

Base: Drivers whose primary vehicle has seat belts and who at least sometimes ride as passengers.

Frequency Of Seat Belt Use as Front Seat Passenger	Belt Use As Driver			
	All The Time	Most Of The Time	Some Of The Time	Rarely/Never
	(N=4275)	(N=426)	(N=198)	(N=207)
All Of The Time	92%	28%	12%	10%
Most Of The Time	5%	48%	24%	8%
Some Of The Time	1%	19%	43%	16%
Rarely/Never	1%	4%	19%	66%
Never Ride In Front	*	—	—	—
Don't Know	*	—	1%	—

* Less than 0.5% — Zero cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Even those who normally wore their seat belts in the front seat were less inclined to wear their seat belts in the back. Only 58% of persons who said they always wore seat belts while driving also said they always wore them as back seat passengers. Fewer than one-third of persons who wore seat belts "most of the time" as drivers either always (8%) or most of the time (22%) wore them when riding in the back.

TABLE 17
Frequency Of Seat Belt Use As Driver By
Frequency Of Seat Belt Use As Back Seat Passenger

Qx: When driving this [vehicle], how often do you wear your [lap/shoulder] belt?
Qx: When riding as a passenger in the back seat how often do you wear your seat belt?
Base: Drivers whose primary vehicle has seat belts and who at least sometimes ride as passengers.

Frequency Of Seat Belt Use As Back Seat Passenger	Belt Use As Driver			
	All The Time	Most Of The Time	Some Of The Time	Rarely/Never
	(N=4275)	(N=426)	(N=198)	(N=207)
All Of The Time	58%	8%	5%	4%
Most Of The Time	13%	22%	9%	2%
Some Of The Time	9%	22%	24%	3%
Rarely/Never	15%	37%	59%	85%
Never Ride In Back	5%	11%	3%	6%
Don't Know	*	--	-	-

* Less than 0.5% – Zero cases

2000 SURVEY RESULTS

CHAPTER 2

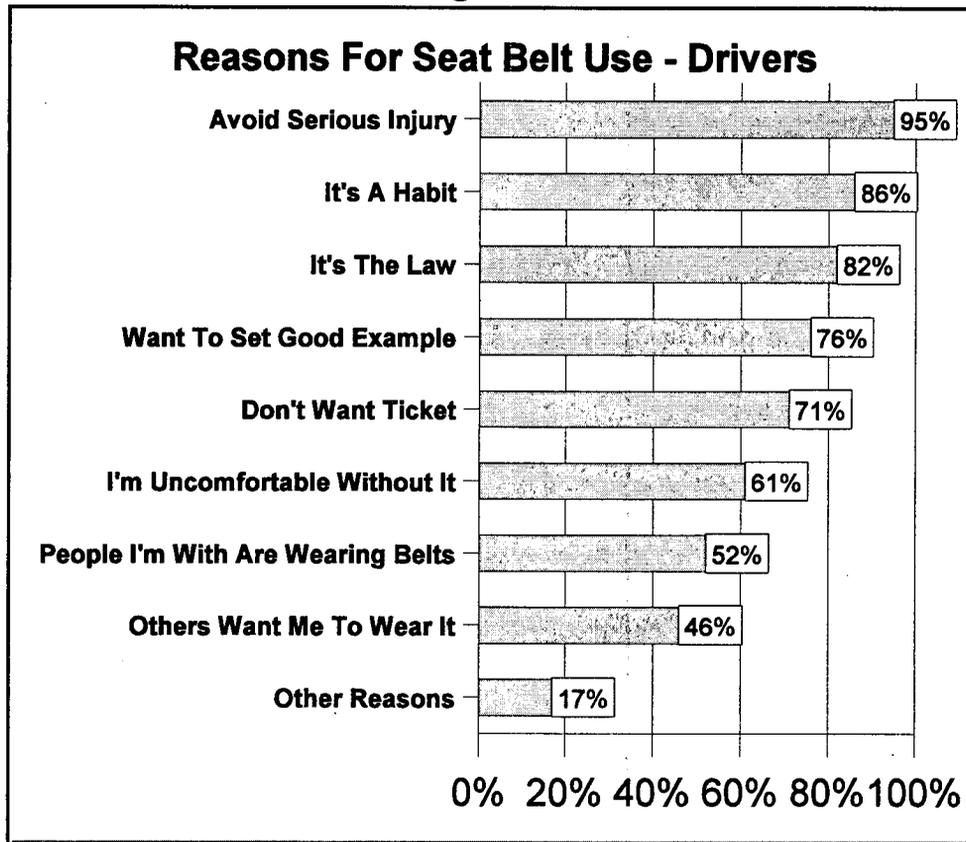
REASONS FOR SEAT BELT USE AND NON-USE

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reasons For Seat Belt Use

Drivers who wore shoulder or lap belts at least on occasion were asked their reasons for wearing seat belts when they drove. Eight potential reasons for seat belt use were read, one at a time, to respondents. They were asked whether or not each reason was a factor in their use of seat belts. The respondents were then given an opportunity to volunteer other reasons for their seat belt use. Almost all drivers (95%) said that avoiding serious injury was a reason they wore their seat belts. **Injury avoidance ranked first regardless of the group to which persons belonged** (see following pages). The drivers also frequently attributed seat belt use to habit (86%), the law (82%), wanting to set a good example for others (76%), and not wanting a ticket (71%).

Figure 23



Qx: When I wear my seat belt, I do so because

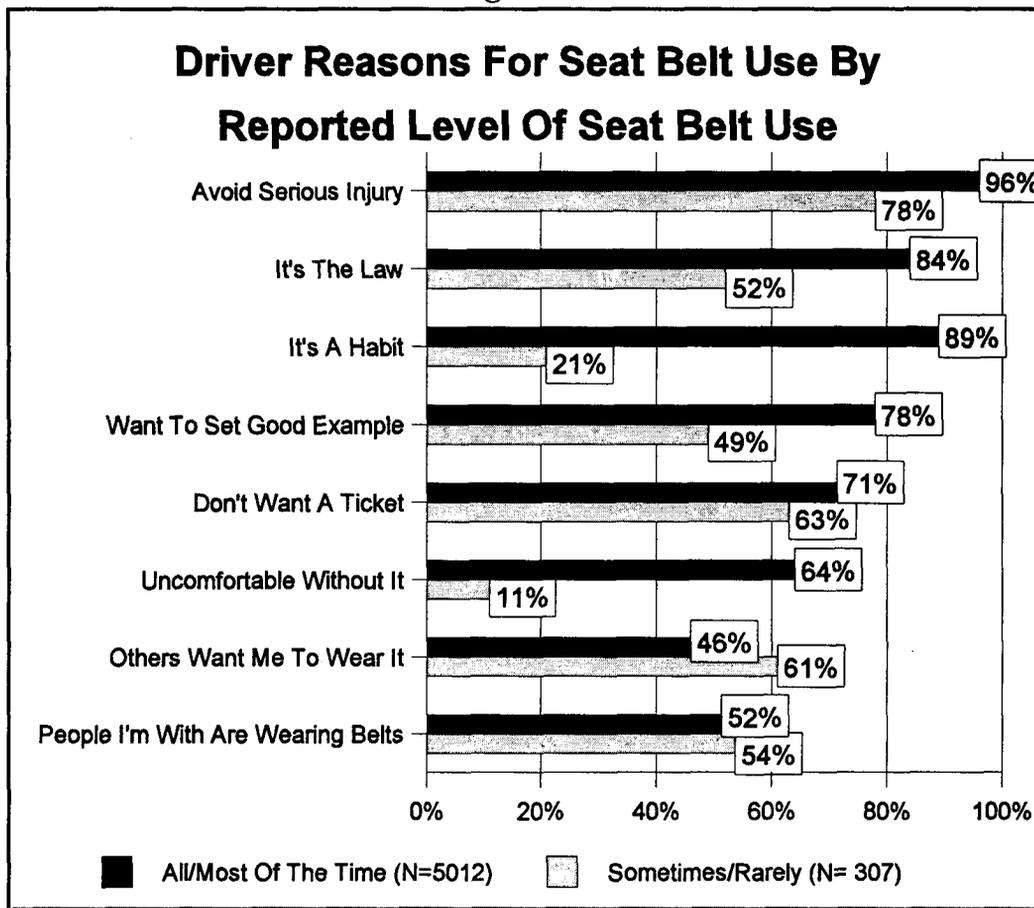
Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Unweighted N=5331

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

While almost all drivers (96%) who said they wore their seat belts “all” or “most” of the time gave injury avoidance as a reason for use, only 78% of those who “sometimes” or “rarely” wore seat belts did the same. Frequent users also were more likely than infrequent users to mention the law, setting a good example, and characteristics of regular use (habit; discomfort from their absence). Infrequent users (61%) were more likely than regular users (46%) to report wearing their seat belts because others wanted them to do so.

Figure 24



Qx: When I wear my seat belt, I do so because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Females, on average, gave more reasons than males for their seat belt use, as evidenced by the generally higher percentages. They were particularly more likely than males to report wearing their seat belt because they were uncomfortable without it (67% to 55%), they wanted to set a good example for others (81% to 72%), and it was the law (86% to 78%).

Drivers ages 16 through 20 showed more concern about getting a ticket (80%) than did drivers ages 21 to 64 (71%) or 65 and older (66%). They also were more likely than the other age groups to say they wore their seat belt because others wanted them to wear it (53%).

TABLE 18
Driver Reasons For Seat Belt Use By Sex And Age

Qx: When I wear my seat belt, I do so because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=2771)	(N=2560)	(N=416)	(N=4253)	(N=594)
Avoid Serious Injury	97%	94%	94%	96%	94%
It's A Habit	88%	83%	86%	86%	83%
It's The Law	86%	78%	82%	81%	84%
Want To Set Good Example	81%	72%	73%	78%	72%
Don't Want Ticket	74%	68%	80%	71%	66%
Uncomfortable Without It	67%	55%	58%	62%	59%
People I'm With Are Wearing Belts	53%	51%	46%	53%	51%
Others Want Me To Wear It	45%	48%	53%	47%	38%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Blacks (80%) and Hispanics (82%) more frequently cited the threat of being ticketed as a reason for seat belt use than did whites (69%) and non-Hispanics (70%). They also were more likely to refer to the law, although the difference in percentages was smaller. Blacks were less likely than the other groups to wear seat belts out of habit, while Hispanics were more likely than the others to wear them because they wanted to set a good example for others.

TABLE 19
Driver Reasons For Seat Belt Use By Race and Ethnicity

Qx: When I wear my seat belt, I do so because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=494)	(N=4074)	(N=458)	(N=4842)
Avoid Serious Injury	97%	95%	98%	95%
It's A Habit	78%	86%	86%	85%
It's The Law	86%	81%	88%	81%
Want To Set Good Example	78%	76%	84%	76%
Don't Want Ticket	80%	69%	82%	70%
Uncomfortable Without It	60%	62%	61%	61%
People I'm With Are Wearing Belts	50%	52%	54%	52%
Others Want Me To Wear It	42%	47%	50%	46%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Persons not having college experience were more likely than those who had attended college to attribute their belt use to the law and their not wanting to be ticketed. Their percentages were also slightly higher for other externally focused reasons: wanting to set a good example for others and belt use by the people they were with. Conversely, aspects of regular use such as habit and being uncomfortable when not wearing the seat belt were slightly more common reasons among those with college experience.

TABLE 20
Driver Reasons For Seat Belt Use By Education

Qx: When I wear my seat belt, I do so because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=520)	(N=1575)	(N=1331)	(N=1860)
Avoid Serious Injury	94%	94%	95%	97%
It's A Habit	81%	83%	86%	89%
It's The Law	87%	85%	80%	78%
Want To Set Good Example	79%	80%	77%	72%
Don't Want Ticket	77%	75%	70%	65%
Uncomfortable Without It	60%	58%	62%	64%
People I'm With Are Wearing Belts	53%	56%	51%	50%
Others Want Me To Wear It	49%	47%	49%	44%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers of vans or minivans were more likely than drivers of other vehicles to include wanting to set a good example as a reason for belt use. Pickup truck drivers were less prone than the others to refer to habit or feeling uncomfortable without the belt as reasons for use, but more likely to cite pressure from others. SUV drivers were the group least motivated by concern of being ticketed.

TABLE 21
Driver Reasons For Seat Belt Use By Type Of Primary Vehicle

Qx: When I wear my seat belt, I do so because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

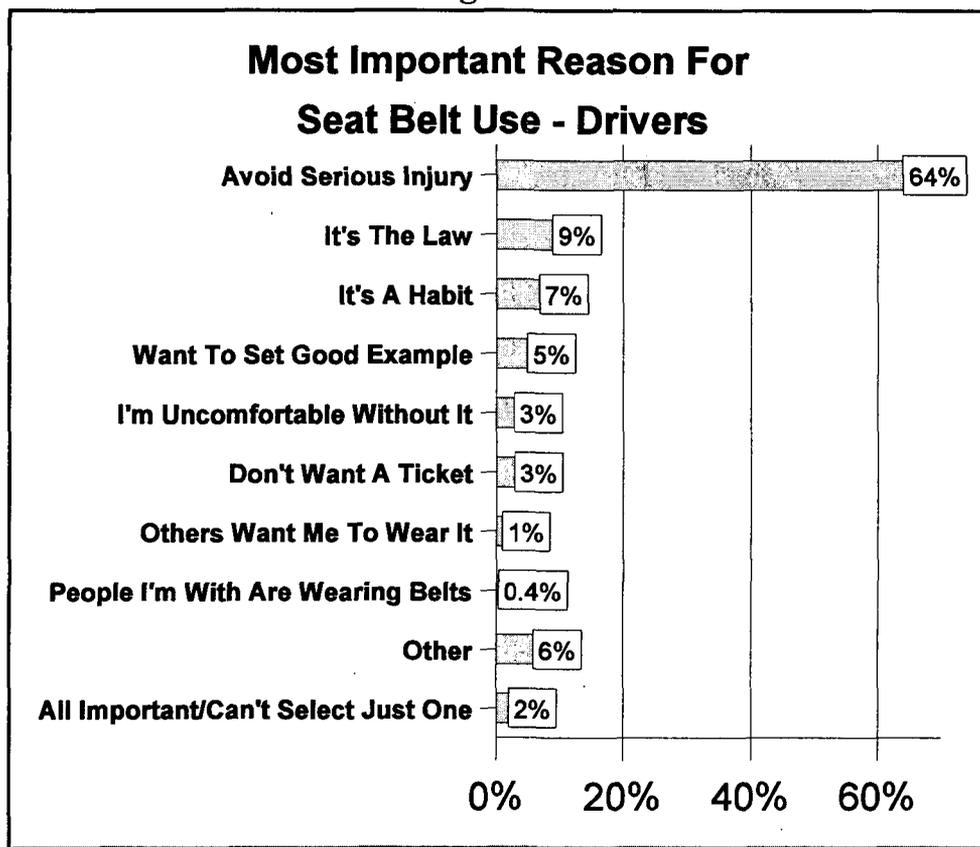
Reason	Primary Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=3307)	(N=480)	(N=835)	(N=617)
Avoid Serious Injury	96%	95%	94%	97%
It's A Habit	86%	87%	82%	90%
It's The Law	83%	83%	79%	78%
Want To Set Good Example	76%	84%	73%	79%
Don't Want Ticket	71%	74%	72%	65%
Uncomfortable Without It	62%	63%	55%	66%
People I'm With Are Wearing Belts	52%	56%	54%	50%
Others Want Me To Wear It	45%	46%	52%	47%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Most Important Reason For Seat Belt Use

Although a majority of drivers who wore seat belts identified multiple reasons for usage, they tended to give greatest weight to safety considerations. Almost two-thirds of drivers (64%) said that avoiding serious injury was the most important reason why they wore their seat belt. No other single factor garnered more than 9% of the driver population when drivers were asked which reason was most important.

Figure 25



Qx: Of the following reasons you just gave me for wearing your seat , which is the most important?

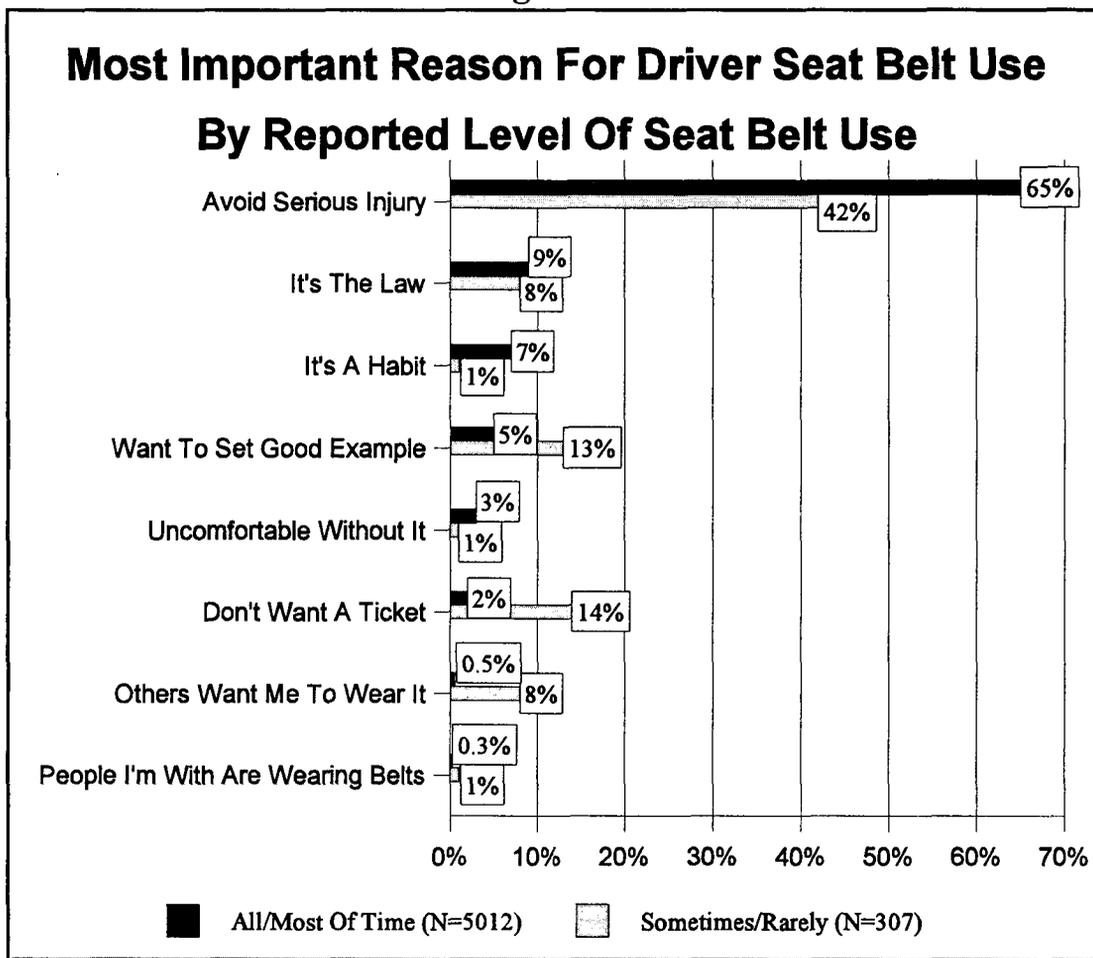
Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Unweighted N=5331

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The primary reason drivers gave for wearing their seat belt differed according to the reported level of belt usage. Almost two-thirds (65%) of drivers who “always” or “most of the time” used their belts said that avoiding injury was their most important reason, compared to less than half (42%) of drivers who only rarely or sometimes wore their belts. More than one-third of the infrequent users (35%) indicated that not wanting a ticket, wanting to set a good example for others, or pressure from others was their primary reason for use, compared to 7% of those who said they usually wore their seat belt.

Figure 26



Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The survey found little difference between males and females, and between age groups, in what they considered their most important reason for wearing seat belts.

TABLE 22
Most Important Reason For Driver Seat Belt Use By Sex And Age

Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=2771)	(N=2560)	(N=416)	(N=4253)	(N=594)
Avoid Serious Injury	65%	63%	63%	65%	60%
It's The Law	8%	9%	7%	8%	11%
It's A Habit	6%	7%	9%	6%	7%
Want To Set Good Example For Others	5%	5%	5%	6%	3%
Don't Want Ticket	2%	4%	6%	3%	3%
Uncomfortable Without It	3%	3%	5%	3%	3%
Others Want Me To Wear It	1%	1%	1%	1%	1%
People I'm With Are Wearing Belts	*	1%	*	*	*
Other	7%	5%	4%	6%	6%
Can't Say One Is Most Important/All Are Important	2%	2%	1%	2%	6%

* Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Blacks (58%) were less likely to consider injury avoidance their primary reason for seat belt use compared to other groups. They also were somewhat more likely than the other groups to cite habit as their major reason for seat belt use, although the overall percentage (11%) was low.

TABLE 23
Most Important Reason For Driver Seat Belt Use
By Race and Ethnicity

Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=494)	(N=4074)	(N=458)	(N=4842)
Avoid Serious Injury	58%	65%	66%	64%
It's A Habit	11%	6%	6%	7%
It's The Law	10%	8%	10%	8%
Want To Set Good Example	4%	5%	5%	5%
Don't Want Ticket	4%	3%	2%	3%
Uncomfortable Without It	2%	3%	2%	3%
People I'm With Are Wearing Belts	*	*	*	*
Others Want Me To Wear It	1%	1%	*	1%
Other	6%	5%	6%	6%
Can't Say One Is Most Important/All Are important	3%	2%	1%	2%

* Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The more years of formal education that persons had, the more likely they were to attribute their seat belt use primarily to injury avoidance. At the same time, they were less likely than persons with fewer years of schooling to cite the law as their main reason for seat belt usage.

TABLE 24

Most Important Reason For Driver Seat Belt Use By Education

Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=520)	(N=1575)	(N=1331)	(N=1860)
Avoid Serious Injury	56%	60%	63%	72%
It's A Habit	9%	6%	5%	7%
It's The Law	13%	12%	8%	5%
Want To Set Good Example	6%	6%	6%	4%
Don't Want Ticket	4%	3%	3%	2%
Uncomfortable Without It	2%	3%	4%	2%
People I'm With Are Wearing Belts	*	1%	*	*
Others Want Me To Wear It	1%	1%	1%	1%
Other	6%	6%	6%	5%
Can't Say One Is Most Important/All Are Important	3%	2%	3%	1%

* Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Pickup truck drivers were less likely than other drivers to attribute their belt use primarily to safety concerns.

TABLE 25
Most Important Reason For Driver Seat Belt Use
By Primary Vehicle Driven

Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	Primary Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=3307)	(N=480)	(N=835)	(N=617)
Avoid Serious Injury	65%	65%	58%	68%
It's A Habit	7%	6%	7%	6%
It's The Law	9%	9%	10%	6%
Want To Set Good Example	4%	8%	7%	5%
Don't Want Ticket	3%	3%	4%	2%
Uncomfortable Without It	3%	2%	2%	4%
People I'm With Are Wearing Belts	*	—	1%	1%
Others Want Me To Wear It	1%	*	1%	1%
Other	6%	5%	6%	5%
Can't Say One Is Most Important/All Are Important	2%	1%	3%	1%

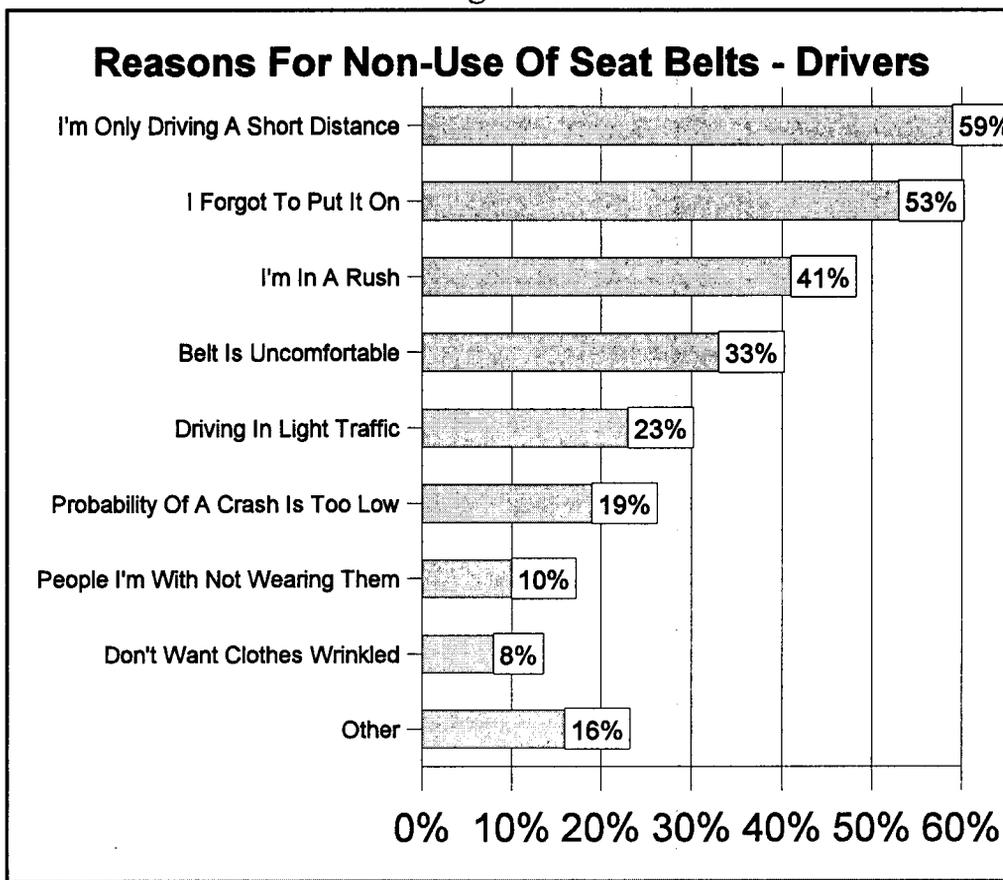
* Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reasons For Non-Use Of Seat Belts

Drivers who did not always wear their seat belt during the past year were asked about their reasons for non-use, using methods identical to those described on page 50 (i.e., getting respondents to react to specific reasons, and then giving them the opportunity to add to the list). The most frequent reasons given for non-use by drivers were that they were only going a short distance (59%) or they forgot (53%). About two of every five (41%) said that they were in a rush, while one-third (33%) attributed non-use at least in part to discomfort from the seat belt.

Figure 27



Qx: Sometimes I do not wear my seat belt because.

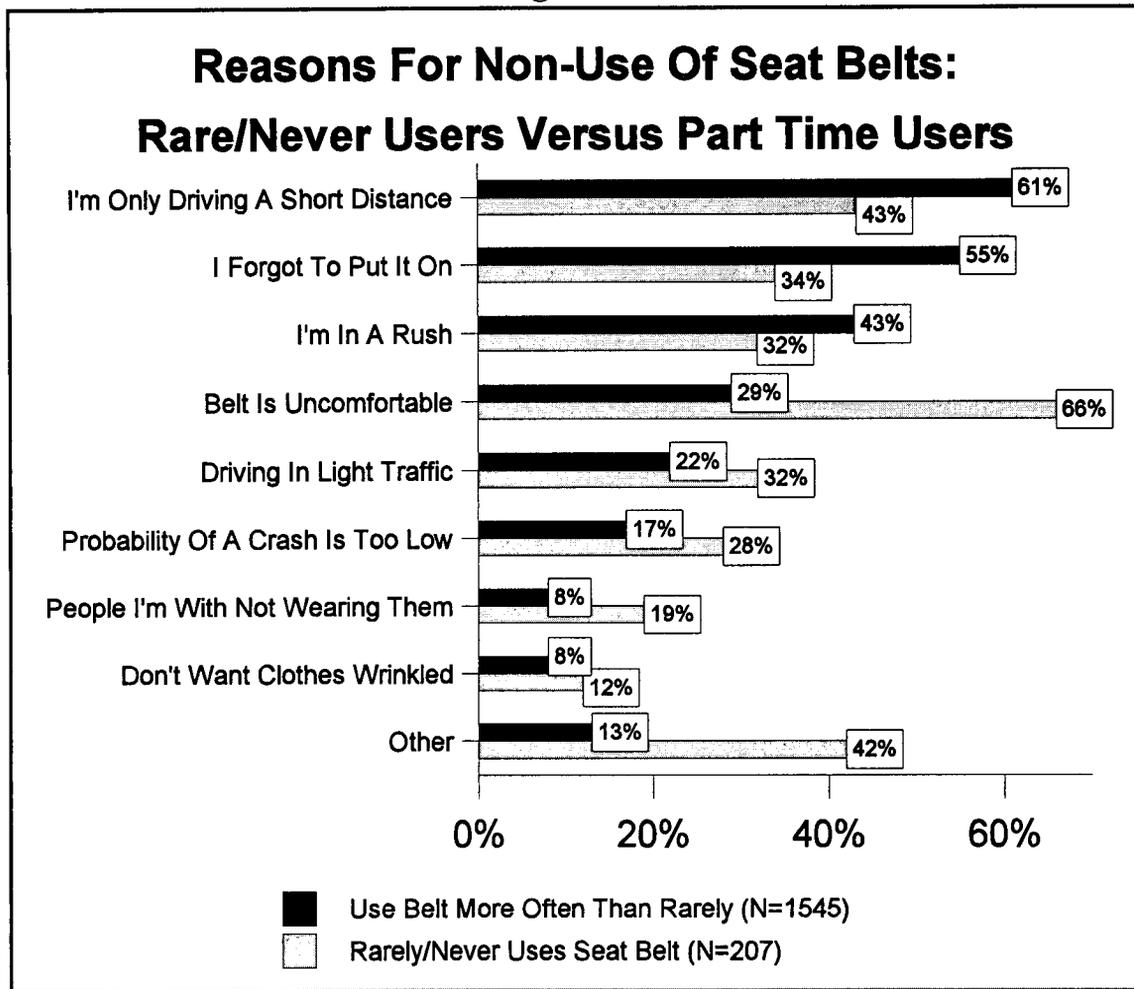
Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Unweighted N=1764

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The vast majority of the non-use described on the previous page came from persons who indicated at least occasional use of seat belts. However, Figure 27 also included a small number of persons (207) who said that they rarely or never wore their seat belt while driving. Their reasons for non-use may differ from that of more frequent (i.e., part time) users. Figure 28 suggests that is the case as it shows that discomfort (66%) and "Other" reasons (42%) were far more prevalent among those who rarely or never wore seat belts.

Figure 28



Qx: Sometimes I do not wear my seat belt because.

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Differences between males and females in reasons for non-use were small, with discomfort accounting for the largest gap between the two groups (females 37%; males 31%). With respect to age, the youngest drivers were more likely than older drivers to say they did not wear seat belts because they were driving just a short distance (65%), they were in a rush (48%), or the people they were with were not wearing them (17%). The oldest drivers were more likely than younger drivers to attribute non-use to discomfort (37%) or low crash probability (25%). Readers are cautioned that there are fewer than 200 cases in both the age 16-20 and 65+ subgroups.

TABLE 26
Driver Reasons For Non-Use Of Seat Belts By Sex And Age

Qx: Sometimes I do not wear my seat belt because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=756)	(N=1008)	(N=199)	(N=1386)	(N=154)
I'm Only Driving A Short Distance	60%	58%	65%	58%	61%
I Forgot To Put It On	51%	54%	54%	53%	53%
I'm In A Rush	43%	41%	48%	42%	31%
The Seat Belt Is Uncomfortable	37%	31%	31%	33%	37%
I'm Driving In Light Traffic	23%	23%	28%	21%	30%
The Probability Of Being In A Crash Is Too Low	16%	20%	16%	18%	25%
Don't Want My Clothes Wrinkled	11%	7%	8%	9%	6%
People I Am With Are Not Wearing Belts	9%	10%	17%	9%	6%
Other	14%	18%	12%	17%	13%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As with some of the age groups, the number of blacks and Hispanics in the survey who reported non-use of seat belts was small. Thus, caution should be exercised in interpreting the numbers. The largest difference between blacks and whites in reasons for non-use was 7 percentage points, with whites more likely to attribute non-use to low crash probability. Differences tended to be larger between Hispanics and non-Hispanics, with Hispanics particularly more likely than the comparison group to attribute non-use to being in a rush (50%) or low crash probability (28%).

TABLE 27
Driver Reasons For Non-Use Of Seat Belts By Race and Ethnicity

Qx: Sometimes I do not wear my seat belt because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=163)	(N=1373)	(N=139)	(N=1612)
I'm Only Driving A Short Distance	54%	59%	54%	60%
I Forgot To Put It On	49%	54%	57%	52%
I'm In A Rush	46%	41%	50%	41%
The Seat Belt Is Uncomfortable	28%	34%	36%	33%
I'm Driving In Light Traffic	26%	23%	26%	23%
The Probability Of Being In a Crash Is Too Low	12%	19%	28%	18%
Don't Want My Clothes Wrinkled	7%	8%	14%	8%
People I Am With Are Not Wearing Belts	9%	9%	12%	9%
Other	13%	16%	13%	17%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Seat belt non-users who had not completed high school composed less than 200 cases in the study, thus once again readers should exercise caution in interpreting the numbers. The available data suggested that this group was more likely than persons having additional years of formal schooling to refer to forgetting and non-use by their companions as reasons for their own lack of seat belt use. Meanwhile, college graduates were less likely than those with fewer years of formal education to cite discomfort.

TABLE 28
Driver Reasons For Non-Use Of Seat Belts By Education

Qx: Sometimes I do not wear my seat belt because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=198)	(N=592)	(N=452)	(N=501)
I'm Only Driving A Short Distance	64%	56%	64%	57%
I Forgot To Put It On	60%	53%	53%	50%
I'm In A Rush	47%	40%	45%	38%
The Seat Belt Is Uncomfortable	37%	38%	33%	26%
I'm Driving In Light Traffic	28%	21%	26%	21%
The Probability Of Being In A Crash Is Too Low	23%	16%	20%	18%
Don't Want My Clothes Wrinkled	9%	8%	10%	7%
People I Am With Are Not Wearing Belts	19%	11%	6%	6%
Other	13%	18%	17%	16%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Once again, there are subgroups in the Table that contain less than 200 cases. Driving only a short distance was the most frequent reason given for non-use of seat belts by all the driver groups listed below except for pickup truck drivers, who were about equally likely to mention “forgetting” as “short distance.” Van and minivan drivers were less likely than the other groups to attribute non-use to forgetting or being in a rush. SUV drivers were less likely than the other groups to attribute non-use to driving in light traffic or the seat belt being uncomfortable.

**TABLE 29
Driver Reasons For Non-Use Of Seat Belts By Primary Vehicle
Driven**

Qx: Sometimes I do not wear my seat belt because

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

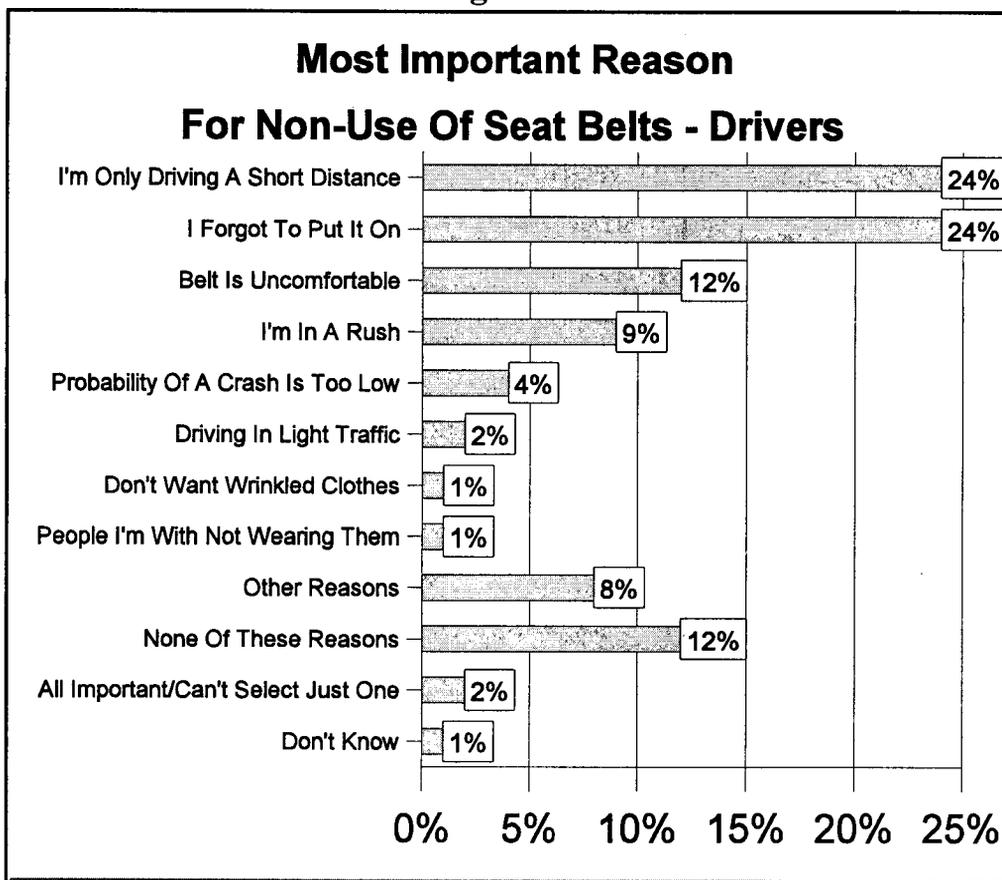
Reason	Primary Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=1019)	(N=134)	(N=370)	(N=190)
I'm Only Driving A Short Distance	61%	53%	55%	61%
I Forgot To Put It On	53%	43%	55%	52%
I'm In A Rush	41%	37%	43%	42%
The Seat Belt Is Uncomfortable	34%	34%	34%	27%
I'm Driving In Light Traffic	25%	22%	23%	18%
The Probability Of Being In A Crash Is Too Low	17%	21%	21%	19%
Don't Want My Clothes Wrinkled	9%	11%	6%	8%
People I Am With Are Not Wearing Belts	9%	11%	10%	8%
Other	15%	19%	20%	15%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Most Important Reason For Non-Use Of Seat Belts

The most important reasons given for not wearing seat belts were usually that they were driving just a short distance (24%) or forgot (24%). About half as many drivers (12%) gave discomfort as their major reason for non-use. In addition, 12% of drivers did not agree that any of the listed reasons applied to them and also did not volunteer any reason for non-use. This inability or reluctance to provide a reason for non-use contrasts with data summarized earlier in this chapter showing that almost all drivers gave one or more reasons why they wore their seat belt.

Figure 29



Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

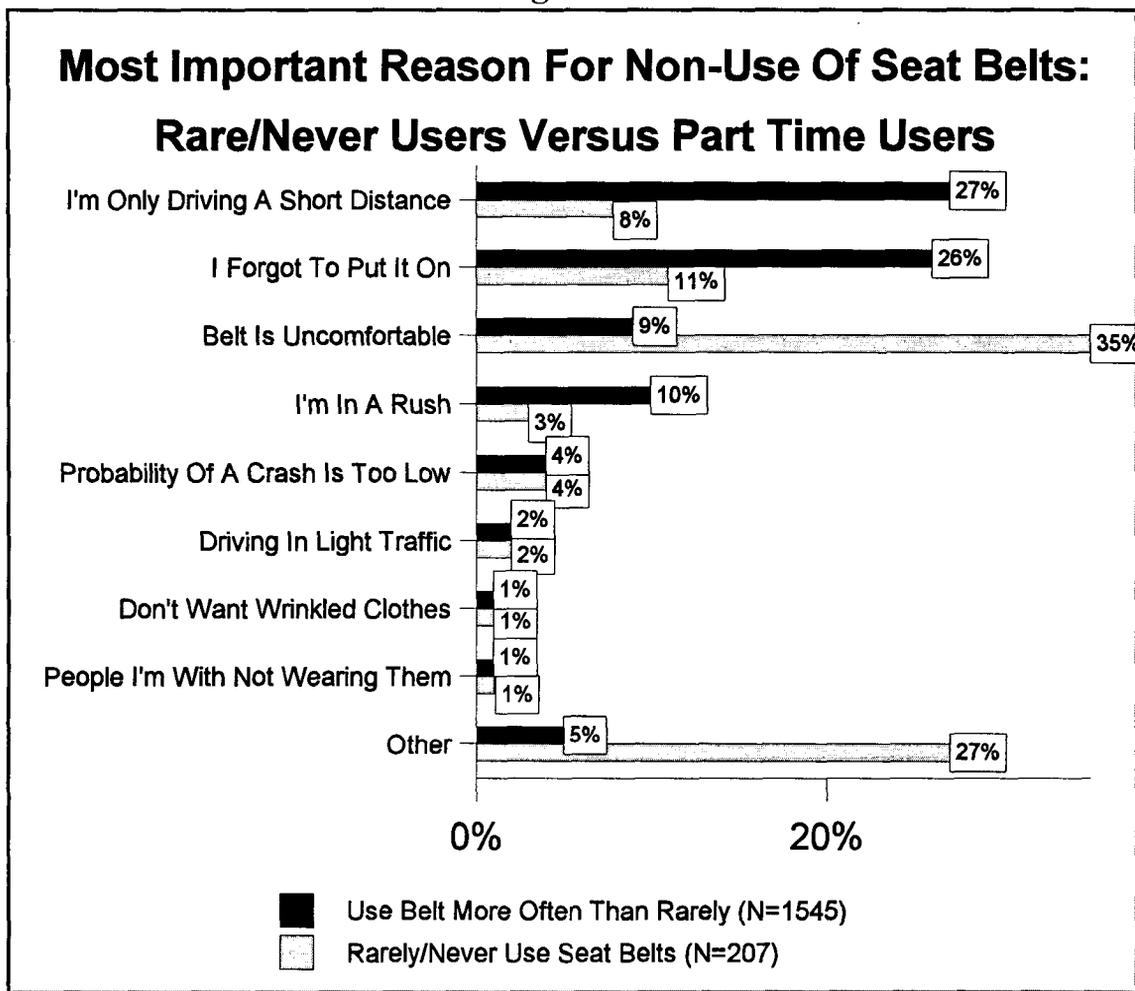
Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Unweighted N=1764

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As stated earlier, the vast majority of non-use occurred among persons who indicated at least some use of seat belts. Figure 30 shows that the most important reasons for non-use among part time belt users were that they were only driving a short distance, or they forgot. For rare and never users, discomfort and “other” reasons predominated. As in 1998, these “other” reasons tended to revolve around concerns about seat belts being dangerous, issues of personal freedom, the absence of a habit of wearing seat belts, added complaints about discomfort, and the

Figure 30



Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Unweighted N's listed above

nonspecific argument that they just don't feel like wearing them. Table 30 lists these "Other" reasons given by the rare and never users, as specified in the verbatim file constructed from the interviewers' notes. Bracketed words indicate a minor change made to what was written in the verbatim file, usually a grammatical correction. Otherwise, the listed statements duplicate what is in the verbatim file, including instances where sentences were not completed.

TABLE 30
Most Important Reason For Non-Use Of Seat Belt:
"Other" Reasons Reported* By Rare/Never Users

Qx: *Of the following reasons you just gave me for not wearing your seat belt, which is the most important?*

Base: *Rare and never users of seat belts who said that some "other" reason besides those read to them was the most important reason for their non-use.*

Too many instances when wearing a seat belt is worse than not.
 Because of couple people got killed wearing [them] and I don't like wearing them.
 Grandfather was in an accident and the seat belt almost killed him.
 Saved [life] by not wearing seat belt.
 Because of previous accidents, if [I] had seat belt on I would have died.
 I know someone who died because they were wearing a seat belt and could not get out of the car.
 Seeing people stuck in cars has deterred.
 Inadequately made, will hurt you more than help. Would rather be able to get out of vehicle than be trapped in.
 Because I think they killed more people than they ever saved.
 Doesn't like to wear them. Were in an accident and could've killed him.
 Race car driver, knows how a seat belt can rip a body [in two]

I[t] just never crosses my mind and I've see[n] them do damage.
 Sometimes they get hurt with seat belts and the Federal government shouldn't tell me if I have to wear it or not.
 I feel the laws are intrusive and overbearing.
 Don't believe seat belts should be mandatory.
 It's her right.
 Should be your own right.
 Someone trying to force me to do something that should be my choice.
 I don't even think about [it], I never wore it.
 My whole family doesn't. Ever since I was little I never did.
 I'm just not in the habit of wearing them.
 I just don't [wear one]. Just don't.
 Never got in the habit of and never been in an accident.
 I'm not in the habit of it.
 I just don't remember.
 Don't put it on.

**Because of their self-report nature, the statements may be inaccurate when they refer to specific incidents.*

TABLE 30 (Continued)
Most Important Reason For Non-Use Of Seat Belt:
“Other” Reasons Reported* By Rare/Never Users

Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Rare and never users of seat belts who said that some “other” reason besides those read to them was the most important reason for their non-use.

<p>Because it's a hassle. Too restrained. Purely comfort. It's a pain in the ____. Don't wear it cause of restrictions reasons. Just hard getting to/stuck down in the seat. Cuts me across my neck - wind up holding it down and driving with one hand. It hurt[s] to fasten because of her left arm. Seat belt come[s] across my pacemaker. Because I have chest injuries. I don't wear seat belts because [I] don't want to harness myself in because I would get all jumpy. The seat belt does not fit correctly. Drive a 72 [vehicle] and the seat belts don't work.</p>	<p>When driver started driving there were no seat belts. Feel[s] he is grandfathered in so does not have to wear the seat belts. She drove for 42 years. I'm in and out of car a lot. I don't think I would get in a crash. Just bull headed. Lazy. Don't need to. Just don't feel like it. I just don't care to wear it. Just don't want to. Not want to wear it. Just don't want to. Don't like it. I just don't like it.</p>
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**Because of their self-report nature, the statements may be inaccurate when they refer to specific incidents.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The largest difference between the sexes in primary reason for non-use of seat belts was that males more often attributed non-use to forgetting (26% to 22%), but the difference was only four percentage points. Differences were also small between the three specified age groups. The oldest drivers did appear less rushed and more likely to give driving in light traffic as the primary reason for non-use, while the youngest drivers complained less than the others did about discomfort. But in each case, the total percentage providing that response was small.

TABLE 31
Most Important Reason For Driver Non-Use Of Seat Belts By Sex And Age

Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=756)	(N=1008)	(N=199)	(N=1386)	(N=154)
I'm Only Driving A Short Distance	25%	24%	28%	24%	25%
I Forgot To Put It On	22%	26%	22%	25%	26%
Belt Is Uncomfortable	13%	12%	8%	13%	13%
I'm In A Rush	11%	8%	11%	10%	4%
Probability Of A Crash Is Too Low	3%	4%	5%	3%	4%
Driving In Light Traffic	2%	3%	3%	2%	7%
Don't Want Wrinkled Clothes	1%	1%	*	1%	2%
People I'm With Are Not Wearing Belts	*	1%	2%	*	2%
Other Reason	8%	8%	8%	8%	4%

*Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As with age, there were relatively few cases in some of the racial and ethnic categories, making analysis of the primary reason for non-use of seat belts somewhat problematic. Whites (50%) were more likely than blacks (36%) to give short distances or forgetting as the primary reason for non-use. Blacks and Hispanics were almost twice as likely as whites and non-Hispanics to attribute non-use primarily to their being in a rush.

TABLE 32
Most Important Reason For Driver Non-Use Of Seat Belts
By Race and Ethnicity

Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=163)	(N=1373)	(N=139)	(N=1612)
I'm Only Driving A Short Distance	17%	25%	21%	25%
I Forgot To Put It On	19%	25%	25%	24%
Belt Is Uncomfortable	10%	13%	10%	12%
I'm In A Rush	15%	8%	15%	9%
Probability Of A Crash Is Too Low	6%	3%	5%	3%
Driving In Light Traffic	5%	2%	1%	2%
Don't Want Wrinkled Clothes	*	1%	--	1%
People I Am With Are Not Wearing Belts	1%	1%	1%	1%
Other Reason	8%	8%	5%	8%

* Less than 0.5% - Zero cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Level of formal schooling, as grouped below, made little difference in the primary reason given for seat belt non-use. In only one case did the difference between any two education groups on any particular reason exceed 3 percentage points. That occurred with the percentage of college grads (27%) and those with only some college (23%) who gave driving a short distance as their primary reason for non-use.

TABLE 33
Most Important Reason For Driver Non-Use Of Seat Belts By Education

Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.

Reason	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=198)	(N=592)	(N=452)	(N=501)
I'm Only Driving A Short Distance	24%	24%	23%	27%
I Forgot To Put It On	24%	24%	25%	25%
Belt Is Uncomfortable	12%	13%	13%	10%
I'm In A Rush	10%	10%	10%	7%
Probability Of A Crash Is Too Low	5%	4%	3%	3%
Driving In Light Traffic	5%	2%	2%	3%
Don't Want Wrinkled Clothes	*	1%	*	1%
People I Am With Are Not Wearing Belts	2%	1%	*	*
Other Reason	6%	8%	8%	8%

*Less than 0.5% – Zero cases

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

More than half (57%) of SUV drivers gave “short distance” or “forgetting” as their primary reasons for non-use of seat belts, compared to fewer than half of the other driver groups listed below. At the same time, the SUV drivers were less likely to refer to discomfort. Van and minivan drivers less frequently reported “forgetting” as a primary reason compared to the other drivers.

