

Nighttime Safety Belt Use

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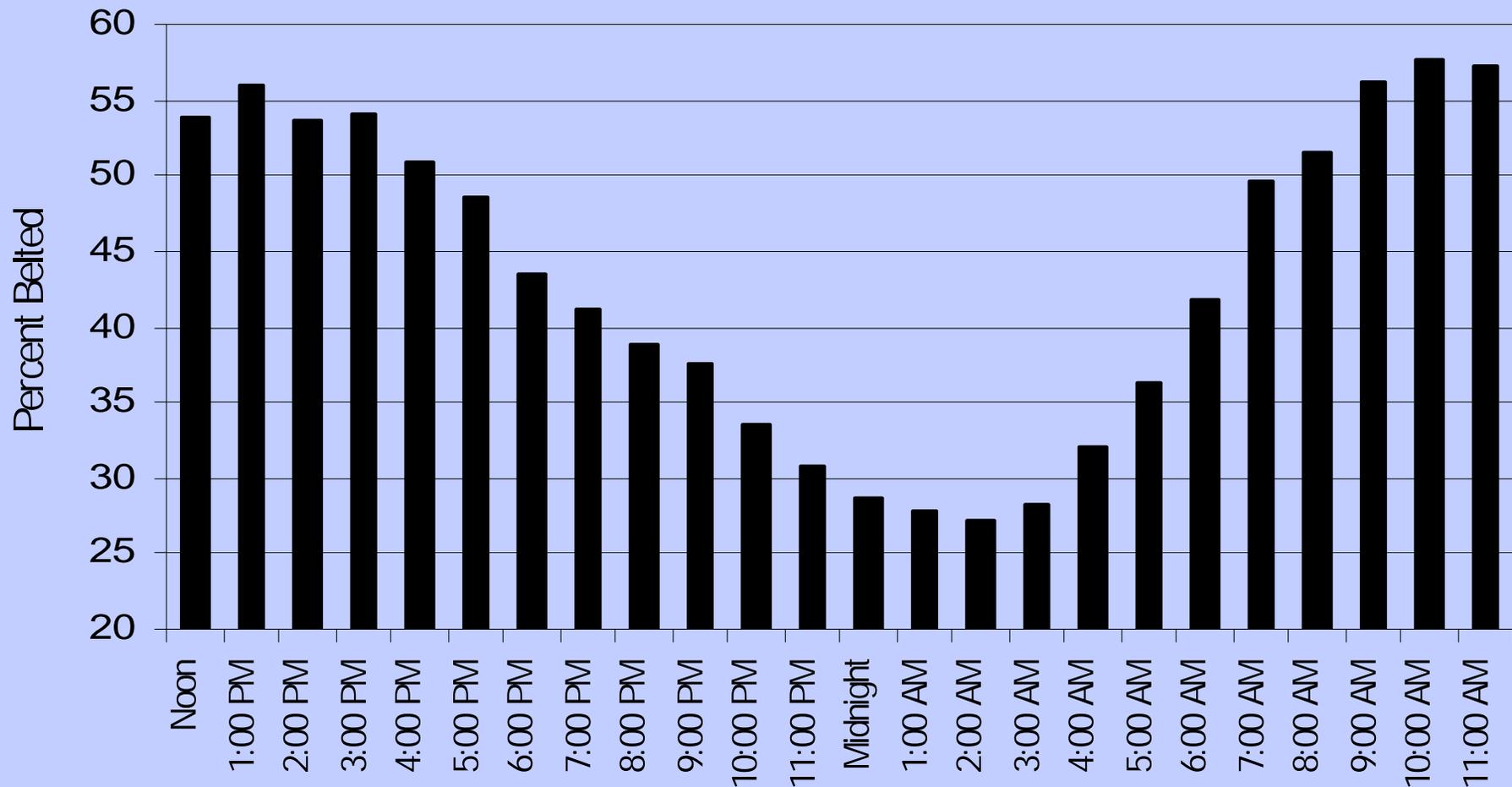
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The Problem

- In 2002, 26% of traffic related fatalities* occurred between the hours of 10pm and 3:39am
- This window of time represents 25% of the day
- BUT less than 10% of daily traffic occurs during this time