TABLE 34
Most Important Reason For Driver Non-Use Of Seat Belts By
Primary Vehicle Driven

Qx: *Of the following reasons you just gave me for not wearing your seat belt, which is the most important?*

Base: *Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.*

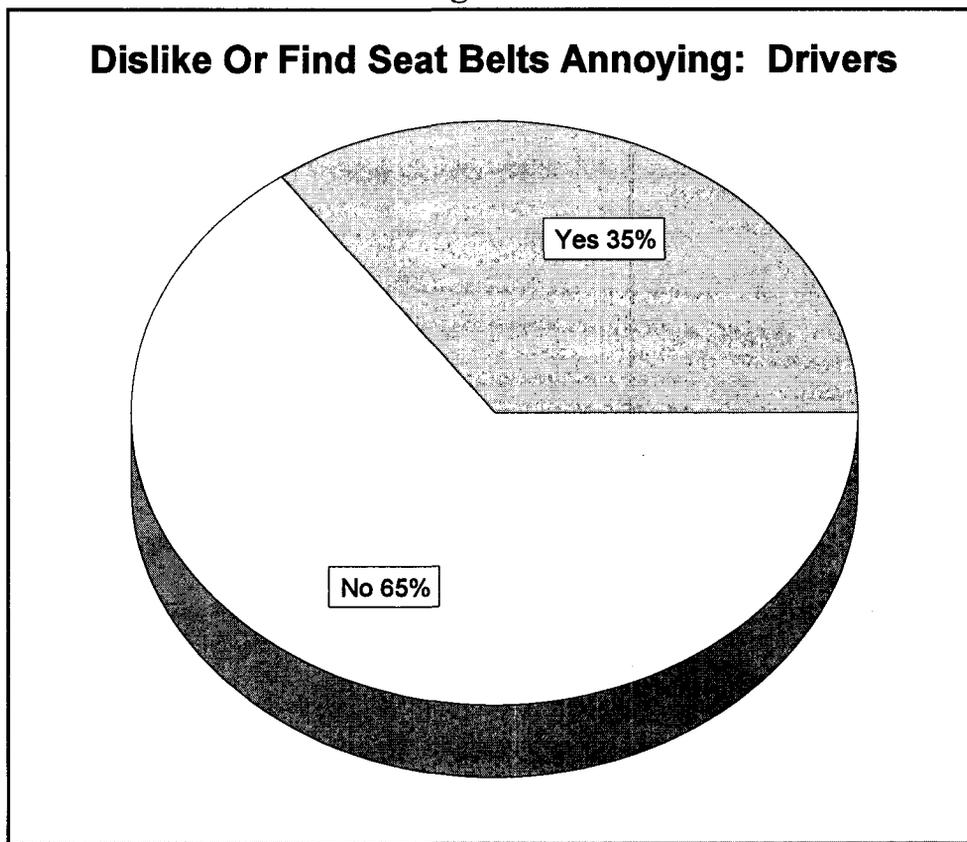
Reason	Primary Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=1019)	(N=134)	(N=370)	(N=190)
I'm Only Driving A Short Distance	24%	24%	23%	28%
I Forgot To Put It On	24%	18%	25%	29%
Belt Is Uncomfortable	12%	15%	13%	7%
I'm In A Rush	9%	7%	10%	8%
Probability Of A Crash Is Too Low	4%	5%	3%	2%
Driving In Light Traffic	3%	1%	2%	2%
Don't Want Wrinkled Clothes	1%	2%	*	1%
People I Am With Are Not Wearing Belts	1%	1%	1%	*
Other Reason	7%	9%	10%	6%

*Less than 0.5%

What Drivers Dislike Or Find Annoying About Seat Belts

All drivers, whether or not they wore their seat belts regularly, were asked if there was anything that they particularly disliked or found annoying about wearing them. More than one-third (35%) answered "Yes." Almost all the rest responded that there was not any particular thing they disliked (65%). Less than 1 percent (0.2%) said that they did not know.

Figure 31



Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

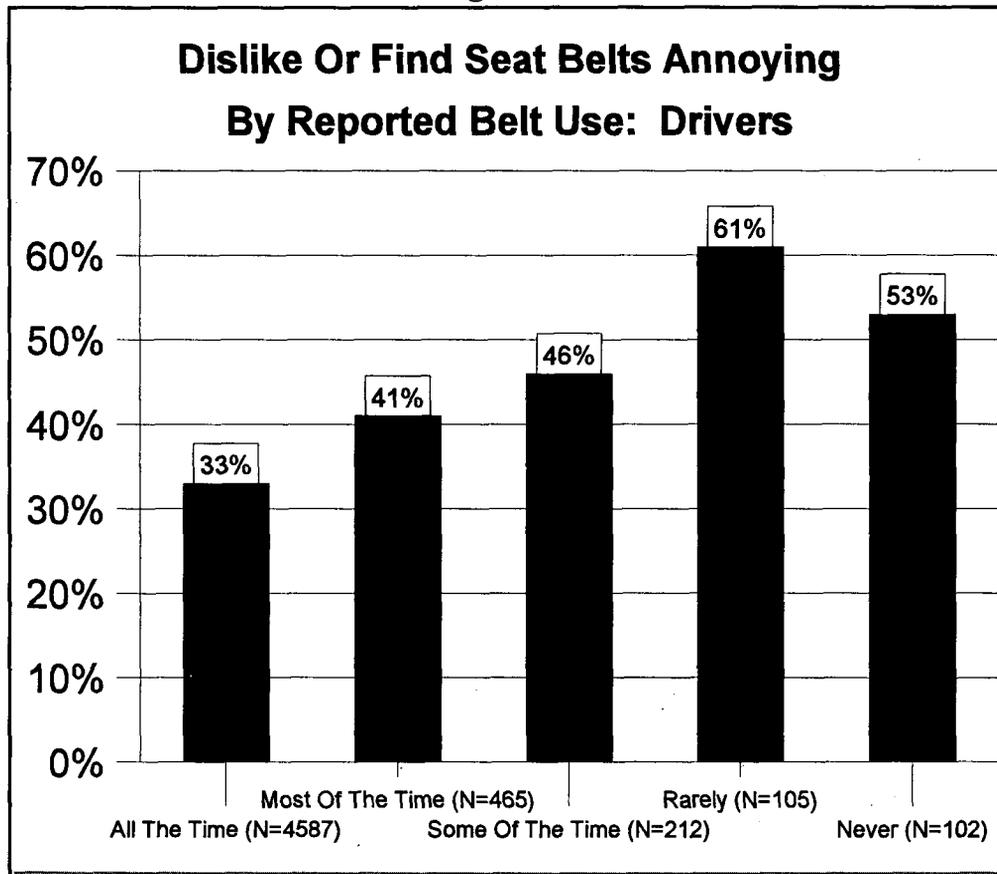
Base: Drives a motor vehicle that has seat belts.

Unweighted N=5483

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Not surprisingly, persons who infrequently wore their seat belt were most likely to report annoyances. Whereas 33% of drivers who reported wearing their seat belt “all the time” while driving also said there was something particularly annoying about the belt, 41% of “most of the time” users and 46% of “some of the time” users voiced similar complaints. More than one-half of those who rarely (61%) or never (53%) wore their seat belt said that there was something they disliked or found annoying about it.

Figure 32



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

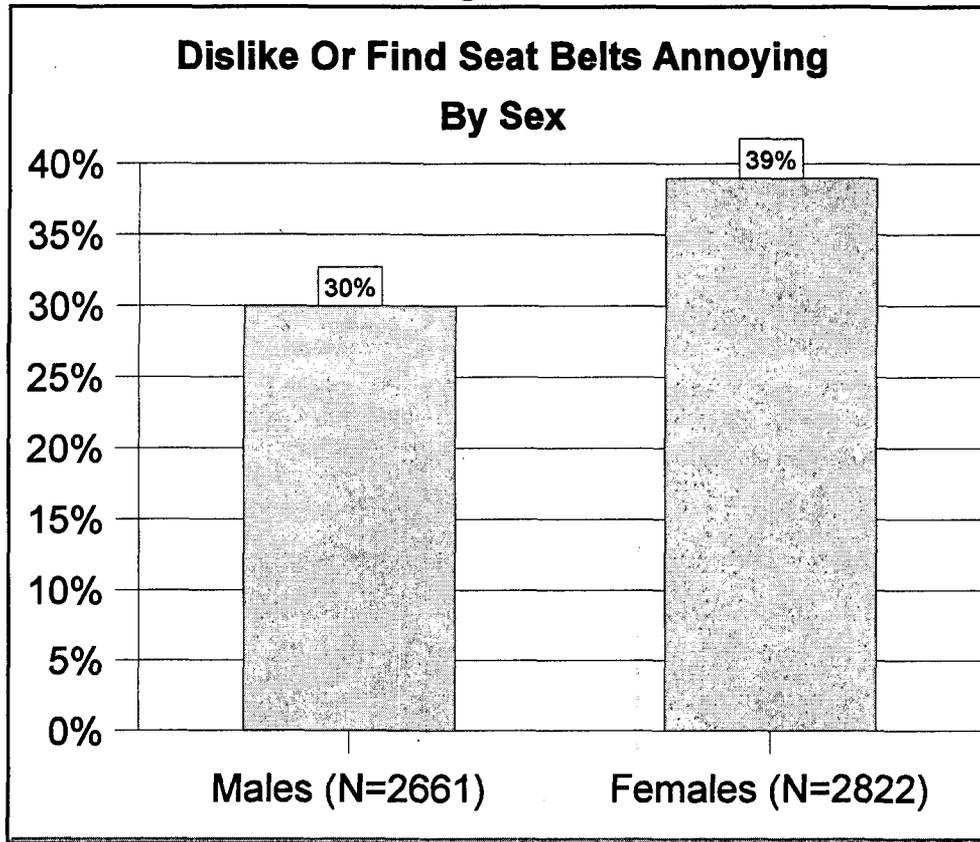
Base: Drives a motor vehicle that has seat belts.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Although the previous chapter showed females more likely than males to wear seat belts, they also were more likely to complain about the devices. Almost four out of ten females (39%) said there was something they particularly disliked or found annoying about wearing their seat belt compared to three out of ten males (30%).

Figure 33



Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

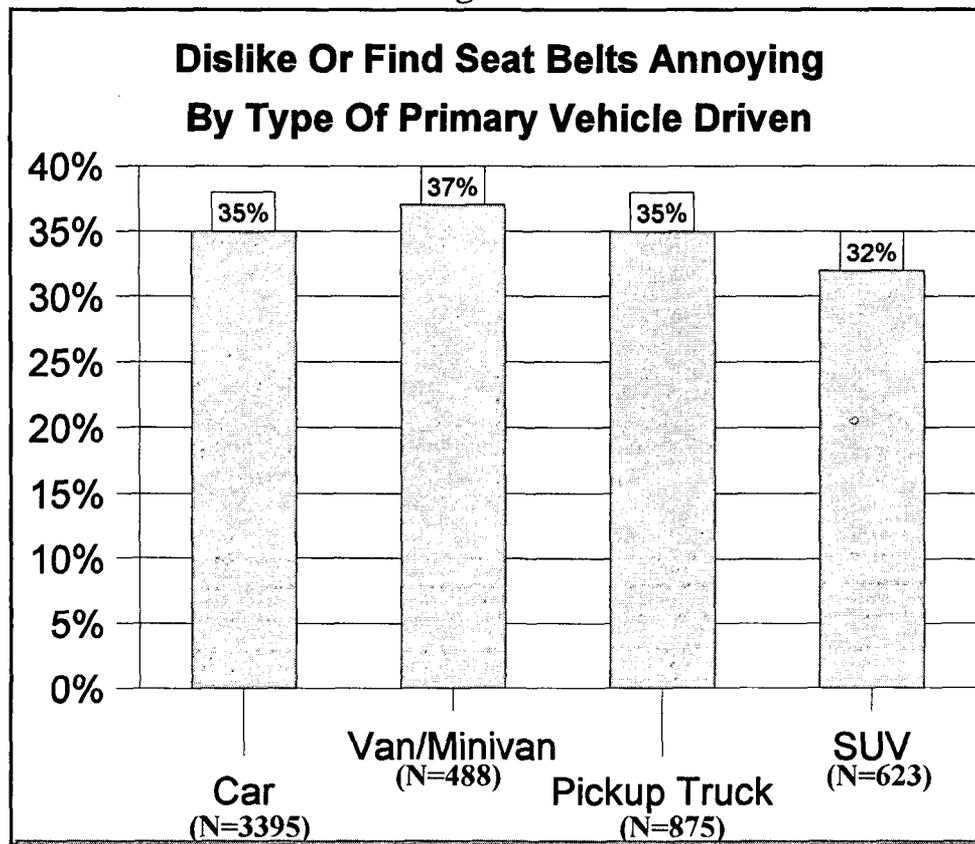
Base: Drives a motor vehicle that has seat belts.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers of pickup trucks were no more likely than drivers of cars to express annoyance with seat belts, even though the usage rate for pickup truck drivers is significantly lower (see page 23). SUV drivers, proportionally, had the fewest complaints about seat belts compared to the drivers of other passenger vehicle types.

Figure 34



Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

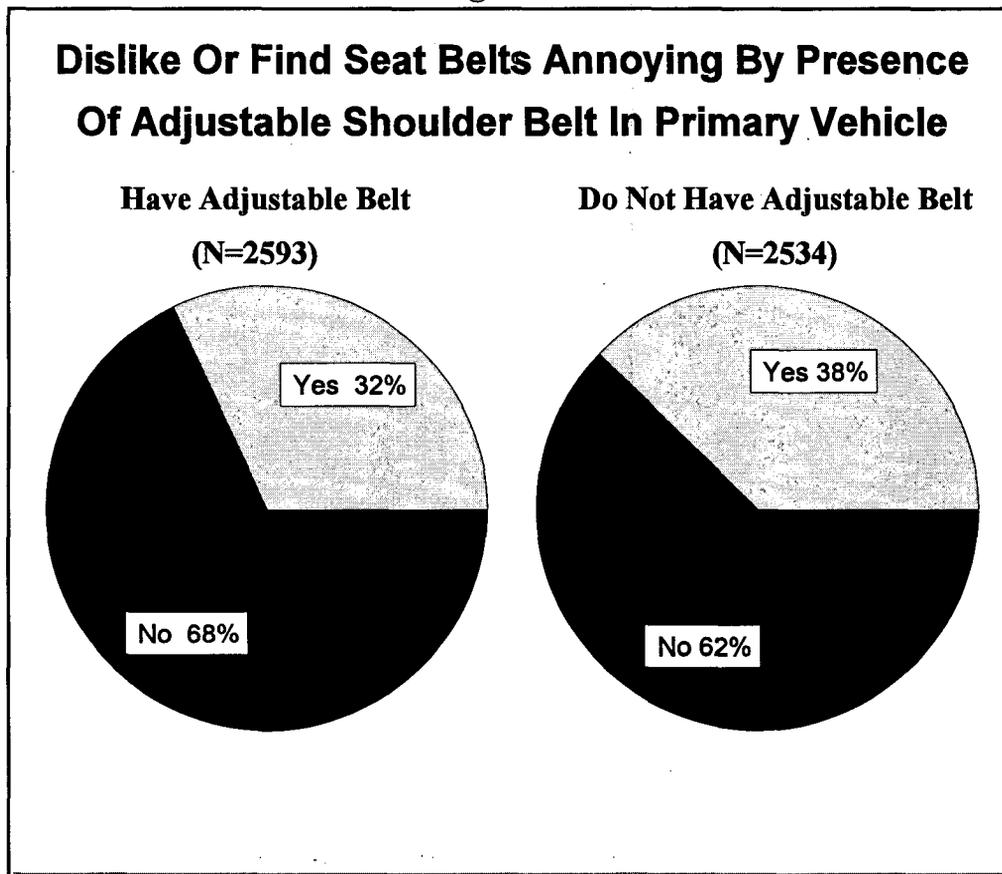
Base: Drives a motor vehicle that has seat belts.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

If drivers reported that the shoulder belt in their primary vehicle was adjustable, then they were less likely to express annoyance about seat belts. Whereas 32% of respondents with adjustable shoulder belts in their primary vehicle said there was something they particularly disliked or found annoying about wearing their seat belt, 38% without adjustable shoulder belts did the same. When only the drivers who said they had actually used the adjustable feature of their shoulder belts are considered, 34% expressed annoyance with seat belts.

Figure 35



Qx: Shoulder belts are usually attached to the door or frame behind the driver's left shoulder. In some vehicles, this attachment can be moved up or down to adjust the shoulder belt. Is this attachment adjustable in your vehicle?

Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

Base: Drives a motor vehicle that has seat belts across both the lap and shoulder or across the shoulder only.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

If respondents said there was something they particularly disliked or found annoying about seat belts, they were asked to specify what bothered them. The most common complaint involved pressure or pain on various parts of the body (45%). Females (54%) especially experienced this type of discomfort, particularly being choked by the seat belt (38%).

TABLE 35
What Drivers Dislike Or Find Annoying About Seat Belts

Qx: *Is there anything that you particularly dislike or find annoying about wearing your seat belt?*

Qx: *What is it that you dislike or find annoying? Anything else?*

Base: *Drivers who dislike or find something annoying about seat belts.*

Dislikes/Annoyances	Total (N=1898)	Males (N=801)	Females (N=1097)
Discomfort: Body Pressure/Pain	45%	34%	54%
Pressure on my neck/chokes me/ cuts across my neck	30%	19%	38%
Pressure on my shoulder/shoulder strap too tight	12%	10%	14%
Pressure on my chest/strap doesn't fit my chest	4%	3%	4%
Pressure on my stomach/lap belt is too tight	1%	1%	1%
Painful for body ailments	1%	1%	*
Seat belt is too tight (unspecified)	3%	4%	3%
Any other body pressure mentions	*	*	1%
Discomfort: Body Irritation	4%	4%	4%
Irritates/chafes my skin/rash	3%	3%	4%
Makes me perspire/perspire when it's hot outside	*	1%	*
Seat belt should be padded/material is too harsh	*	*	*
Any other body irritation mentions	*	*	*
Discomfort: Other	15%	16%	15%
Uncomfortable (unspecified)	11%	12%	10%
Uncomfortable during pregnancy	1%	-	1%
Claustrophobia/claustrophobic	*	*	*
Heavy/bulky winter clothes make it uncomfortable to wear	2%	2%	2%
Any other discomfort mentions	1%	1%	1%

* Less than 0.5% – Zero cases Numbers do not add to 100% due to multiple response.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

**TABLE 35 (CONTINUED)
What Drivers Dislike Or Find Annoying About Seat Belts**

Dislikes/Annoyances	Total (N=1898)	Males (N=801)	Females (N=1097)
Confining	14%	18%	11%
Feel restricted/too confining/constricting	8%	10%	6%
Hard to turn around/look behind me when backing up	2%	2%	2%
Hard to lean forward	1%	2%	1%
In case of crash/emergency/it's hard to get out of car	2%	2%	2%
Any other movement restrictions mentions	1%	2%	1%
Other			
Wrinkles my clothes	6%	4%	8%
Need to adjust seat belt for my size	1%	*	2%
Seat belt is loose fitting	*	*	*
Seat belts are a nuisance/hassle/annoyance	2%	2%	1%
Invasion of privacy/taking away constitutional rights	3%	5%	2%
Takes too much time to fasten seat belt	*	*	1%
Manual buckling/release it manually	1%	1%	1%
Any other seat belt adjustment mentions	3%	3%	3%
Seat belt gets stuck (unspecified)	1%	2%	1%
Seat belt gets stuck in door	*	*	*
Any other seat belt malfunction mentions	3%	4%	2%
Automatic seat belt gets in the way	1%	1%	1%
Don't like automatic seat belts	*	1%	*
Any other miscellaneous mentions	4%	6%	3%
Don't know/no answer	2%	3%	1%

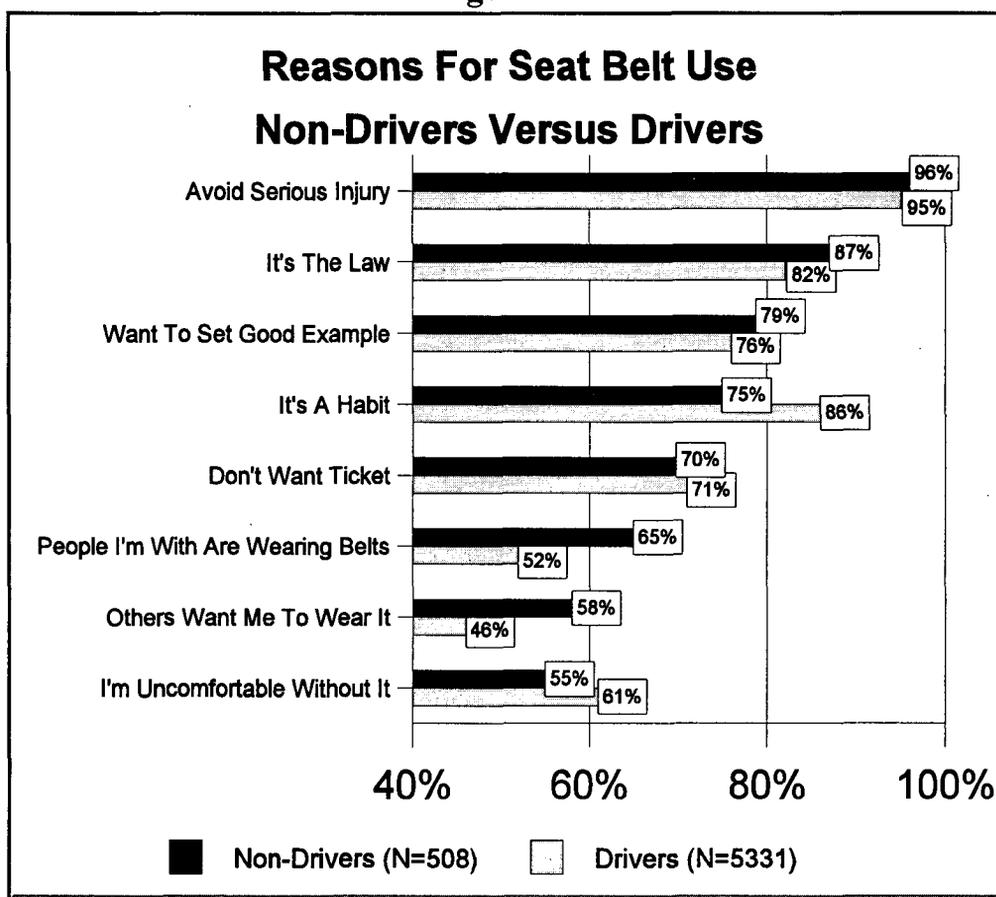
* Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reasons For Seat Belt Use By Non-Drivers

Interviewers asked non-drivers their reasons for seat belt use while riding as passengers in motor vehicles. The approach was the same as that used with drivers: eight different reasons were read, one at a time, and non-drivers were asked whether or not each reason was a factor in their use of seat belts. They were then given an opportunity to volunteer other reasons for their seat belt use. Non-drivers and drivers were similar on most items, the exceptions being a greater tendency among non-drivers to refer to social pressures (people they were with; others wanted them to wear seat belts) while drivers more often referred to habit.

Figure 36



Qx: When I wear my seat belt, I do so because. . . .

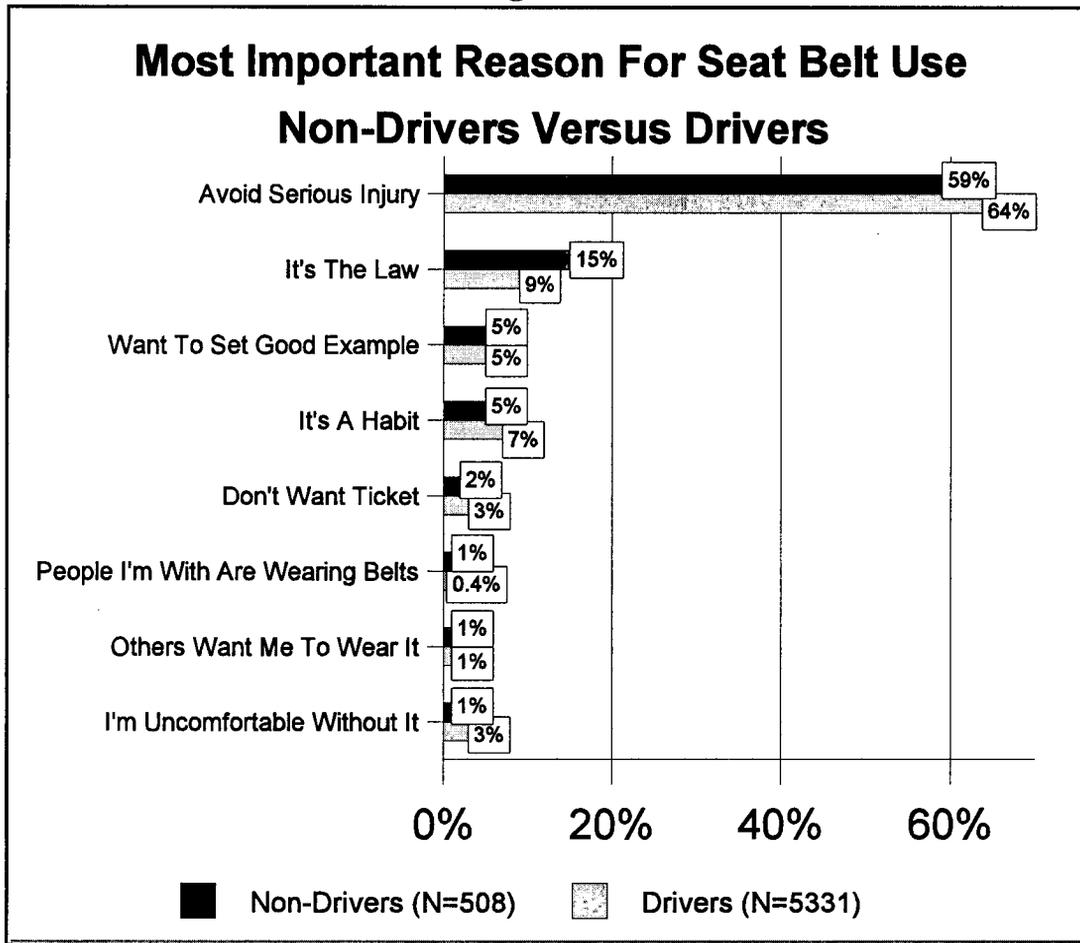
Base: Drivers and non-drivers who at least on occasion wear their seat belts.

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

By far the most important reason for seat belt use by non-drivers (59%), as with drivers (64%), was to avoid serious injury. The “law” ranked a distant second for both groups.

Figure 37



Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers and non-drivers who at least on occasion wear their seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Non-Drivers' Reasons For Not Using Seat Belts

Non-drivers who at least sometimes did not wear a seat belt while riding were asked their reasons for non-use. As with drivers, interviewers read eight potential reasons to respondents. For each one, non-drivers were asked to agree or disagree that they sometimes did not wear their belt for that reason. They were then given an opportunity to volunteer other reasons why they did not use their seat belts. Readers are cautioned that the number of non-drivers (N=234) was relatively small in these analyses.

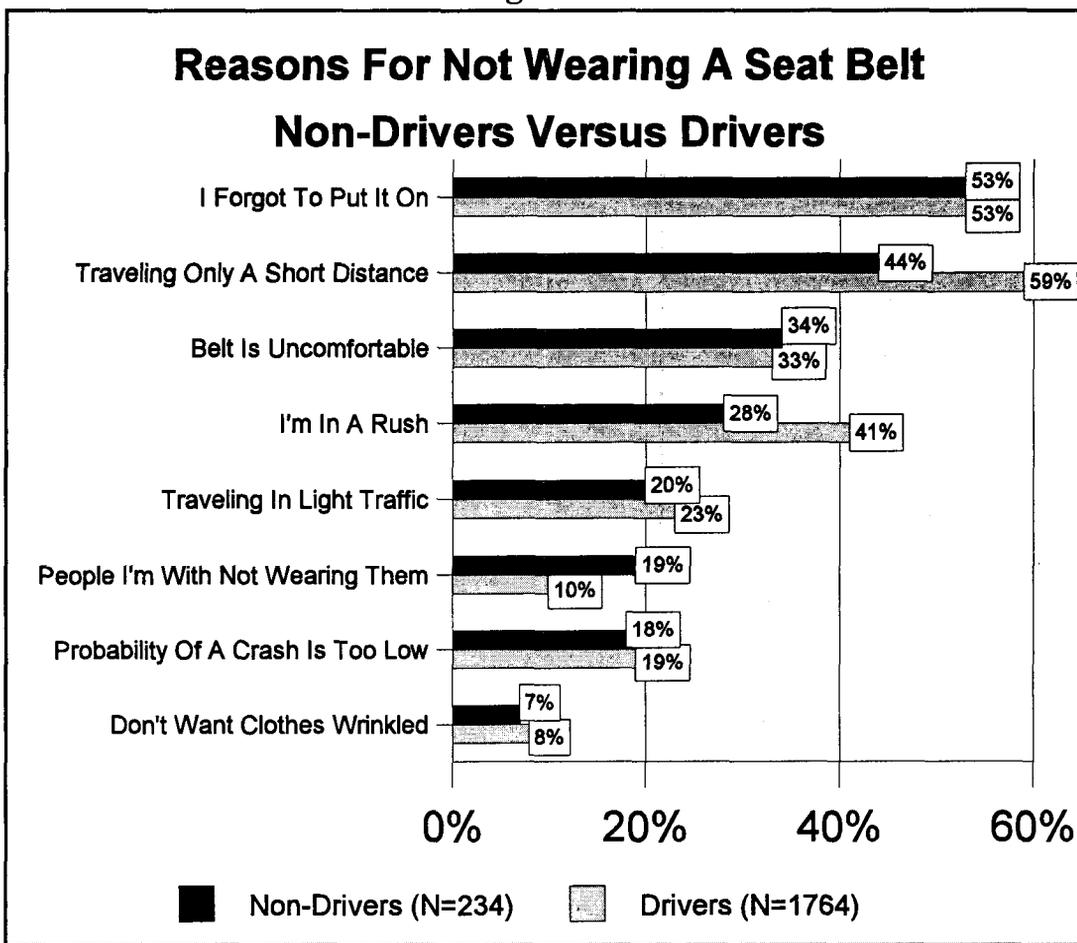
The most commonly cited reason was that they forgot to wear their seat belt (53%). Other frequently cited reasons were that they were only riding a short distance (44%), the seat belt was uncomfortable (34%), and they were in a rush (28%). About one-in-five persons attributed at least some of their non-use to riding in light traffic (20%), their companions not wearing seat belts (19%), or the probability of a crash being too low (18%).

Forgetting also ranked first as the most important reason for non-use of seat belts among non-drivers; more than one-in-four (28%) gave it as the chief cause. Riding a short distance (10%), discomfort (10%), and being in a rush (9%) followed in frequency. However, almost one-in-four nondrivers (24%) did not agree that any of the listed reasons applied to them and also did not volunteer any reason.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The largest differences between drivers and non-drivers in the reasons given for not wearing seat belts occurred in the “short distance,” “rushed,” and “people I’m with” response categories. Drivers were more likely to attribute non-use to traveling only a short distance (59% to 44%) and being in a rush (41% to 28%). Conversely, non-drivers (19%) were more likely than drivers (10%) to say they did not wear seat belts because the people they were with were not wearing them. Thus once again non-drivers appeared more affected by social pressures (see page 83).

Figure 38



Qx: Sometimes I do not wear my seat belt because.

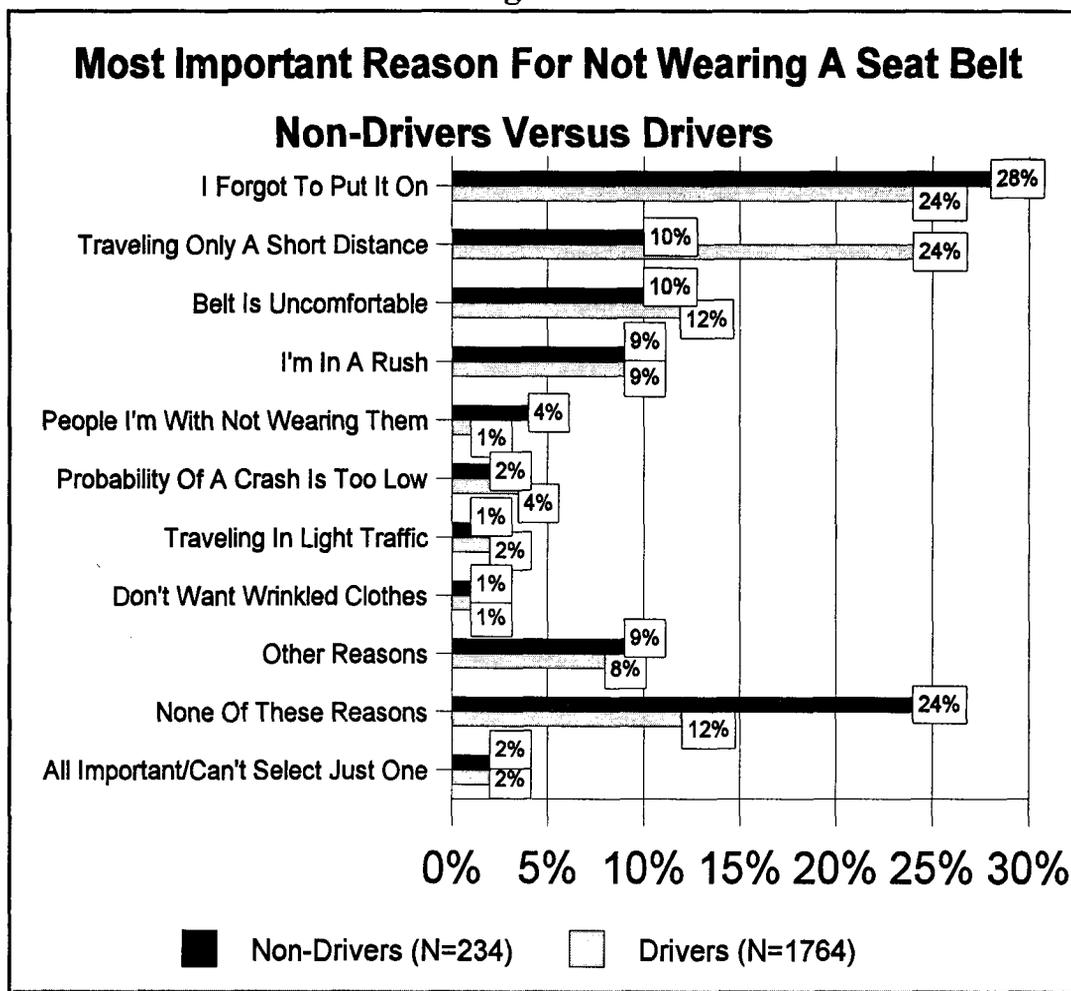
Base: Drivers and non-drivers who at least on occasion do not wear their seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers were more than twice as likely as non-drivers to answer that the most important reason they did not wear their seat belt was because they were only going a short distance (24% versus 10%). Reluctance or inability to give a reason for non-use was twice as likely among non-drivers (24%) as among drivers (12%).

Figure 39



Qx: Of the following reasons you just gave me for not wearing your seat belt, which is the most important?

Base: Drivers and non-drivers who at least on occasion do not wear their seat belts. Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

2000 SURVEY RESULTS

CHAPTER 3

**ATTITUDES CONCERNING THE UTILITY OF SEAT
BELTS, RISK PERCEPTION, AND FATALISM**

Background On Attitude Section

In 1998, the Motor Vehicle Occupant Safety Survey introduced a section on attitudes and perceptions related to seat belt use. For the 2000 survey, the section consisted of a series of nine statements that interviewers read to the respondents (one item was deleted from the 1998 version of the survey). After reading each statement, the interviewers asked the respondents if they strongly agreed, somewhat agreed, somewhat disagreed, or strongly disagreed.

The section served several purposes: to assess current messaging strategies, to corroborate and quantify with a large sample earlier focus group findings concerning impediments to seat belt use, and to provide other strategic information for addressing reasons for non-use. Thus the content for this section derived from previous research as well as current program activity.

This chapter summarizes results from those items that explored the perceived utility of seat belts, and perceptions of risk related to seat belt use. Attitude items that involved perceptions of enforcement of seat belt laws are addressed in the next chapter (Chapter 4).

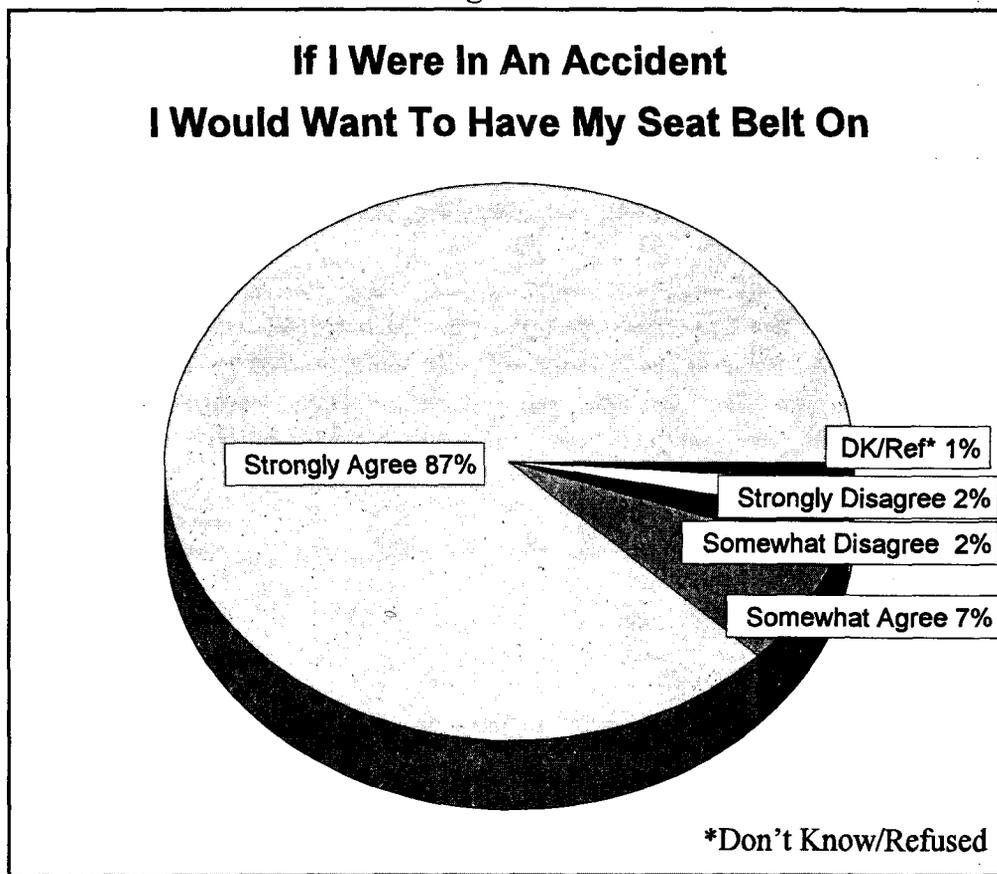
Since its inception in 1994, this survey has asked a question about fatalism . . . the belief that all events are determined by fate and are therefore inevitable. Summarized responses to that question are included in this chapter because of similarities to other themes presented herein. Lastly, there is a summary of responses to questions about whether a seat belt has ever broken apart when the respondent, or someone s/he knows, was using it.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Attitudes Concerning Risk Perception And The Utility Of Seat Belts

The most basic question concerning the perceived usefulness of seat belts is whether the public believes they improve the chances of avoiding death or injury in a crash. The survey asked respondents their level of agreement or disagreement with the statement "If I were in an accident, I would want to have my seat belt on." More than eight-out-of-ten persons (87%) strongly agreed with the statement. Another 7% somewhat agreed, bringing the total level of agreement to 94%.

Figure 40



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. If I were in an accident, I would want to have my seat belt on.

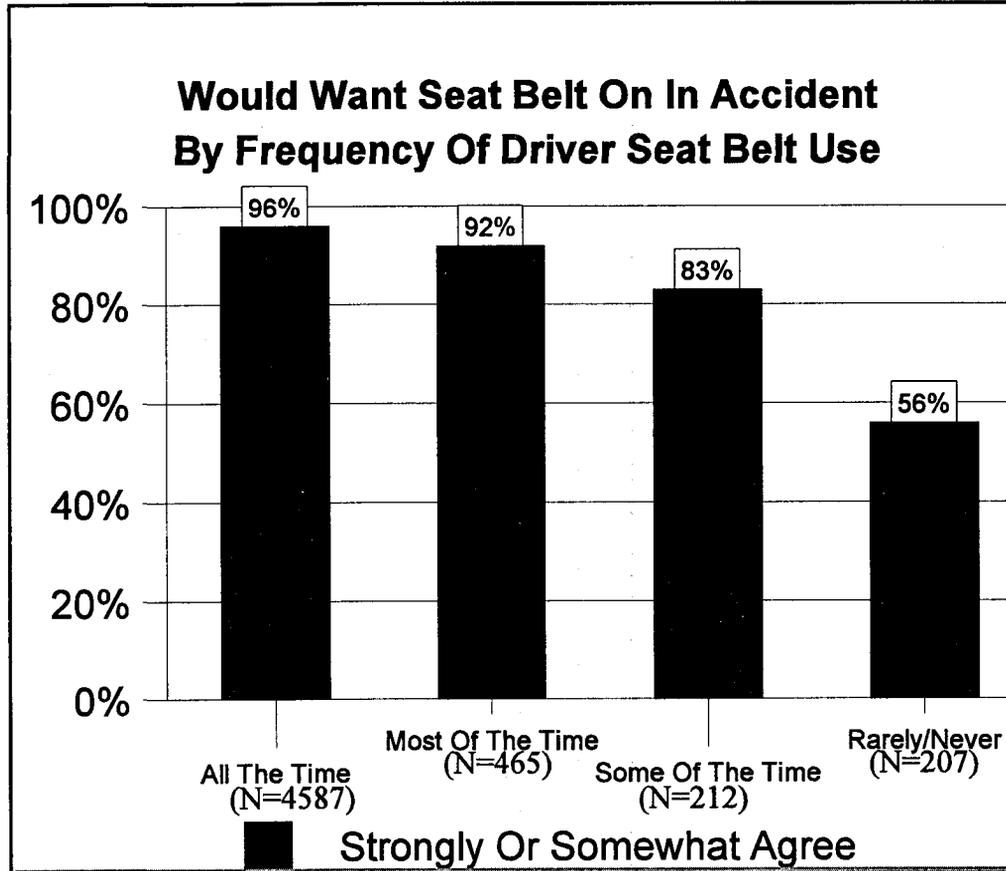
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers who regularly wore their seat belts were most likely to strongly or somewhat agree with the statement that they would want to have their seat belt on if they were in an accident. Yet even among drivers who said they never or only rarely wore their seat belts, more than half (56%) either somewhat or strongly agreed with the statement.

Figure 41



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. If I were in an accident, I would want to have my seat belt on.

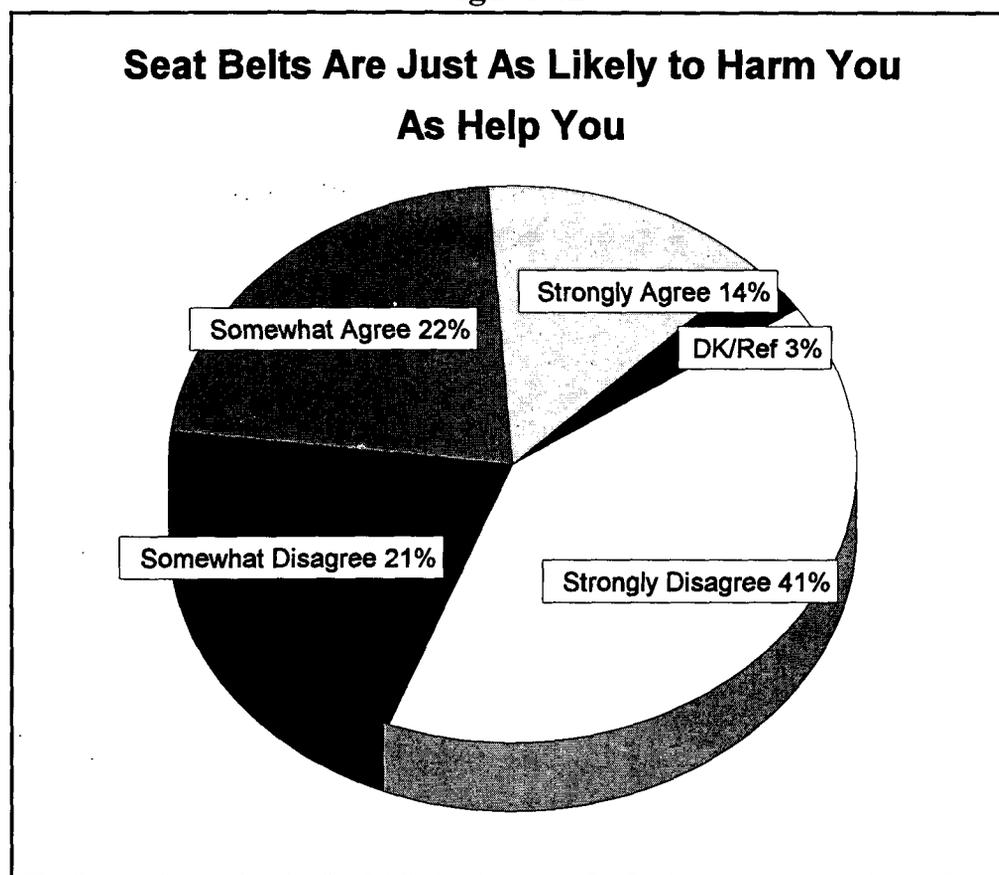
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

NHTSA has conducted a number of focus groups with target populations characterized by low seat belt use. One of the more common sentiments expressed in these groups was that “seat belts are just as likely to harm you as help you.” According to the national data obtained in this survey, more than one-third (36%) of the general public agreed with this statement, with 14% strongly agreeing.

Figure 42



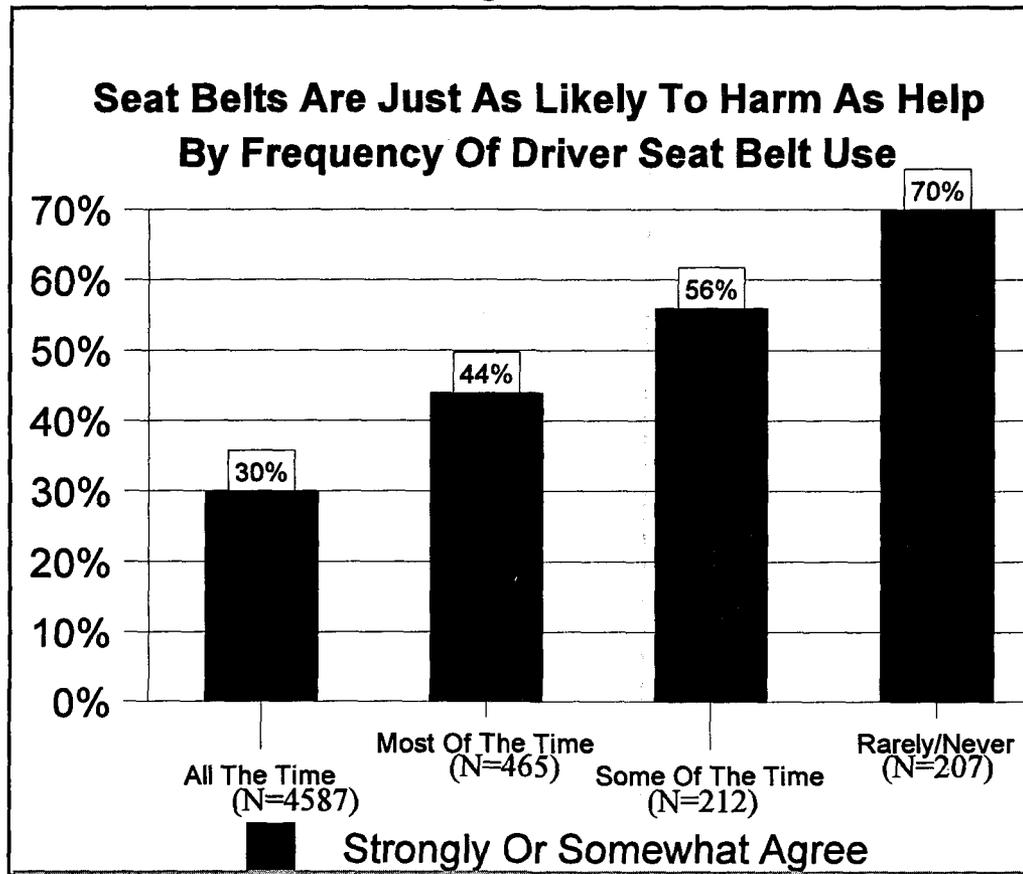
Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Seat belts are just as likely to harm you as help you.

*Base: Total population age 16+
Unweighted N=6072*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Even among drivers who reported wearing their seat belt “all of the time” while driving, almost one-third (30%) either somewhat or strongly agreed with the statement that “seat belts are just as likely to harm you as help you.” For infrequent seat belt users, more than half held this opinion. Readers are reminded that one of the specific reasons given by non-users for not wearing seat belts were questions about their safety (pages 69-70).

Figure 43



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Seat belts are just as likely to harm you as help you.

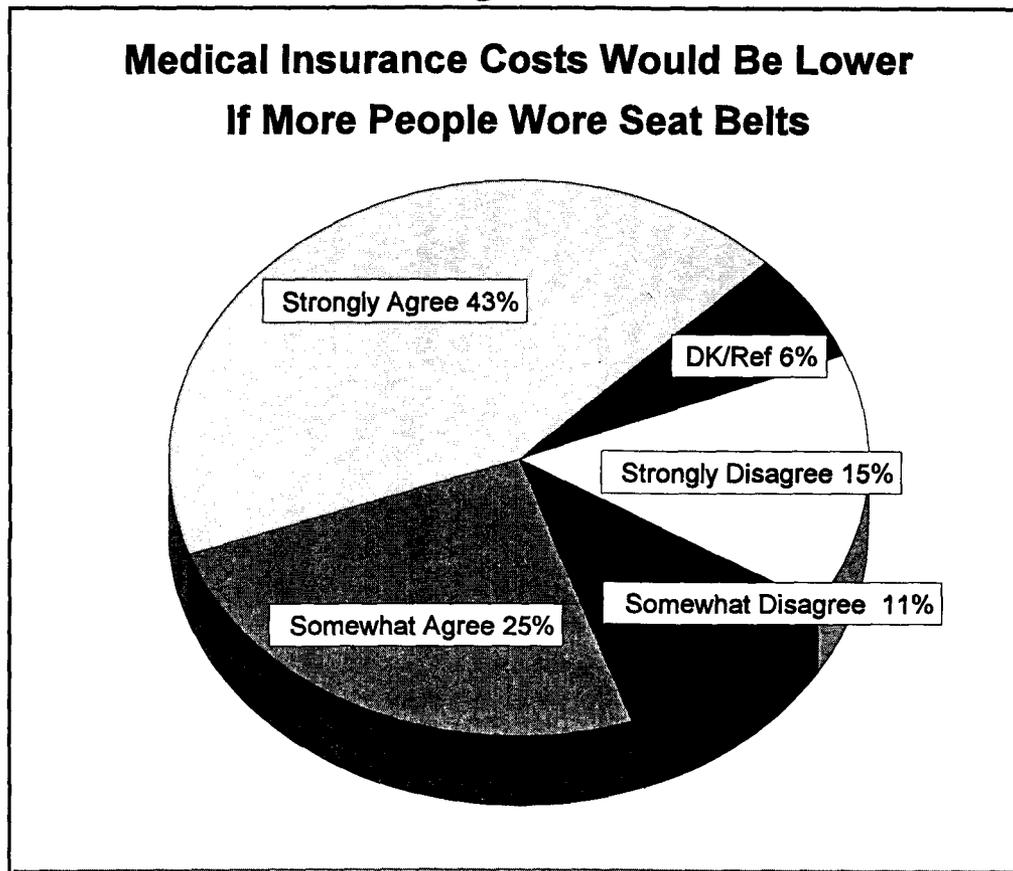
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

One of the messages that safety professionals have been communicating to the public is that non-use of seat belts translates into increased costs for everyone, as the greater number of fatalities and injuries resulting from non-use extracts more resources from society. This survey sought to determine if the public made the connection that non-use of seat belts results in more fatalities and injuries, and that some of the costs for those increased fatalities and injuries are passed on to them. The survey found that two-thirds (68%) of the public either strongly or somewhat agreed that medical insurance costs would be lower if more people wore their seat belts.

Figure 44



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Medical insurance costs would be lower if more people wore seat belts.

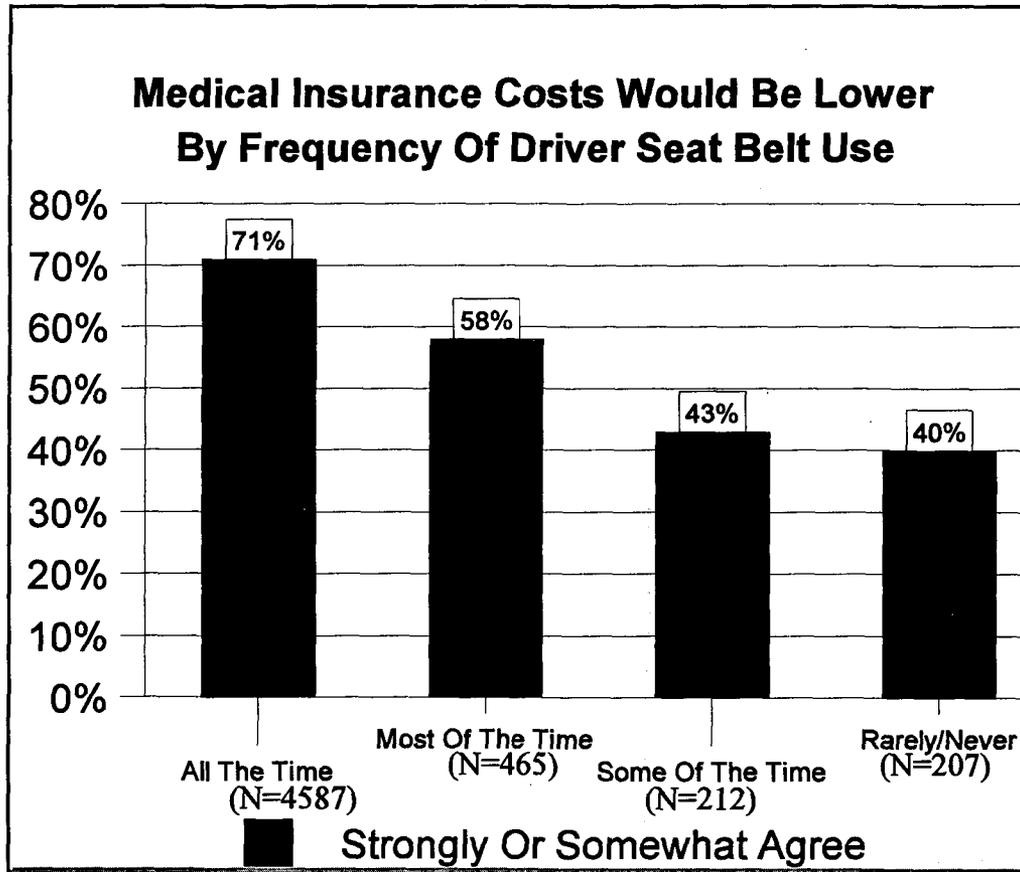
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Almost three-quarters (71%) of drivers who reported wearing seat belts “all the time” agreed that medical insurance costs would be lower with increased seat belt use. More than one-half of “most of the time” users concurred.

Figure 45



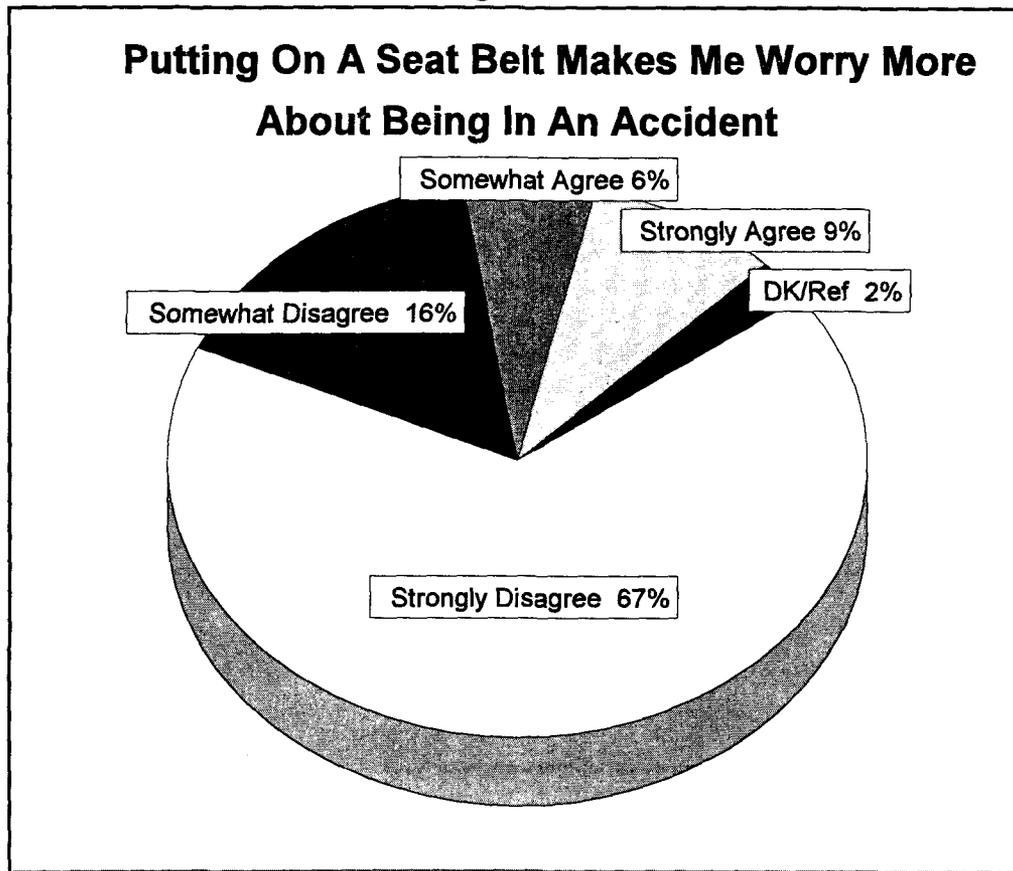
Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?
Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Medical insurance costs would be lower if more people wore seat belts.

Base: Drivers whose primary vehicle has seat belts.
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Whereas public anxiety over potentially unsafe or unhealthy outcomes may lead to adoption of prescribed safety behaviors, there sometimes is a danger that the intervention itself becomes an anxiety-producing cue that people seek to avoid because of its connection to the negative outcome. This survey explored that issue by getting reaction to the statement "Putting on a seat belt makes me worry more about being in an accident." Most persons refuted the notion, two-thirds (67%) did so strongly. However, 15% of the population indicated some level of agreement with the statement.

Figure 46



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Putting on a seat belt makes me worry more about being in an accident.

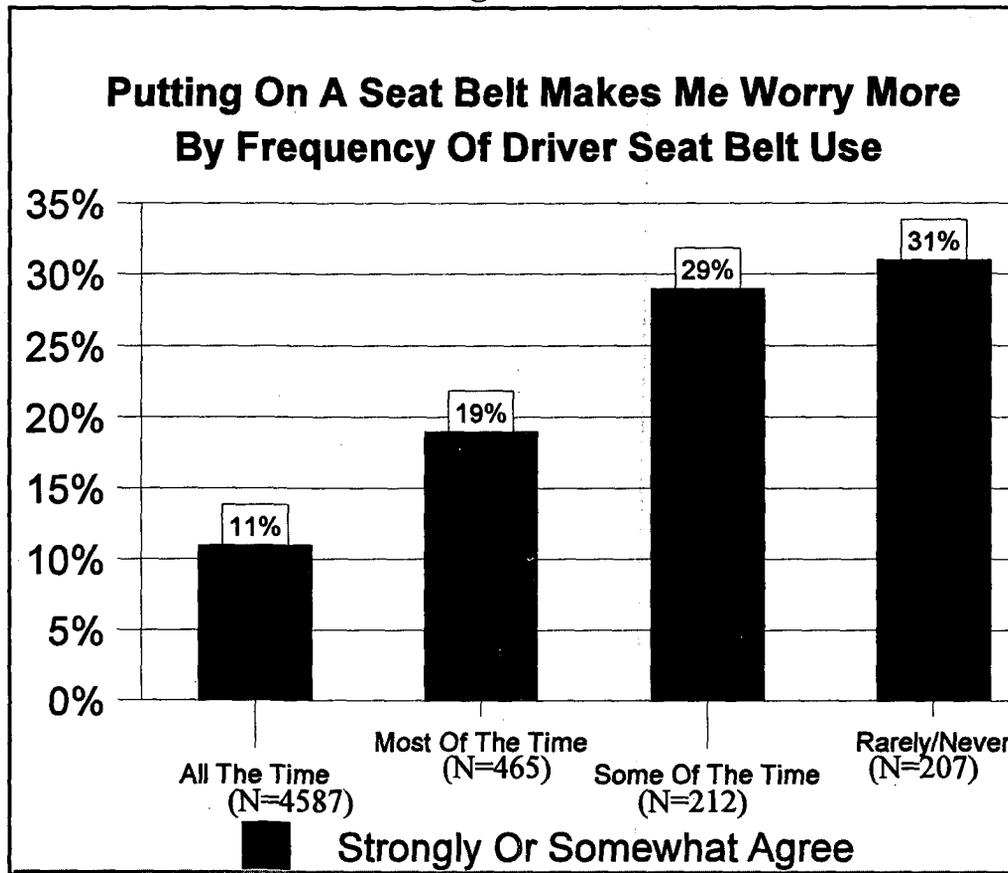
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reported anxiety from seat belts increased as reported usage decreased, with almost one-third of infrequent users agreeing that they worried more about getting in an accident when they wore their seat belt.

Figure 47



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

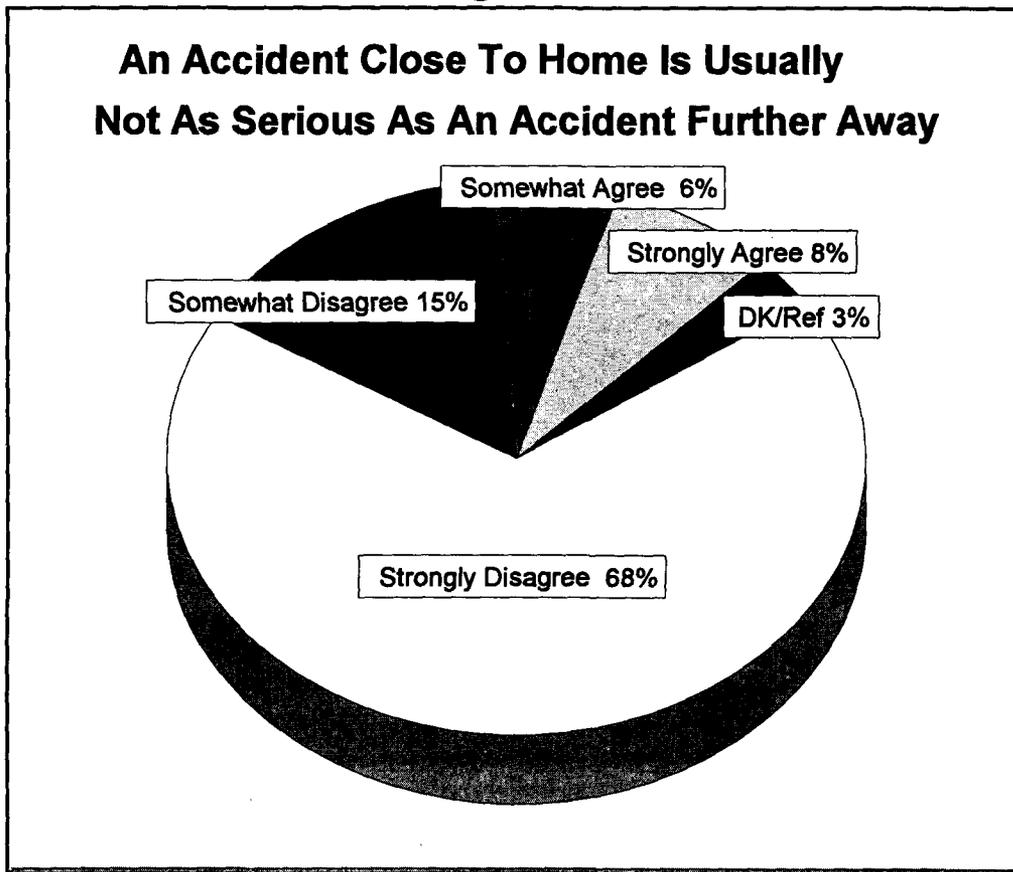
Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. Putting on a seat belt makes me worry more about being in an accident.

Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

Part time seat belt users often gave “driving just a short distance” as a reason for their instances of non-use (see page 63). In addition, some participants in focus groups have commented that they thought crashes close to home would tend to involve “less energy” than those farther away. The survey explored whether this meant that the public was prone to discount the seriousness of potential crashes near where they live. The answer was generally “no” as only one-out-of-seven persons (14%) either somewhat or strongly agreed with the statement that “An accident close to home is usually not as serious as an accident farther away.”

Figure 48



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. An accident close to home is usually not as serious as an accident farther away.

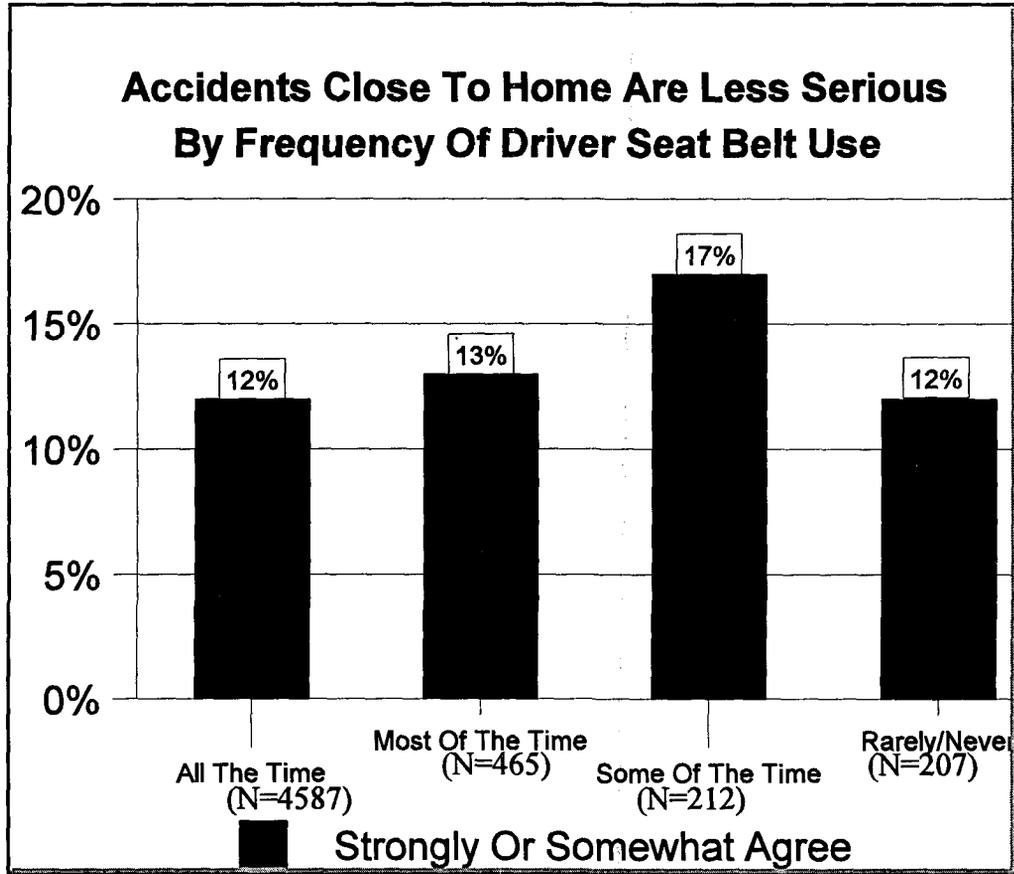
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The percentage of drivers agreeing with the statement was approximately the same across three out of four levels of reported belt use; with the remaining category (“some of the time” users) being a few points higher. The absence of a relationship between the attitude and reported belt use suggested that the “short distance” reason for non-use derived from an attitude that a crash won’t happen, rather than the belief that the consequences of a nearby crash would be minimal.

Figure 49



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. An accident close to home is usually not as serious as an accident farther away.

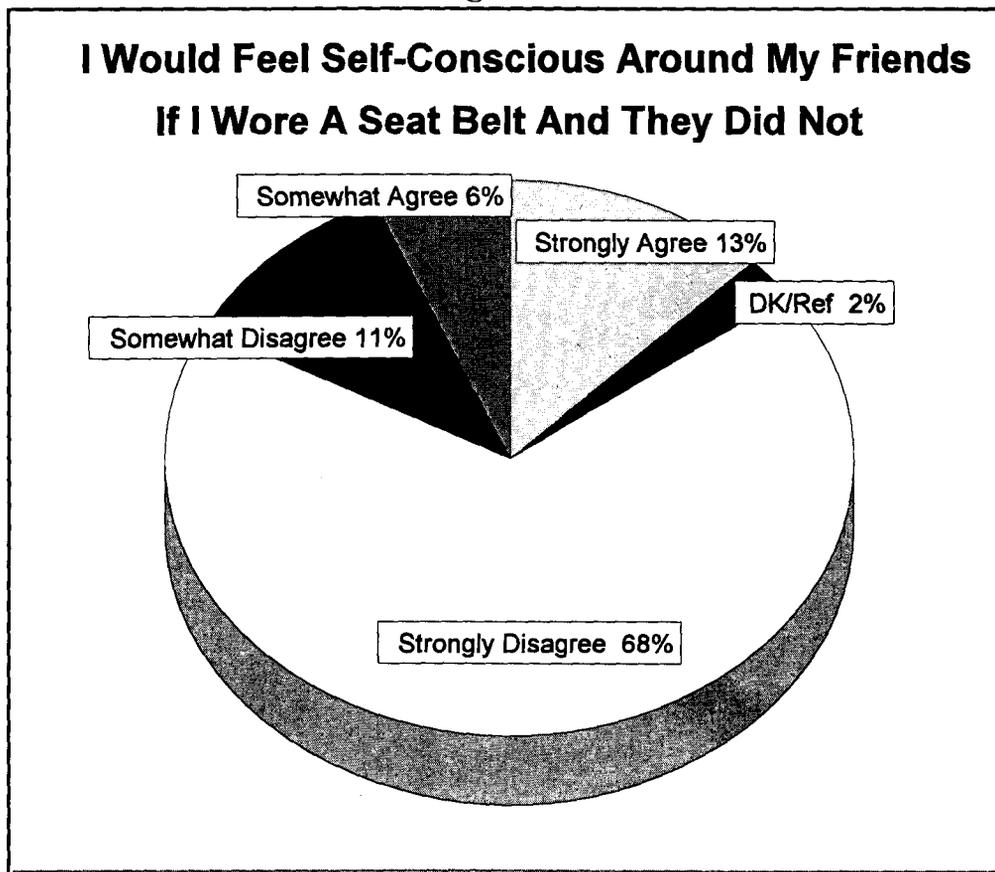
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

To this point, the discussion on perception of risk has revolved around perceived risk of injury. But there may be social risks involved in seat belt use if usage runs counter to the group norm. The survey included an attitude statement addressing this type of situational pressure. Almost one-in-five persons (19%) either strongly or somewhat agreed that they would feel self-conscious around their friends if they wore a seat belt and their friends did not.

Figure 50



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. I would feel self-conscious around my friends if I wore a seat belt and they did not..

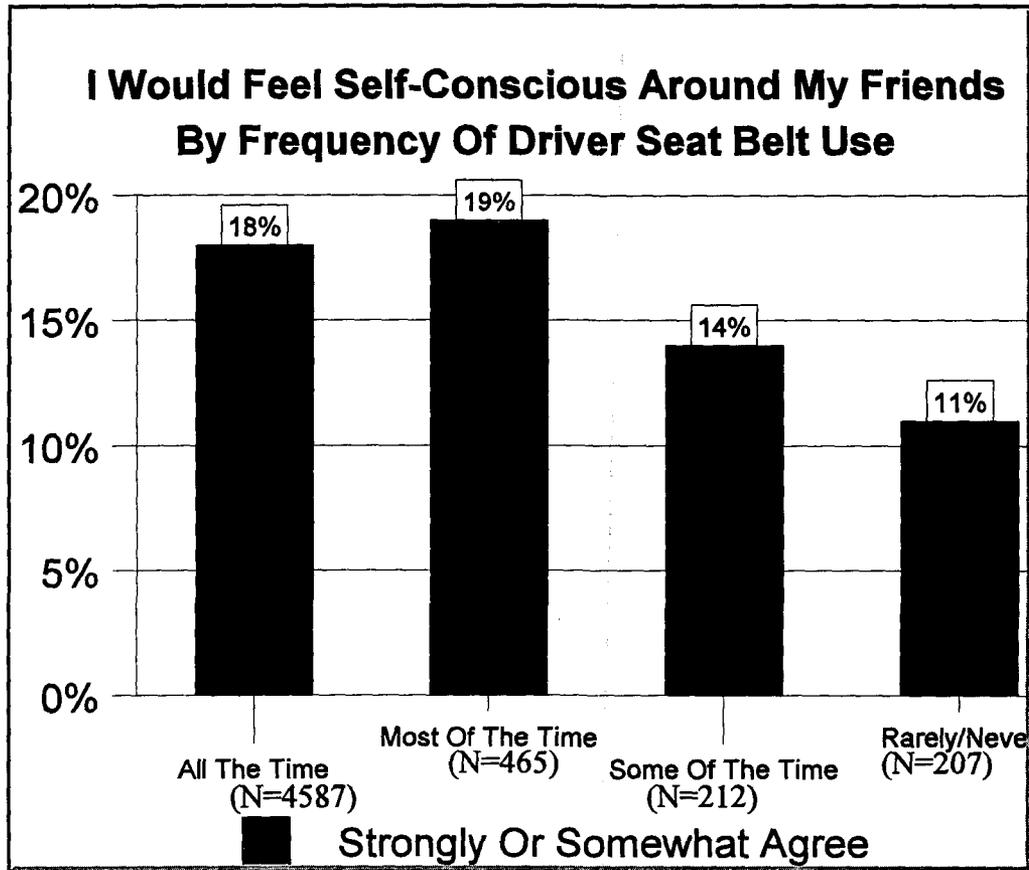
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The percentage of respondents who acknowledged they would feel self-conscious if they wore their seat belts and their friends did not was highest among “all of the time” users (18%) and “most of the time” users (19%).

Figure 51



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

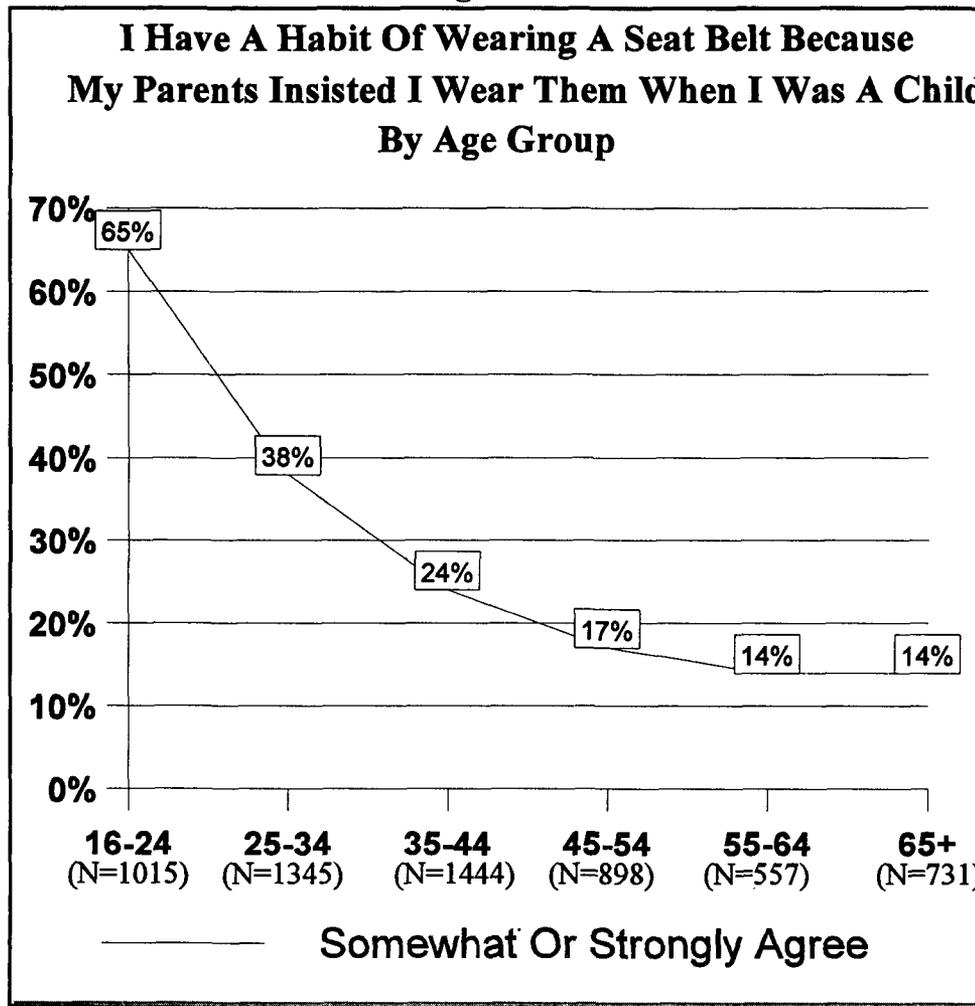
Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. I would feel self-conscious around my friends if I wore a seat belt and they did not.

Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

The survey explored the parental influence issue by asking respondents their level of agreement with the statement “I have a habit of wearing a seat belt because my parents insisted I wear them when I was a child.” Among persons 16 to 24, 47% strongly agreed and 17% somewhat agreed (rounded to 65% when combined). The level of agreement dropped sharply for older age groups, reflecting the lower belt use rates during their childhood years. It’s unclear what the oldest age groups were responding to, as seat belts were not in the vehicle fleet during their childhood years.

Figure 52



Qx: Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. I have a habit of wearing a seat belt because my parents insisted I wear them when I was a child.

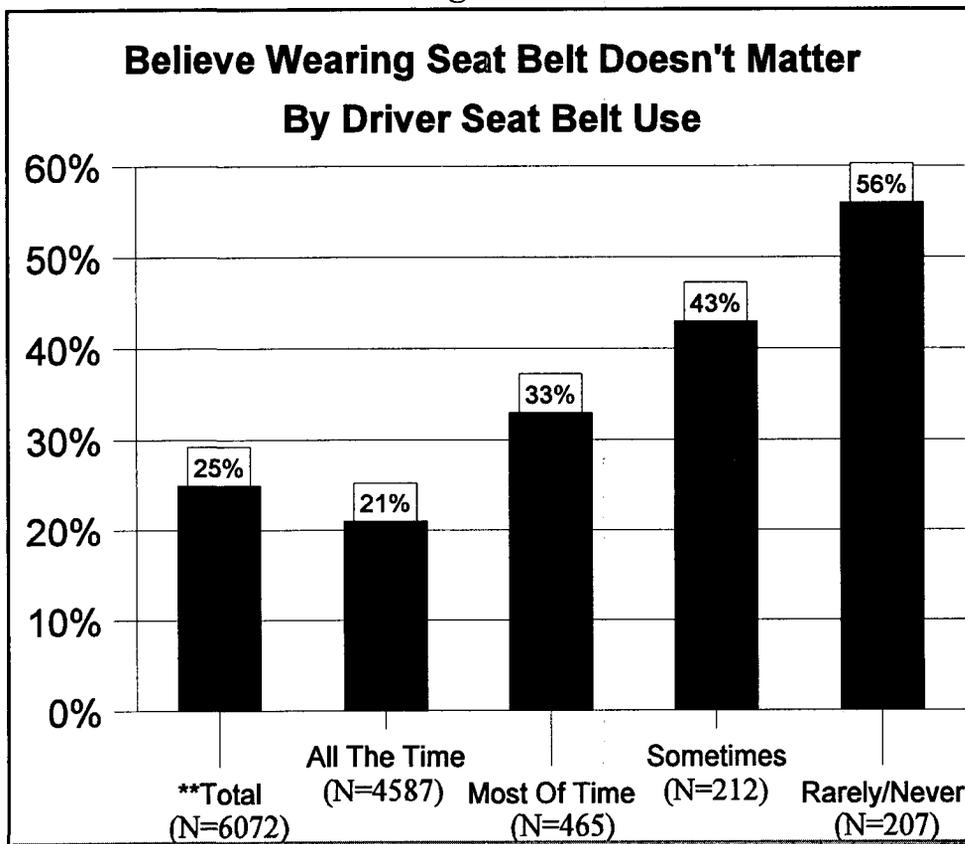
*Base: Total population age 16+
Unweighted N's listed above.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Attitudes Toward Fatalism

The survey also explored the role of fatalism in seat belt non-use. Since the primary reason for seat belt use is to avoid injury, there is a question as to whether those who do not wear belts on a regular basis do not recognize the danger, or simply don't believe they can avoid it. Respondents were asked if they agreed or disagreed with the statement "if it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt." One-quarter of the total population age 16 and older agreed. However, this fatalistic outlook became more prevalent as reported belt use declined, peaking at 56% among drivers who said they rarely or never wore their seat belts.

Figure 53



Qx: When driving this [car/truck/van] how often do you wear your {shoulder/lap} belt?

Qx: Do you agree or disagree that if it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt?

****Base:** *Total = Total population age 16+ (includes nondrivers).
Usage frequencies = Drivers whose primary vehicle has seat belts.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Sex And Age Differences In Attitudes

Few differences emerged between the sexes in their levels of agreement with the attitude statements described in the previous sections of this Chapter. The data suggested that males are more likely than females to feel self conscious about wearing a seat belt when among friends who were not wearing them (23% to 15%). More substantial differences on the attitude

TABLE 36
Attitudes Concerning Risk Perception, Fatalism, And The
Usefulness Of Seat Belts By Sex and Age

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree.

Base: Total population age 16+

	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=3173)	(N=2899)	(N=556)	(N=4703)	(N=731)
Strongly or Somewhat Agree:					
If I were in an accident, I would want to have my seat belt on.	95%	93%	94%	94%	93%
Seat belts are just as likely to harm you as help you.	38%	33%	50%	33%	36%
Medical insurance costs would be lower if more people wore seat belts	68%	68%	75%	67%	68%
Putting on a seat belt makes me worry more about being in an accident.	14%	16%	24%	14%	17%
An accident close to home is usually not as serious as an accident farther away.	13%	15%	25%	12%	19%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

statements appeared with age. One-half (50%) of 16-to-20-year-olds agreed that seat belts were as likely to harm as to help, compared to 33% of those 21 to 64 and 36% of those 65 and older. The youngest age group also was more likely to agree that an accident close to home was usually not as serious (25%), that putting on a seat belt makes them worry about being in an accident (24%), and that they would feel self-conscious if they were going against the group norm in wearing seat belts (27%). Moreover, the youngest age group was somewhat more likely to agree that insurance costs would be lower if more people wore seat belts. However, a number of teenagers in NHTSA focus groups have indicated that insurance costs were not an issue with them because they did not pay them, their parents did.

**TABLE 36 (Continued)
Attitudes Concerning Risk Perception, Fatalism, And The
Usefulness Of Seat Belts By Sex and Age**

	Sex		Age		
	Female	Male	16-20	21-64	65+
	(N=3173)	(N=2899)	(N=556)	(N=4703)	(N=731)
Strongly or Somewhat Agree:					
I would feel self-conscious around my friends if I wore a seat belt and they did not.	15%	23%	27%	18%	20%
Agree:					
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt.	23%	27%	23%	26%	23%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Racial And Ethnic Differences In Attitudes

Blacks and Hispanics differed markedly from whites and non-Hispanics on perceived risk and the utility of seat belts. Whereas about one-third of whites (32%) and non-Hispanics (34%) agreed that seat belts were just as likely to harm as help you, almost half of blacks (46%) and Hispanics (48%) agreed with the statement. Blacks and Hispanics also were about twice as likely as whites and non-Hispanics to agree that putting on a seat belt made them worry more about being in a crash, or that a crash close to home would not be as serious as one farther away.

TABLE 37
Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Race and Ethnicity

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree.

Base: Total population age 16+

	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=649)	(N=4488)	(N=586)	(N=5439)
Strongly or Somewhat Agree:				
If I were in an accident, I would want to have my seat belt on.	94%	94%	95%	94%
Seat belts are just as likely to harm you as help you.	46%	32%	48%	34%
Medical insurance costs would be lower if more people wore seat belts	67%	68%	73%	67%
Putting on a seat belt makes me worry more about being in an accident.	26%	12%	30%	13%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Hispanics (39%) were more likely than the other groups to say they would feel self-conscious about using seat belts if their friends were not wearing them. Blacks (36%) were most likely to agree with the fatalistic statement that wearing a seat belt did not matter because if it was your time to die, you'll die.

TABLE 37(Continued)
Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Race and Ethnicity

	Race		Ethnicity	
	Black	White	Hispanic	Non-Hispanic
	(N=649)	(N=4488)	(N=586)	(N=5439)
Strongly or Somewhat Agree:				
An accident close to home is usually not as serious as an accident farther away.	22%	11%	26%	13%
I would feel self-conscious around my friends if I wore a seat belt and they did not.	29%	15%	39%	17%
Agree:				
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt.	36%	23%	30%	25%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Differences In Attitudes By Educational Level

Education level also showed a relationship to the various attitudes. Generally, people tended to be less fatalistic, less ambivalent about the injury reduction benefits of seat belts, and less self-conscious about going against group norms of non-use if they had more years of formal schooling.

TABLE 38
Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Education

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree.

Base: Total population age 16+

	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=758)	(N=1831)	(N=1450)	(N=1973)
Strongly or Somewhat Agree:				
If I were in an accident, I would want to have my seat belt on.	91%	92%	94%	97%
Seat belts are just as likely to harm you as help you.	50%	45%	32%	21%
Medical insurance costs would be lower if more people wore seat belts	72%	64%	65%	72%
Putting on a seat belt makes me worry more about being in an accident.	28%	18%	12%	9%
An accident close to home is usually not as serious as an accident farther away.	26%	15%	12%	9%

TABLE 38(Continued)
Attitudes Concerning Risk Perception, Fatalism, And The
Usefulness Of Seat Belts By Education

	Education			
	Grade 11 Or Less	High School Grad	Some College	College Grad
	(N=758)	(N=1831)	(N=1450)	(N=1973)
Strongly or Somewhat Agree:				
I would feel self-conscious around my friends if I wore a seat belt and they did not.	32%	22%	16%	13%
Agree:				
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt.	33%	32%	24%	14%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Differences In Attitudes By Type Of Primary Vehicle Driven

Since pickup truck drivers were less likely to report seat belt use compared to other drivers (see page 18), analyses were conducted to assess whether vehicle type corresponded with any differences in attitudes toward belt utility or fatalism. The results showed significantly greater agreement towards the fatalistic statement by pickup truck drivers in contrast to other motorists. Differences were unremarkable on the other items, except for a slightly greater tendency for SUV drivers to report attitudes supportive of seat belt use .

TABLE 39
Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Type Of Primary Vehicle Driven

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree.

Base: Total population age 16+

	Type Of Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=3396)	(N=489)	(N=879)	(N=623)
Strongly or Somewhat Agree:				
If I were in an accident, I would want to have my seat belt on.	94%	94%	92%	97%
Seat belts are just as likely to harm you as help you.	34%	31%	36%	30%
Medical insurance costs would be lower if more people wore seat belts	69%	68%	64%	66%
Putting on a seat belt makes me worry more about being in an accident.	13%	15%	15%	10%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 39 (Continued)
Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts By Type Of Primary Vehicle Driven

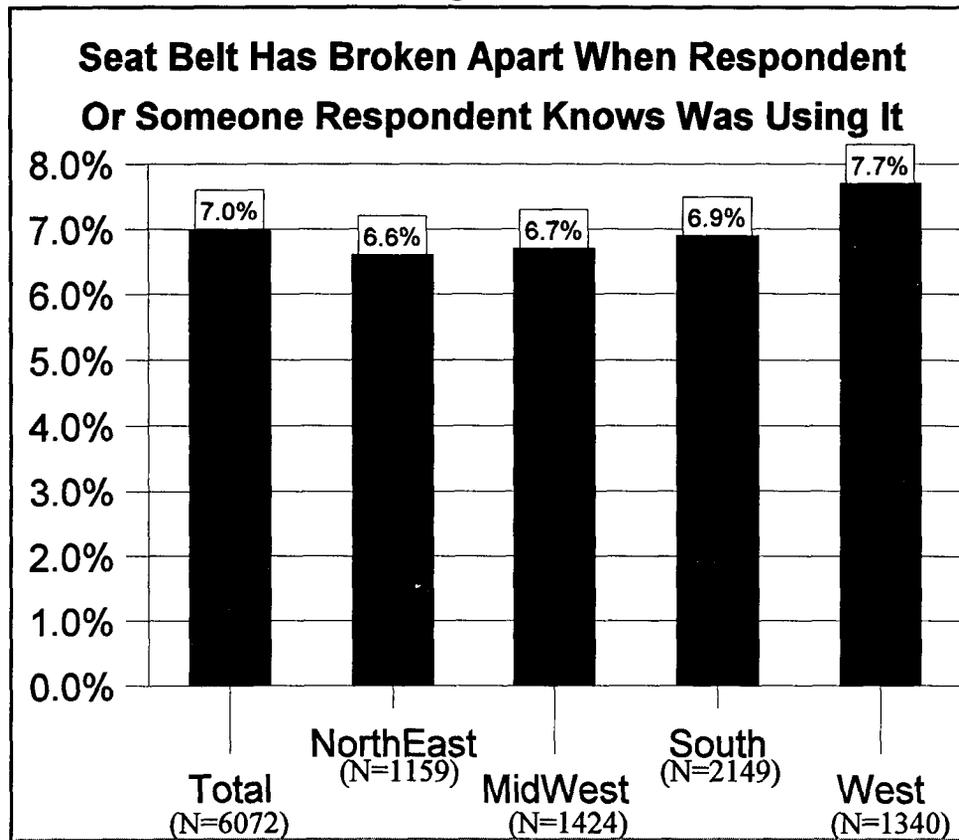
	Type Of Vehicle			
	Car	Van/ Minivan	Pickup Truck	SUV
	(N=3396)	(N=489)	(N=879)	(N=623)
Strongly or Somewhat Agree:				
An accident close to home is usually not as serious as an accident farther away.	13%	12%	13%	8%
I would feel self-conscious around my friends if I wore a seat belt and they did not.	17%	18%	20%	15%
Agree:				
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt.	23%	21%	33%	22%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Experience With Seat Belt Failures

Certain climates may cause deterioration in seat belts over time, such as belts becoming brittle due to extreme heat. Seven percent of the population age 16 and older reported that a seat belt had broken apart when they or someone they knew was using it. The figure ranged from 6.6% in the Northeast to 7.7% in the West.

Figure 54



Qx: Has a seat belt ever broken apart when either you or someone you know was using it?

Base: Total population age 16+

Unweighted N's listed above.

NorthEast: CT, ME, MA, NH, NJ, NY, PA, RI, VT

MidWest: IL, IN, IA, KS, MI, MN, MO, NE, ND, OH, SD, WI

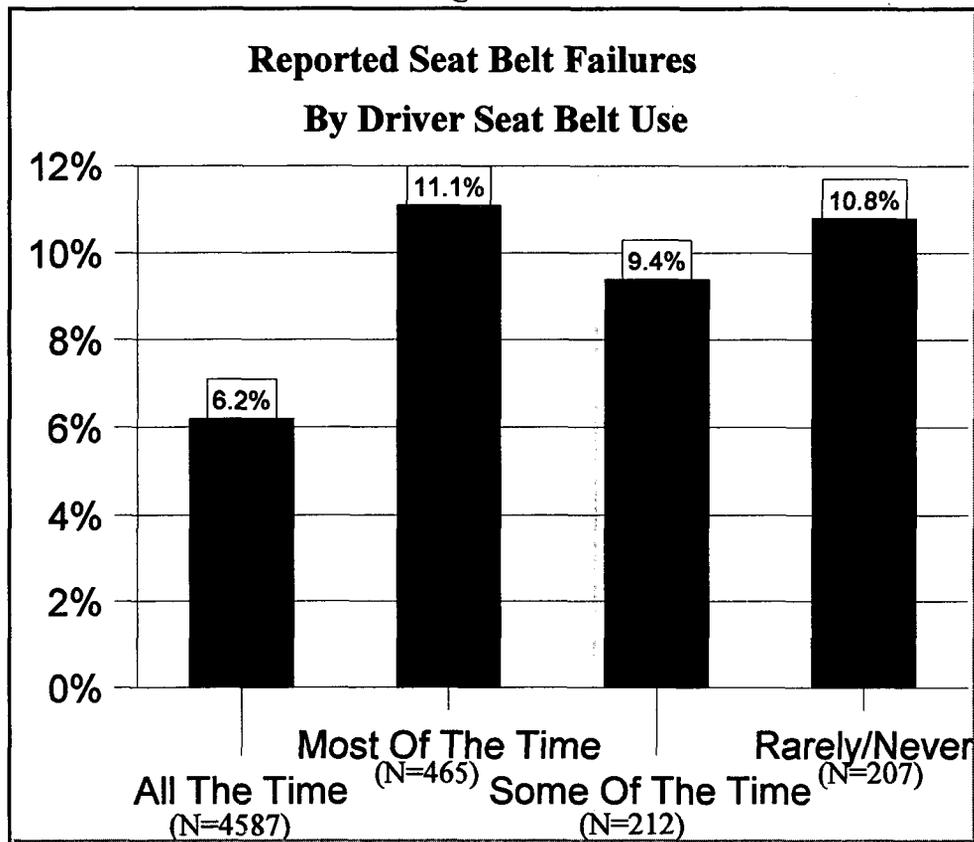
South: AL, AR, DE, DC, FL, GA, KY, LA, MD, MS, NC, OK, SC, TN, TX, VA, WV

West: AK, AZ, CA, CO, HI, ID, MT, NV, NM, OR, UT, WA, WY

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers who said that they always wore their seat belts were least likely to report seat belt failures (6.2%) compared to the other belt usage groups. Two years ago, the percentage of respondents reporting failures was higher among the rarely/never users compared to the other groups. In the current survey, their percentage is comparable to that for the “most of the time” users.

Figure 55

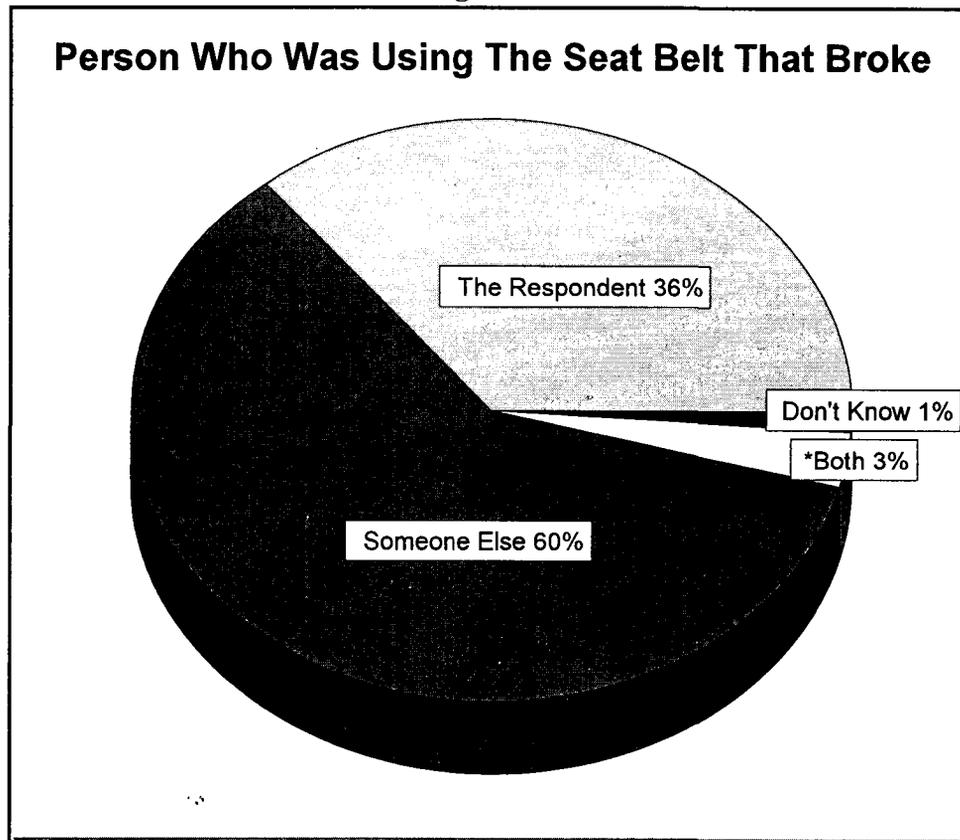


Qx: Has a seat belt ever broken apart when either you or someone you know was using it?
Base: Drivers whose primary vehicle has seat belts.
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

It is not uncommon for persons to refer to specific instances of problems with seat belts to explain their own belt use behavior (e.g., see page 70), but these reported instances may or may not be accurate. The 2000 survey added a follow-up question to get a sense as to whether respondents were relying on anecdotal stories or personal experience in reporting seat belt failures. In most cases, the reported failure occurred with someone else. Still, almost two-in-five reported failures involved personal experience.

Figure 56



Qx: Who was using the seat belt that broke, you or someone else?

Base: Persons who said a seat belt has broken apart when either they or someone they know was using it.

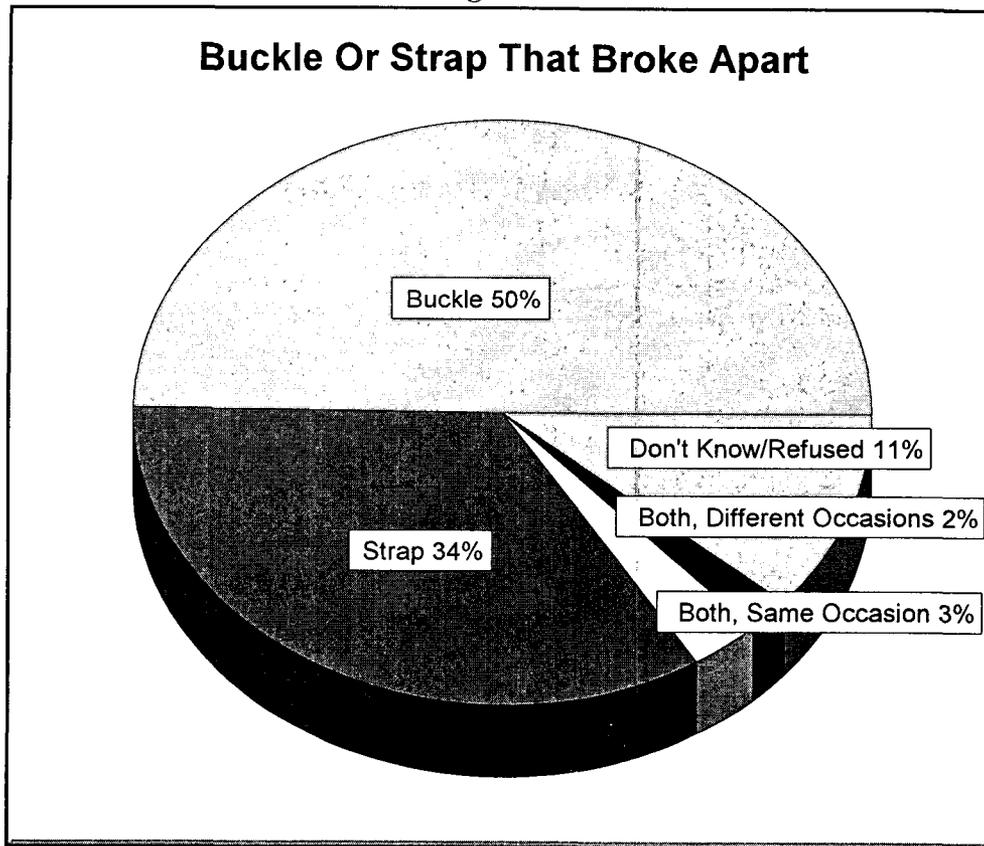
Unweighted N=441

**Happened to both the respondent and to someone else.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

A second follow-up question asked whether it was the buckle that broke apart or the strap. In most cases it was the buckle that broke, although the strap also figured in a large percentage of failures.

Figure 57



Qx: Did the buckle break apart, or did the strap break apart?

Base: Persons who said a seat belt has broken apart when either they or someone they know was using it.