The Problem

% Belted among fatally injured front seat occupants of passenger vehicles



Source: FARS 2002, 2003

TRB 2005

January 09, 2005

Problem

- Belt use rates are **daytime** use rates
- Belt use at night is generally “unknown”

Evaluation/Enforcement Difficulties

- Nighttime belt observations

View of typical night belt



Evaluation/Enforcement Difficulties

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- **Move to lighted locations?**
 - ◆ **What about rural areas?**
 - ◆ **Move daytime locations also?**



New Nightvision

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GEN 3



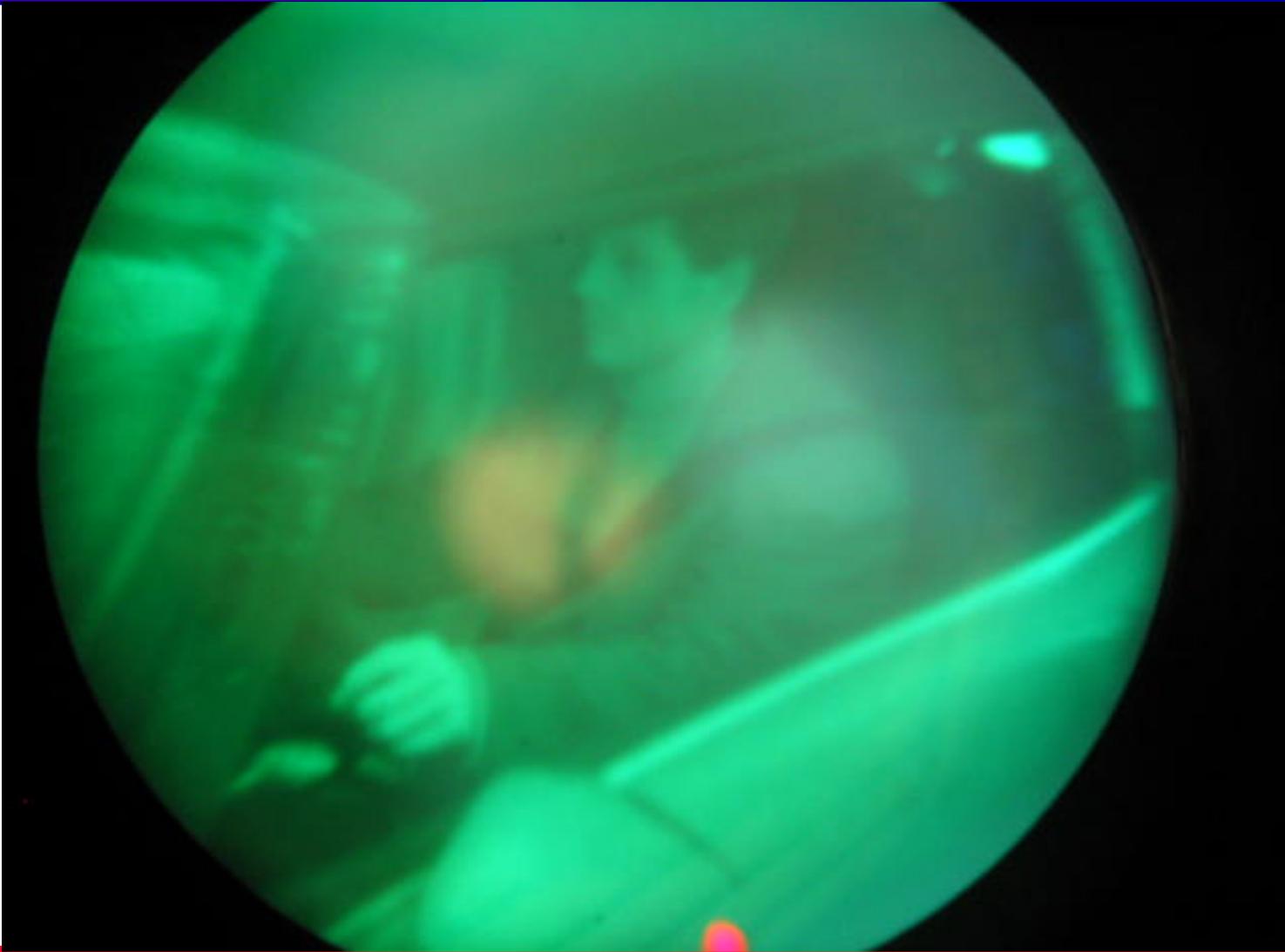




The View