Unweighted N=441

2000 SURVEY RESULTS

CHAPTER 4

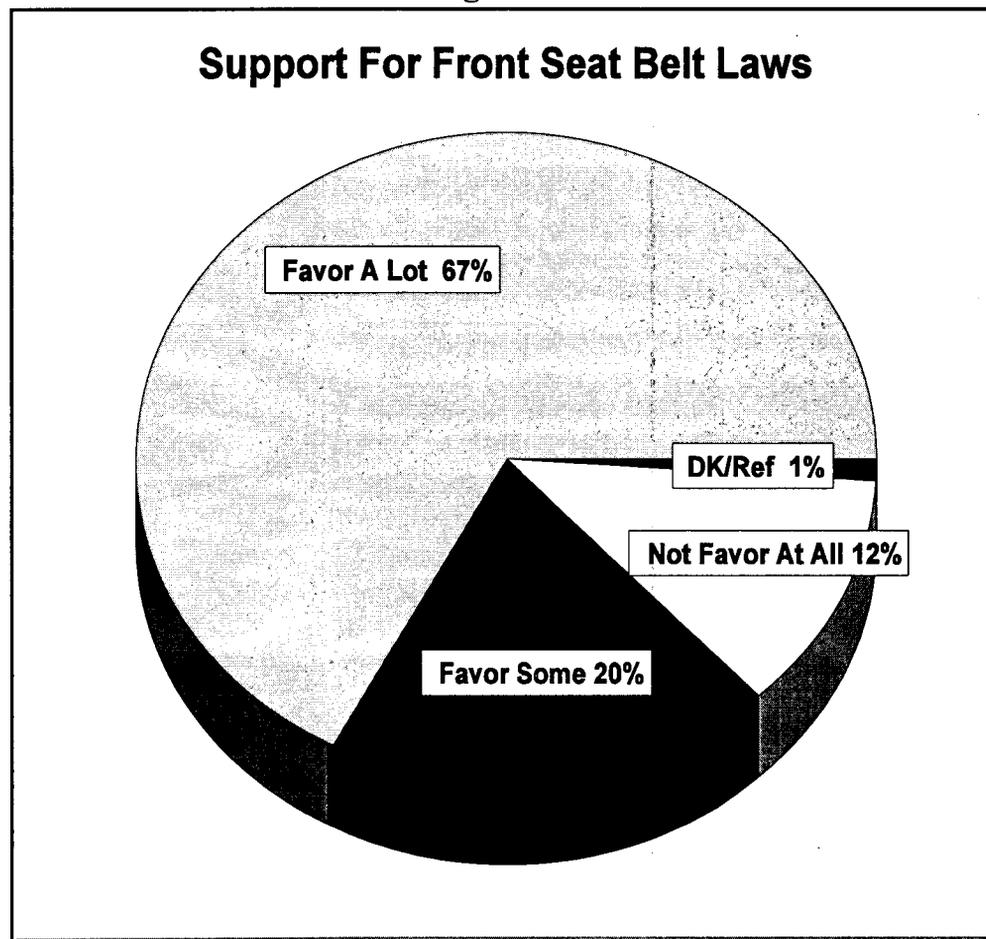
**ATTITUDES, KNOWLEDGE, AND EXPERIENCE
WITH SEAT BELT LAWS AND THEIR
ENFORCEMENT**

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Attitudes Toward Seat Belt Laws

At the time the survey was conducted, 49 states plus the District of Columbia had laws requiring seat belt use that were applicable to adults, New Hampshire being the exception (see Appendix B). Respondents were asked their attitudes about enactment and enforcement of the laws, their knowledge of the seat belt laws in their own State, and their personal experience with seat belt law enforcement. Most persons age 16 and older (87%) favored requiring drivers and front seat passengers to wear seat belts. Two-thirds (67%) favored such laws a lot, and an additional 20% favored them somewhat. Twelve percent did not favor such laws at all while 1% was unsure.

Figure 58



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these at all?

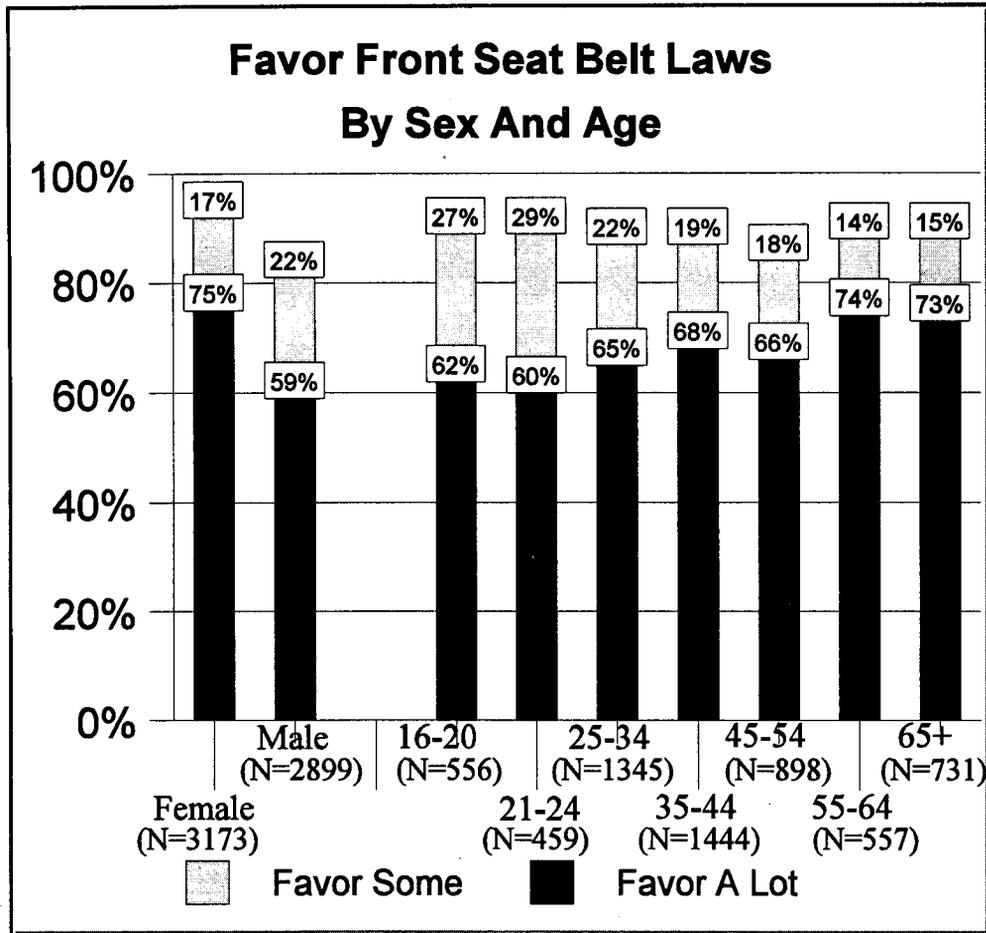
Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Females (92%) voiced stronger support for front seat belt laws than did males (81%). The oldest age groups were most likely to say that they strongly supported front seat belt laws.

Figure 59



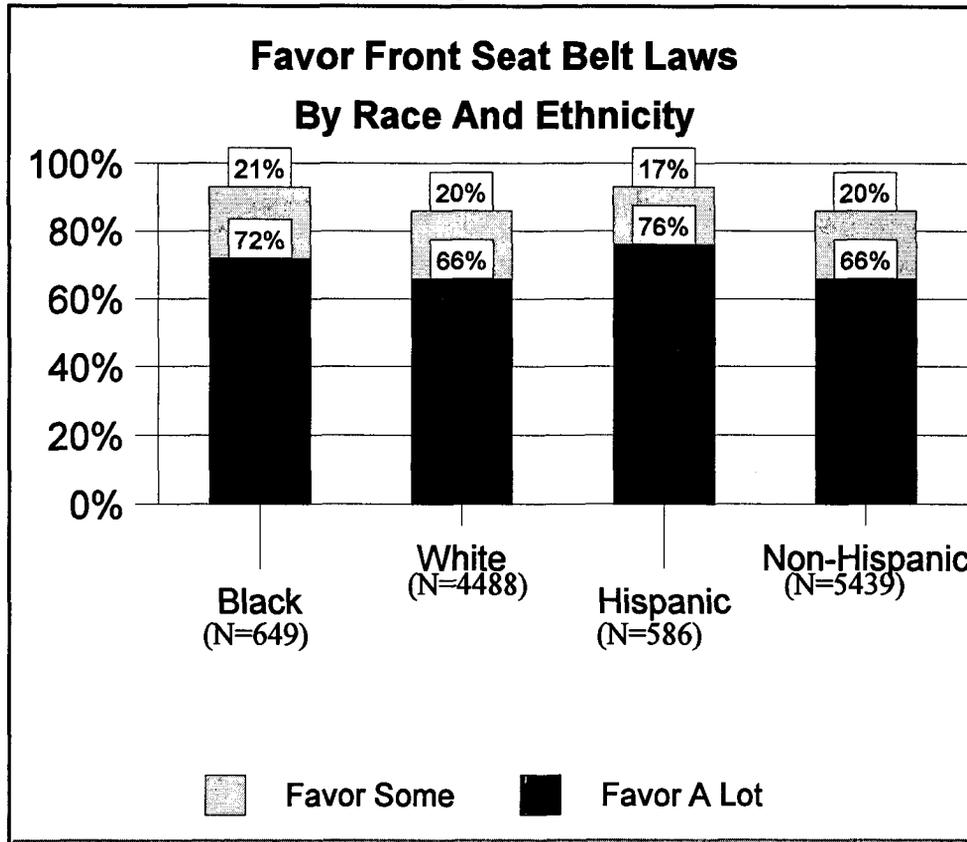
Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

*Base: Total population age 16+
Unweighted N's listed above.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Blacks (94%*) and Hispanics (92%*) were more likely to express support for front seat belt laws than whites (86%) and non-Hispanics (86%). This pattern of greater support among minority groups for legislation and enforcement was repeated on other questionnaire items addressed in this Chapter.

Figure 60



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Base: Total population age 16+

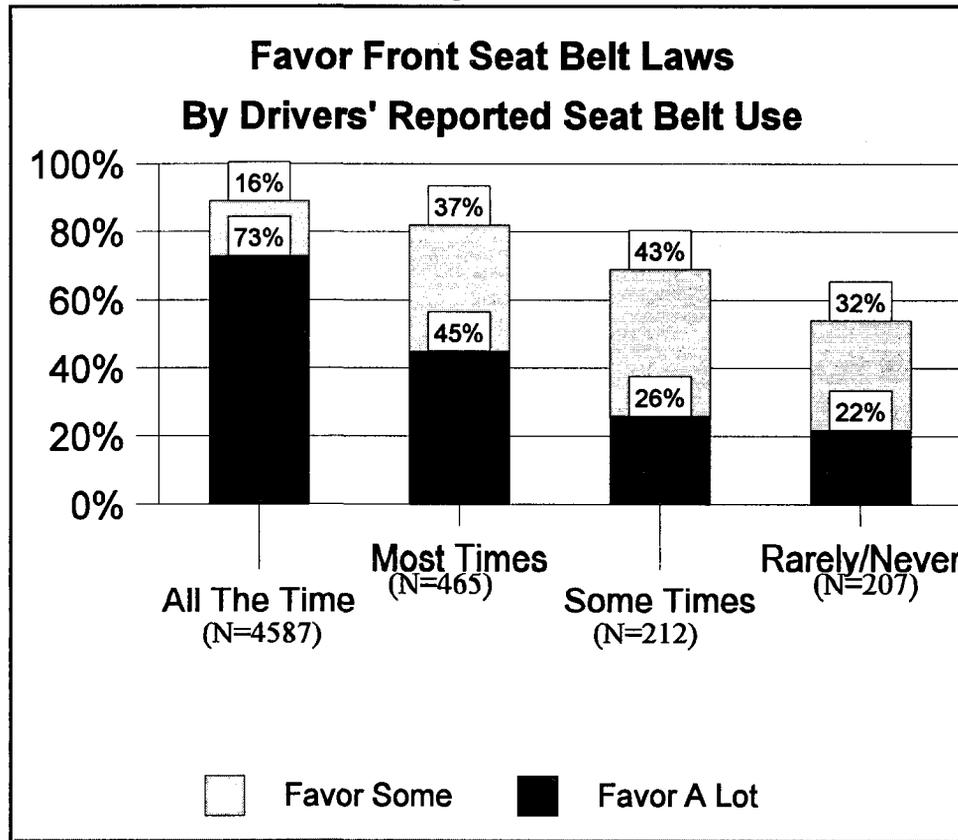
Unweighted N's listed above.

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As expected, support for seat belt laws was strongest among those who used their seat belt most often. Nine-in-ten drivers (90%*) who said they used their seat belt "all of the time" favored front seat belt laws "a lot" or "some." The figure dropped to 82% of "most of the time" seat belt users, and 69% of "some of the time" users. Among drivers who rarely or never wore seat belts, 54% said they favored laws requiring seat belt use by drivers and front seat passengers.

Figure 61



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Base: Drivers whose primary vehicle has seat belts

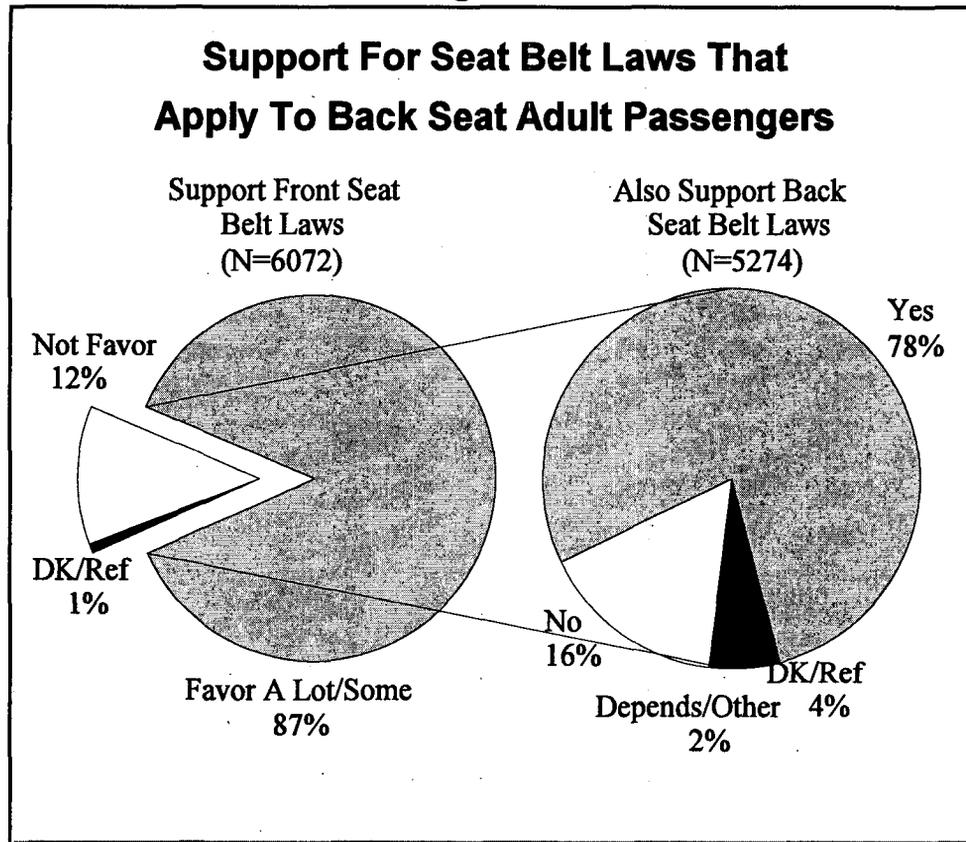
Unweighted N's listed above.

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

If respondents said that they favored front seat belt laws (either somewhat or a lot), the interviewers then asked them if they also supported laws that applied to the back seat as well. More than three-quarters (78%) said yes. This equates to two-thirds (68%) of the total population age 16 and older supporting seat belt laws that apply to both the front and back seats (78% of the 87% who favored front seat laws).

Figure 62



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Qx: Do you think that seat belt laws should also apply to back seat adult passengers?

Base: Pie 1: Total population age 16+

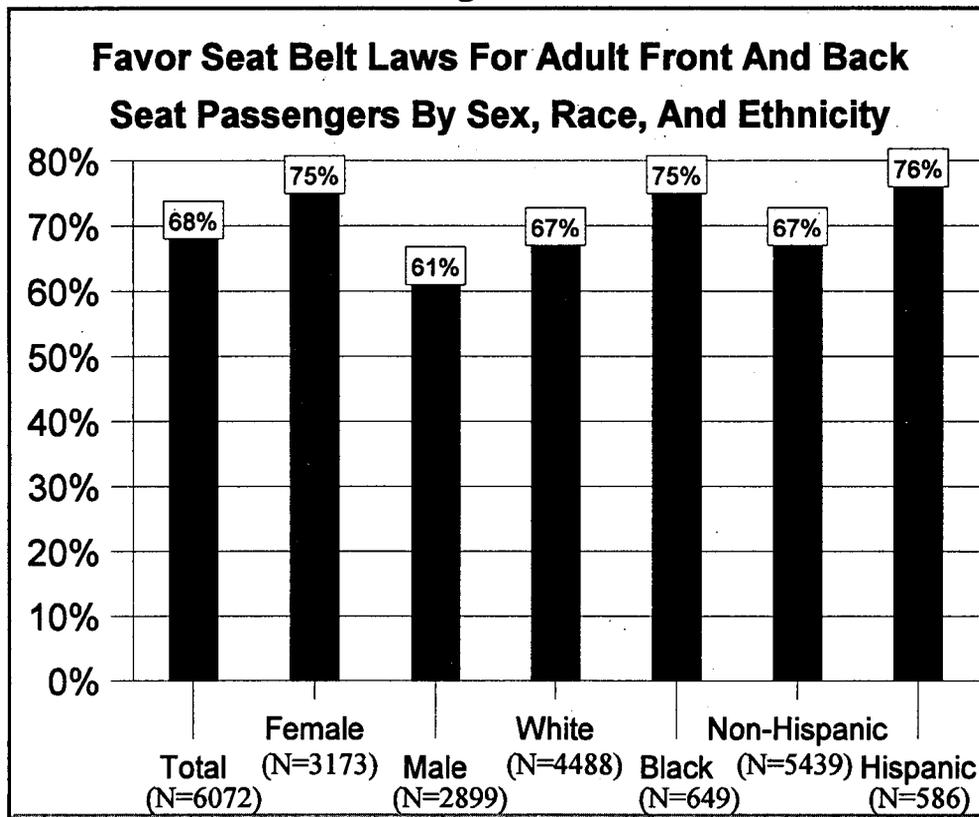
Pie 2: Those who favor front seat belt laws

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As noted on the previous page, 78% of persons who believed that drivers and front seat passengers should be required to wear seat belts also favored the law applying to back seat passengers as well, which equated to 68% favoring both front and back seat laws. For the groups below, the percentage of front seat law supporters who also supported back seat laws was highest among blacks (80%), Hispanics (82%), and females (81%). Whites (78%), non-Hispanics (78%), and males (75%) fell below 80%. As a result, the gap on pages 119 and 120 between males and females, and between Hispanics and non-Hispanics, widened when support for front and back seat laws was combined (see Figure 63).

Figure 63



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Qx: Do you think that seat belt laws should also apply to back seat adult passengers?

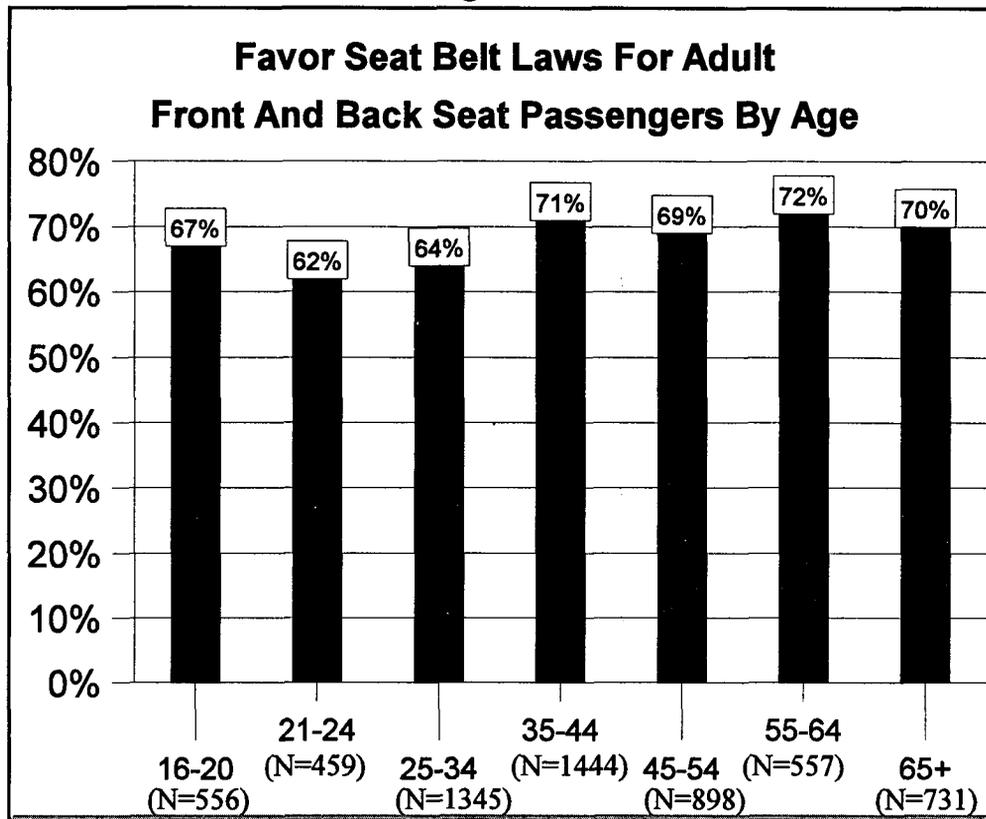
Base: Total population age 16+

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The least support across age groups for both front and back seat laws was recorded for persons ages 21 through 24 (62%). This was because persons in that age group who supported front seat laws were the least likely to support back seat laws at 69% (69% of the 90% who supported front seat laws equated to 62%). The comparable numbers for the other age groups (i.e., the percentage of those supporting a front seat law who also supported applying the law to the back seat) were 75% for ages 16-20, 74% for ages 25-34, 82% for ages 35-44, 81% for ages 45-54, 82% for ages 55-64, and 79% for those older than 64.

Figure 64



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Qx: Do you think that seat belt laws should also apply to back seat adult passengers?

Base: Total population age 16+

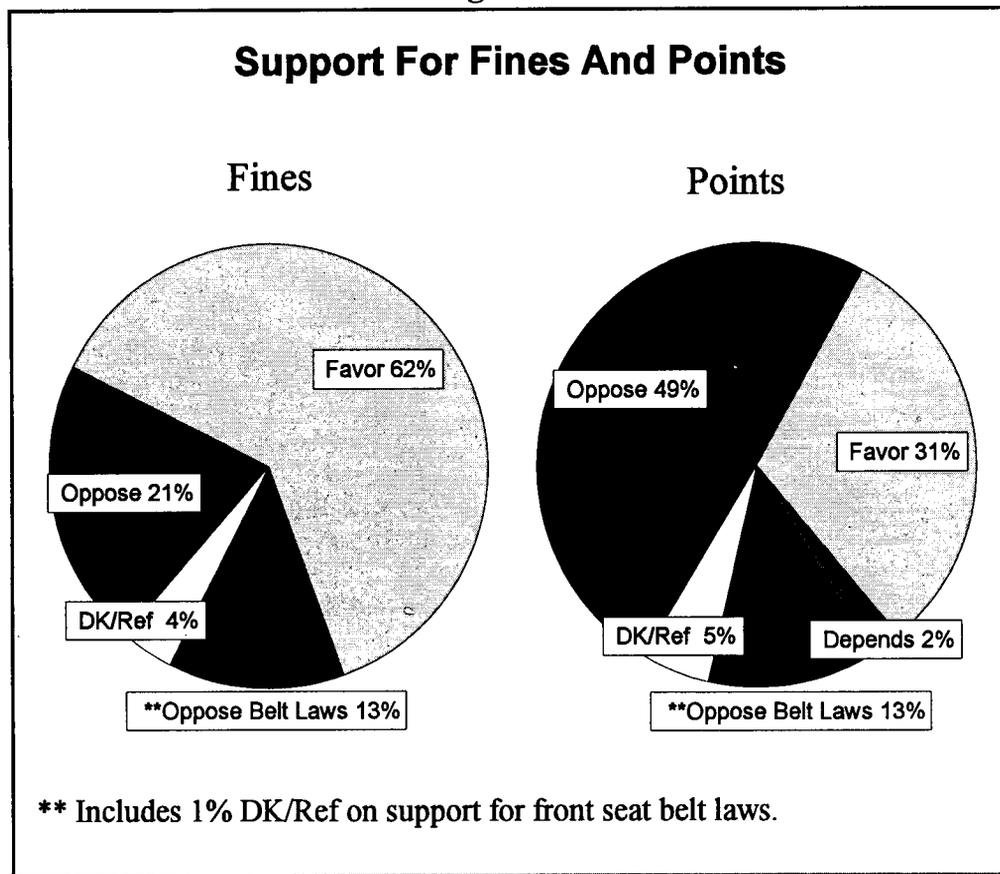
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Attitudes Toward Enforcement Of Seat Belt Laws

The public tended to favor enforcing seat belt laws with fines, but not with points on the driver's license. About three-fifths (62%) of the population age 16 and older supported fines for drivers who did not wear seat belts. Half that many (31%) supported points against the license as a penalty; another 2% said it depended on past violations. As indicated on page 118, 13% of the population opposed front seat belt laws entirely or did not know if they did (they did not receive the fines/points question and therefore are separated from those who did).

Figure 65



Qx: Do you favor or oppose fines for drivers who do not wear seat belts?

Qx: Do you favor or oppose receiving points against a license as a penalty for seat belt violations?

Base: Total population age 16+

Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Among the demographic groups listed below, reported support for fines as a penalty for seat belt violations was greatest among persons with incomes of \$75,000 to \$99,999 (71%), persons age 55 to 64 (70%), females (69%), van or minivan drivers (68%), and Hispanics (68%).

TABLE 40
Support For Fines And Points By Demographic Characteristics

Qx: Do you favor or oppose fines for drivers who do not wear seat belts?

Qx: Do you favor or oppose receiving points against a license as a penalty for seat belt violations?

	*Fines			*Points			N-Size
	Favor	Oppose	**Oppose Belt Laws	Favor	Oppose	**Oppose Belt Laws	
Total	62%	21%	13%	31%	49%	13%	(6072)
Sex							
Female	69%	19%	8%	34%	50%	8%	(3173)
Male	56%	23%	19%	28%	49%	19%	(2899)
Age							
16-20	62%	26%	10%	38%	48%	10%	(556)
21-24	61%	27%	10%	29%	57%	10%	(459)
25-34	62%	21%	13%	31%	50%	13%	(1345)
35-44	61%	22%	13%	31%	51%	13%	(1444)
45-54	61%	20%	16%	26%	52%	16%	(898)
55-64	70%	14%	12%	31%	49%	12%	(557)
65+	63%	17%	12%	32%	42%	12%	(731)
Race							
Black	62%	28%	6%	35%	53%	6%	(649)
White	62%	20%	14%	29%	50%	14%	(4488)
Ethnicity							
Hispanic	68%	21%	8%	41%	43%	8%	(586)
Non-Hispanic	62%	21%	14%	30%	50%	14%	(5439)

**The three response categories (Favor/Oppose/Oppose Belt Laws) do not sum to 100% because persons who answered DK/Ref or Depends to the questions on fines or points are not shown in the Table.*

***Includes those who did not know, or refused to say, if they supported front seat belt laws (they were not asked the question on fines or points). This was about 1 percentage point for almost all groups..*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reported support for points was greatest among Hispanics (41%), youth ages 16-20 (38%), persons who had not graduated high school (37%), and persons with income under \$15,000 (37%). By far the weakest support for laws, fines, and points among the listed groups came from pickup truck drivers.

TABLE 40 (Continued)
Support For Fines And Points By Demographic Characteristics

Qx: Do you favor or oppose fines for drivers who do not wear seat belts?

Qx: Do you favor or oppose receiving points against a license as a penalty for seat belt violations?

	*Fines			*Points			N-Size
	Favor	Oppose	**Oppose Belt Laws	Favor	Oppose	**Oppose Belt Laws	
Total	62%	21%	13%	31%	49%	13%	(6072)
Education							
11 Or Less	60%	23%	12%	37%	43%	12%	(758)
HS Grad/GED	60%	23%	15%	28%	51%	15%	(1831)
Some College	62%	21%	13%	30%	51%	13%	(1450)
College Grad	67%	18%	12%	32%	50%	12%	(1973)
Income							
<\$15,000	65%	20%	11%	37%	46%	11%	(543)
\$15,000-29,999	60%	22%	13%	32%	47%	13%	(992)
\$30,000-49,999	62%	21%	14%	31%	50%	14%	(1258)
\$50,000-74,999	61%	22%	13%	28%	55%	13%	(1108)
\$75,000-99,999	71%	15%	12%	31%	52%	12%	(497)
\$100,000+	64%	20%	13%	31%	52%	13%	(575)
Vehicle Type							
Car	65%	21%	11%	32%	51%	11%	(3396)
Van/Minivan	68%	17%	12%	33%	48%	12%	(489)
Pickup Truck	51%	23%	24%	20%	52%	24%	(879)
SUV	67%	18%	12%	35%	47%	12%	(623)

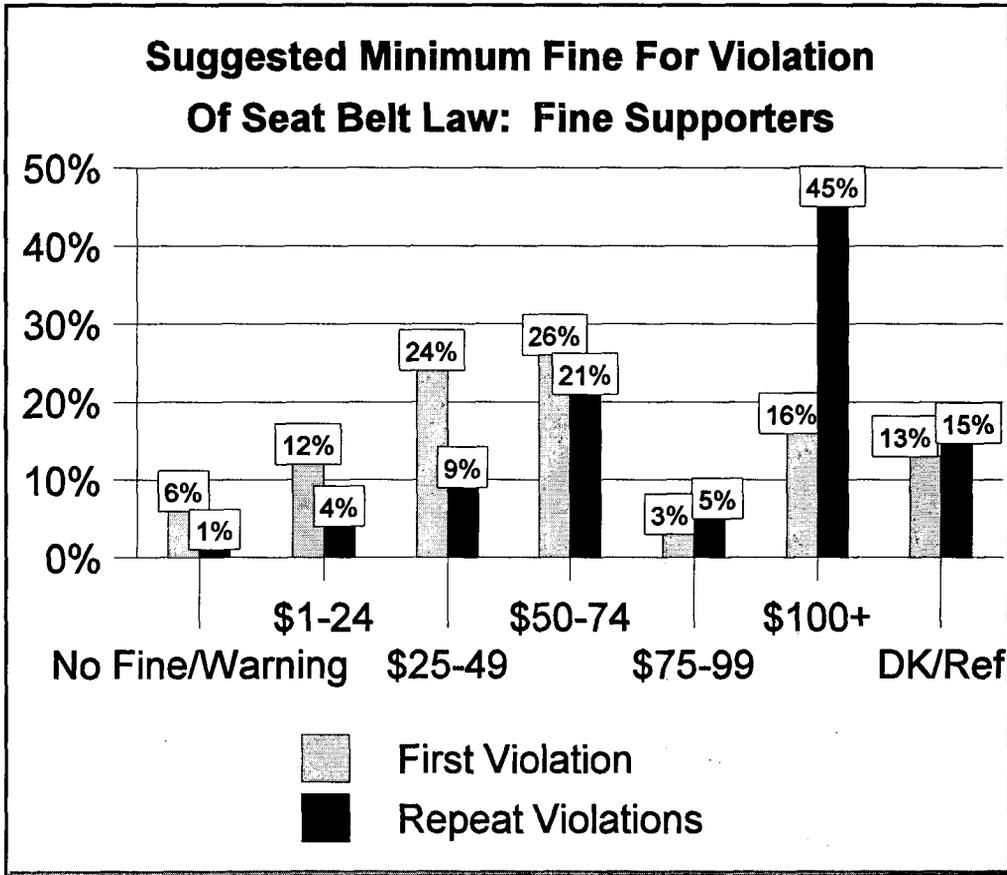
**The three response categories (Favor/Oppose/Oppose Belt Laws) do not sum to 100% because persons who answered DK/Ref or Depends to the questions on fines or points are not shown in the Table.*

***Includes those who did not know, or refused to say, if they supported front seat belt laws (they were not asked the question on fines or points). This was about 1 percentage point for almost all groups.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Interviewers asked those who supported fines as a sanction what they thought the minimum fine should be for the first seat belt violation. They then asked the same respondents what they thought the fine should be for repeat seat belt violations. If it was a first time violation, 42% supported fines under \$50 (or no fine at all) while 16% supported fines of \$100 or more. However, the respondents generally favored stiffer fines if it was a repeat violation: only 14% supported fines under \$50 while 45% supported fines of \$100 or more.

Figure 66



Qx: What do you think the minimum fine should be for the first seat belt violation?

Qx: What do you think the minimum fine should be for repeat seat belt violations?

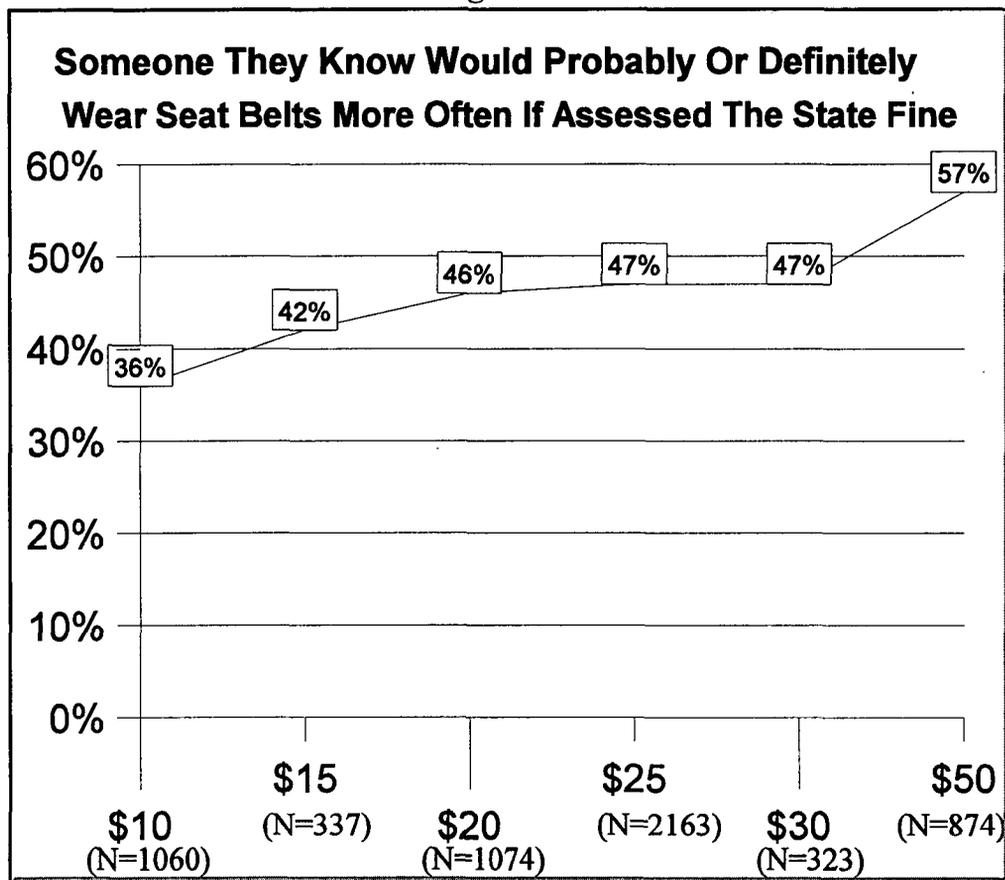
Base: Support fines for seat belt law violations.

Unweighted N=3804

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The survey sought to determine whether the public believed that existing fine amounts can affect behavior. Respondents were asked if someone they knew who didn't use seat belts all the time would wear them more often if assessed the amount of the fine in their State (in the one State not having a belt law applicable to adults, an amount of \$25 was used). Figure 67 shows the results for those dollar amounts asked of more than 150 respondents. When the general level of fines increased, so did expectations for behavior change. If fined \$10, 36% thought that someone they knew would probably or definitely wear seat belts more often. This increased by about 10 percentage points with fines of \$20-\$30, and by another 10 percentage points with fines of \$50.

Figure 67

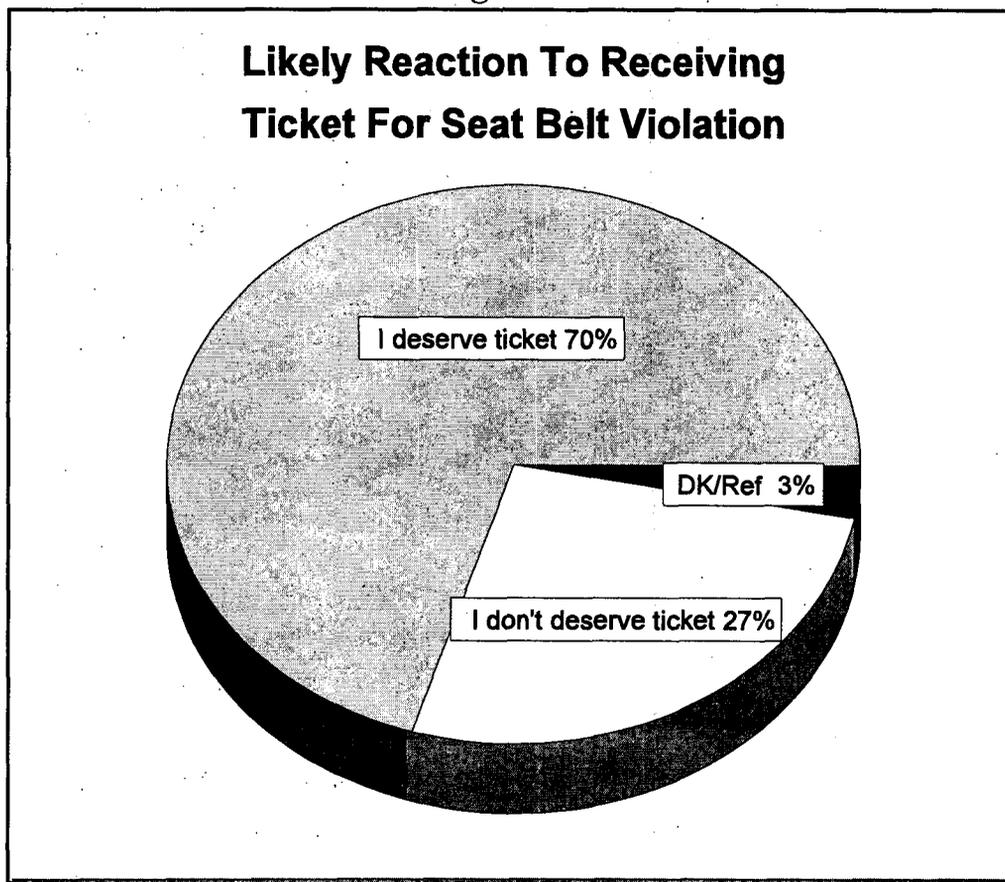


Qx: I'd like you to think about someone you know who doesn't wear seat belts all of the time. If that person were stopped and fined (Amount Of Fine In State) for not wearing seat belts, would this person definitely wear seat belts more often, probably wear seat belts more often, or probably not change his or her seat belt wearing habits?

*Base: Total population age 16+
Unweighted N's listed above*

Respondents were asked how they would likely react to getting a ticket for a seat belt violation. The interviewers gave respondents two choices and asked which was more likely: that they would believe they deserved the ticket because they broke the law, or they would believe the ticket was undeserved because wearing a seat belt should be a personal choice. This question was designed to enable comparison of the public's views about seat belt laws from the societal perspective (support for belt laws in principle) and the personal perspective (reaction to personally receiving some punishment for violating the laws). According to the data, 70% would be more likely to believe that they deserved the ticket.

Figure 68



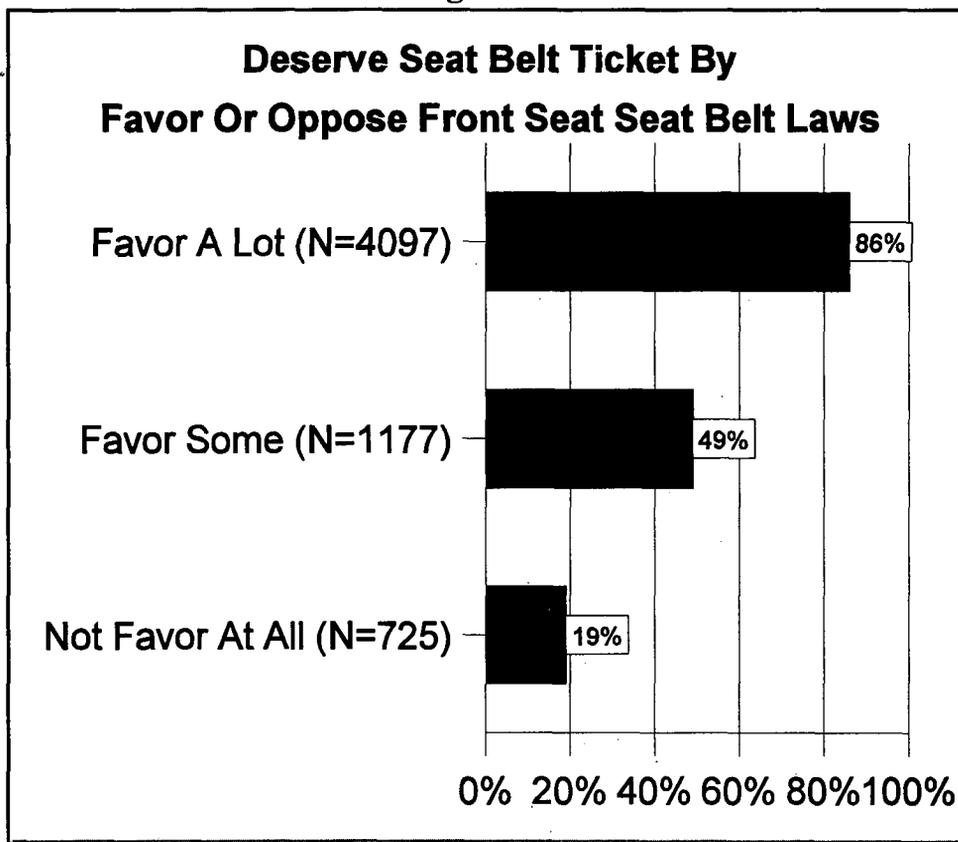
Qx: Suppose you get a ticket for not wearing your seat belt. Which of the following statements better describes your likely reaction? I deserve the ticket because I broke the law, or I do NOT deserve the ticket because wearing a seat belt should be a personal choice.

Base: Total population page 16+

Unweighted N=6072

The survey found attitudes toward seat belt laws in general, and attitudes about the fairness of personally receiving a ticket for a seat belt violation, to be somewhat consistent with one another although not entirely so. About six out of seven persons (86%) who said they favored front seat belt laws “a lot” also said they would deserve the ticket for breaking the law. This figure dropped to 49% for those who favored the laws “some.” Still, 12% who favored the laws “a lot” responded that they would not deserve the ticket because it should be a personal choice (about 3% “did not know” their likely reaction or did not answer). Conversely, 19% of those who did not favor the laws at all said they would deserve the ticket.

Figure 69



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Qx: Suppose you get a ticket for not wearing your seat belt. Which of the following statements better describes your likely reaction? I deserve the ticket because I broke the law, or I do NOT deserve the ticket because wearing a seat belt should be a personal choice.

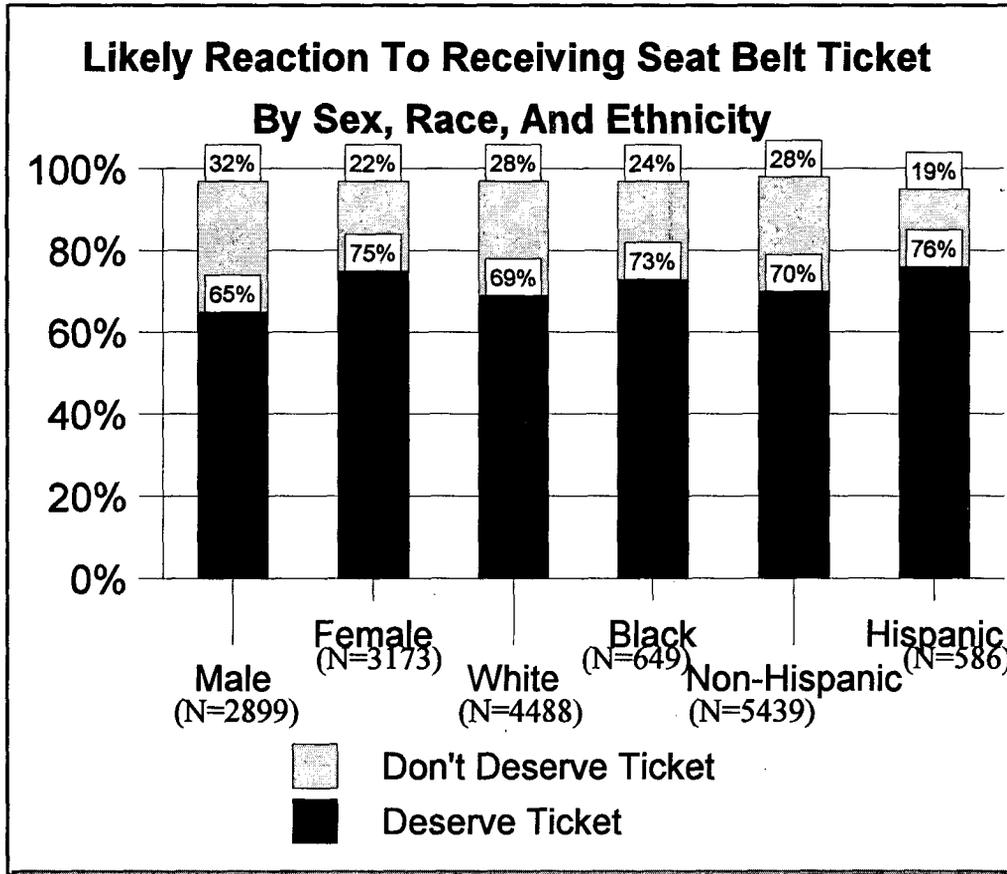
Base: Total population page 16+

Unweighted N's listed above

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Females (75%) were more likely than males (65%) to believe that their probable reaction would be that they deserved the ticket. Almost one-third of males (32%) instead chose the argument that they did not deserve the ticket because it should be a personal choice. In addition, Hispanics (76%) and blacks (73%) were more likely than non-Hispanics (70%) and whites (69%) to answer that they likely would feel that they deserved the ticket.

Figure 70



Qx: Suppose you get a ticket for not wearing your seat belt. Which of the following statements better describes your likely reaction? I deserve the ticket because I broke the law, or I do NOT deserve the ticket because wearing a seat belt should be a personal choice.

Base: Total population page 16+

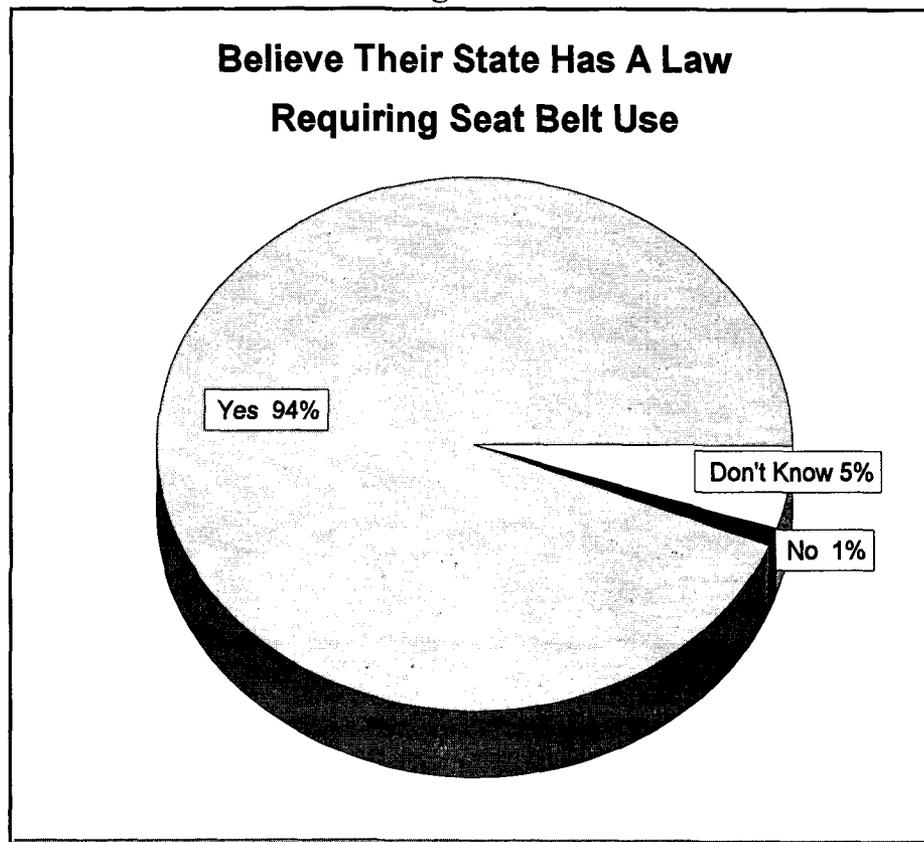
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Knowledge Of State Seat Belt Laws

Interviewers asked respondents whether or not their State had a seat belt law, and then asked questions about the law's coverage and enforcement guidelines. Most people (94%) believed their State did indeed have a seat belt law. Those that didn't were usually uncertain about the existence of a State law. At the time of the survey, New Hampshire was the only State not having a seat belt law applicable to adults. When the few survey cases from New Hampshire (26) were excluded from the analysis, the percentage of those who believed there was a State law remained unchanged at 94%.

Figure 71

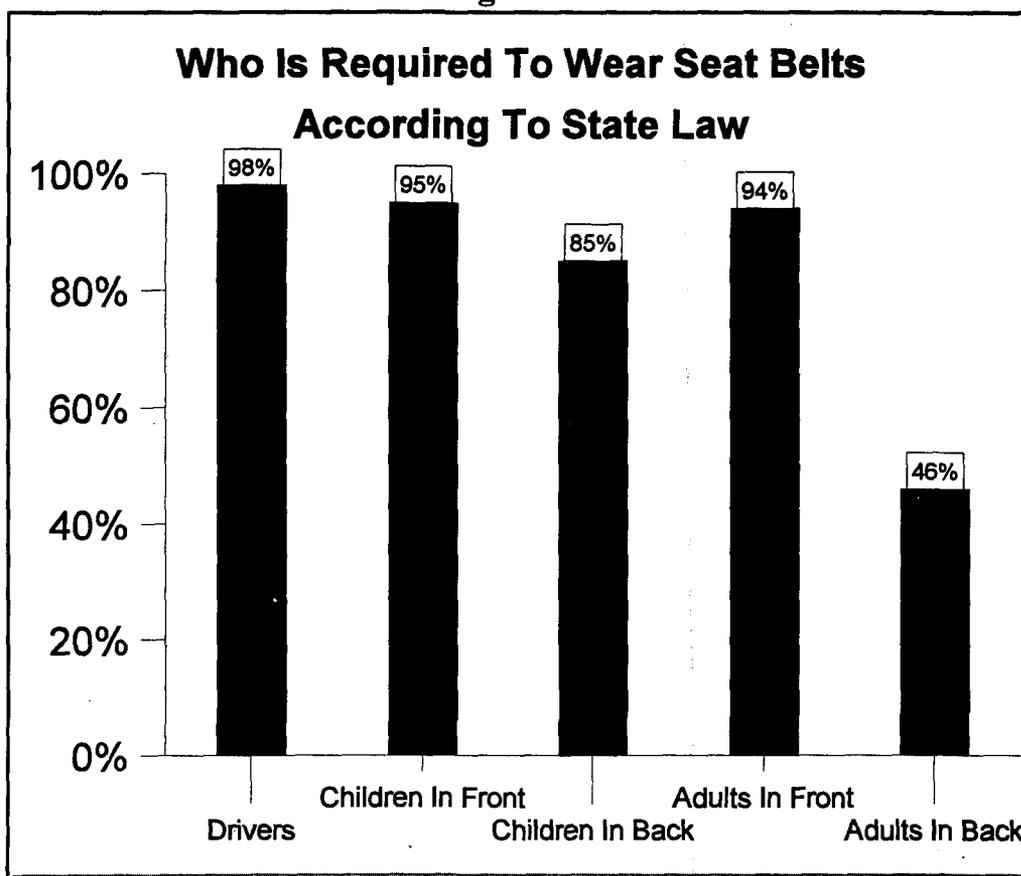


Qx: Does (STATE) have a law requiring seat belt use?
Base: Total population age 16+
Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Those persons who believed their State had a law requiring seat belt use were asked who the law covered. The interviewers asked the respondents if each of the following groups was required to wear seat belts: drivers, children in the front seat, children in the back seat, adult passengers in the front seat, and adult passengers in the back seat. Almost everyone believed the law covered drivers (98%), children in the front (95%), and adult passengers in the front (94%). Many thought the law also covered children in the back (85%). Fewer than half (46%) assumed that adults were required to wear seat belts in the back seat.

Figure 72



Qx: Who is required to wear seat belts according to your state law? Are (READ ITEM) required to wear seat belts?

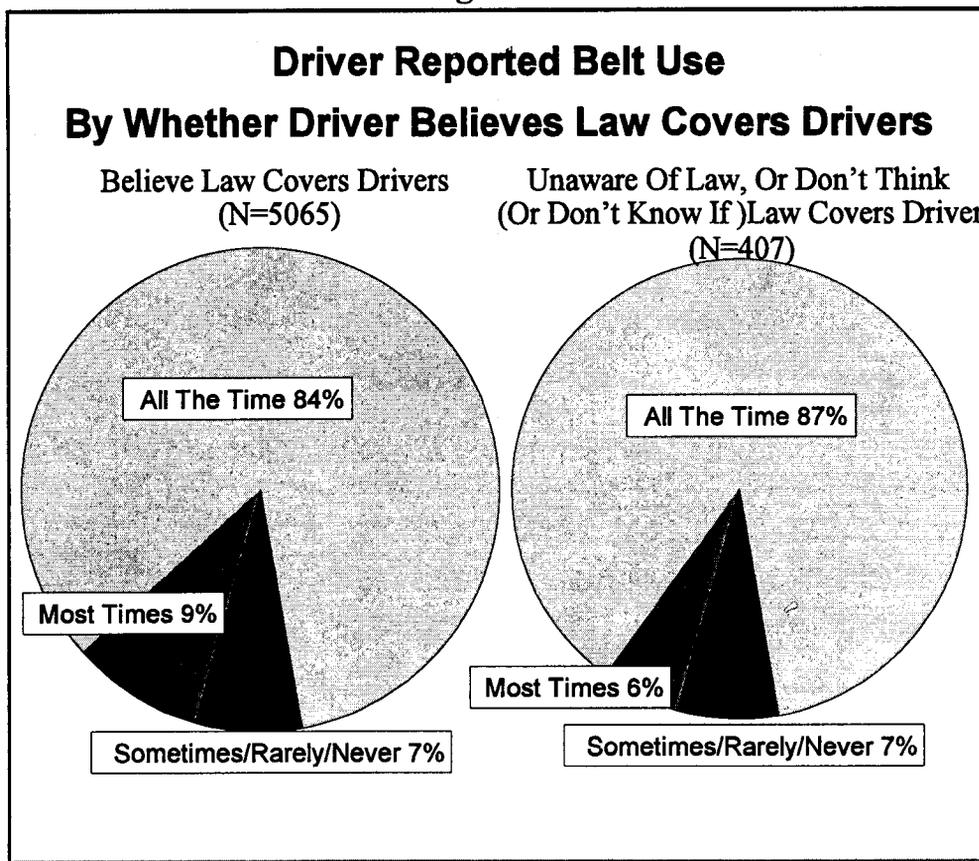
Base: Believe their State has a seat belt law.

Unweighted N=5695

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The next three pages show self-reported belt use for a specific seating position for persons who believed there was a law requiring usage in that seating position. For purposes of comparison, these pages also present self-reported belt use for persons who did not know there was a law, or did not believe that seating position was covered by the law, or were unsure if that seating position was covered by the law. Among drivers who thought there was a law requiring drivers to wear seat belts, 84% said they used their seat belt "all of the time" while driving. If they did not say that drivers were covered by a law, 87% said they wore seat belts "all of the time" while driving. Both percentages are higher than the total usage figure on page 12 because reported use was slightly higher on the Version 1 questionnaire that contained the question on laws.

Figure 73



Qx: Who is required to wear seat belts according to your state law? Are [Drivers] required to wear seat belts?

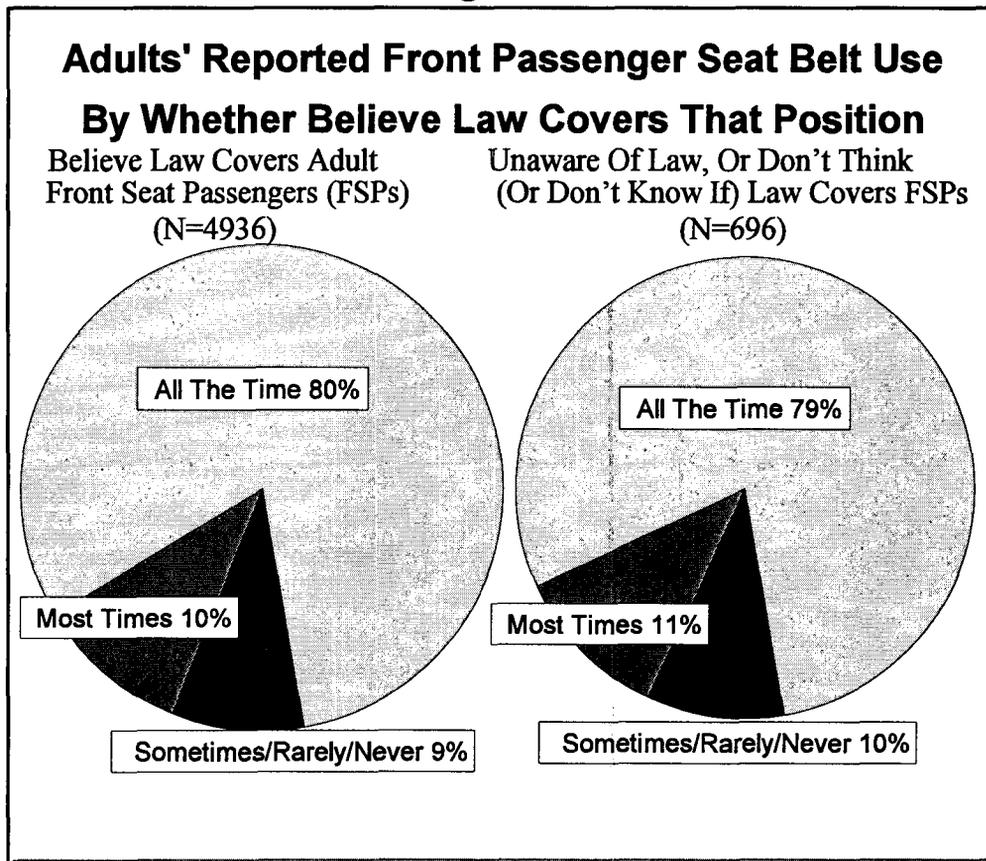
Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

Recorded differences in self-reported seat belt use were even smaller for the front seat passenger side. Eighty percent of those who said there was a seat belt law that covered adult front seat passengers also reported that they always wore their seat belt when sitting as passengers in the front seat. This compared to 79% of those who were unaware of a law, or did not say it covered front seat adult passengers.

Figure 74



Qx: Who is required to wear seat belts according to your state law? Are [Adult Passengers In The Front Seat] required to wear seat belts?

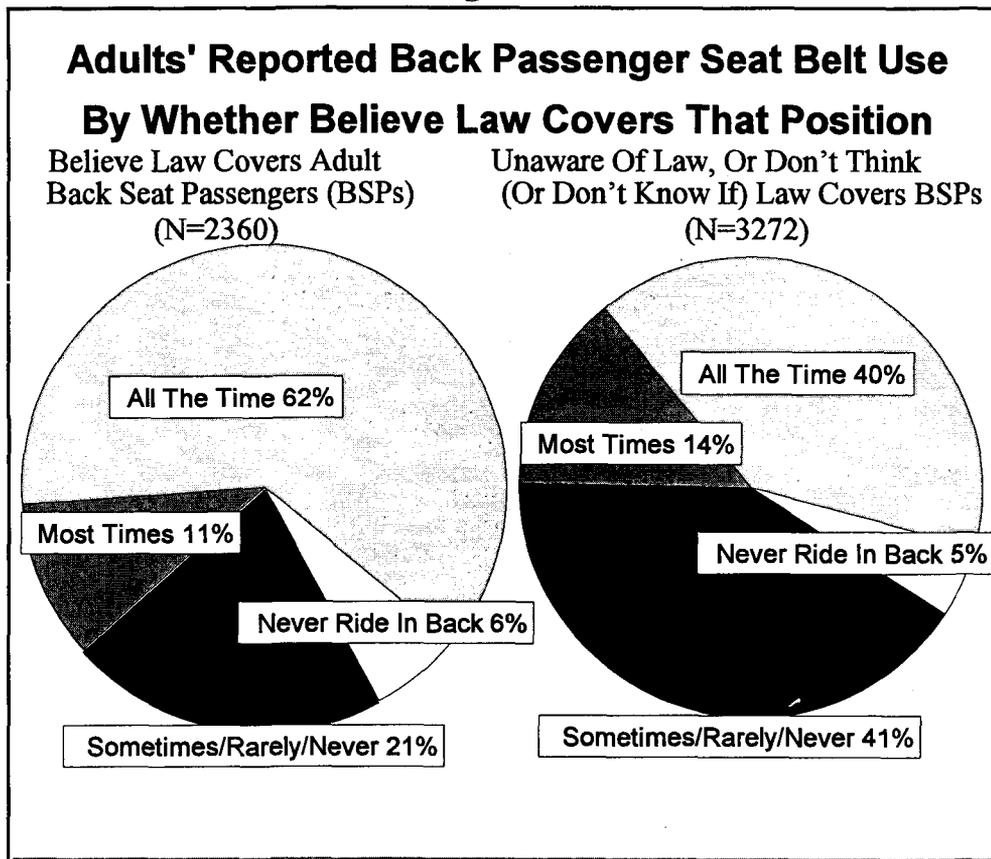
Qx: When riding as a passenger in the front seat how often do you wear your seat belt?

Base: Persons who at least on occasion ride as passengers.

Unweighted N's listed above.

The law appeared to make the greatest difference for seat belt use in the rear seating position. Among those who thought there was a law that covered the back seat, 62% said they used their seat belt “all the time” when riding in the back. Absent that knowledge, only 40% answered that they wore their seat belt “all the time” while riding in the back seat.

Figure 75



Qx: Who is required to wear seat belts according to your state law? Are [Adult Passengers In The Back Seat] required to wear seat belts?

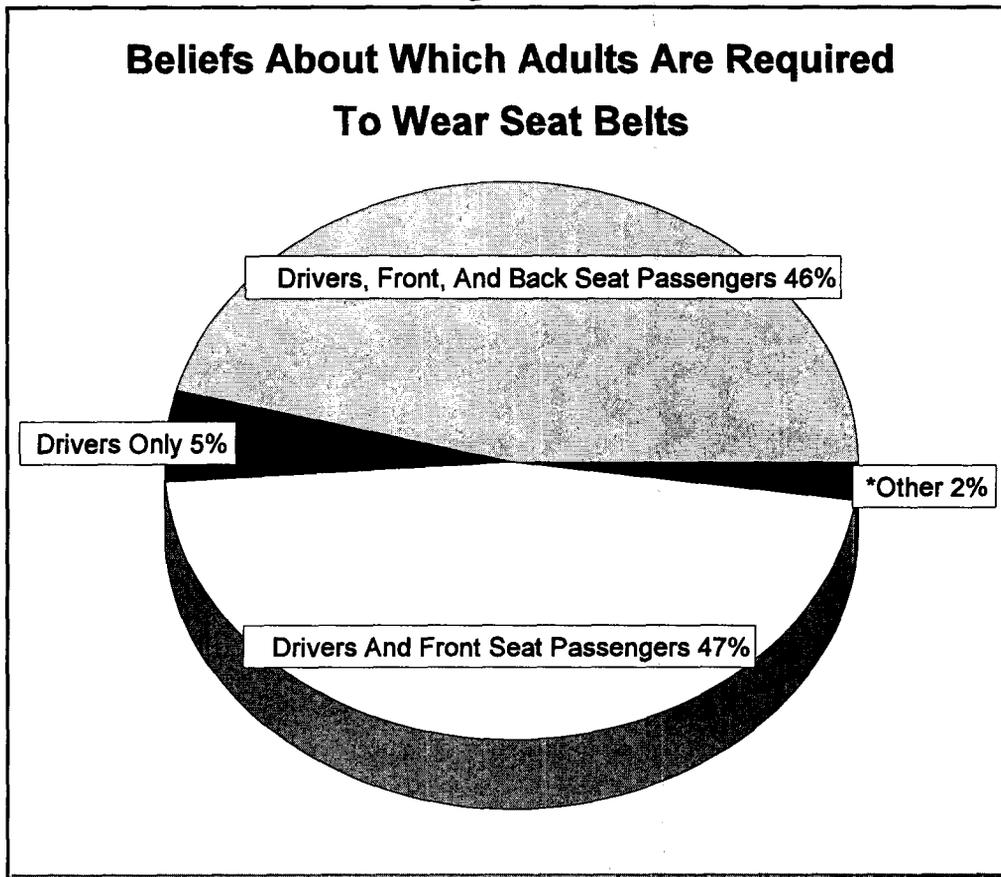
Qx: When riding as a passenger in the back seat, how often do you wear your seat belt?

Base: Persons who at least on occasion ride as passengers.

Unweighted N's listed above.

Figure 76 segments those persons who thought there was a State law into groups based on the extent they believed that the law covered adults. Forty-six percent believed that the law applied to all adults in the vehicle (drivers, passengers in the front, and passengers in the back). About the same percentage (47%) thought that the law applied to drivers and front seat adult passengers, but not adults in the back. Five percent answered that the law applied to drivers only. The remainder of the respondents (2%) either provided a different permutation from the combinations possible, or else indicated that they did not know who the law covered.

Figure 76



Qx: Who is required to wear seat belts according to your state law? Are (READ ITEM) required to wear seat belts?

Base: Believe their State has a seat belt law.

Unweighted N=5695

**Includes 0.3% Don't Know/Refused, 0.4% front passenger only, 0.2% drivers and back seat passengers, 0.5% front and back passengers only, and 0.8% children only.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The greater the coverage of the law, the more likely that persons correctly identified who in the vehicle was required to wear seat belts. In States where all seating positions were covered, 74% of the respondents correctly agreed that drivers, adult front seat passengers, and adult back seat passengers were required to wear seat belts. If the State law only covered the front seating positions, then fewer (56%) correctly agreed that drivers and adult front seat passengers, but not adult back seat passengers, were required to wear seat belts. Another 37% in these States believed that all seating positions were covered.

TABLE 41
Beliefs About Who Is Required To Wear Seat Belts
By Seating Positions Covered By State Law

Qx: Who is required to wear seat belts according to your state law? Are (READ ITEM) required to wear seat belts?

Base: Believe that State has a seat belt law.

Who Public Believes Is Required To Wear Seat Belts	What State Law Requires	
	Driver and All Passengers To Wear Seat Belts (N=1352)	Only Driver And Front Seat Passengers To Wear Seat Belts (N=4325)
Driver and All Passengers	74%	37%
Driver Only	4%	5%
Driver and Front Seat Passengers	19%	56%
Other/DK/Ref	3%	2%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Pages 135-137 examined self-reported seat belt use according to beliefs about what seating positions were covered by the State law. Table 42 summarizes self-reported seat belt use according to the actual provisions of the State law. The results were similar in that the major difference occurred in the back seat. Without a back seat provision, people were far less likely to report wearing their seat belt while riding in the back seating position.

TABLE 42
Self-Reported Seat Belt Use
By Seating Positions Covered By State Law

Qx: When driving this (car/truck/van), how often do you wear your (shoulder/lap) belt?
Qx: When riding as a passenger in the front seat how often do you wear your seat belt?
Qx: When riding as a passenger in the back seat how often do you wear your seat belt?
Base: Drivers whose primary vehicle has seat belts/Persons who at least on occasion ride as passengers.

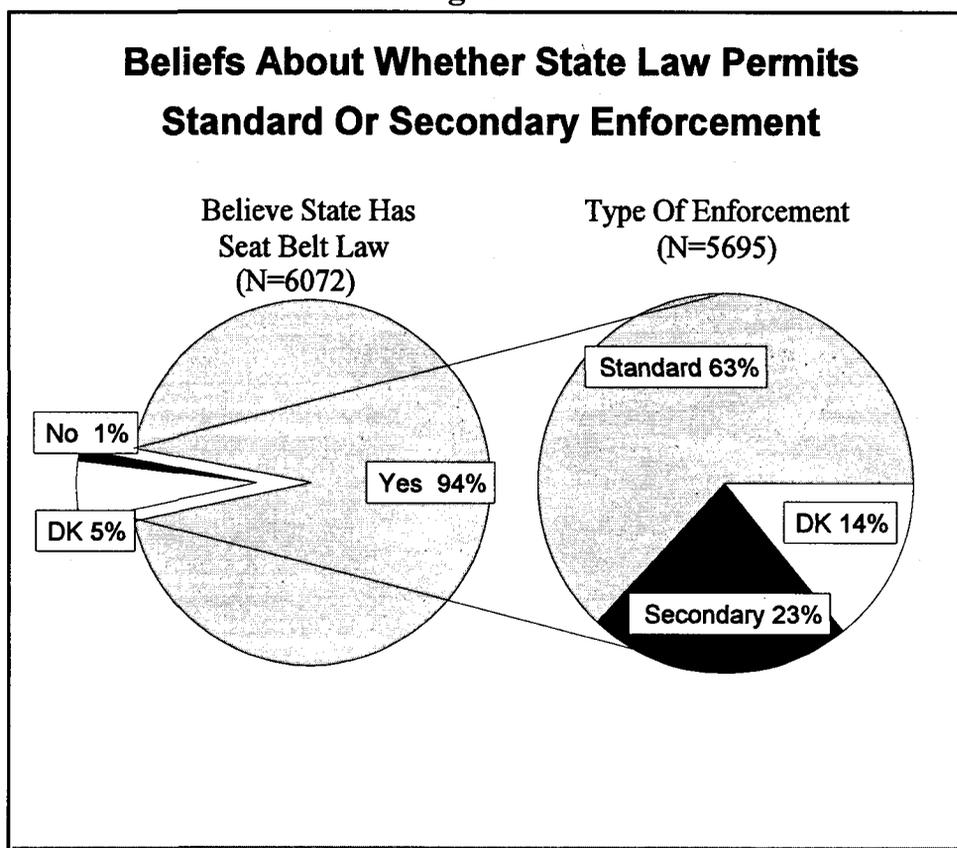
Self-Reported Seat Belt Use For Different Seating Positions	What State Law Requires	
	Driver and All Passengers To Wear Seat Belts	Only Driver And Front Seat Passengers To Wear Seat Belts
Seat Belt Use As Driver	(Drivers Only/N=1288)	(Drivers Only/N=4160)
All The Time	86%	83%
Most Of The Time	7%	9%
Some Of The Time	4%	4%
Rarely	2%	2%
Never	2%	2%
Seat Belt Use In Front Seat	(N=1318)	(N=4288)
All Of The Time	83%	80%
Most Of The Time	9%	11%
Some Of The Time	5%	5%
Rarely	1%	2%
Never	2%	2%
Seat Belt Use In Back Seat	(N=1318)	(N=4288)
All Of The Time	62%	46%
Most Of The Time	14%	12%
Some Of The Time	8%	12%
Rarely	5%	8%
Never	9%	16%
Never Ride In Back	4%	6%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Standard or Secondary Enforcement Provisions Of Seat Belt Laws

State seat belt laws contain either standard or secondary enforcement provisions. Under standard enforcement (also known as primary enforcement), law enforcement officers can stop a vehicle on the basis of observing a seat belt violation. Under secondary enforcement an officer must observe some other violation first before stopping a vehicle. At the time of the survey 17 States plus the District of Columbia had standard enforcement provisions; 32 State laws required secondary enforcement. Among persons who thought their State had a law, 63% believed it permitted standard enforcement. This equates to 59% of the total population age 16 and older (63% of the 94% who believed there was a State law).

Figure 77



Qx: Does (STATE) have a law requiring seat belt use?

Qx: According to your state law, can police stop a vehicle if they observe a seat belt violation or do they have to observe some other offense first in order to stop the vehicle?

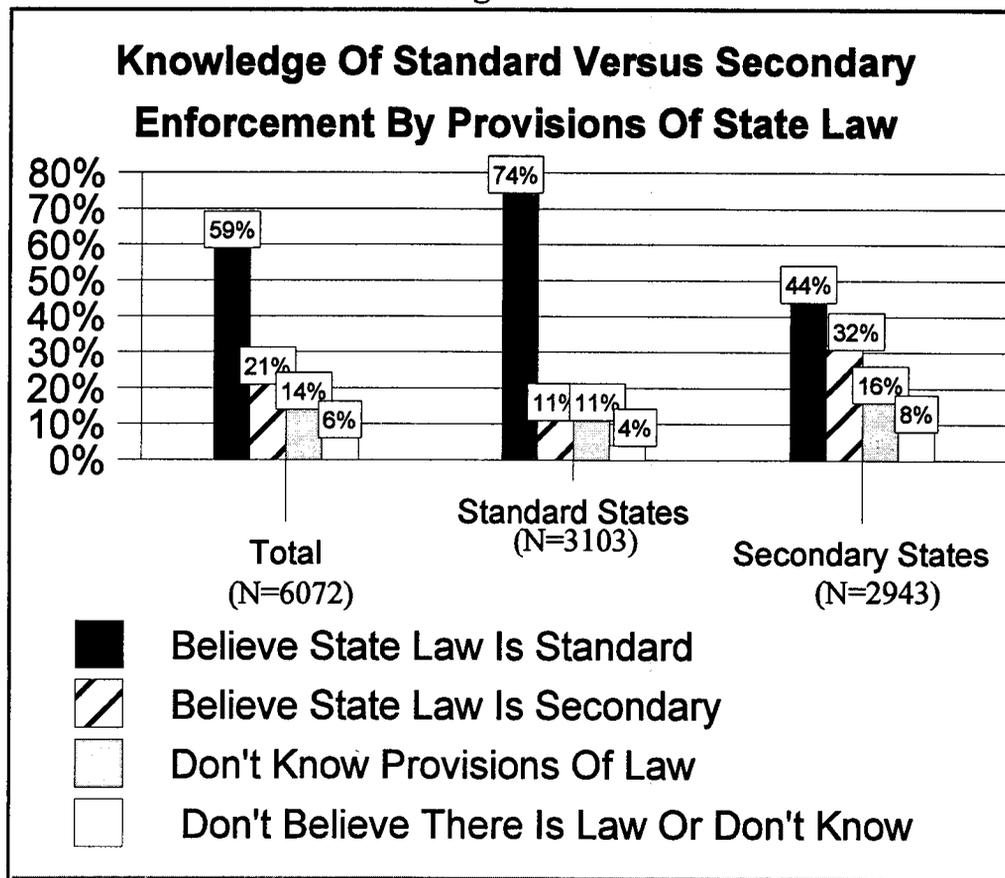
Base: Total population age 16+

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Among persons living in States having seat belt laws with standard enforcement provisions, almost three-quarters (74%) reported that police could stop vehicles on the basis of observing seat belt violations (this figure is based on the total population; not just those who thought there was a law). In States having secondary enforcement provisions, there actually were more persons who incorrectly believed that police could stop a vehicle based on observing a seat belt violation (44%) than those who correctly knew that some other violation must be the basis for stopping the vehicle (32%).

Figure 78



Qx: According to your state law, can police stop a vehicle if they observe a seat belt violation or do they have to observe some other offense first in order to stop the vehicle?

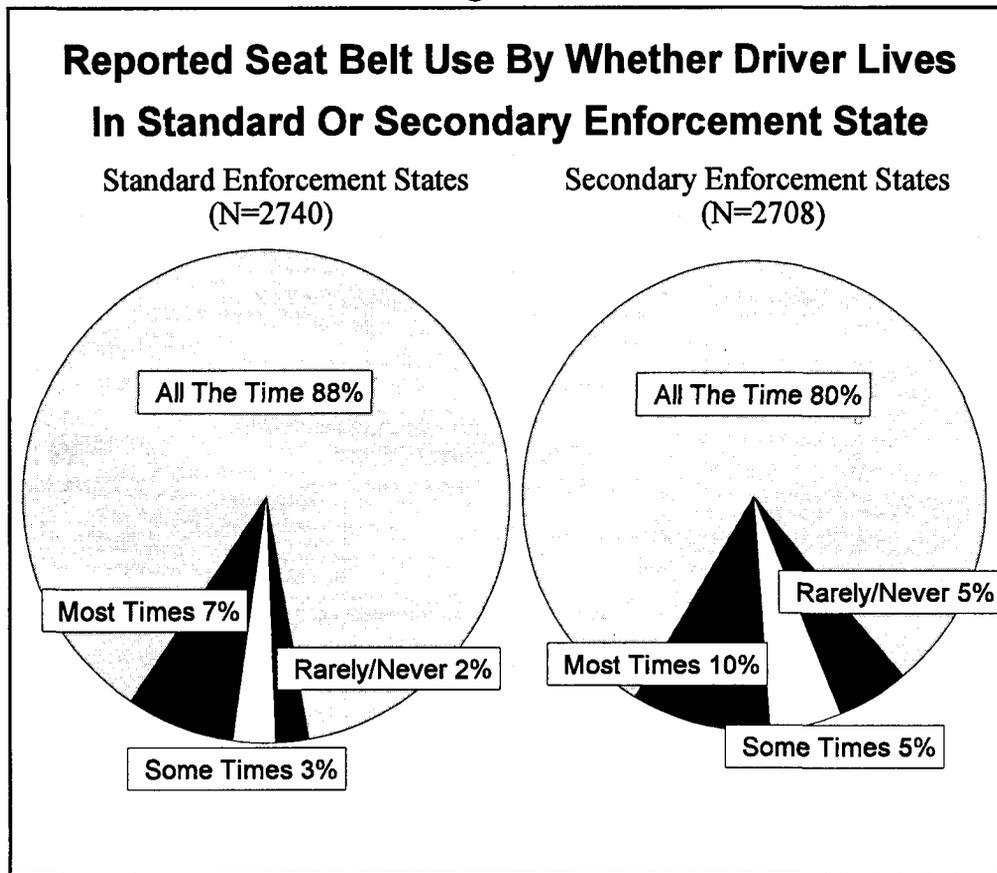
Base: Total population age 16+

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers in States having standard enforcement provisions reported more frequent seat belt use than did those in secondary enforcement States. In States where law enforcement officers could stop motor vehicles on the basis of observing seat belt violations, 88% of drivers said that they wore seat belts "all of the time" while driving. The comparable figure for drivers in secondary enforcement States was 80%.

Figure 79



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

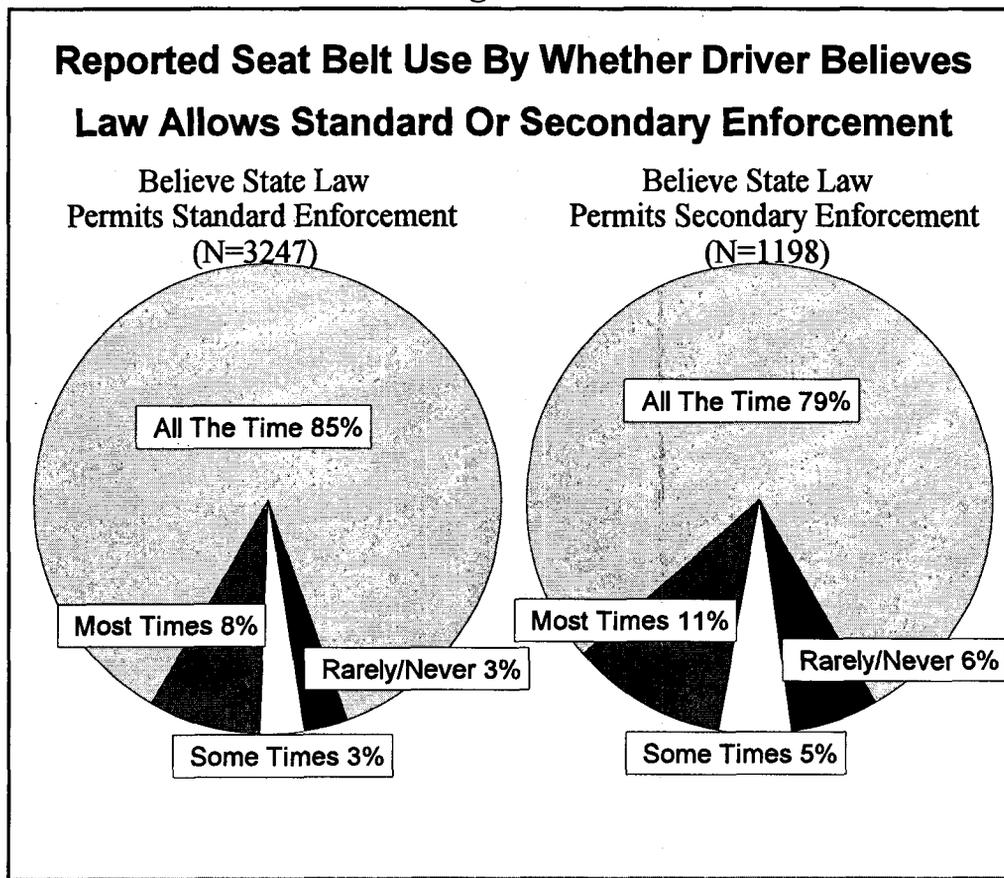
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The previous page looked at differences in seat belt use based on whether the State law called for standard or secondary enforcement. Presented below is drivers' reported seat belt usage separated according to their beliefs about the provisions of the State law. The results were similar to the previous analysis. If drivers thought that their State law permitted standard enforcement, then they were more likely to answer that they wore their seat belt "all of the time" (85%) compared to drivers who did not think their State allowed this (79%).

Figure 80



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Qx: According to your state law, can police stop a vehicle if they observe a seat belt violation or do they have to observe some other offense first in order to stop the vehicle?

Base: Drivers whose primary vehicle has seat belts, who believe their State has a seat belt law, and who responded as to whether it had standard or secondary enforcement provisions.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

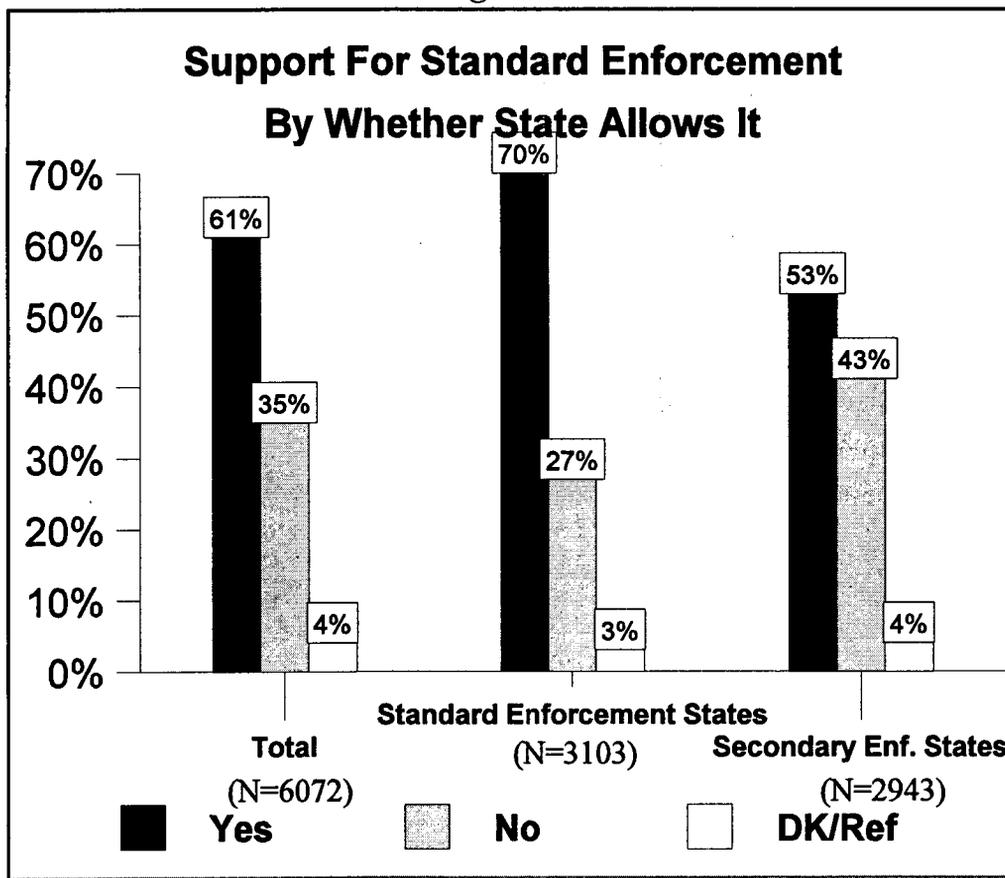
While reported seat belt usage was higher in standard enforcement States, there did not appear to be major differences between standard and secondary enforcement States in the perceived utility of seat belts. Table 43 compares respondents in the two groups of States on several belt utility items, as well as other attitudes. Comparison of those attitudes directly associated with enforcement are addressed later in this Chapter. Of the items listed below, the largest difference between standard and secondary enforcement States was only 4 percentage points.

TABLE 43		
Attitudes Concerning Utility Of Seat Belts By Whether State Seat Belt Law Permits Standard Or Secondary Enforcement		
	Provisions Of State Law	
	Standard	Secondary
	(N=3103)	(N=2943)
Strongly or Somewhat Agree With Statement:		
Seat belts are just as likely to harm you as help you.	36%	35%
An accident close to home is usually not as serious as an accident farther away.	16%	13%
If I were in an accident, I would want to have my seat belt on.	94%	93%
I would feel self-conscious around my friends if I wore a seat belt and they did not.	21%	17%
Medical insurance costs would be lower if more people wore seat belts.	66%	69%
Putting on a seat belt makes me worry more about being in an accident.	16%	15%
Agree With Statement:		
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt?	25%	26%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Besides exploring respondents' awareness of the enforcement provisions of their State law, the survey collected data on whether or not respondents supported standard enforcement. More than six-in-ten (61%) agreed that police should be allowed to stop a vehicle if they observed a seat belt violation when no other traffic laws were being broken. The figure was higher (70%) in States currently permitting standard enforcement of seat belt laws. Yet even in States with secondary enforcement provisions, more than half of the public (53%) supported standard enforcement while another 4% were unsure.

Figure 81



Qx: In your opinion, should police be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken?

Base: Total population age 16+

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Support for standard enforcement provisions was greater among females (66%) than males (57%), greater among blacks (68%) than whites (59%), and greater among Hispanics (72%) than non-Hispanics (60%). Persons age 21 through 24 showed the least support (57%) compared to any other age range listed below.

TABLE 44
Support For Standard Enforcement By
Sex, Age, Race, And Ethnicity

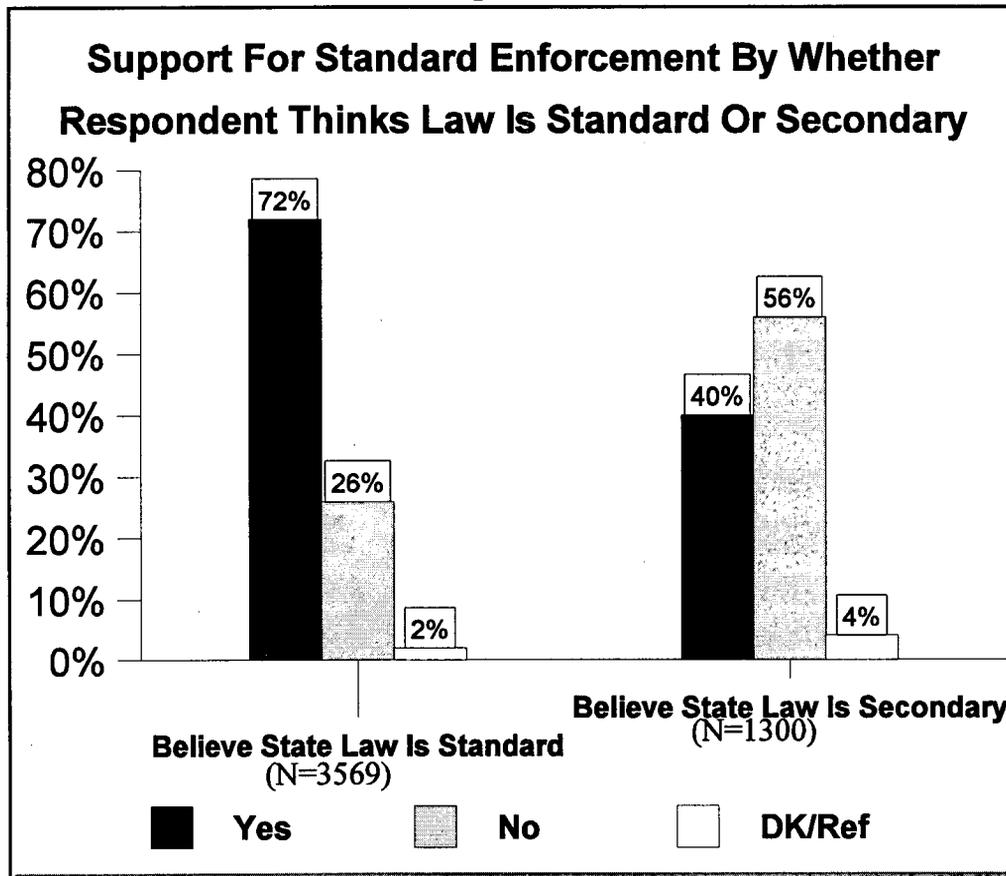
Qx: *In your opinion, should police be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken?*

	Yes	No	DK/Ref	N-Size
Total	61%	35%	4%	(6072)
Sex				
Female	66%	30%	4%	(3173)
Male	57%	40%	3%	(2899)
Age				
16-20	60%	38%	2%	(556)
21-24	57%	41%	1%	(459)
25-34	60%	38%	3%	(1345)
35-44	62%	35%	3%	(1444)
45-54	62%	36%	2%	(898)
55-64	62%	33%	6%	(557)
65+	65%	27%	8%	(731)
Race				
Black	68%	29%	3%	(649)
White	59%	37%	4%	(4488)
Ethnicity				
Hispanic	72%	24%	4%	(586)
Non-Hispanic	60%	36%	4%	(5439)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

In general, people's beliefs and attitudes about enforcement provisions tended to agree. Among persons who believed their State seat belt law permitted standard enforcement, 72% agreed that police should be able to stop the vehicle if they observe a seat belt violation but no other infraction. But if they believed their State law only allowed secondary enforcement, then the majority (56%) supported secondary enforcement provisions.

Figure 82



Qx: According to your state law, can police stop a vehicle if they observe a seat belt violation or do they have to observe some other offense first in order to stop the vehicle?

Qx: In your opinion, should police be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken?

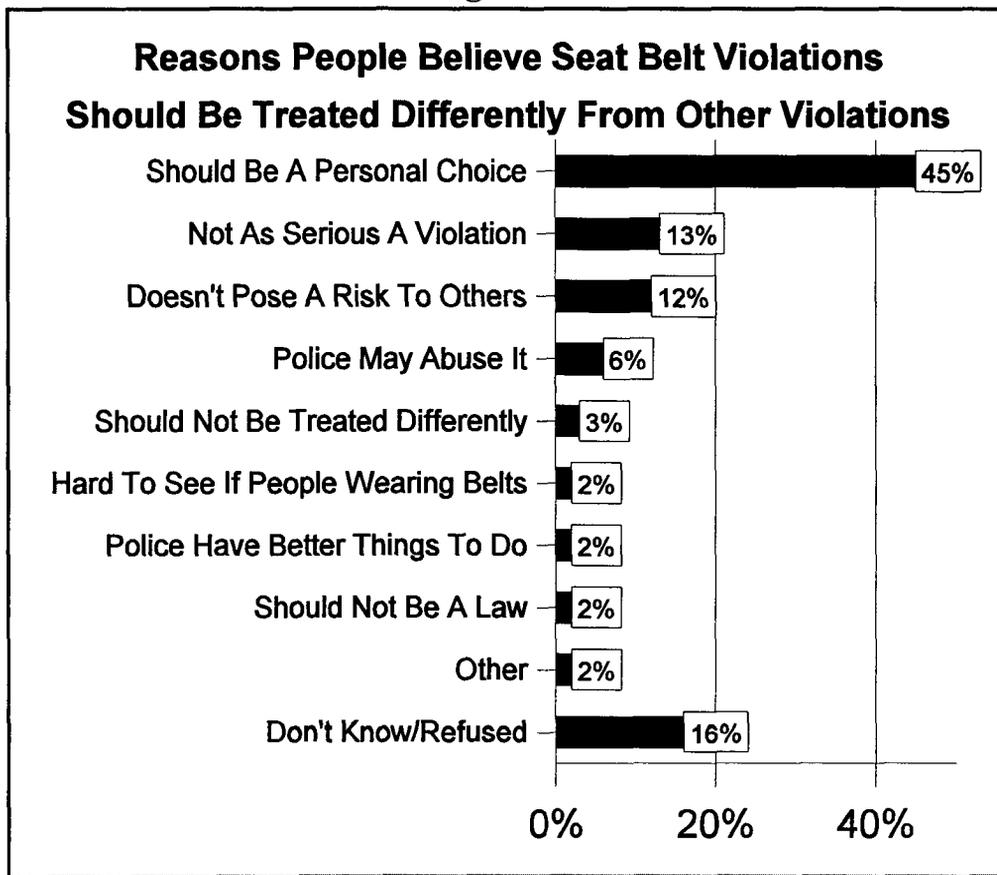
Base: Believe their State has a seat belt law, and identified it as having standard or secondary enforcement provisions.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

If a respondent said that police should not be allowed to stop a vehicle based on observing a seat belt violation (or said s/he did not know if police should be allowed to do this), the interviewer stated that “most other traffic laws allow police to stop the vehicle whenever they see a violation.” The interviewer then asked why the respondent thought seat belt violations should be treated differently from other violations. The predominant reason mentioned was that wearing seat belts should be a personal choice (45%). No other single reason came close in frequency.

Figure 83



Qx: Most other traffic laws allow police to stop the vehicle whenever they see a violation. Why do you think seat belt violations should be treated differently from other traffic violations?

Base: Those who think that police should not be allowed to stop a vehicle for a seat belt violation, or said they did not know.

Unweighted N=2385

Stopped For Traffic-Related Reason In Past Year

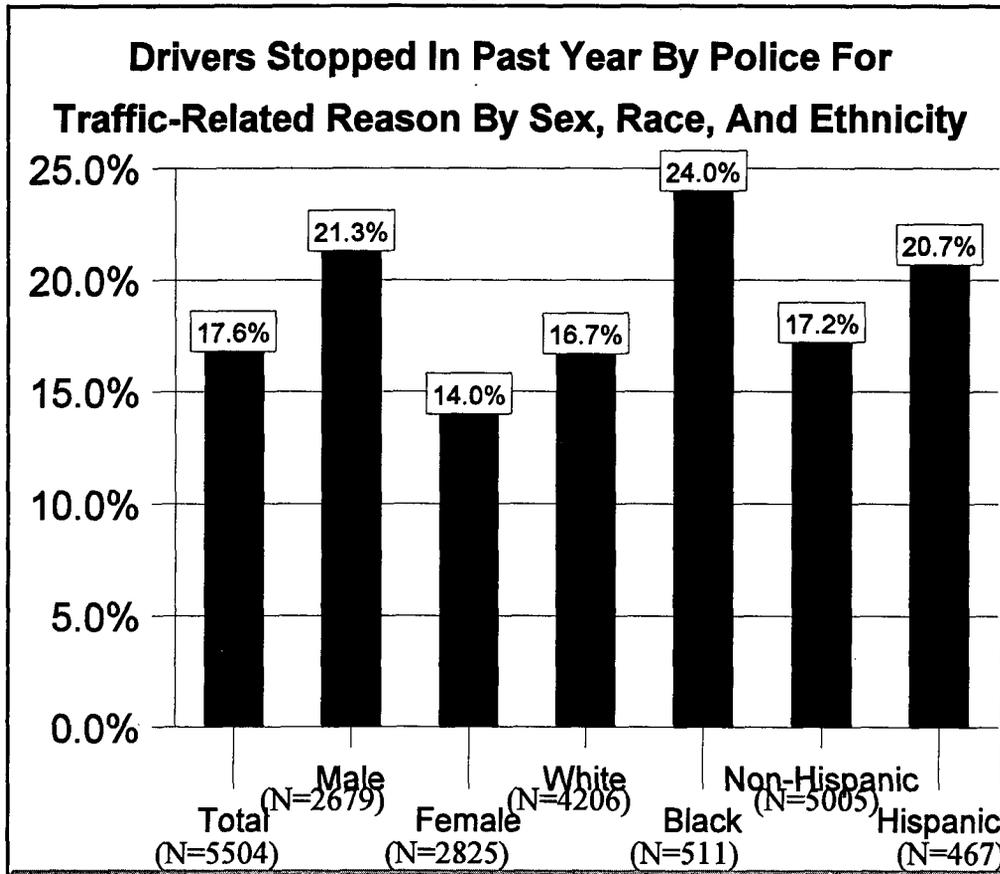
The number of States having seat belt laws that contain standard enforcement provisions has risen over the years. However, most States at this time continue to require secondary enforcement (see Appendix B for listing of enforcement provisions of State laws at the time of the survey). One of the major objections raised in efforts to convert from secondary to standard enforcement has been the concern expressed by some groups that an upgraded law would be differentially enforced against them.

This survey examined whether certain groups are subjected to traffic stops at different rates by law enforcement officers. Interviewers asked drivers if they had been stopped by police in the past twelve months for any traffic-related reason while driving. If they had been stopped, the interviewers asked the respondents if they were wearing a seat belt at the time of the stop. Lastly, the interviewers questioned the respondents about the outcome of the stop. Specifically, the interviewers asked the respondents if they received a ticket for a traffic violation.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Almost 18% of drivers (17.6%) said they had been stopped by police for a traffic-related reason in the past year. Males (21.3%) were more likely to indicate this than were females (14.0%). An equally wide gap appeared between blacks (24.0%) and whites (16.7%). The difference was smaller between Hispanics (20.7%) and non-Hispanics (17.2%).

Figure 84



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

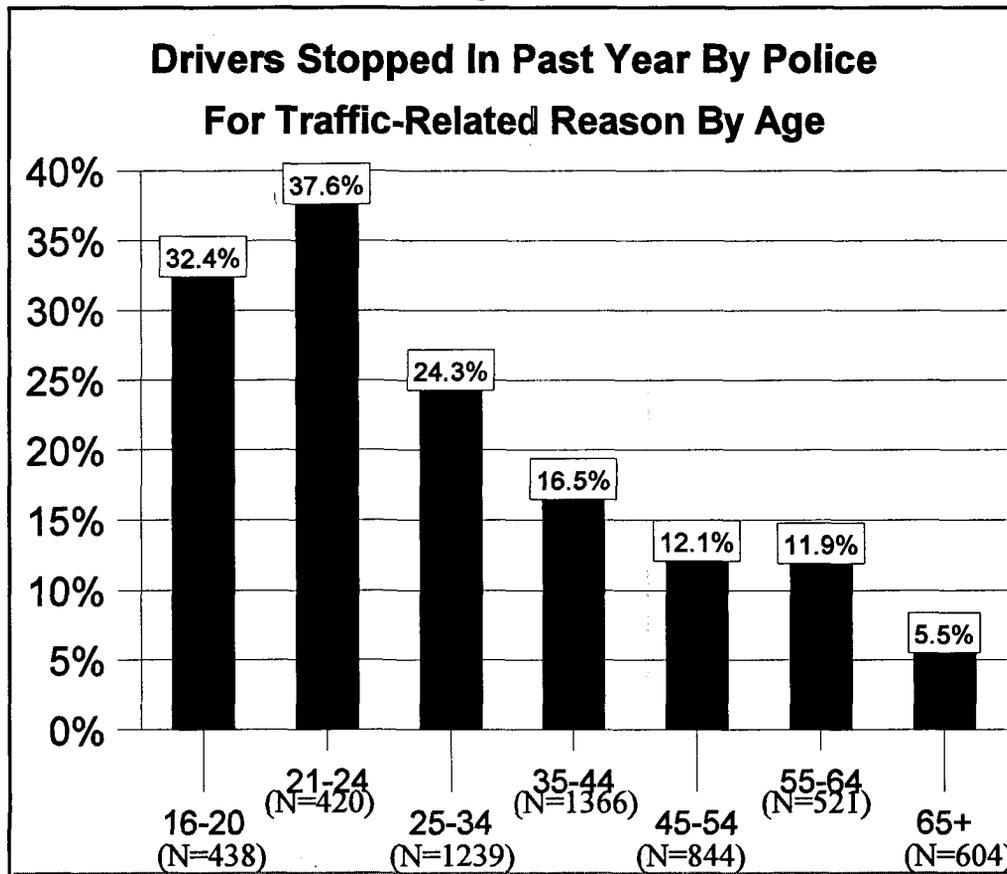
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Greater differences occurred when segmenting the sample of drivers by age group. Drivers were most likely to have been stopped by the police in the past year for a traffic-related reason if they were ages 21 through 24 (37.6%) or younger (32.4%). The figure declined to 24.3% of drivers ages 25-34, 16.5% of drivers ages 35-44, 12.1% of drivers ages 45-54, 11.9% of drivers ages 55-64, and 5.5% of drivers age 65 and older.

Figure 85



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

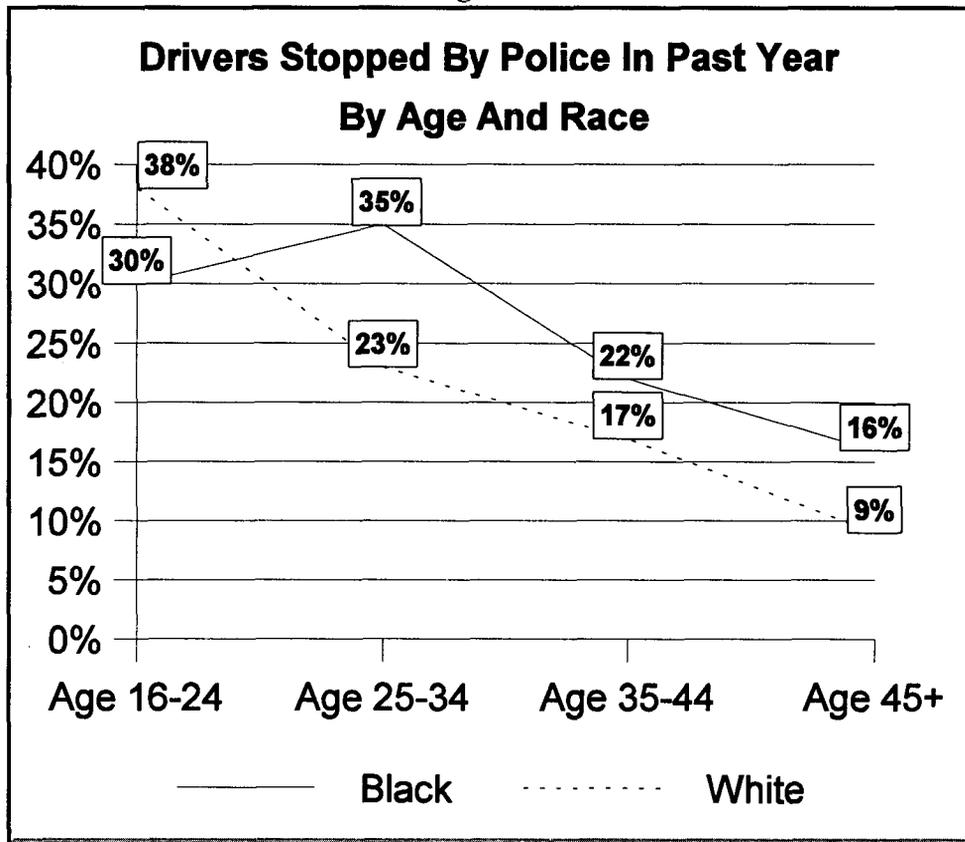
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Based on the findings summarized on the previous two pages, one might hypothesize that black and Hispanic youth would be particularly likely to have been stopped by police. However, Figure 86 shows that youth were not the reason why black drivers overall were more likely than white drivers to have been stopped by police (page 151). Rather, it was older age groups that were the source of the difference. Readers are cautioned that this finding is based on a small number of black drivers in the specified age groups.

Figure 86



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

Base: Drivers whose primary vehicle has seat belts.

Unweighted N's:

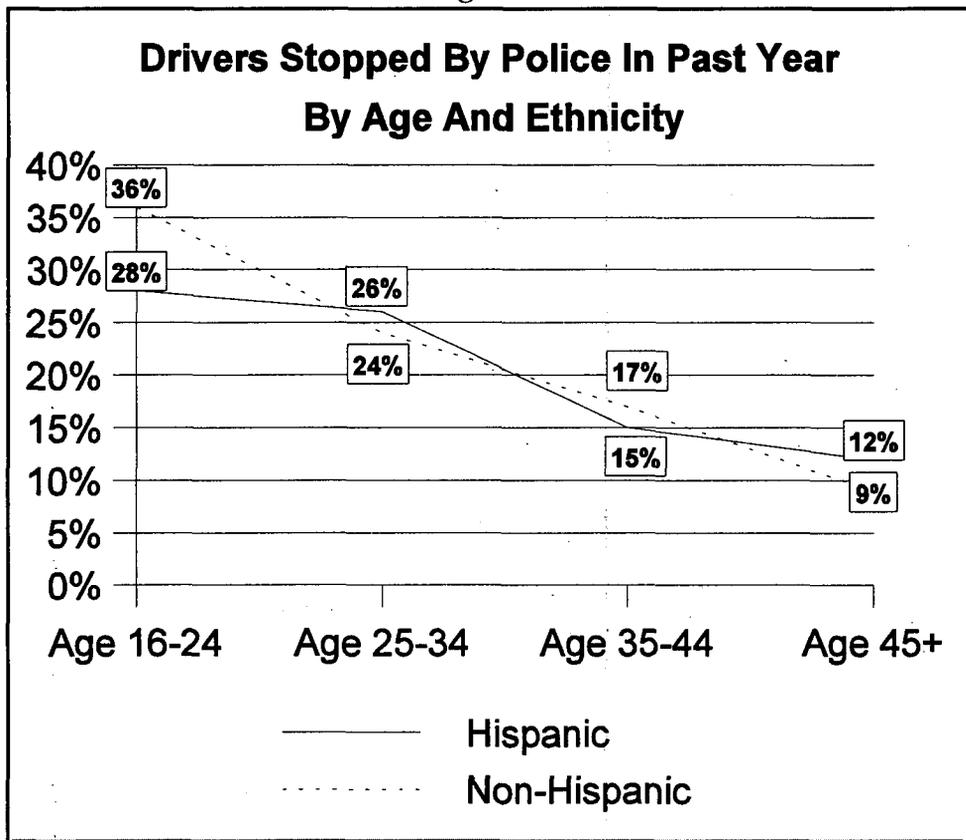
Black – Age 16-24 N = 110, Age 25-34 N = 120, Age 35-44 N = 136, Age 45+ N = 137

White – Age 16-24 N = 584, Age 25-34 N = 892, Age 35-44 N = 1062, Age 45+ N = 1634

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

As with blacks, there were relatively few Hispanic drivers in the specified age ranges. Figure 87 suggests little difference in police stops between Hispanics and non-Hispanics except possibly for the youngest age group, where the percentage stopped was higher for non-Hispanics than Hispanics. Interestingly, Figure 87 fails to reflect the finding (page 151) that Hispanics overall were more likely to be stopped, as their percentages were higher for only ages 25-34 (26%) and 45+ (12%), and barely so at that. Their overall percentage seems to be higher because they are a younger population, with younger ages more likely to be stopped by police.

Figure 87



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

Base: Drivers whose primary vehicle has seat belts.

Unweighted N's:

Hispanic – Age 16-24 N = 123, Age 25-34 N = 152, Age 35-44 N = 104, Age 45+ N = 87

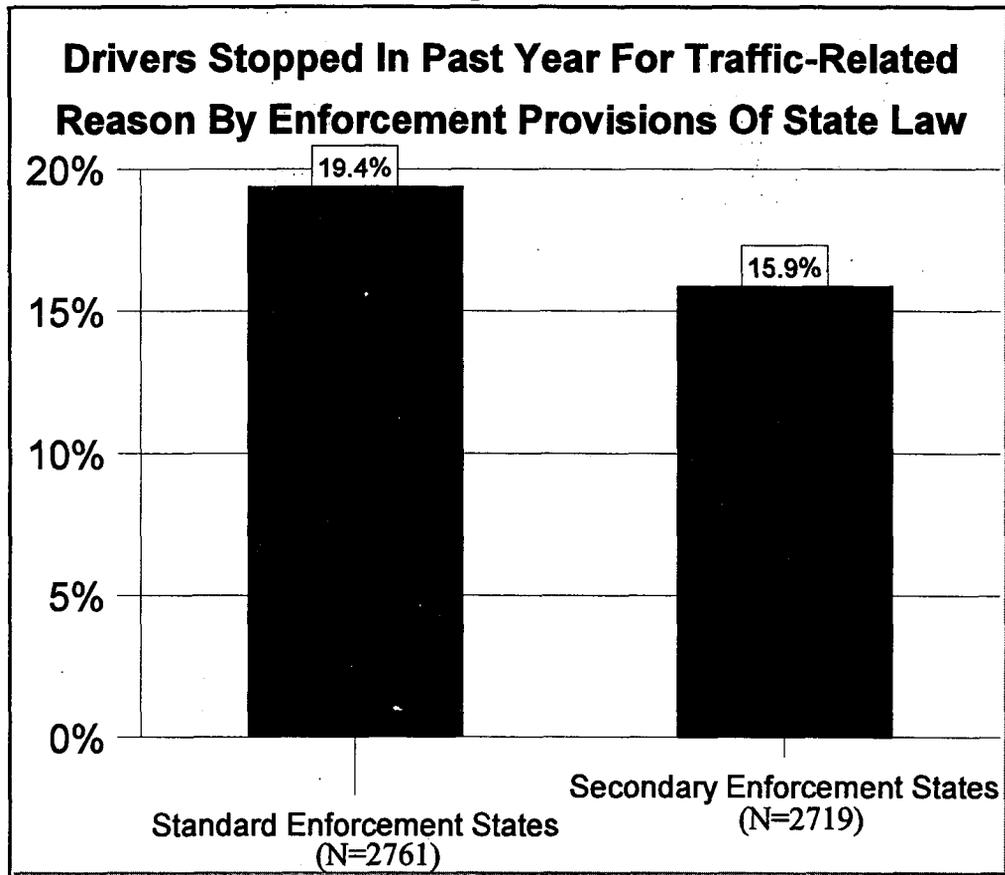
Non-Hispanic – Age 16-24 N = 734, Age 25-34 N = 1085, Age 35-44 N = 1257,

Age 45+ N = 1872

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers were somewhat more likely to have been stopped in the past year by police for a traffic-related reason if they resided in a standard enforcement State. Almost one-in-five (19.4%) of those in standard enforcement States had been stopped, compared to almost one-of six (15.9%) in secondary enforcement States.

Figure 88



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

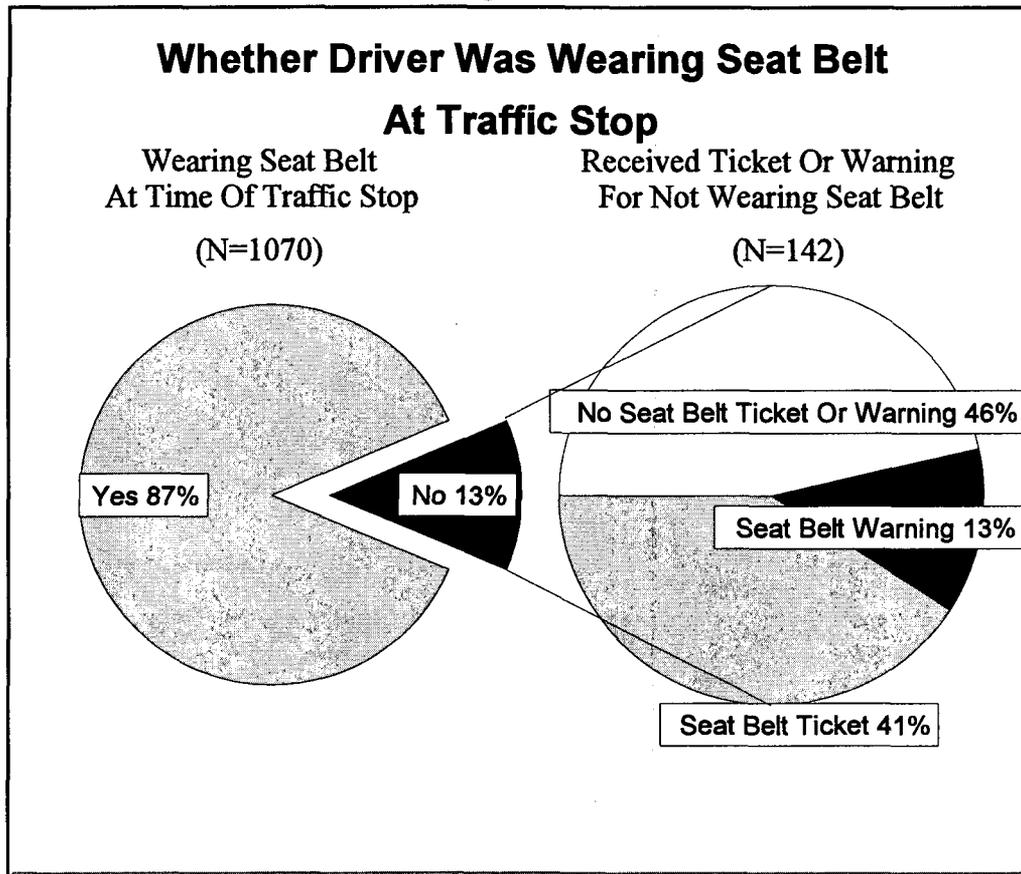
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Of those persons who said that they had been stopped by police in the past year for a traffic-related reason while driving, the vast majority (87%) answered that they were wearing a seat belt at the time. If they were not wearing a seat belt, they most often received a ticket or warning (54%) for violating seat belt laws.

Figure 89



Qx: Were you wearing a seat belt when you were stopped? (IF STOPPED MORE THAN ONCE IN PAST 12 MONTHS, ASK ABOUT MOST RECENT TIME)

Qx: Did you receive a ticket for violating seat belt laws?

Qx: Did you receive a warning for violating seat belt laws?

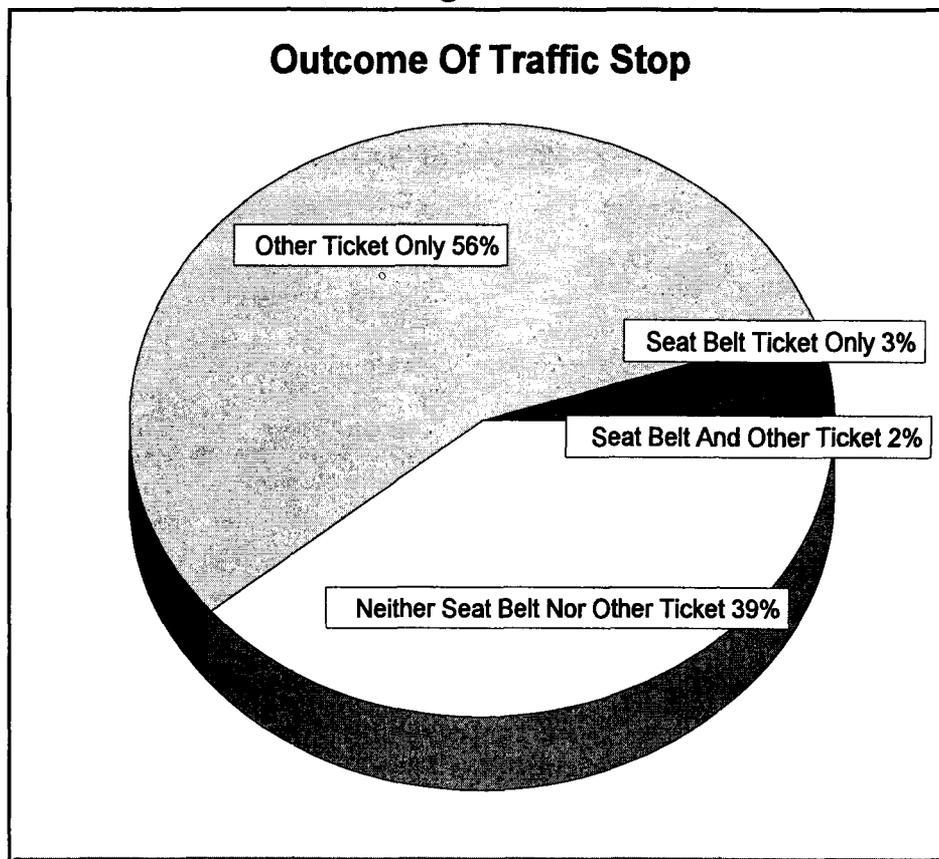
Base: Stopped by police in past 12 months for a traffic-related reason while driving.

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Among all drivers who were stopped for a traffic-related reason, 61% received a ticket for some type of traffic violation. Most often, they did not get a ticket for a seat belt violation (understandable since most were wearing their seat belts) but received a ticket for something else (56%). In a few cases (2%), they received both a seat belt ticket and a ticket for some other traffic violation. Three percent were given a seat belt ticket but no other citation. Almost four-in-ten (39%) reported that they did not receive any type of ticket.

Figure 90



Qx: In the past twelve months, since (MONTH) of last year, have you been stopped by police for any traffic-related reason while driving?

Qx: Did you receive a ticket for violating seat belt laws?

Qx: Did you receive a ticket for some other traffic violation?

Qx: Did you receive a ticket for any traffic violation?

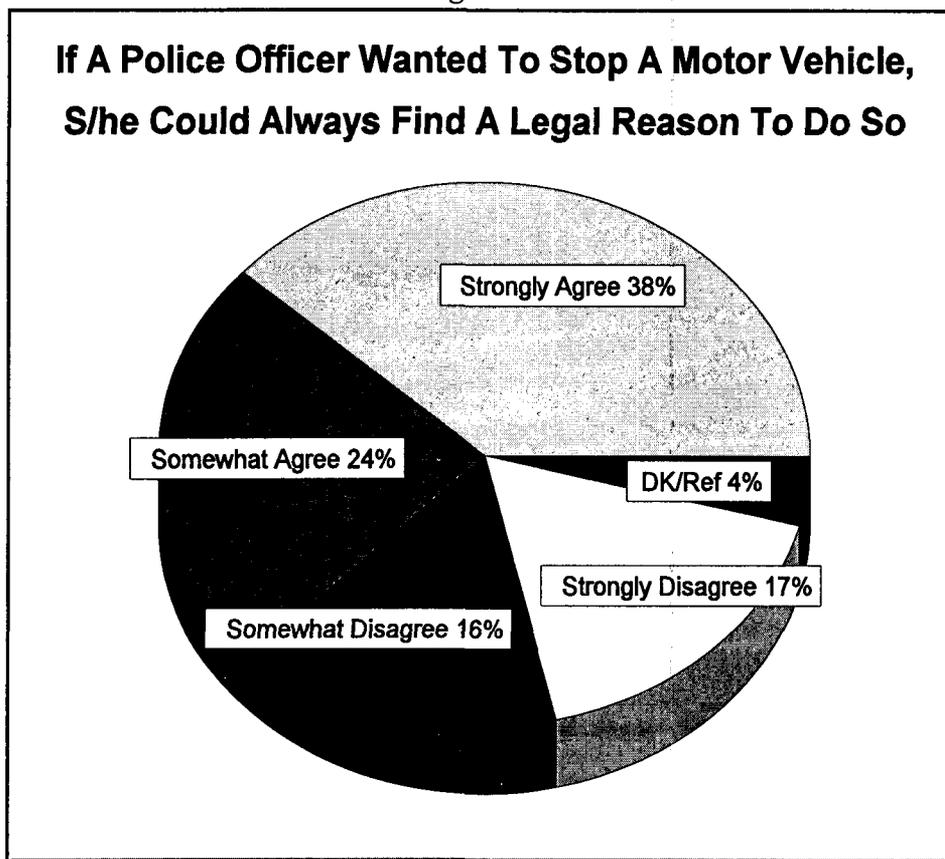
Base: Stopped by police in past 12 months for a traffic-related reason while driving.

Unweighted N=1070

Beliefs About Power Of Law Enforcement To Stop Vehicles

While some persons have expressed concerns that standard enforcement provisions for seat belt laws may be inappropriately used by law enforcement to stop vehicles, there is a question as to whether the public believes that a standard enforcement seat belt law would make any difference in the power of law enforcement to stop motor vehicles. To examine that question, respondents were asked their level of agreement with the statement “If a police officer wanted to stop a motor vehicle, that officer could always find a legal reason to stop it.” Slightly more than three-in-five persons (63%*) agreed with the statement while 33% disagreed.

Figure 91



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. "If a police officer wanted to stop a motor vehicle, that officer could always find a legal reason to stop it."

Base: Total population age 16+

Unweighted N=6072

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Blacks (45%), Hispanics (45%), and males (42%) were more likely than whites (37%), non-Hispanics (38%), and females (35%) to strongly agree with the statement.

TABLE 45
“If A Police Officer Wanted To Stop A Motor Vehicle.
That Officer Could Always Find A Legal Reason To Stop It”
By Sex, Age, Race, And Ethnicity

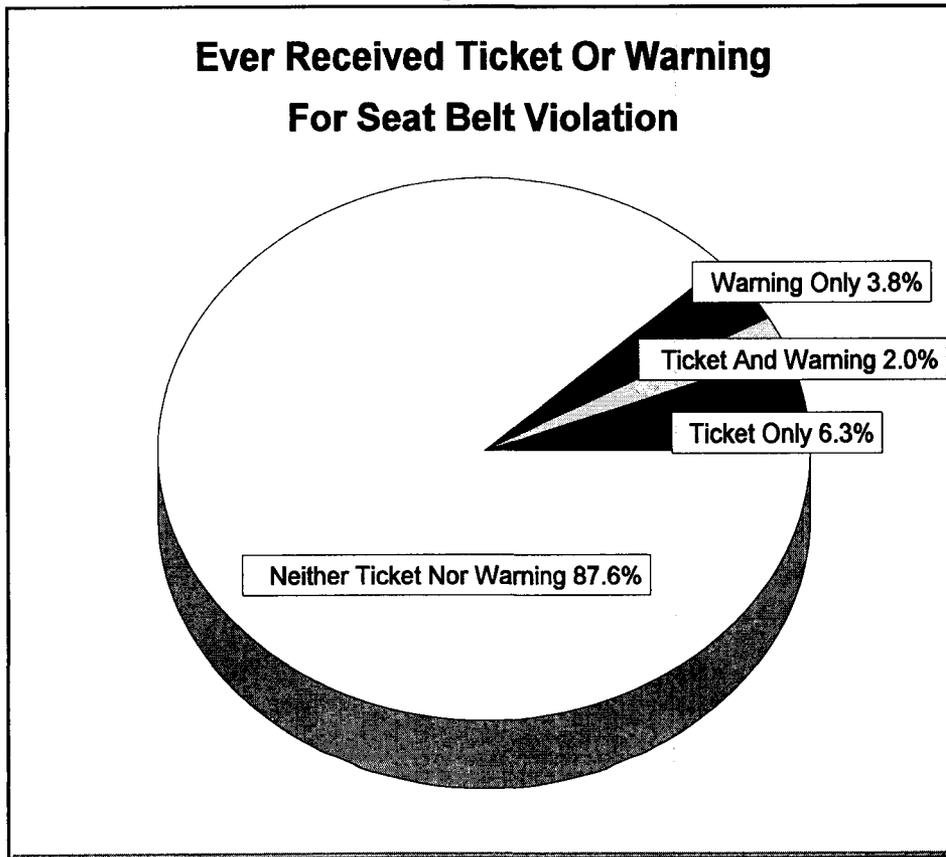
Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. “If a police officer wanted to stop a motor vehicle, that officer could always find a legal reason to stop it.”

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	DK/Ref	N-Size
Total	38%	24%	16%	17%	4%	(6072)
Sex						
Female	35%	26%	16%	17%	6%	(3173)
Male	42%	22%	16%	17%	3%	(2899)
Age						
16-20	35%	32%	17%	15%	1%	(556)
21-24	38%	27%	17%	17%	1%	(459)
25-34	40%	26%	16%	16%	2%	(1345)
35-44	40%	24%	16%	17%	2%	(1444)
45-54	37%	23%	16%	20%	3%	(898)
55-64	37%	21%	16%	20%	6%	(557)
65+	39%	21%	14%	15%	11%	(731)
Race						
Black	45%	22%	11%	20%	3%	(649)
White	37%	26%	17%	16%	4%	(4488)
Ethnicity						
Hispanic	45%	22%	14%	15%	3%	(586)
Non-Hispanic	38%	25%	16%	17%	4%	(5439)
Stopped In Past Year By Police	41%	25%	14%	17%	3%	(1070)

Ever Received Ticket Or Warning For Seat Belt Violation

About 12% of the population age 16 and older have received a ticket and/or warning for violating the seat belt laws. Specifically, 6.3% have received a ticket only, 2.0% have received both a ticket and a warning, and 3.8% have received only a warning. A fraction less than 88% (87.6%) percent have received neither a ticket nor warning, while less than 1% (0.2%) were unsure or refused to respond.

Figure 92

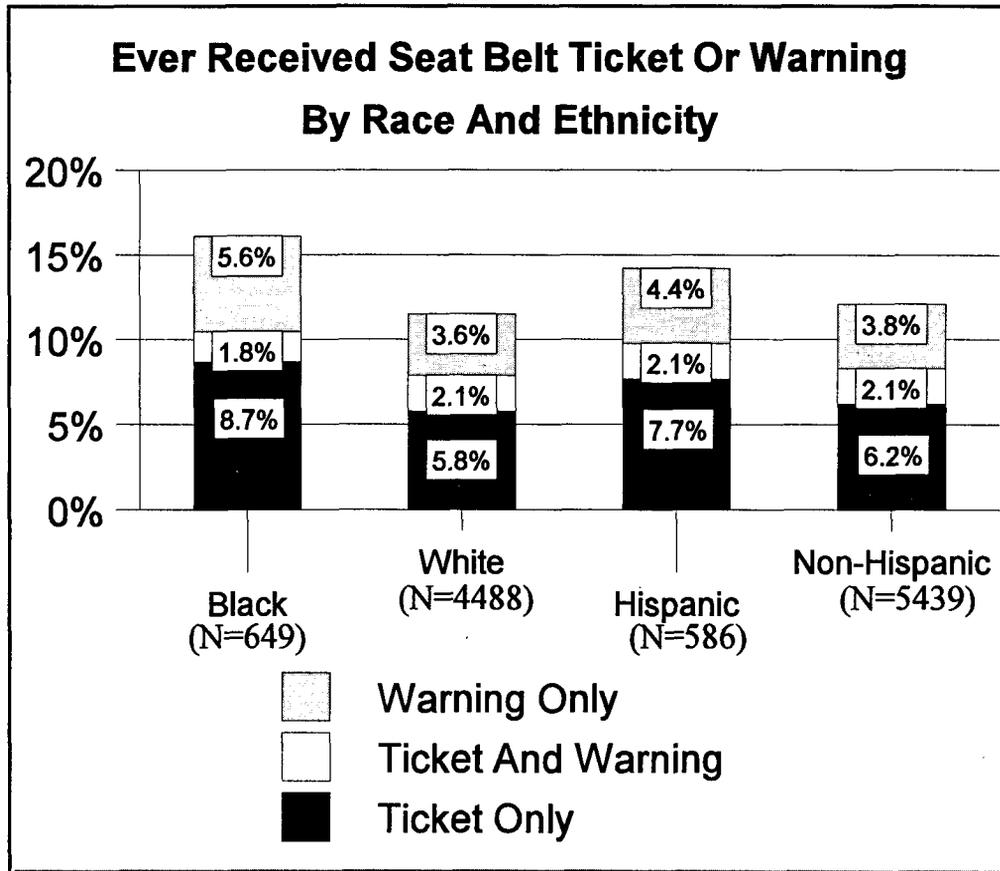


Qx: Did you receive a ticket for violating seat belt laws?
 Qx: Did you receive a warning for violating seat belt laws?
 Qx: Have you ever received a ticket for not wearing seat belts?
 Qx: Have you ever received a warning for not wearing seat belts?
 Base: Total population age 16+
 Unweighted N=6072

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Overall, 12.2%* of the population age 16 and older had received a ticket and/or warning at some time in the past for a seat belt violation. The figure was 16.2%* for blacks, 11.5% for whites, 14.2% for Hispanics, and 12.0%* for non-Hispanics. Specifically regarding tickets (either ticket only or ticket and warning), 10.5% of blacks, 7.9% of whites, 9.8% of Hispanics, and 8.2%* of non-Hispanics had received seat belt citations.

Figure 93



Qx: Did you receive a ticket for violating seat belt laws?

Qx: Did you receive a warning for violating seat belt laws?

Qx: Have you ever received a ticket for not wearing seat belts?

Qx: Have you ever received a warning for not wearing seat belts?

Base: Total population age 16+

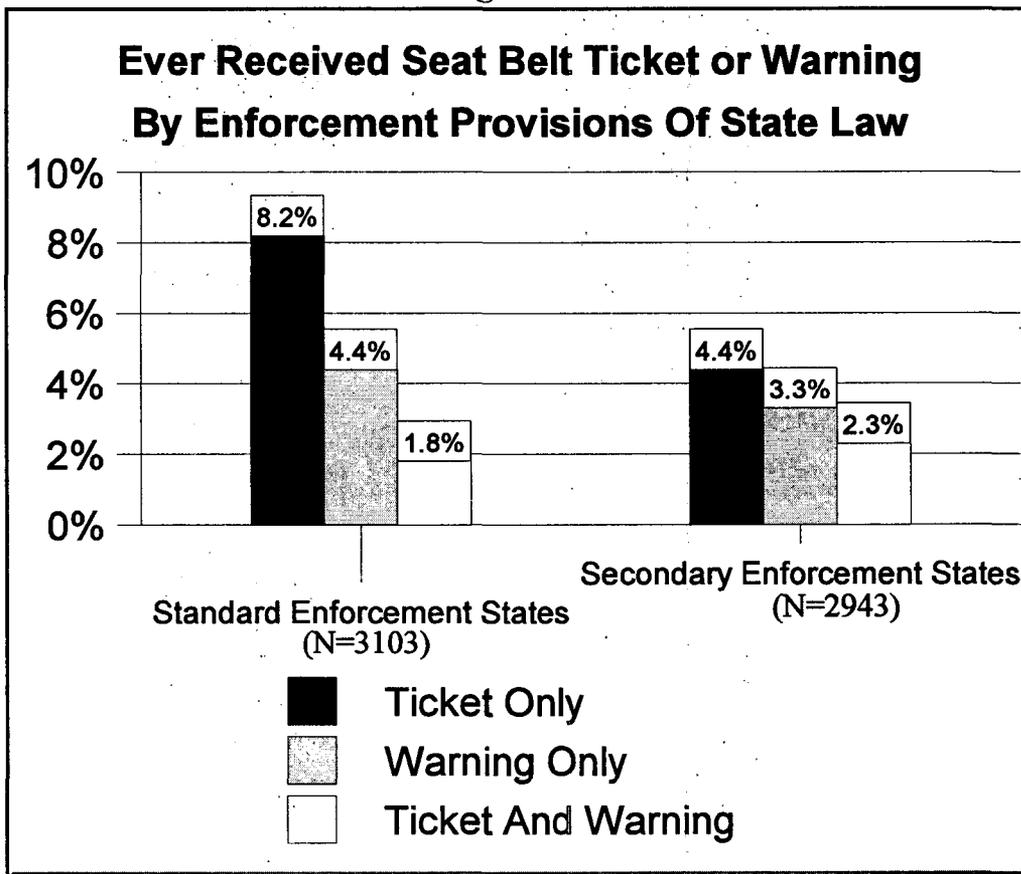
Unweighted N's listed above

*The number does not equal the sum of the components in the Figure due to rounding.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

In States having seat belt laws with standard enforcement provisions, 14.4% of the population age 16 and older had received a ticket and/or warning for a seat belt violation. In secondary enforcement States, 10.0% had received a ticket and/or warning.

Figure 94



Qx: Did you receive a ticket for violating seat belt laws?

Qx: Did you receive a warning for violating seat belt laws?

Qx: Have you ever received a ticket for not wearing seat belts?

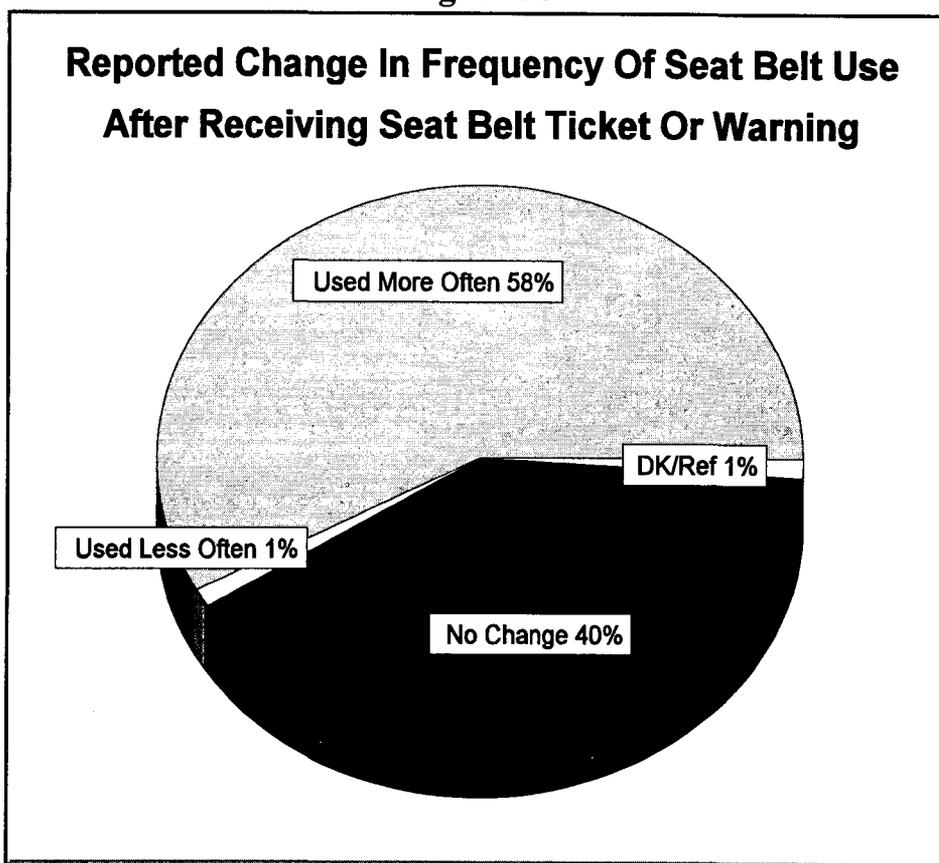
Qx: Have you ever received a warning for not wearing seat belts?

Base: Total population age 16+

Unweighted N's listed above

When asked if their frequency of seat belt use had changed after they received the seat belt ticket or warning, most persons (58%) said that they started using their seat belt more often. A few (1%) reported using their seat belt less often while 40% indicated that there was no change.

Figure 95



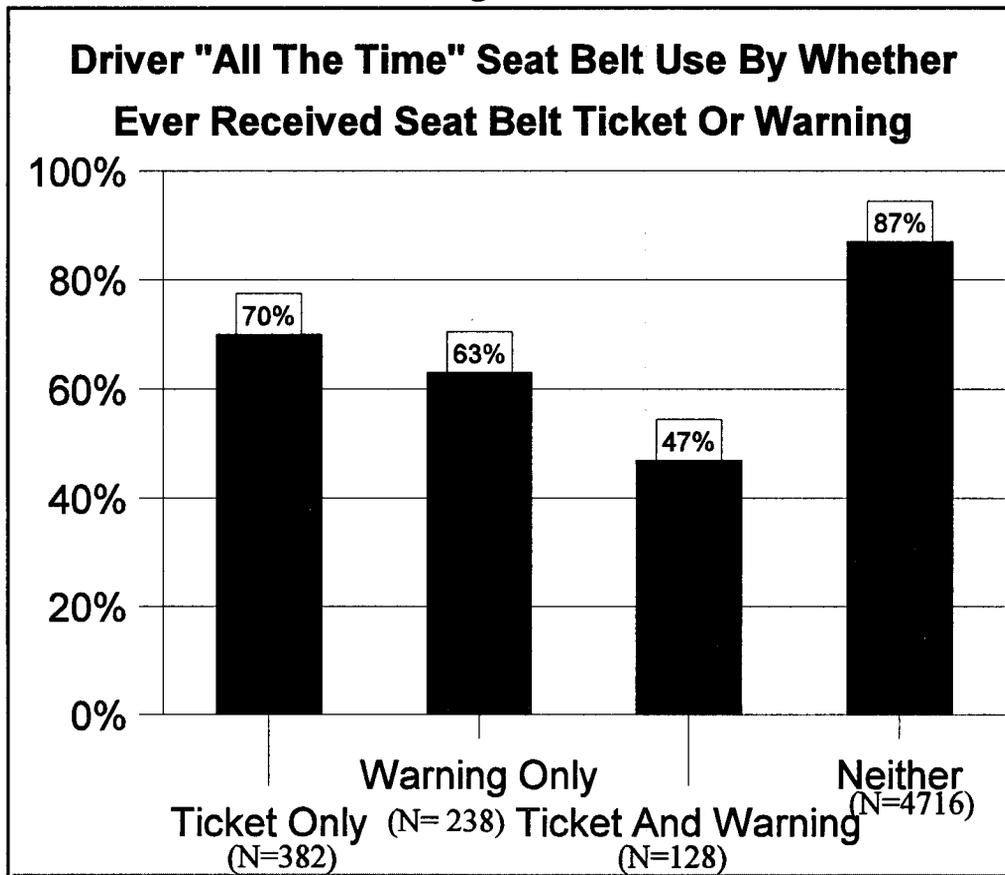
Qx: After you received the seat belt (ticket/warning), did you start wearing your seat belts more often, less often, or was there no change in how often you wore them?

*Base: Had received a ticket and/or warning for a seat belt violation at some time in the past.
Unweighted N=810*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Although most persons who had received a seat belt ticket or warning said that their use of seat belts increased afterwards, their reported level of current seat belt use still tended to be lower than that of persons who had received neither a ticket nor warning. Among drivers, 70% of those who had received a ticket only, 63% of those who had received a warning only, and 47% of those who had received a ticket and warning said that they used their seat belt "all the time" while driving. In contrast, 87% of drivers who had received neither a seat belt ticket nor warning reported wearing their seat belt "all the time" while driving.

Figure 96



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Qx: Did you receive a ticket for violating seat belt laws?

Qx: Did you receive a warning for violating seat belt laws?

Qx: Have you ever received a ticket for not wearing seat belts?

Qx: Have you ever received a warning for not wearing seat belts?

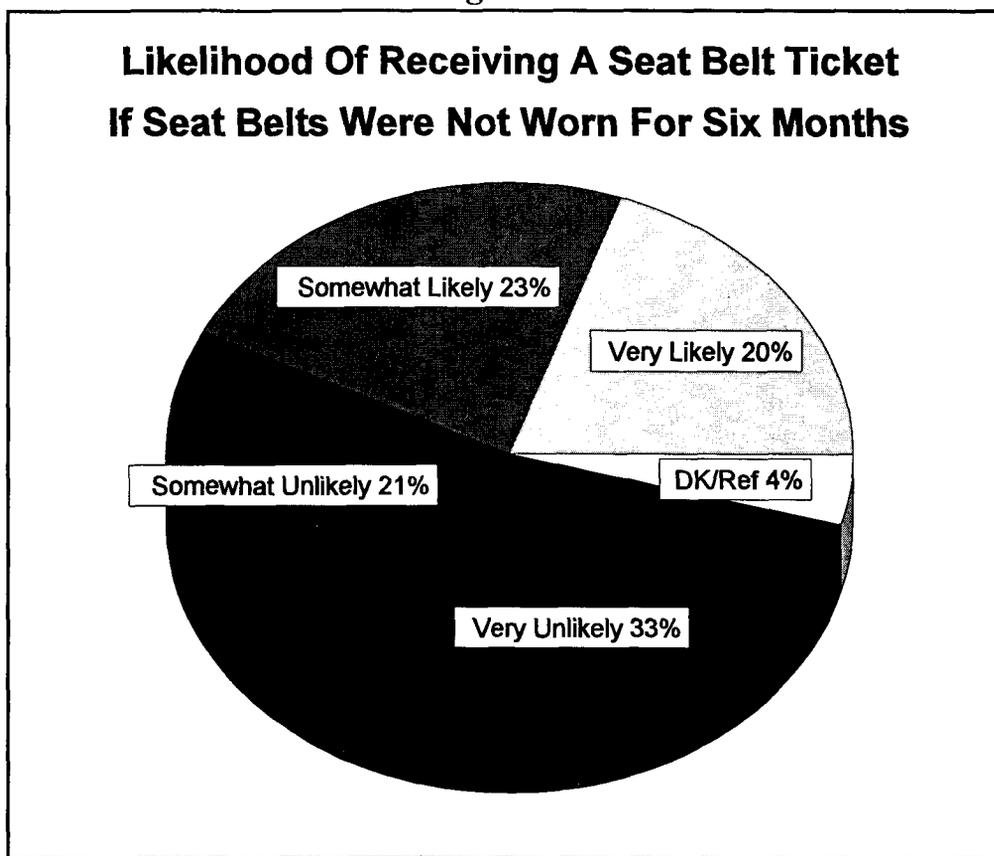
Base: Drivers whose primary vehicle has seat belts.

Unweighted N's listed above.

Perceived Risk Of Being Ticketed For Non-Use Of Seat Belts

Drivers were asked their likelihood of being ticketed if they did not wear a seat belt at all during the next six months while driving. A minority (42%*) considered it likely; only one-in-five (20%) considered it very likely. One-third of drivers (33%) thought they would be very unlikely to be ticketed. Readers are reminded that most non-use occurs among persons who use seat belts at least on occasion (see Chapter 1). Thus the question wording took the most extreme form of non-use, and removed the option taken by many drivers of responding to their own assessments of risk.

Figure 97



Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

Base: Drives a motor vehicle.

Unweighted N=5504

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers who previously had received a seat belt ticket and/or warning were more likely than non-cited drivers to view themselves at-risk of being ticketed if they did not wear their seat belt at all over the next six months. About one-quarter of those who had received a ticket (26%), a warning (27%), or both (25%) considered themselves to be very likely to be ticketed, compared to fewer than one-fifth (19%) of drivers who had experienced neither enforcement action. Ticketed only drivers were most likely to perceive at least some likelihood of being ticketed for non-use; 56% versus 49% of those who had received a warning only and 47% who had received both a ticket and warning. Readers are cautioned that these numbers are based on small sub-sample sizes.

TABLE 46
Perceived Risk Of Being Ticketed
By Whether Ever Received A Seat Belt Ticket Or Warning

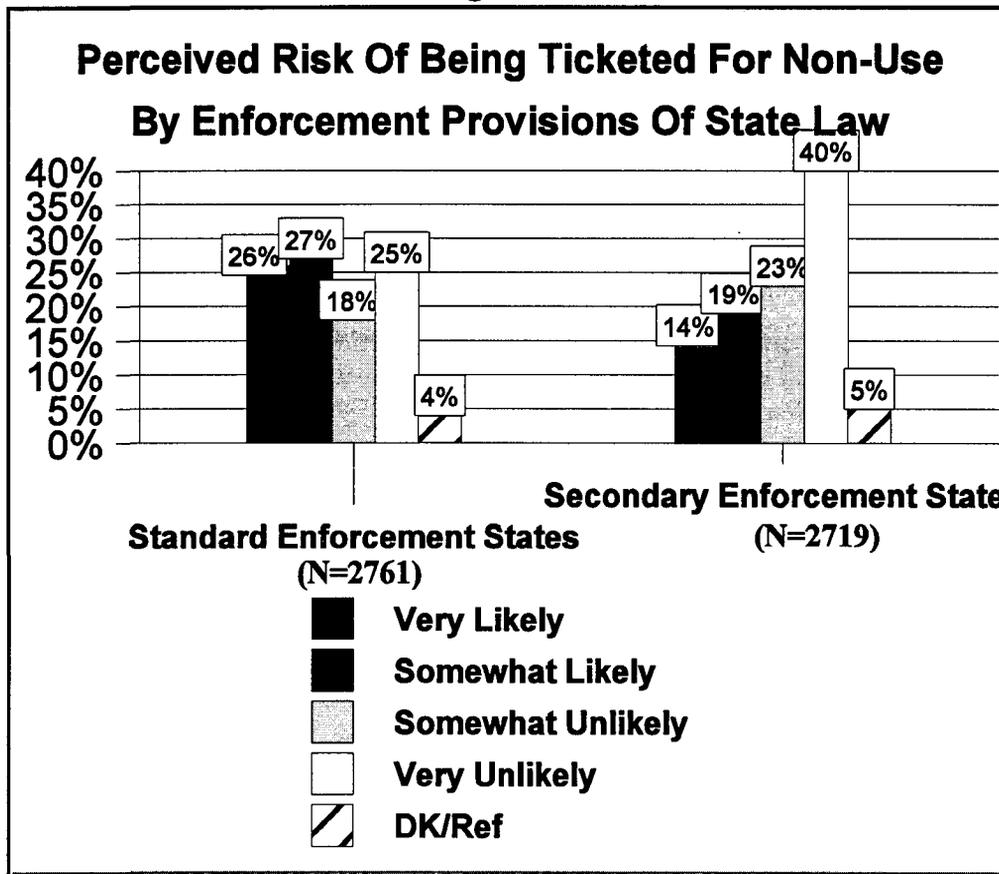
Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

Base: Drives a motor vehicle.

Perceived Risk Of Being Ticketed:	Ever Received Ticket Or Warning			
	Ticket Only	Ticket and Warning	Warning Only	Neither Ticket Nor Warning
	(N=384)	(N=129)	(N=240)	(N=4743)
Very Likely	26%	25%	27%	19%
Somewhat Likely	30%	22%	22%	22%
Somewhat Unlikely	20%	30%	27%	20%
Very Unlikely	20%	21%	22%	34%
DK/Ref	4%	1%	2%	5%

The perceived risk of being ticketed differed substantially according to the enforcement provisions of the State law. In States permitting standard enforcement of seat belt laws, more than one-half of drivers (52%*) said they were somewhat or very likely to be ticketed if they did not wear their seat belt at all while driving over the next six months. In contrast, one-third of drivers (33%) in secondary enforcement States considered themselves to be somewhat or very likely to be ticketed.

Figure 98



Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be able to receive a ticket for not wearing a seat belt?

Base: Drives a motor vehicle.

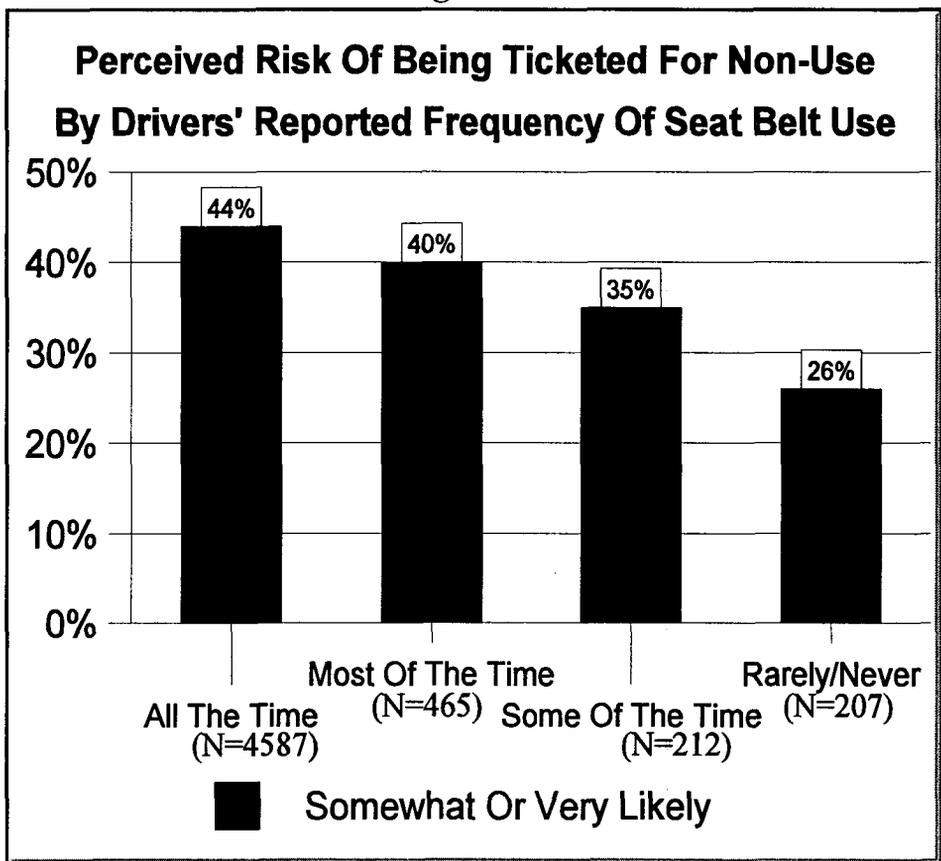
Unweighted N's listed above.

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers who wore their seat belts more often were more likely than other drivers to perceive themselves at-risk of being ticketed if they did not use their seat belts at all. Among self-reported “all the time” seat belt users, 44% thought it was either somewhat likely or very likely that they would receive a ticket if they did not wear a seat belt at all while driving over the next six months. The number dropped to 40% among “most of the time” users, and 35% among “some of the time” users. Slightly more than one-fourth (26%) of those who said they rarely or never wore seat belts thought they would likely get a ticket.

Figure 99



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?
Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

Base: Drivers whose primary vehicle has seat belts.
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Among the demographic groups listed in Table 47, greatest perceived risk of being ticketed for non-use of seat belts over a period of six months was recorded for Hispanics and blacks. Almost three-in-five Hispanics (57%**) considered it very likely or somewhat likely they would be given a ticket, compared to 41% of non-Hispanics. The gap was almost as large between blacks (54%) and whites (40%).

TABLE 47
Perceived Risk Of Being Ticketed For Non-Use
By Sex, Age, Race, And Ethnicity

Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

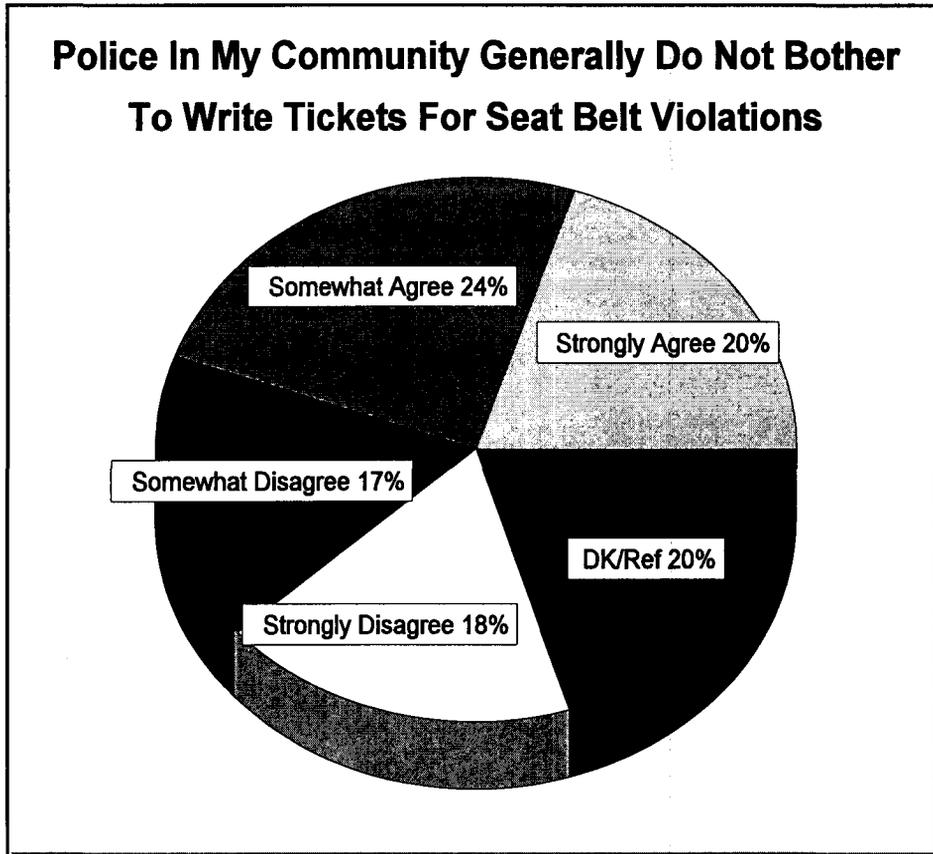
Base: Drives a motor vehicle.

	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely	DK/Ref	N-Size
Total	20%	23%	21%	33%	4%	(5504)
Sex						
Female	20%	24%	20%	31%	5%	(2825)
Male	20%	21%	21%	34%	4%	(2679)
Age						
16-20	17%	25%	29%	29%	*	(438)
21-24	13%	27%	23%	36%	1%	(420)
25-34	17%	25%	25%	30%	2%	(1239)
35-44	20%	23%	20%	34%	3%	(1366)
45-54	21%	22%	20%	32%	5%	(844)
55-64	22%	21%	17%	35%	6%	(521)
65+	23%	19%	14%	32%	12%	(604)
Race						
Black	33%	21%	16%	27%	4%	(511)
White	17%	23%	22%	34%	4%	(4206)
Ethnicity						
Hispanic	36%	20%	20%	21%	2%	(467)
Non-Hispanic	18%	23%	21%	34%	5%	(5005)

**Less than 0.5% **The number does not equal the sum of the components in the Table due to rounding.*

One of the attitude questions included in the survey asked respondents their level of agreement with the statement “Police in my community generally do not bother to write tickets for seat belt violations.” The public was more likely to agree with that statement (45%*) than to disagree (35%). However, many people (20%) said they did not know the answer.

Figure 100



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. "Police in my community generally do not bother to write tickets for seat belt violations."

Base: Total population age 16+

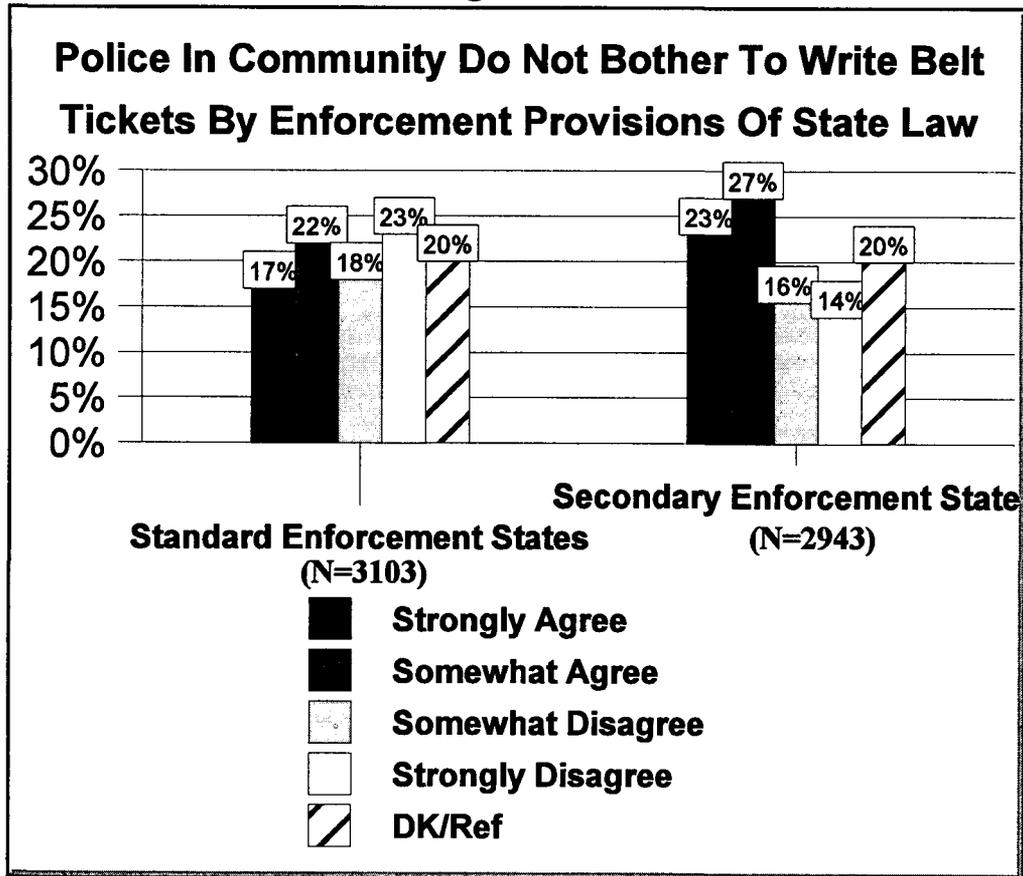
Unweighted N=6072

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Respondents were less likely to (strongly or somewhat) agree that police in their community did not bother to write seat belt tickets if they lived in standard enforcement States (40%*) than in secondary enforcement States (50%).

Figure 101



Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. "Police in my community generally do not bother to write tickets for seat belt violations."

Base: Total population age 16+

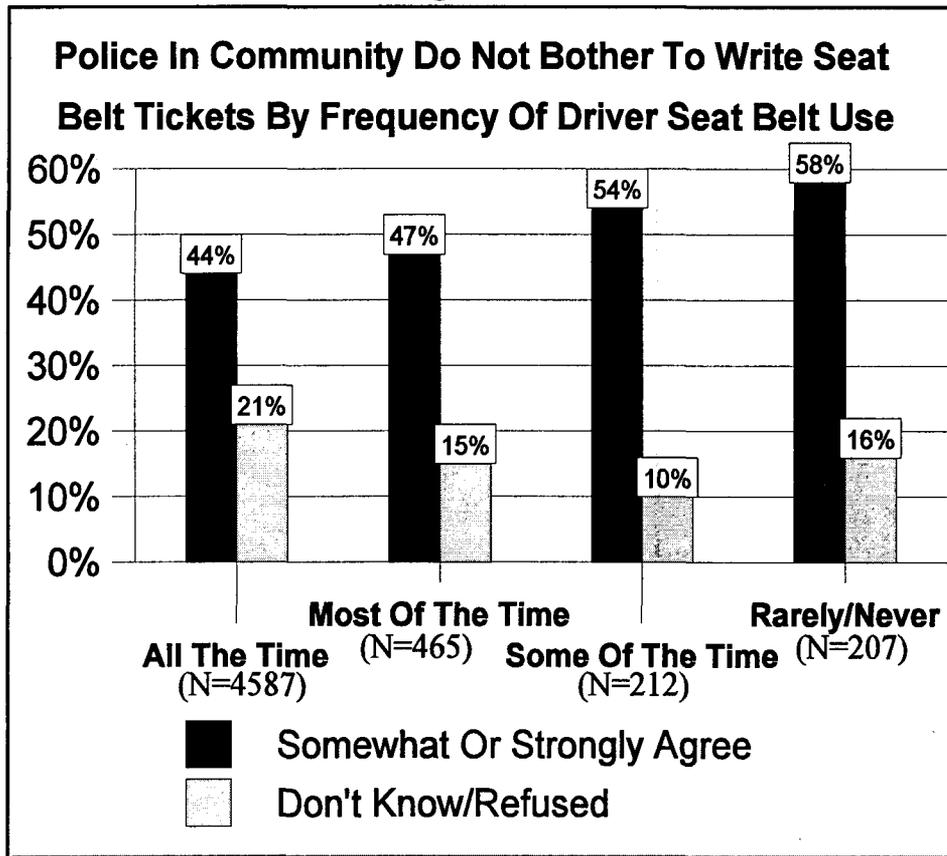
Unweighted N's listed above.

**The number does not equal the sum of the components in the Figure due to rounding.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Infrequent users of seat belts were less likely than frequent users to believe that local police enforced the seat belt law. However, even among regular seat belt users, more than four-in-ten agreed with the statement that police in their community do not bother to write seat belt tickets, and more than 20% did not know.

Figure 102



Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Qx: Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. "Police in my community generally do not bother to write tickets for seat belt violations."

Base: Drivers whose primary vehicle has seat belts.
Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Persons ages 16-20 (60%) and 21-24 (53%) were most likely among the groups listed below to agree that ticketing for seat belt violations generally did not occur in their community; those age 65 and older were the most unsure (36%). Blacks and Hispanics differed from whites and non-Hispanics principally in that the former two groups were more likely to strongly disagree with the statement and less likely to express uncertainty.

TABLE 48
“Police In My Community Generally Do Not Bother To Write Tickets For Seat Belt Violations”
By Sex, Age, Race, And Ethnicity

Qx: *Now I’m going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree. “Police in my community generally do not bother to write tickets for seat belt violations.”*

Base: *Total population age 16+.*

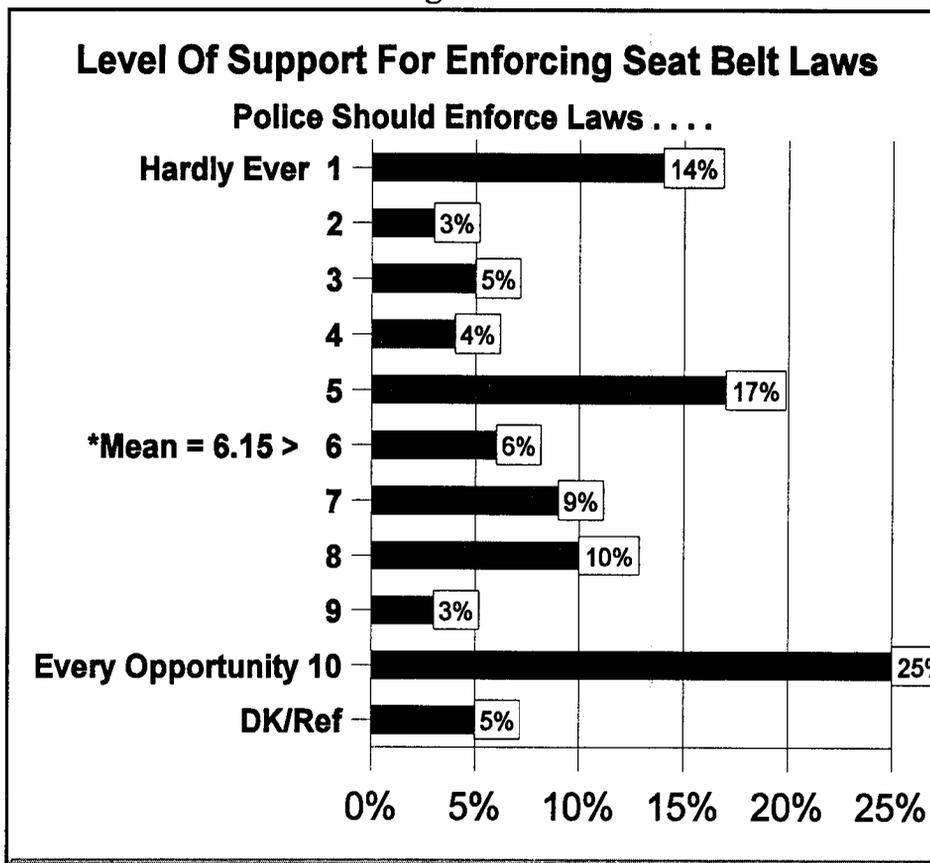
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	DK/Ref	N-Size
Total	20%	24%	17%	18%	20%	(6072)
Sex						
Female	19%	24%	17%	17%	23%	(3173)
Male	22%	25%	17%	20%	16%	(2899)
Age						
16-20	26%	34%	18%	16%	6%	(556)
21-24	21%	32%	18%	17%	12%	(459)
25-34	17%	27%	20%	20%	16%	(1345)
35-44	20%	25%	20%	19%	17%	(1444)
45-54	20%	24%	16%	20%	20%	(898)
55-64	20%	23%	16%	18%	24%	(557)
65+	21%	15%	12%	16%	36%	(731)
Race						
Black	24%	22%	13%	27%	14%	(649)
White	20%	25%	18%	16%	22%	(4488)
Ethnicity						
Hispanic	21%	21%	20%	27%	11%	(586)
Non-Hispanic	20%	25%	17%	17%	21%	(5439)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Preferred Level Of Enforcement

Support for seat belt law enforcement was mixed, with some favoring strong enforcement and others wanting little or no enforcement. Interviewers asked respondents how strictly police should enforce seat belt laws, using a 1 to 10 scale, where 1 meant police should hardly ever give tickets for seat belt violations and 10 meant they should give tickets at every opportunity. Most frequently, the respondents said they favored ticketing at every opportunity, although there also was clustering at the middle and low end of the scale. The average score was 6.15.

Figure 103



Qx: How often do you think police should ticket for seat belt violations? On a scale of 1 to 10, where 1 means police should hardly ever give tickets and 10 means police should give tickets at every opportunity when it comes to enforcing seat belt laws, how strict should police enforcement be?

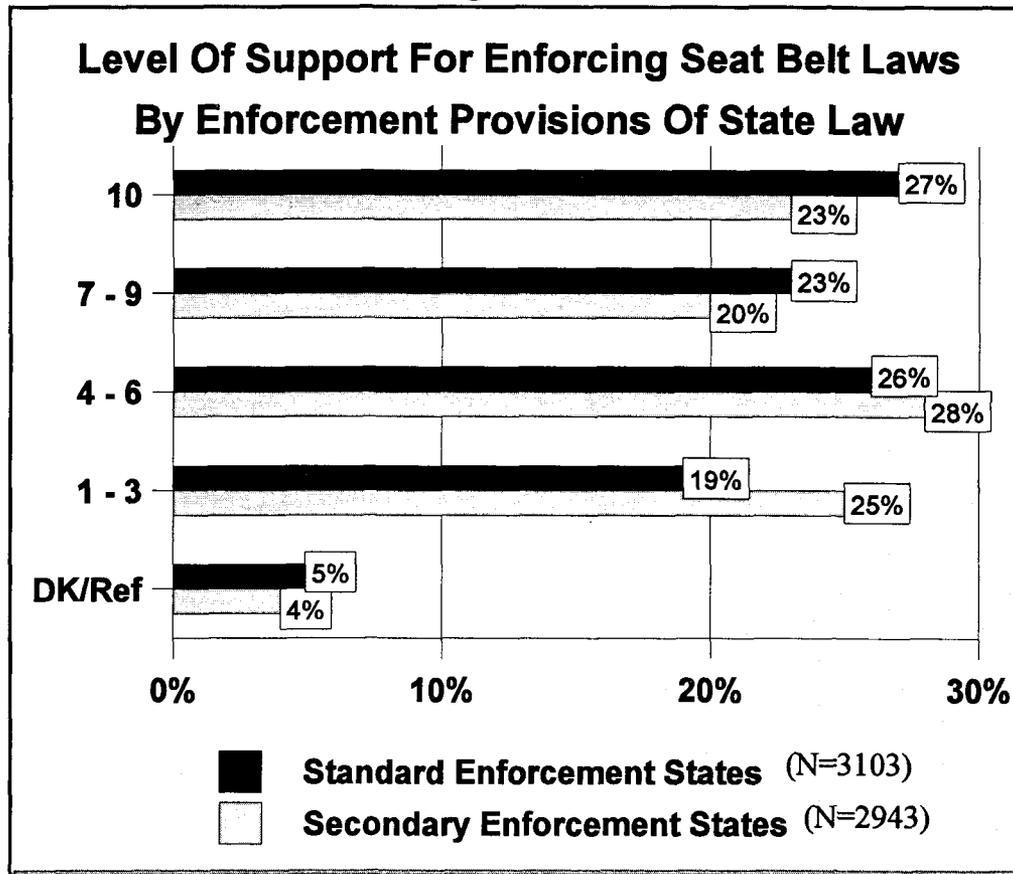
Base: Total population age 16+ Unweighted N=6072

**The mean excludes respondents in the Don't Know/Refused category*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Persons in standard enforcement States tended towards supporting stricter enforcement of seat belt laws than did those in secondary enforcement States. The mean score recorded for the respondents in standard enforcement States was 6.45 on the ten-point-scale, versus 5.85 for respondents in secondary enforcement States.

Figure 104



Qx: How often do you think police should ticket for seat belt violations? On a scale of 1 to 10, where 1 means police should hardly ever give tickets and 10 means police should give tickets at every opportunity when it comes to enforcing seat belt laws, how strict should police enforcement be?

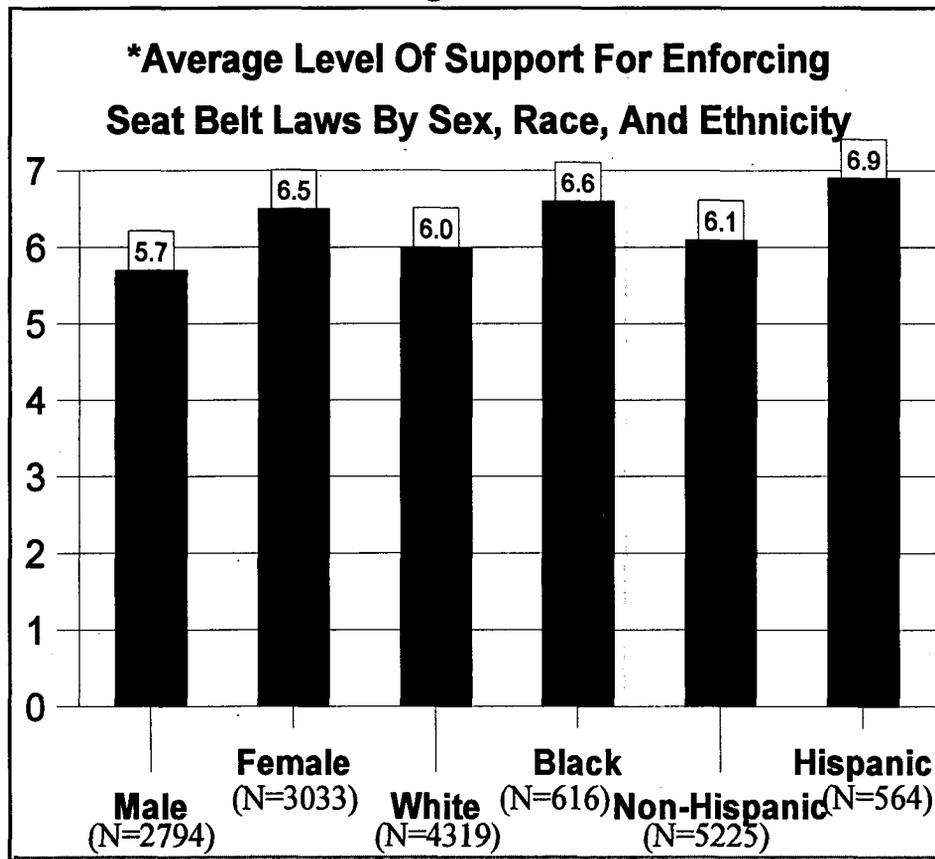
Base: Total population age 16+

Unweighted N's listed above.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Hispanics voiced stronger support for enforcement of seat belt laws than did non-Hispanics, providing an average score of 6.9 on the 10 point scale. Blacks (6.6) and females (6.5) also were above the mean population average of 6.2.

Figure 105



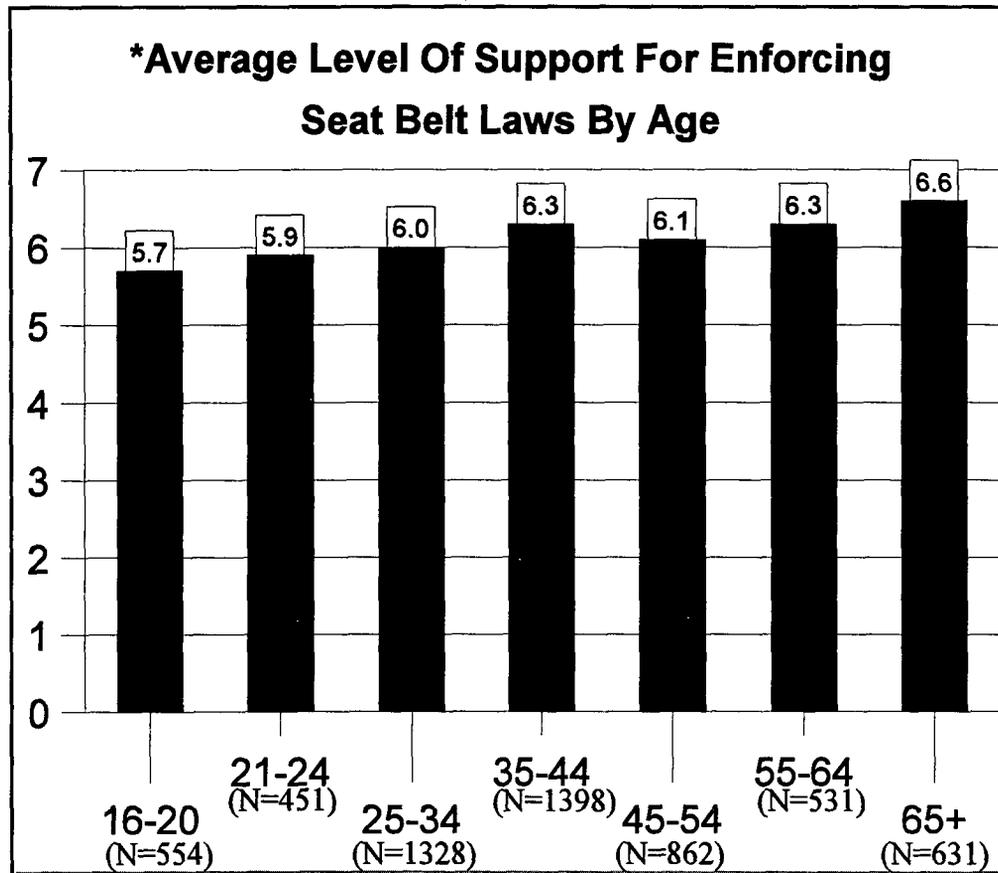
Qx: How often do you think police should ticket for seat belt violations? On a scale of 1 to 10, where 1 means police should hardly ever give tickets and 10 means police should give tickets at every opportunity when it comes to enforcing seat belt laws, how strict should police enforcement be?
Base: Total population age 16+ who chose a scale value from 1 to 10.
Unweighted N's listed above.

**Excludes persons who said they "didn't know" or else refused to answer when asked what value they would choose from the 10 point scale.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Age differences in level of support for enforcement of seat belt laws were generally smaller than the racial/ethnic differences shown on the preceding page. The least support appeared among persons in the youngest age range, the greatest support appeared among persons in the oldest age range.

Figure 106



Qx: How often do you think police should ticket for seat belt violations? On a scale of 1 to 10, where 1 means police should hardly ever give tickets and 10 means police should give tickets at every opportunity when it comes to enforcing seat belt laws, how strict should police enforcement be?
Base: Total population age 16+ who chose a scale value from 1 to 10
Unweighted N's listed above.

**Excludes persons who said they "didn't know" or else refused to answer when asked what value they would choose from the 10 point scale.*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

2000 SURVEY RESULTS

CHAPTER 5

1994-2000 TRENDS

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers and Vehicles, 1994-2000

There has been little appreciable change between 1994 and 2000 in the frequency with which the public age 16 and older drives motor vehicles. The most noticeable finding has been a slow increase over time in the percentage of non-drivers.

TABLE 49. Driving Frequency, 1994-2000

Qx: How often do you drive a motor vehicle?

Base: Total population age 16+

Driving Frequency	1994	1996	1998	2000
Almost every day	79%	80%	78%	78%
A few days a week	10%	10%	10%	9%
A few days a month	2%	2%	2%	2%
A few days a year	1%	1%	1%	1%
Never	8%	8%	9%	10%

Cars continued to decrease as a proportion of the vehicle fleet. Meanwhile, the percentage of persons who answered that their primary vehicle was a sport utility vehicle edged upwards, although part of the increase since 1996 may be from a slight change in the wording of the question. Unlike earlier years, the term "sport utility vehicle" was included in the stem of the survey question in 1998.

TABLE 50. Type of Primary Vehicle Driven, 1994-2000

Qx: Is the vehicle you drive most often a car, van, motorcycle, sport utility vehicle, pickup truck, or other type of truck?

Base: Drives a motor vehicle

Type of Vehicle	1994	1996	1998	2000
Car	71%	67%	65%	62%
Van/Minivan	9%	9%	10%	10%
Sport Utility Vehicle	3%	5%	8%	10%
Pickup Truck	15%	17%	16%	16%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Type of Driver-Side Seat Belts, 1994-2000

The 2000 survey observed a continued increase in one-piece belt systems. The one-piece manual lap and shoulder system now accounts for 76% of driver seat belts in primary vehicles. The once ubiquitous lap only system now appears in only 1% of all primary vehicles at the driver seating position.

TABLE 51. Seat Belt Configuration In Front Seat Of Primary Vehicle, 1994-2000

Qx: *Do the seat belts in the front seat of the (vehicle) go across your shoulder only, across your lap only, or across both your shoulder and lap?*

Qx: *Are the shoulder and lap belt one piece or are they two separate belts?*

Qx: *Are both the shoulder and lap belt automatic, is only the shoulder belt automatic or is neither the shoulder or lap belt automatic?*

Qx: *Is the shoulder belt automatic or do you have to fasten it?*

Base: *Vehicle driven most often is not a motorcycle.*

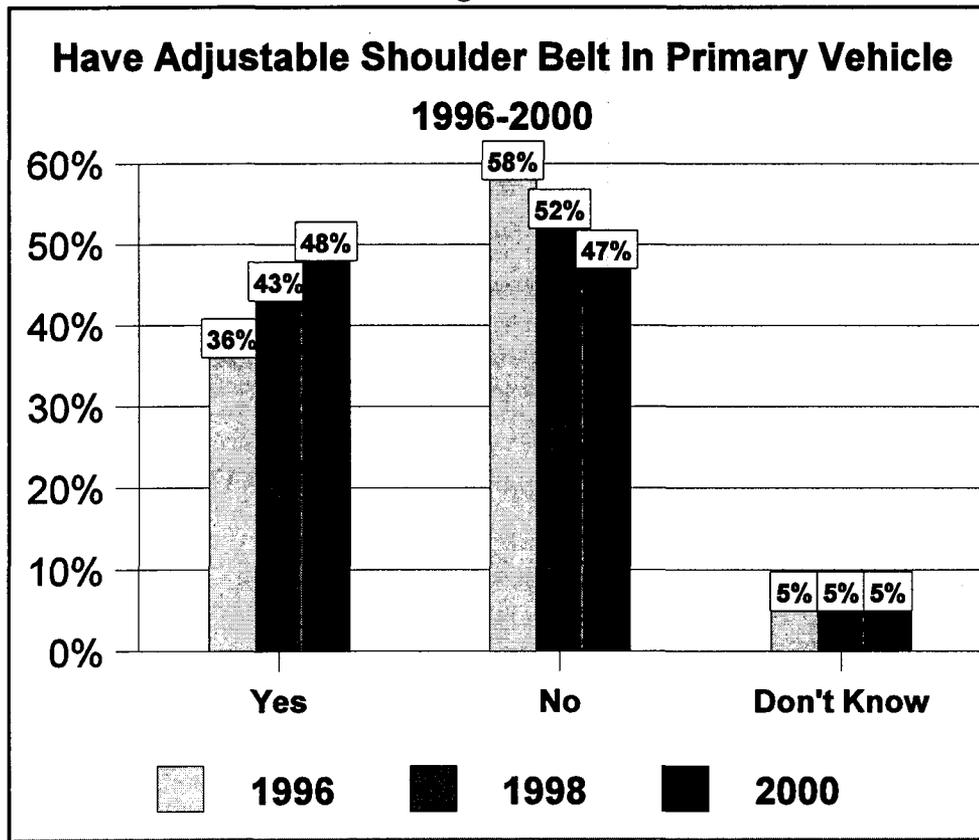
Seat Belt Type	1994	1996	1998	2000
Basic Configuration				
Shoulder Only	8%	7%	7%	7%
Lap Only	4%	3%	2%	1%
Shoulder And Lap	88%	90%	90%	91%
Type Of Driver Seat Belt				
One-Piece Systems	[85%]	[86%]	[88%]	[89%]
Lap Belt Only	4%	3%	2%	1%
Lap/Shoulder-Manual	70%	72%	75%	76%
Lap/Shoulder-Automatic	3%	4%	4%	4%
Shoulder Only-Manual	7%	6%	6%	6%
Shoulder Only-Automatic	1%	1%	1%	1%
One-Piece-DK If Automatic	*	*	*	*
Two-Piece Systems	[14%]	[13%]	[12%]	[10%]
Lap Manual/Shoulder Manual	6%	5%	4%	4%
Lap Manual/Shoulder Automatic	8%	7%	6%	5%
Lap Automatic/Shoulder Automatic	1%	1%	1%	1%
Two-Piece-DK If Automatic	*	*	*	*
DK If One-Piece Or Two-Piece	1%	1%	*	1%

*Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

The 2000 survey continued to show rapid penetration of the vehicle fleet by adjustable shoulder belts. Forty-eight percent of drivers in 2000 had adjustable shoulder belts in their primary vehicle compared to 36% in 1996. The question was not asked in 1994.

Figure 107



Qx: Shoulder belts are usually attached to the door or frame behind the driver's left shoulder. In some vehicles, this attachment can be moved up or down to adjust the shoulder belt. Is this attachment adjustable in your vehicle?

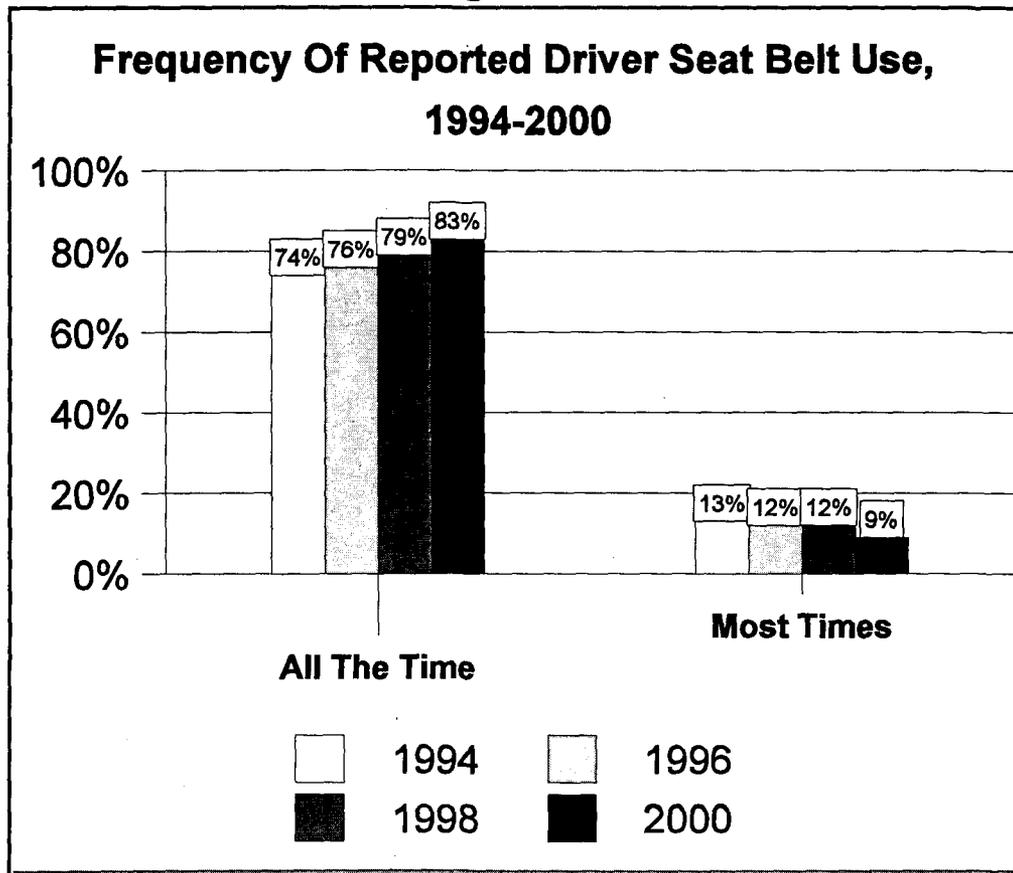
Base: Vehicle has seat belts across both lap and shoulder or across shoulder only.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Driver's Use of Seat Belts, 1994-2000

The public is increasingly reporting that they use seat belts on a regular basis. The percentage of drivers age 16 and older who said that they always used their seat belt while driving has increased 9 percentage points since 1994, from 74% to 83%. This increase has largely come from part time users, as the percentages of rare and never users has remained fairly stable over time (3% rarely used seat belts in 1994 versus 2% in 2000; 3% never used seat belts in 1994 versus 2% in 2000).

Figure 108



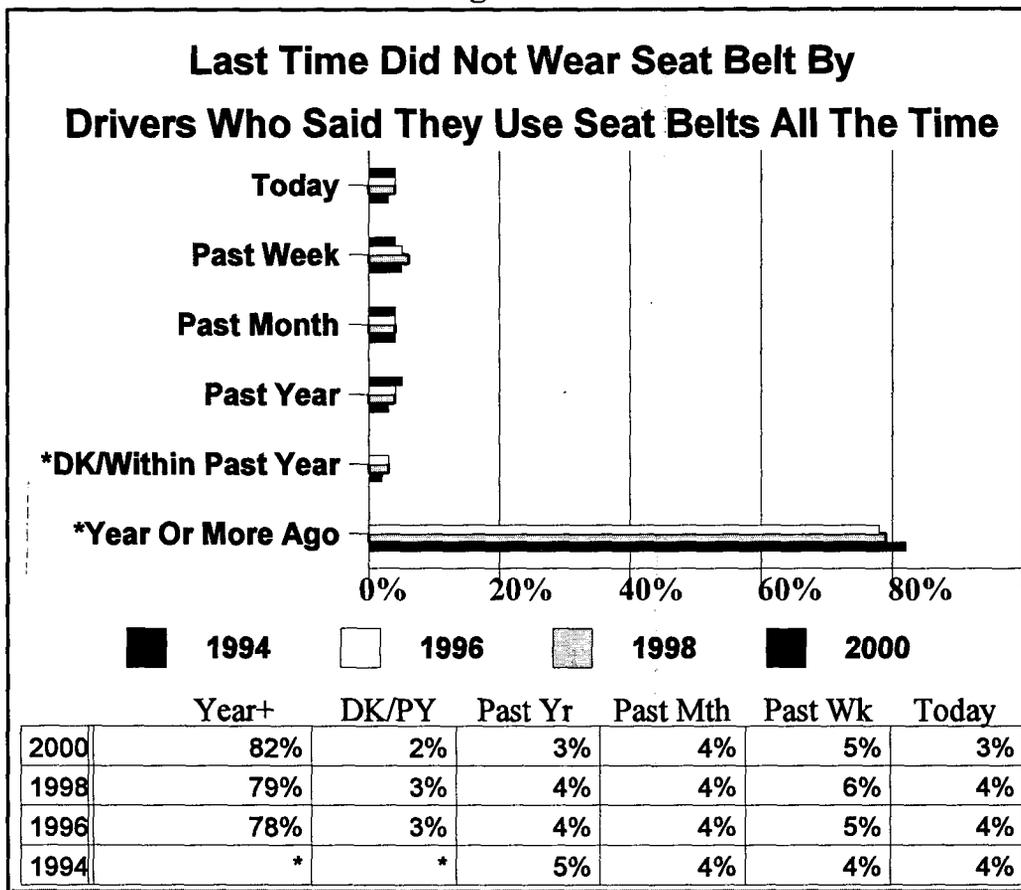
Qx: When driving this (car/truck/van) how often do you wear your (shoulder/lap) belt?

Base: Drivers whose primary vehicle has seat belts.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Although more people reported using seat belts “all the time” in 2000, a portion of these full time users still indicated that they had not worn their seat belt recently while driving. Eight percent of drivers in 2000 who said they used their seat belt all of the time acknowledged on a follow-up question that they did not use their seat belt while driving at least once during the past day or week. This is consistent with previous years, as the percentage has ranged from 8% to 10%..

Figure 109



Qx: When was the last time you did not wear your seat belt when driving?

Qx: Has there been any occasion in the past 12 months when you did not wear your seat belt (neither lap nor shoulder) when driving?

Base: Drivers whose primary vehicle has seat belts, and said they wore the belts “all the time.”

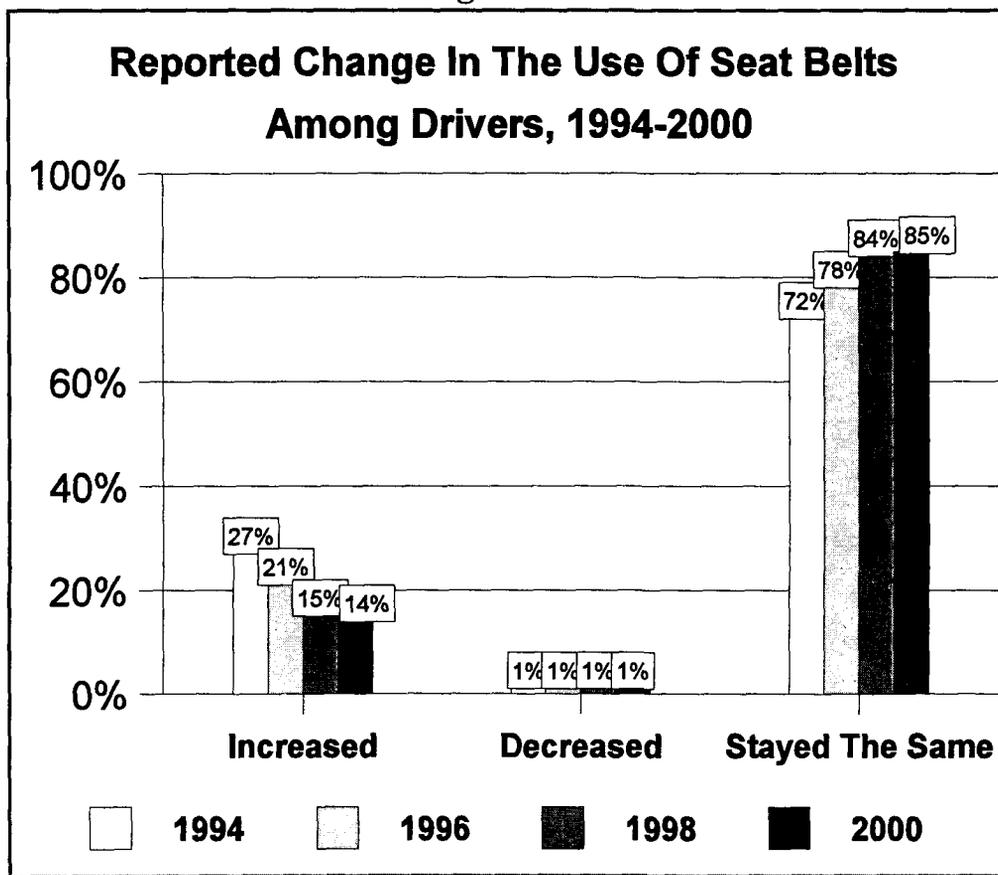
**A follow-up question was added in 1996 asking persons who did not know the last time they failed to wear their seat belt whether or not it occurred in the past year. These persons were then apportioned into the “Year Or More” and “Don’t Know/Within Past Year” categories in subsequent years (thus 1994 was not comparable for these categories).*

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Reported Changes in Driver Seat Belt Use, 1994-2000

The percentage of drivers who said they increased their seat belt use over the past year has declined sharply since 1994. In 1994, 27% of drivers reported that their use of seat belts while driving in the past twelve months had increased. Only 14% agreed with that statement in 2000.

Figure 110



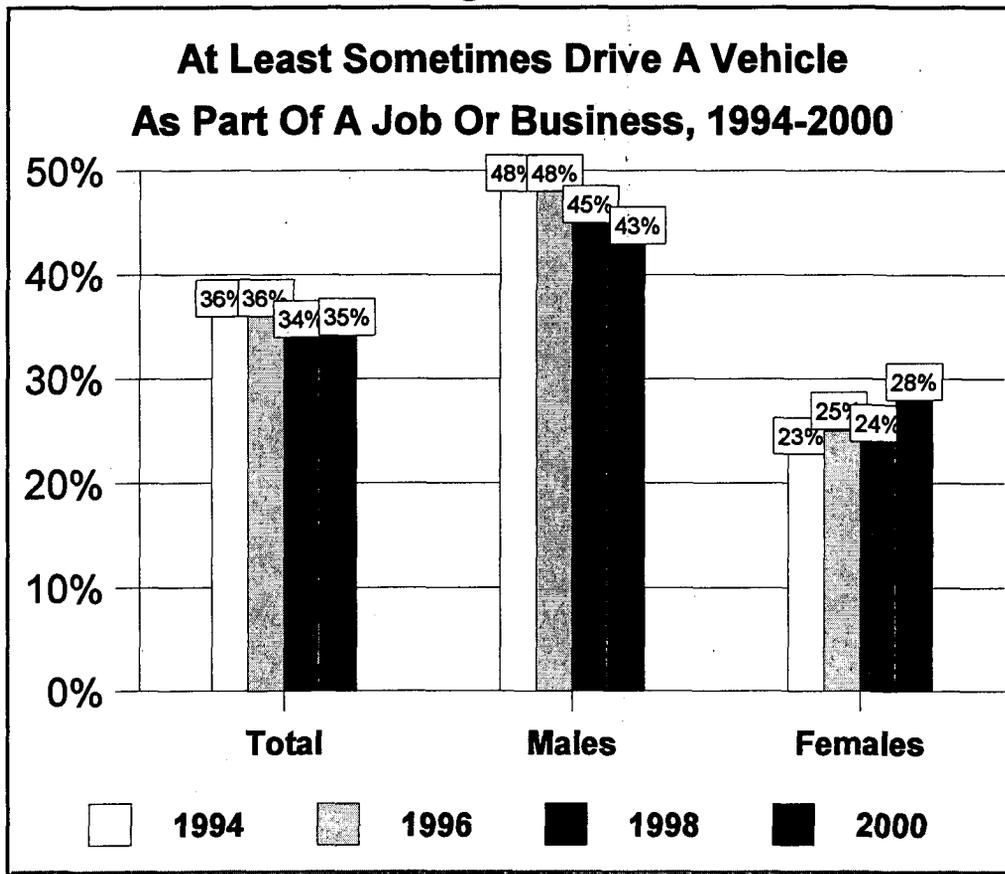
Qx: In the past 12 months, has your use of seat belts when driving (car driven most often) increased, decreased, or stayed the same?

Base: Drivers whose primary vehicle has seat belts.

Driving On The Job, 1994-2000

The percentage of drivers who drive on the job has remained fairly stable since 1994. However, the 2000 data suggested that there has been an increase in the percentage of female drivers who drive on the job, and a decrease among the male drivers (although males are still much more likely to drive on the job than females).

Figure 111



Qx: Not including driving to and from work, do you at least sometimes drive a vehicle as part of a job or business?

Base: Drives a motor vehicle.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Company Seat Belt Policy, 1994-2000

Drivers who said they drove on the job were asked if their company had a seat belt policy. If they answered "yes," the interviewers then asked them if it was a written policy.

The percentage of drivers who reported a seat belt policy rebounded in 2000 from the decrease recorded during the previous survey. However, more of these policies were thought to be unwritten than was the case in previous years.

TABLE 52. Company Seat Belt Policy -- Written Or Unwritten, 1994-2000

Qx: Does your company or business have a policy requiring seat belt use when driving on the job?

Qx: Is that a written policy?

Base: Drivers who drive on the job.

	1994	1996	1998	2000
Company Has Policy	52%	53%	48%	55%
Policy Is Written: Yes	66%	67%	67%	62%
No	25%	24%	25%	28%
Don't Know	9%	9%	8%	11%
Company Doesn't Have Policy	43%	42%	45%	39%
Don't Know If Company Has Policy	5%	5%	6%	6%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Frequency Of Front Seat Passenger Seat Belt Use, 1996-2000

In 1994, only respondents who said they usually sat in the front seat when riding as passengers were asked their frequency of seat belt use in that passenger seating position (the same approach was used for the back seat). The later surveys restructured this section so that everyone was asked their seat belt use for each seating position. In accordance with the restructuring, Table 53 compares reported seat belt use across years in the front passenger seat for all persons who ever ride as passengers, while omitting 1994 because the data are not comparable.

The data showed a six percentage point jump in reported seat belt use for the front passenger seat from 1998 to 2000. This exceeded the increase over the same period for the driver seating position.

TABLE 53. Frequency Wear Seat Belt As Front Seat Passenger 1996-2000

Qx: *How often do you ride as a passenger in any kind of car, van, or truck? Would you say almost every day, a few days a week, a few days a month, a few days a year, or never?*

Qx: *When riding as a passenger in the front seat how often do you wear your seat belt?*

Base: *At least sometimes rides as a passenger.*

Frequency Of Front Seat Passenger Seat Belt Use	1996	1998	2000
All Of The Time	73%	74%	80%
Most Of The Time	14%	13%	10%
Some Of The Time	7%	6%	5%
Rarely	3%	3%	2%
Never	3%	4%	2%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Frequency Of Back Seat Passenger Seat Belt Use, 1996-2000

Reported belt use in the back seat continued to increase in 2000. Almost half of passengers (49%) now report wearing seat belts all the time while riding in the back seat, compared to 37% in 1996. Readers are reminded, however, that across all years, the vast majority of respondents usually sat in the front seat when riding as passengers.

TABLE 54. Frequency Wear Seat Belt As Back Seat Passenger 1996-2000

Qx: *How often do you ride as a passenger in any kind of car, van, or truck? Would you say almost every day, a few days a week, a few days a month, a few days a year, or never?*

Qx: *When riding as a passenger in the back seat how often do you wear your seat belt?*

Base: *At least sometimes rides as a passenger.*

Frequency Of Back Seat Passenger Seat Belt Use	1996	1998	2000
All Of The Time	37%	43%	49%
Most Of The Time	14%	12%	13%
Some Of The Time	15%	11%	11%
Rarely	11%	9%	7%
Never	18%	17%	14%
Never Ride In Back	5%	7%	5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Most Important Reason For Seat Belt Use By Drivers, 1994-2000

In 1994 and 1996 the interviewers read 6 potential reasons for seat belt use to the respondents. They asked the respondents which of the reasons applied to them (they could choose more than one, and could volunteer "other" reasons as well), and then asked which single reason did the respondent consider the most important. In 1998, two additional reasons were included to the list. This did not appreciably change the results as safety remained the predominant reason for wearing seat belts in both 1998 and 2000, although the percentage who cited injury avoidance as the most important reason did decrease slightly compared to the first two years of the survey.

TABLE 55. Most Important Reason For Seat Belt Use: Drivers, 1994-2000

Qx: When I wear my seat belt, I do so because

Qx: Of the following reasons you just gave me for wearing your seat belt, which is the most important?

Base: Drivers whose primary vehicle has seat belts, and who at least on occasion wear their seat belt.

Reason	1994	1996	1998	2000
I want to avoid serious injury.	68%	68%	66%	64%
It's the law.	8%	8%	7%	9%
It's a habit.	7%	6%	6%	7%
I want to set a good example for others.	NA	NA	5%	5%
I don't want to get a ticket.	4%	3%	3%	3%
I'm uncomfortable without it.	3%	3%	3%	3%
Others want me to wear it.	2%	2%	1%	1%
The people I'm with are wearing seat belts.	NA	NA	*	*
Other	6%	7%	4%	6%
All important, can't select just one.	2%	2%	3%	2%

*Less than 0.5%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Most Important Reason For Non-Use Of Seat Belts By Drivers, 1994-2000

The interviewers approached the reasons for non-use in the same manner they did the reasons for use (described on the previous page). The respondents were read eight reasons for non-use in each of the four years. The only change over time was a revision in 1998 in wording for one item: "because of the people I am with" became "the people I am with are not wearing seat belts." Table 56 shows little difference in the overall response in recent years.

TABLE 56. Most Important Reason For Not Wearing A Seat Belt: Drivers, 1994-2000

Qx: *Sometimes I do not wear my seat belt because . . .*

Qx: *Of the following reasons you just gave me for not wearing your seat belt, which is the most important?*

Base: *Drivers whose primary vehicle has seat belts, and who at least on occasion do not wear their seat belt.*

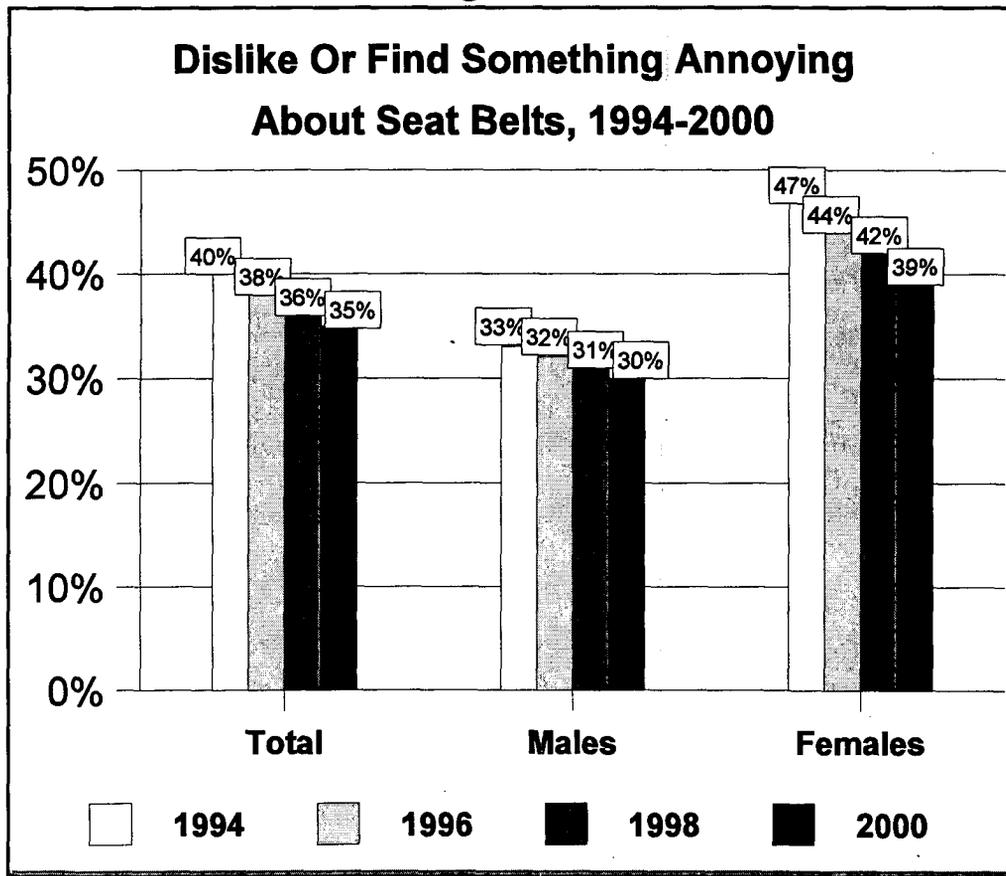
Reason	1994	1996	1998	2000
I forget to put it on.	24%	23%	24%	24%
I'm only driving a short distance.	17%	24%	22%	24%
The seat belt is uncomfortable.	10%	10%	12%	12%
I'm in a rush.	7%	7%	8%	9%
The probability of being in a crash is too low.	3%	4%	4%	4%
I'm driving in light traffic.	2%	2%	2%	2%
I don't want my clothes to get wrinkled.	2%	1%	1%	1%
The people I'm with are not wearing seat belts.	1%	1%	1%	1%
Other	7%	9%	7%	8%
None of these reasons.	22%	16%	17%	12%
All are important, can't select just one.	3%	3%	2%	2%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Drivers Who Dislike Or Find Something Annoying About Seat Belts, 1994-2000

All drivers, regardless of whether or not they wore their seat belts regularly, were asked if there was anything that they particularly disliked or found annoying about wearing their seat belt. Figure 112 shows a continued slow steady decline in drivers' irritation with seat belts, both among males and females.

Figure 112



Qx: Is there anything that you particularly dislike or find annoying about wearing your seat belt?

Base: Drives a motor vehicle that has seat belts.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Attitudes Concerning Fatalism And The Utility Of Seat Belts, 1998-2000

The 1998 survey added a new section on attitudes related to the utility of seat belts, thus there currently are only two points in time for comparisons. Table 57 shows little difference between the 1998 and 2000 numbers. At the bottom of the Table, there is an item that appeared in a separate section of the questionnaire and was included in earlier administrations of the survey. That item, a question on fatalism, showed the largest fluctuation across the two years among all items listed in the Table. However, the 1996 figure (24%) was similar to the 2000 figure (25%). In 1994, only a subgroup received the question.

TABLE 57. Attitudes Concerning Risk Perception, Fatalism, And The Usefulness Of Seat Belts, 1998-2000

Qx: *Now I'm going to read you a few statements. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree .*

Qx: *Do you agree or disagree that if it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt?*

Base: *Total population age 16+.*

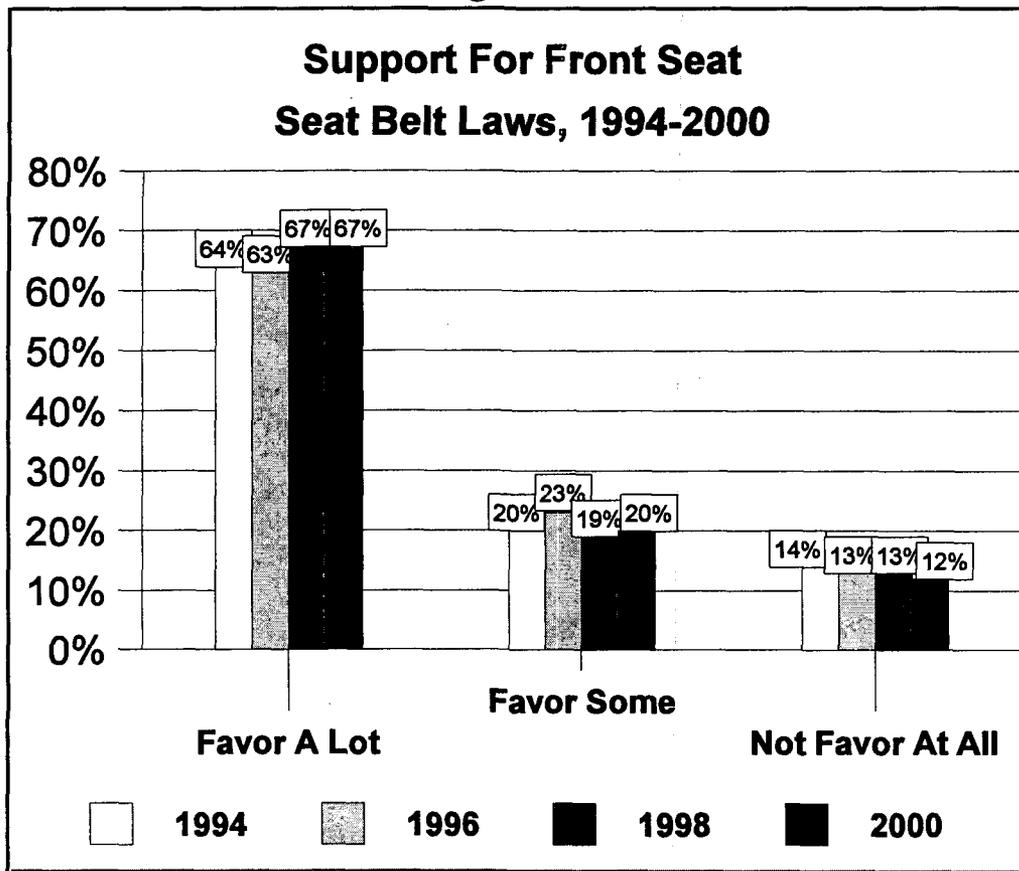
Reason	1998	2000
Strongly or Somewhat Agree:		
If I were in an accident, I would want to have my seat belt on.	93%	94%
Seat belts are just as likely to harm you as help you.	38%	36%
Medical insurance costs would be lower if more people wore seat belts.	68%	68%
Putting on a seat belt makes me worry more about being in an accident.	15%	15%
An accident close to home is usually not as serious as an accident farther away.	12%	14%
I would feel self-conscious around my friends if I wore a seat belt and they did not.	18%	19%
Agree:		
If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt.	28%	25%

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Support For Seat Belt Laws That Apply To The Front Seat, 1994-2000

Seat belt laws have been enacted throughout the country to increase seat belt use. The 2000 survey found continued strong support for laws that applied to drivers and front seat passengers, as 87% favored such laws “a lot” or “some.” The 1998 figure was 86%.

Figure 113



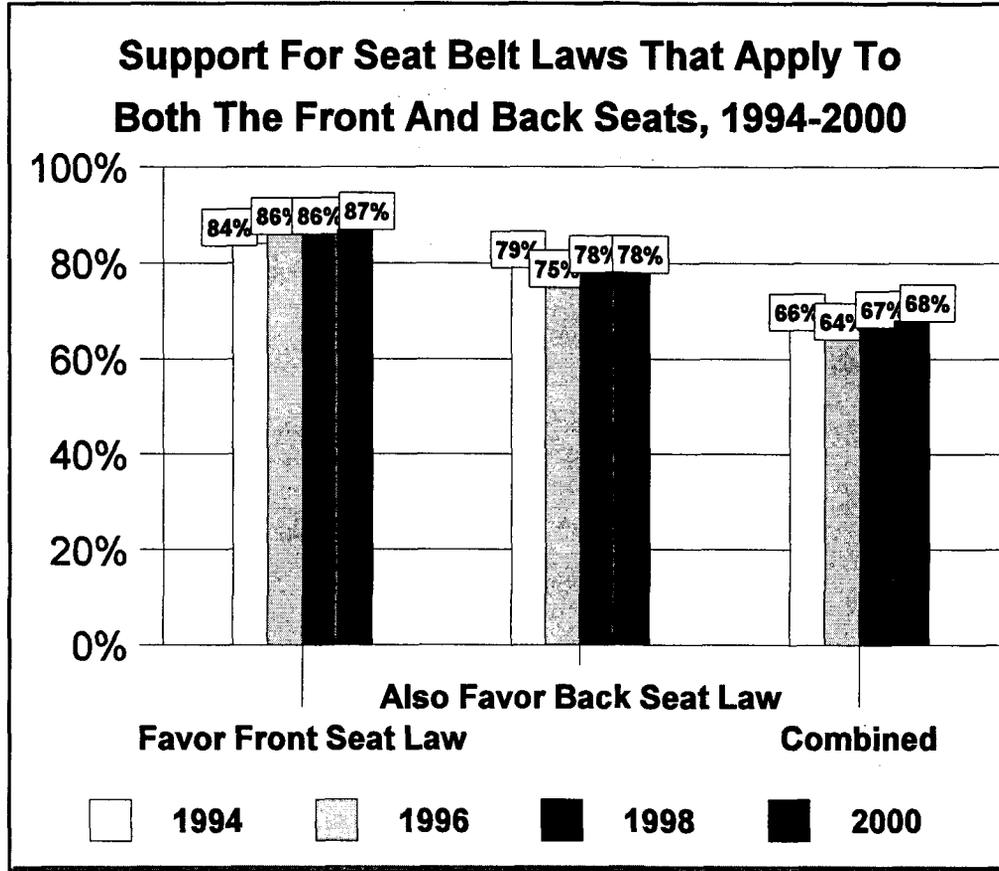
Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some, or do you not favor these laws at all?

Base: Total population age 16+

Support For Seat Belt Laws That Apply To Both The Front And Back Seats, 1994-2000

Of the 87% who favored front seat laws in 2000, 78% also favored having seat belt laws apply to the back seat, which translated into 68% who favored laws applicable to both the front and back seats. This compared to 67% in 1998, 64% in 1996, and 66% in 1994.

Figure 114



Qx: How do you feel about laws that require drivers and front seat passengers to wear seat belts? Do you favor these laws a lot, do you favor them some or do you not favor these laws at all?

Qx: Do you think that seat belt laws should also apply to back seat adult passengers?

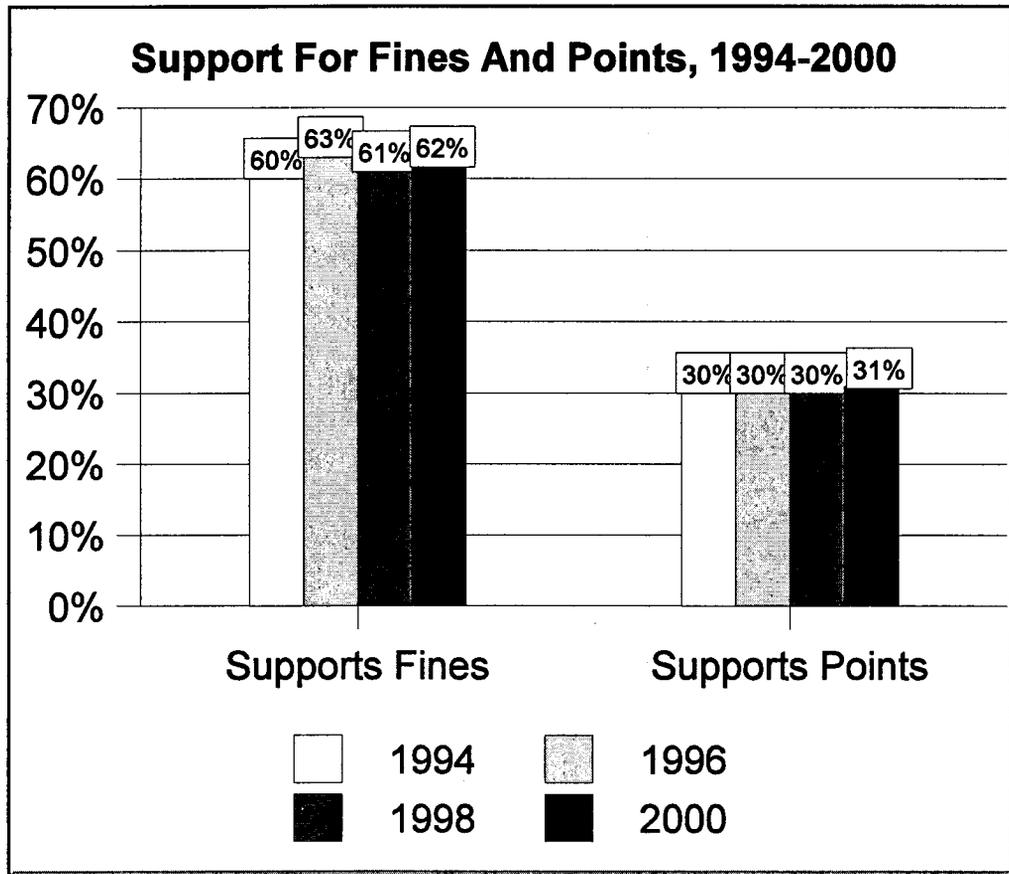
Base: Total population age 16+

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Support For Fines And Points, 1994-2000

The level of public support for fines and points as sanctions for violating seat belt laws has largely stayed the same since 1994, with about twice as many persons supporting fines as supporting points.

Figure 115



Qx: Do you favor or oppose fines for drivers who do not wear seat belts?

Qx: Do you favor or oppose receiving points against a license as a penalty for seat belt violations?

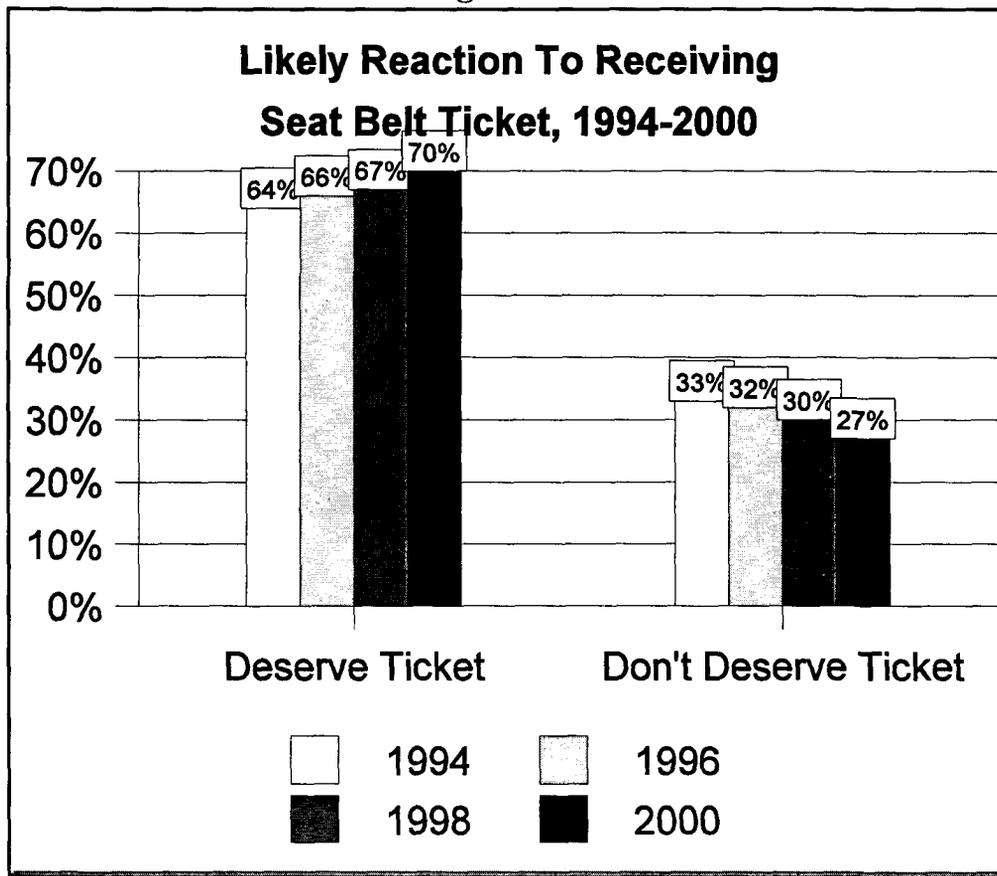
Base: Total population age 16+

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Likely Reaction To Receiving Seat Belt Ticket, 1994-2000

The interviewers asked the respondents which of the following would be their more likely reaction to receiving a seat belt ticket: that they deserved the ticket because they broke the law, or that they did not deserve the ticket because wearing a seat belt should be a personal choice. The 2000 survey found continued movement toward acceptance of the notion that the ticket would be deserved, as 70% agreed with that position.

Figure 116



Qx: Suppose you get a ticket for not wearing your seat belt. Which of the following statements better describes your likely reaction? I deserve the ticket because I broke the law, or I do NOT deserve the ticket because wearing a seat belt should be a personal choice.

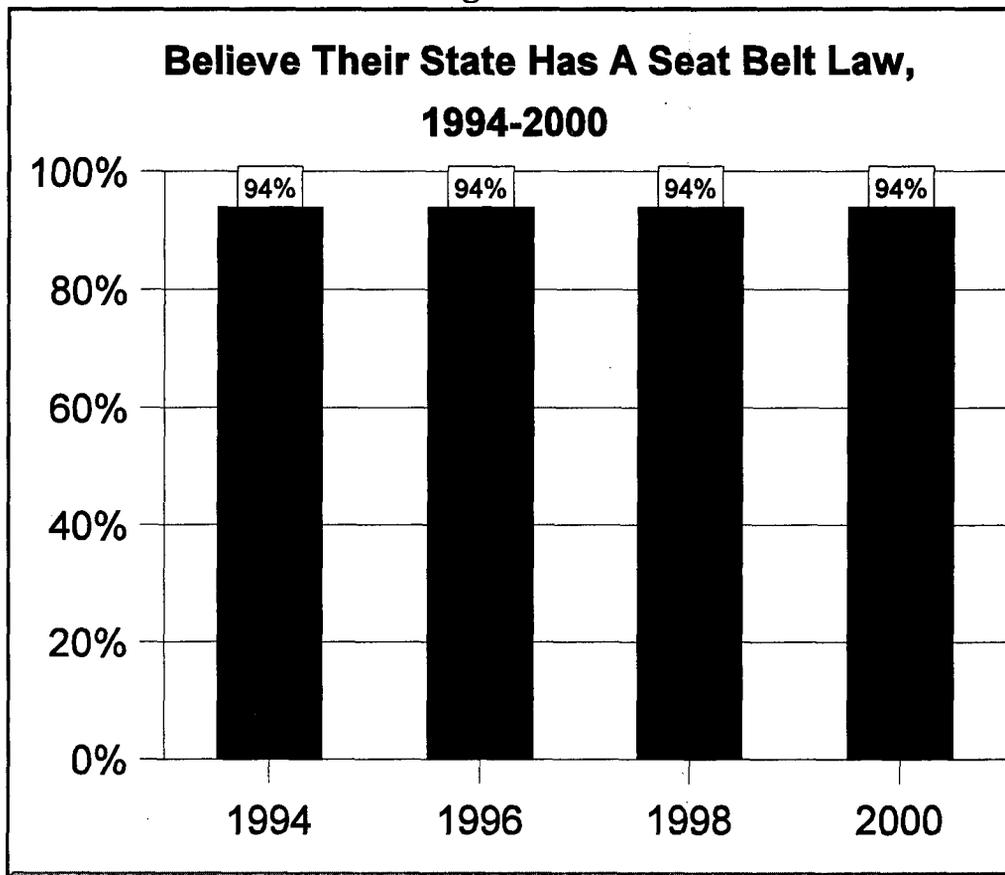
Base: Total population age 16+

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Believe Their State Has A Seat Belt Law, 1994-2000

The interviewers asked all respondents if their State had a law requiring seat belt use. The response did not change across the four years of the survey; 94% believed there was a seat belt law. During the 1994 survey, 47 States had seat belt laws that applied to adults. In all subsequent survey years, 49 States had such laws.

Figure 117

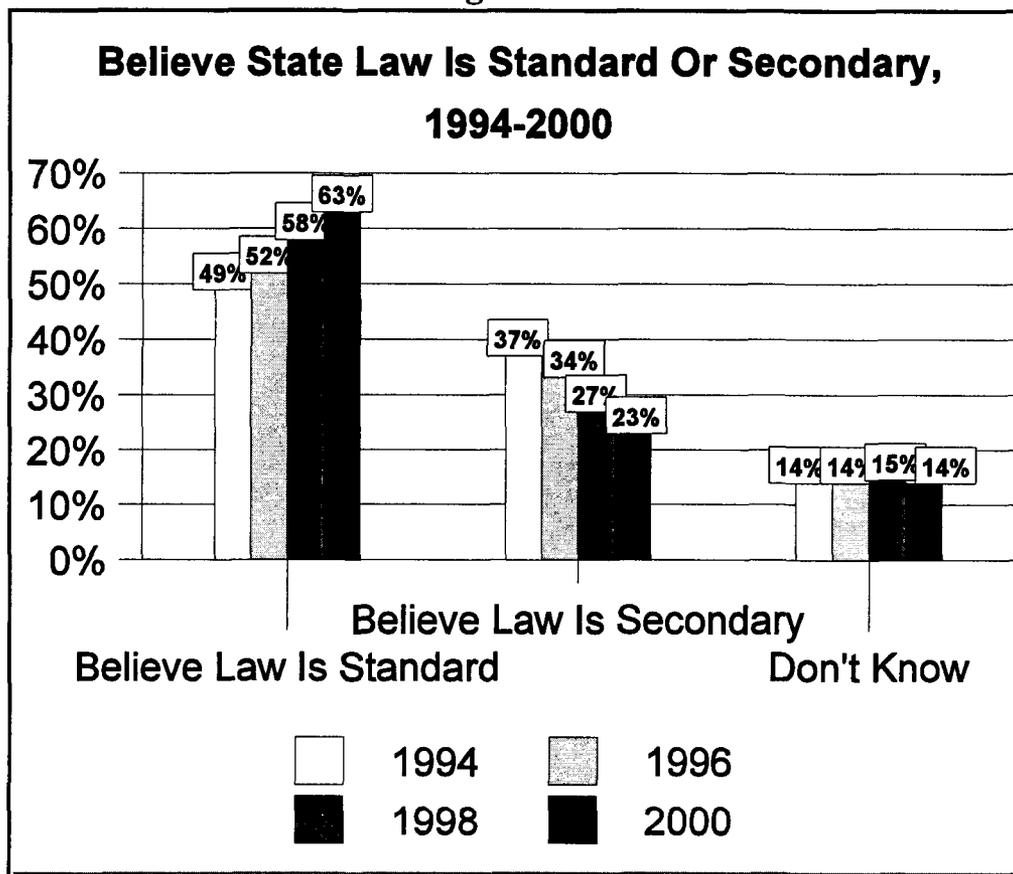


Qx: Does (STATE) have a law requiring seat belt use?
Base: Total population age 16+

Knowledge of Standard Versus Secondary Enforcement, 1994-2000

At the time of the 1994 survey, 9 States had seat belt laws that permitted standard enforcement, where law enforcement officers could stop a vehicle on the basis of observing a seat belt violation. The number increased to 11 in 1996, 14 in 1998, and 17 in 2000. Over that period of time, there was an increase in the percentage of persons who believed their State law included standard enforcement provisions. Among persons who believed their State had a seat belt law, 63% thought the law provided for standard enforcement in 2000 compared to 49% in 1994.

Figure 118



Qx: According to your State law, can police stop a vehicle if they observe a seat belt violation, or do they have to observe some other offense first in order to stop the vehicle?

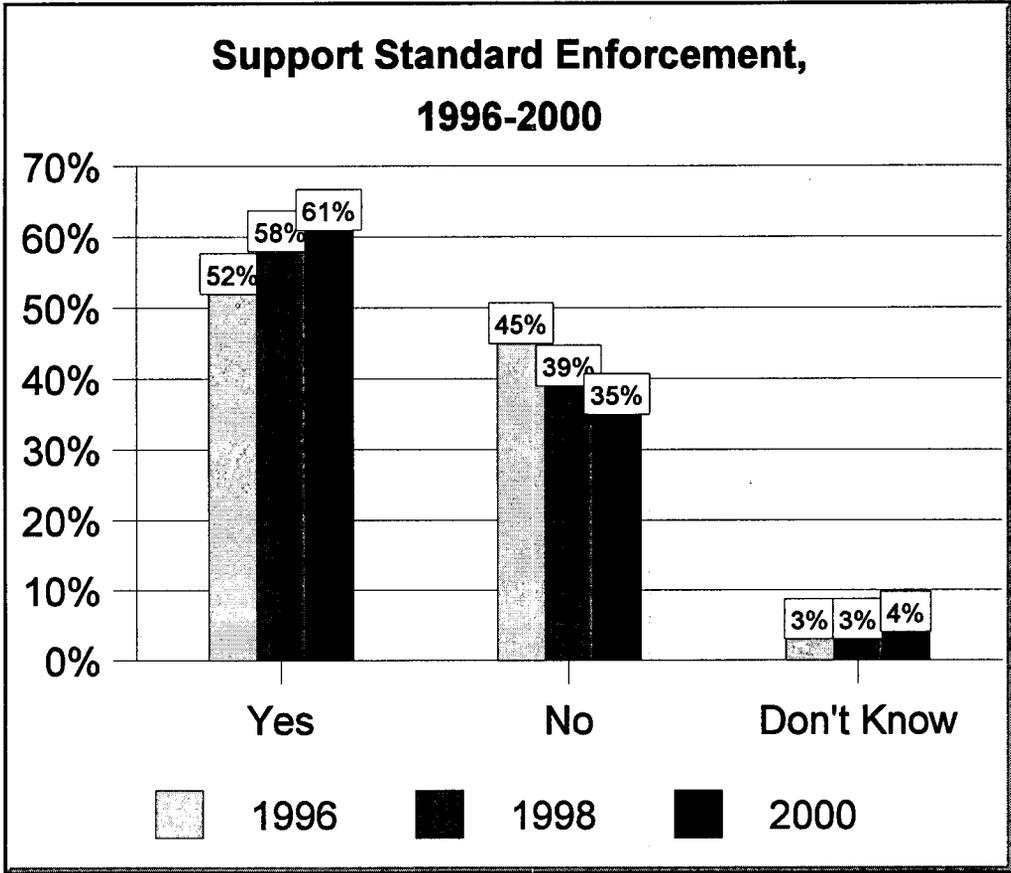
Base: Believe their State has a seat belt law.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Support For Standard Enforcement, 1996-2000

The 1996 survey introduced a question which asked if law enforcement officers should be allowed to stop a motor vehicle if they observed a seat belt violation but no other law was being broken. Barely half of the public (52%) agreed at that time that police should have that authority. Support for the standard enforcement provision has increased by 9 percentage points since that time, reaching 61% in 2000.

Figure 119



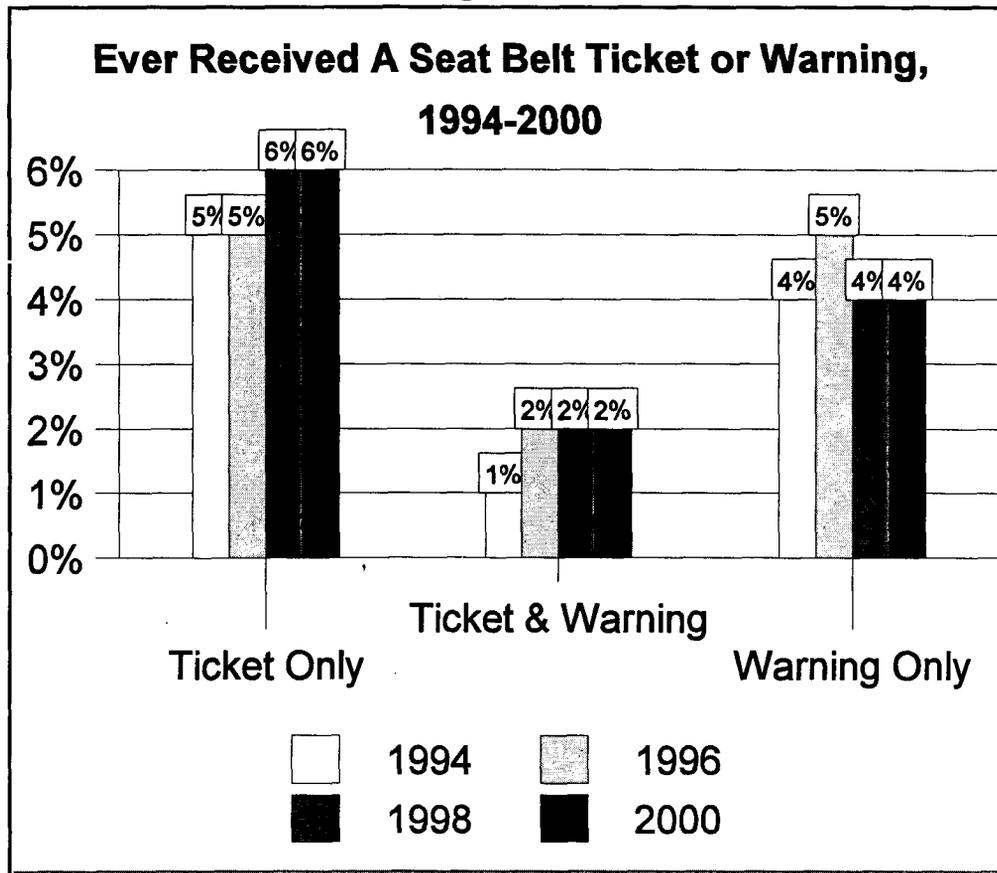
Qx: In your opinion, should police be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken?
Base: Total population age 16+

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Ever Received A Seat Belt Ticket Or Warning, 1994-2000

The percentage of the population in 2000 who reported receiving a seat belt ticket and/or warning was approximately the same as in the 1998 survey, about 12%.

Figure 120



Qx: Have you ever received a ticket for not wearing seat belts?

Qx: Have you ever received a warning for not wearing seat belts?

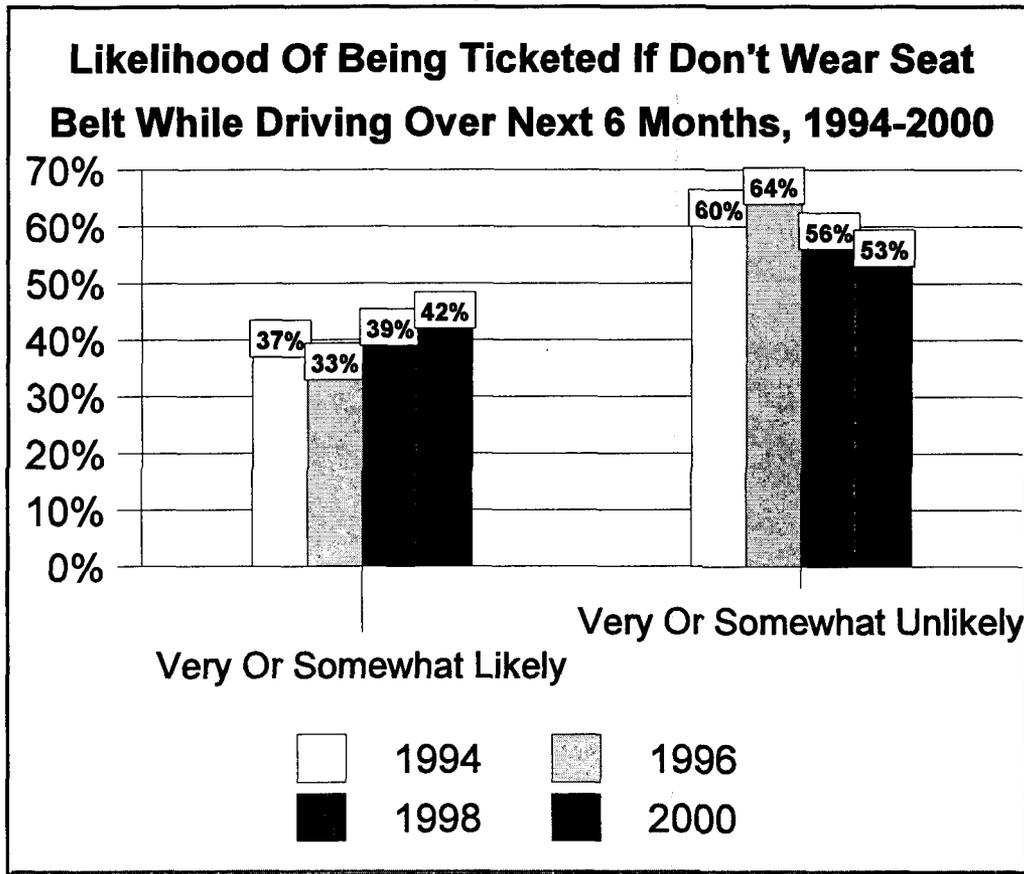
Base: Total population age 16+

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Perceived Likelihood Of Being Ticketed, 1994-2000

In 2000, more drivers (42%) than in the previous surveys believed that they were likely to receive a seat belt ticket if they did not wear a seat belt at all while driving over the next six months. However, the majority of the public still believed that they would probably not receive a ticket for violating the seat belt law.

Figure 121



Qx: Assume that you do not wear your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

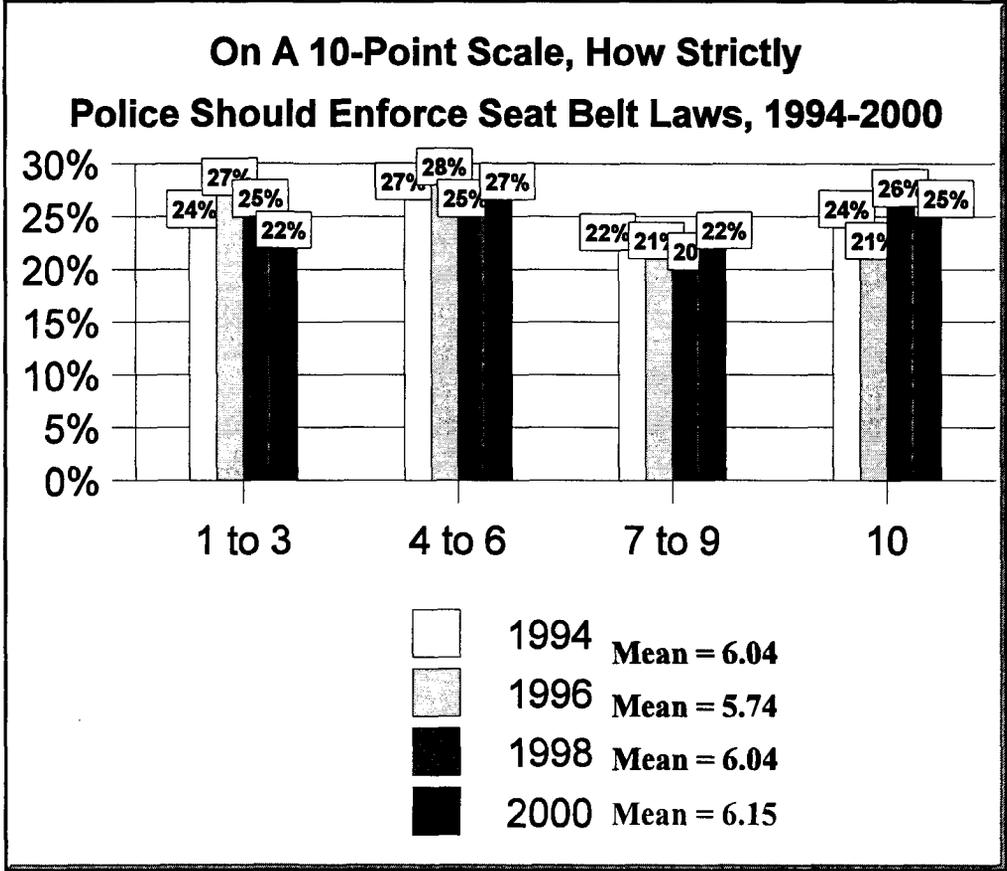
Base: Drives a motor vehicle.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Level Of Support For Enforcing Seat Belt Laws, 1994-2000

The 2000 survey findings continued to show the public split on how strictly police should enforce seat belt laws. Fewer persons supported low levels of enforcement (as represented by the lower end of the 10-point scale) compared to 2 years earlier. However, this did not translate into an increase at the opposite end of the scale but rather some movement between the extremes.

Figure 122



Qx: How often do you think police should ticket for seat belt violations? On a scale of 1 to 10, where 1 means police should hardly ever give tickets and 10 means police should give tickets at every opportunity when it comes to enforcing seat belt laws, how strict should police enforcement be?

Base: Total population age 16+

**The means exclude respondents in the Don't Know/Refused category*

2000 SURVEY RESULTS

APPENDIX A

***PRECISION OF SAMPLE ESTIMATES**

***Reprinted from:**

Boyle, J. and K. Sharp. 2000 Motor Vehicle Occupant Safety Survey. Volume I. Methodology Report. Washington DC: U.S. Department of Transportation, National Highway Traffic Safety Administration.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Precision of Sample Estimates

The objective of the sampling procedures used on this study was to produce a random sample of the target population. A random sample shares the same properties and characteristics of the total population from which it is drawn, subject to a certain level of sampling error. This means that with a properly drawn sample we can make statements about the properties and characteristics of the total population within certain specified limits of certainty and sampling variability.

The confidence interval for sample estimates of population proportions, using simple random sampling without replacement, is calculated by the following formula:

$$\text{var}(x) = z \sqrt{[(p*q)/(n-1)]}$$

Where:

- var (x) = the expected sampling error of the mean of some variable, expressed as a proportion
- p = some proportion of the sample displaying a certain characteristic or attribute
- q = (1 - p)
- z = the standardized normal variable, given a specified confidence level (1.96 for samples of this size).
- n = the size of the sample

The sample sizes for the surveys are large enough to permit estimates for subsamples of particular interest. Table 5, on the next page, presents the expected size of the sampling error for specified sample sizes of 8,000 and less, at different response distributions on a categorical variable. As the table shows, larger samples produce smaller expected sampling variances, but there is a constantly declining marginal utility of variance reduction per sample size increase.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 5
Expected Sampling Error (Plus or Minus)
At the 95% Confidence Level
(Simple Random Sample)

Percentage of the Sample or Subsample Giving
 A Certain Response or Displaying a Certain
 Characteristic for Percentages Near:

<u>Size of Sample or Subsample</u>	<u>10 or 90</u>	<u>20 or 80</u>	<u>30 or 70</u>	<u>40 or 60</u>	<u>50</u>
8,000	0.7	0.9	1.0	1.1	1.1
6,000	0.8	1.0	1.2	1.2	1.3
4,500	0.9	1.2	1.3	1.4	1.5
4,000	0.9	1.2	1.4	1.5	1.5
3,000	1.1	1.4	1.6	1.8	1.8
2,000	1.3	1.8	2.0	2.1	2.2
1,500	1.5	2.0	2.3	2.5	2.5
1,300	1.6	2.2	2.5	2.7	2.7
1,200	1.7	2.3	2.6	2.8	2.8
1,100	1.8	2.4	2.7	2.9	3.0
1,000	1.9	2.5	2.8	3.0	3.1
900	2.0	2.6	3.0	3.2	3.3
800	2.1	2.8	3.2	3.4	3.5
700	2.2	3.0	3.4	3.6	3.7
600	2.4	3.2	3.7	3.9	4.0
500	2.6	3.5	4.0	4.3	4.4
400	2.9	3.9	4.5	4.8	4.9
300	3.4	4.5	5.2	5.6	5.7
200	4.2	5.6	6.4	6.8	6.9
150	4.8	6.4	7.4	7.9	8.0
100	5.9	7.9	9.0	9.7	9.8
75	6.8	9.1	10.4	11.2	11.4
50	8.4	11.2	12.8	13.7	14.0

NOTE: Entries are expressed as percentage points (+ or -)

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

However, the sampling design for this study included a separate, concurrently administered oversample of youth and young adults (age 16-39). Both the cross-sectional sample and the oversample of the youth/younger adult population were drawn as simple random samples; however, the disproportionate sampling of the age 16-39 population introduces a design effect that makes it inappropriate to assume that the sampling error for total sample estimates will be identical to those of a simple random sample.

In order to calculate a specific interval for estimates from a sample, the appropriate statistical formula for calculating the allowance for sampling error (at a 95% confidence interval) in a stratified sample with a disproportionate design is:

$$ASE=1.96 \sqrt{\sum_{h=1}^g [W_h^2 \{(1-f_h) (s_h^2/n_h-1)\}]}$$

where:

ASE	=	allowance for sampling error at the 95% confidence level;
h	=	a sample stratum;
g	=	number of sample strata;
W_h	=	stratum h as a proportion of total population;
f_h	=	the sampling fraction for group h -- the number in the sample divided by the number in the universe;
s_h^2	=	the variance in the stratum h -- for proportions this is equal to $p_h (1.0 - p_h)$;
n_h	=	the sample size for the stratum h.

Although Table 5 above provides a useful approximation of the magnitude of expected sampling error, precise calculation of allowances for sampling error requires the use of this formula. To assess the design effect for sample estimates, we calculated sampling errors for the disproportionate sample for a number of key variables using the above formula. These estimates were then compared to the sampling errors for the same variables, assuming a simple random sample of the same size. The two strata (h^1 and h^2) in the disproportionate sample were all respondents age 16-39 and all respondents age 40 and over respectively. The proportion for the 16-39 year old stratum (w^1) was 44.3 percent while the proportion for the 40 and over stratum (w^2) was 55.7 percent.

As shown in Table 6, the disproportionate sampling decreases the confidence interval by 1.3 percent, compared to a simple random sample of the same size. This means the sample design slightly increases the sampling precision for total population estimates, while also

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

increasing the precision of sampling estimates for the target population aged 16-39 years old. Since the difference in sampling precision between the stratified disproportion sample and a simple random sample is less than one tenth of a percentage point in each case, the sampling error table for a simple random sample will provide a reasonable approximation of the precision of sampling estimates in the survey.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 6
Design Effect on Confidence Intervals for Sample Estimates
Between Disproportionate Sample Used in Occupant Protection Survey
And a Proportionate Sample of Same Size

----- CONFIDENCE INTERVALS -----					
PERCENTAGE POINTS ± AT 95% CONFIDENCE LEVEL					
p=	HYPOTHETICAL PROPORTIONATE SAMPLING*	CURRENT DIS- PROPORTIONATE SAMPLING	DIFFERENCE IN CONFIDENCE INTERVALS ABOUT ESTIMATES		
<i>USE NEW VARIABLES</i>					
<i>Driven in the past year</i>	90.1%	0.53	0.49	-8.2%	
<i>Drunk alcohol in past year</i>	61.3%	0.87	0.85	-2.4%	
<i>Always use safety belt</i>	83.5%	0.70	0.68	-2.9%	
<i>Dislike seat belts</i>	34.9%	1.27	1.34	+5.2%	
<i>Always use passenger belt (front)</i>	80.3%	1.04	1.02	-2.0%	
<i>Favor (a lot) seat belt laws</i>	67.4%	1.18	1.18	0.0%	
<i>Primary enforcement</i>	63.1%	1.25	1.27	+1.6%	
<i>Ever ticketed by police for seatbelt</i>	8.4%	0.70	0.68	-2.9%	
<i>Ever injured in vehicle accident</i>	24.5%	0.76	0.78	+2.6%	
<i>Drives a car for work almost every day ..</i>	52.0%	2.23	2.25	+0.9%	
<i>Set a good example for others (reason for using seat belts)</i>	76.4%	1.14	1.16	+1.7%	
<i>Driver-side only Air Bag in vehicle</i>	24.0%	0.96	0.95	-1.1%	
<i>Race: Black/African American</i>	9.6%	0.52	0.52	0.0%	
<i>Ethnicity: Hispanic</i>	9.9%	0.53	0.48	-10.4%	
<i>Gender: Male</i>	48.2%	0.89	0.88	-1.1%	
<i>AVERAGE DIFFERENCE IN CONFIDENCE INTERVALS</i>				-1.3%	

* Total sample proportions using SRS formula

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

Estimating Statistical Significance

The estimates of sampling precision presented in the previous section yield confidence bands around the sample estimates, within which the true population value should lie. This type of sampling estimate is appropriate when the goal of the research is to estimate a population distribution parameter. However, the purpose of some surveys is to provide a comparison of population parameters estimated from independent samples (e.g. annual tracking surveys) or between subsets of the same sample. In such instances, the question is not simply whether or not there is any difference in the sample statistics that estimate the population parameter, but rather is the difference between the sample estimates statistically significant (i.e., beyond the expected limits of sampling error for both sample estimates).

To test whether or not a difference between two sample proportions is statistically significant, a rather simple calculation can be made. Call the total sampling error (i.e., var (x) in the previous formula) of the first sample s_1 and the total sampling error of the second sample s_2 . Then, the sampling error of the difference between these estimates is sd that is calculated as:

$$sd = \sqrt{(s_1^2 + s_2^2)}$$

Any difference between observed proportions that exceeds sd is a statistically significant difference at the specified confidence interval. Note that this technique is mathematically equivalent to generating standardized tests of the difference between proportions.

An illustration of the pooled sampling error between subsamples for various sizes is presented in Table 7. This table can be used to indicate the size of difference in proportions between drivers and non-drivers or other subsamples that would be statistically significant.

2000 MOTOR VEHICLE OCCUPANT SAFETY SURVEY

TABLE 7. Pooled Sampling Error Expressed as Percentages For Given Sample Sizes (Assuming P=Q)

Sample Size																	
4000	14.1	10.0	7.1	5.9	5.1	4.7	4.3	4.0	3.8	3.6	3.5	3.0	2.7	2.5	2.4	2.3	2.2
3500	14.1	10.0	7.1	5.9	5.2	4.7	4.3	4.1	3.8	3.7	3.5	3.0	2.7	2.6	2.4	2.3	
3000	14.1	10.0	7.2	5.9	5.2	4.7	4.4	4.1	3.9	3.7	3.6	3.1	2.8	2.7	2.5		
2500	14.1	10.0	7.2	6.0	5.3	4.8	4.5	4.2	4.0	3.8	3.7	3.2	2.9	2.8			
2000	14.2	10.1	7.3	6.1	5.4	4.9	4.6	4.3	4.1	3.9	3.8	3.3	3.1				
1500	14.2	10.2	7.4	6.2	5.5	5.1	4.7	4.5	4.3	4.1	4.0	3.6					
1000	14.3	10.3	7.6	6.5	5.8	5.4	5.1	4.8	4.7	4.5	4.4						
900	14.4	10.4	7.7	6.5	5.9	5.5	5.2	4.9	4.8	4.6							
800	14.4	10.4	7.8	6.6	6.0	5.6	5.3	5.1	4.9								
700	14.5	10.5	7.9	6.8	6.1	5.7	5.5	5.2									
600	14.6	10.6	8.0	6.9	6.3	5.9	5.7										
500	14.7	10.8	8.2	7.2	6.6	6.2											
400	14.8	11.0	8.5	7.5	6.9												
300	15.1	11.4	9.0	8.0													
200	15.6	12.1	9.8														
100	17.1	13.9															
50	19.8																
	50	100	200	300	400	500	600	700	800	900	1000	1500	2000	2500	3000	3500	4000
	Sample Size																

2000 SURVEY RESULTS

APPENDIX B

STATE HIGHWAY SAFETY LAWS

AT TIME OF SURVEY

KEY PROVISIONS OF STATE HIGHWAY SAFETY LAWS - FALL 2000

State	Enforcement	Fine	Seating Positions Covered
Alabama	Primary	\$25	Front
Alaska	Secondary	\$15	All
Arizona	Secondary	\$10	Front
Arkansas	Secondary	\$25	Front
California	Primary	\$20	All
Colorado	Secondary	\$15	Front
Connecticut	Primary	\$15	Front
Delaware	Secondary	\$20	Front
Dist. of Columbia	Primary	\$50	All
Florida	Secondary	\$30	Front
Georgia	Primary	\$15	Front
Hawaii	Primary	\$20	Front
Idaho	Secondary	\$5	Front
Illinois	Secondary	\$25	Front
Indiana	Primary	\$25	Front
Iowa	Primary	\$10	Front
Kansas	Secondary	\$10	Front
Kentucky	Secondary	\$25	All
Louisiana	Primary	\$25	Front
Maine	Secondary	\$50	All
Maryland	Primary	\$25	Front
Massachusetts	Secondary	\$25	All
Michigan	Primary	\$25	Front
Minnesota	Secondary	\$25	Front
Mississippi	Secondary	\$25	Front
Missouri	Secondary	\$10	Front
Montana	Secondary	\$20	All
Nebraska	Secondary	\$25	Front
Nevada	Secondary	\$25	All
New Jersey	Primary	\$20	Front
New Mexico	Primary	\$25	Front
New York	Primary	\$50	Front
North Carolina	Primary	\$25	Front
North Dakota	Secondary	\$20	Front
Ohio	Secondary	\$25	Front
Oklahoma	Primary	\$20	Front
Oregon	Primary	\$75	All
Pennsylvania	Secondary	\$10	Front
Rhode Island	Secondary	\$30	All
South Carolina	Secondary	\$10	Front
South Dakota	Secondary	\$20	Front
Tennessee	Secondary	\$10	Front
Texas	Primary	\$50	Front
Utah	Secondary	\$10	Front
Vermont	Secondary	\$10	All
Virginia	Secondary	\$25	Front
Washington	Secondary	\$35	All
West Virginia	Secondary	\$25	Front
Wisconsin	Secondary	\$10	All
Wyoming	Secondary	\$25	All

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