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Statewide Night Belt

- Statewide “157 compliant” night belt use observation surrounding CIOT
 - ◆ Sites: same as day (usually) with NV goggles
 - Even w/NV some sites impossible to view
 - ◆ Weighting based on traffic counts
 - Day time use 24-hour traffic counts
 - Relative traffic density by functional class changes at night
 - Must use counts for night hours only

Night Observations

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Night Observations

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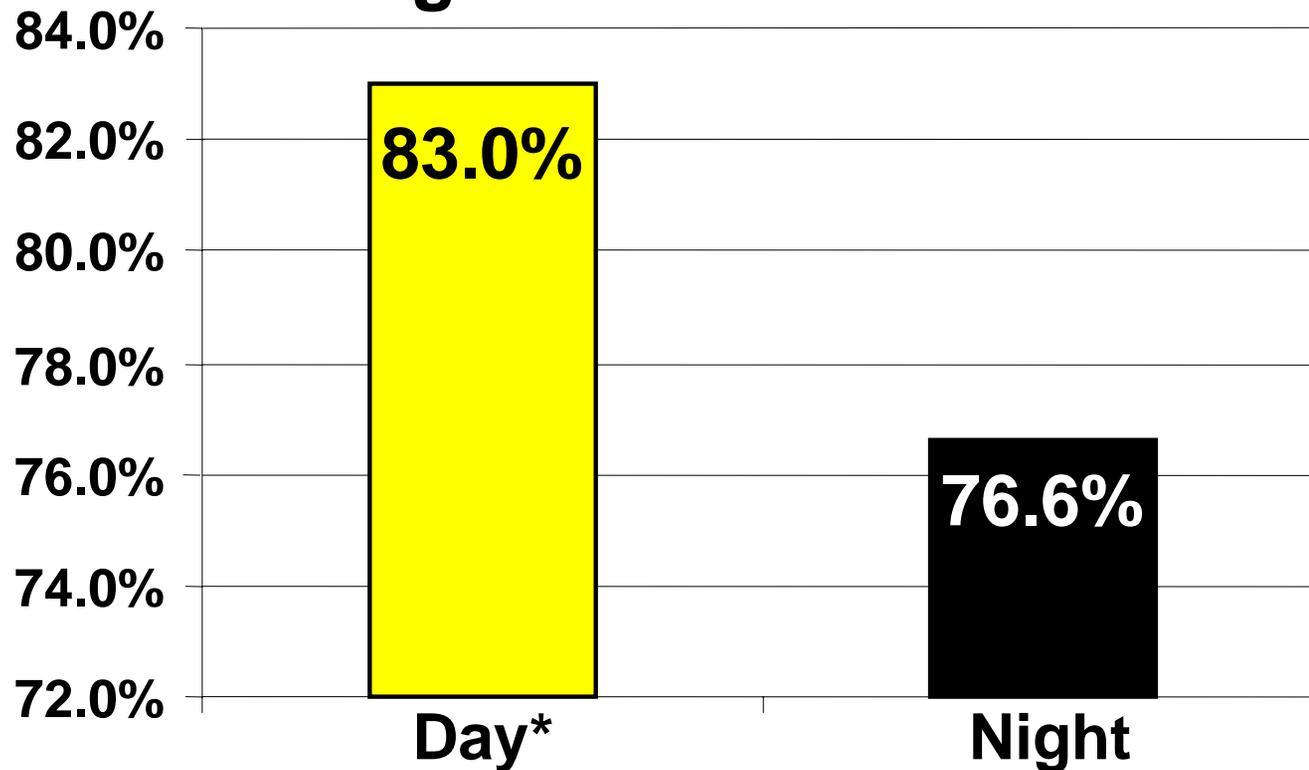


CT Statewide Nighttime Belt Use

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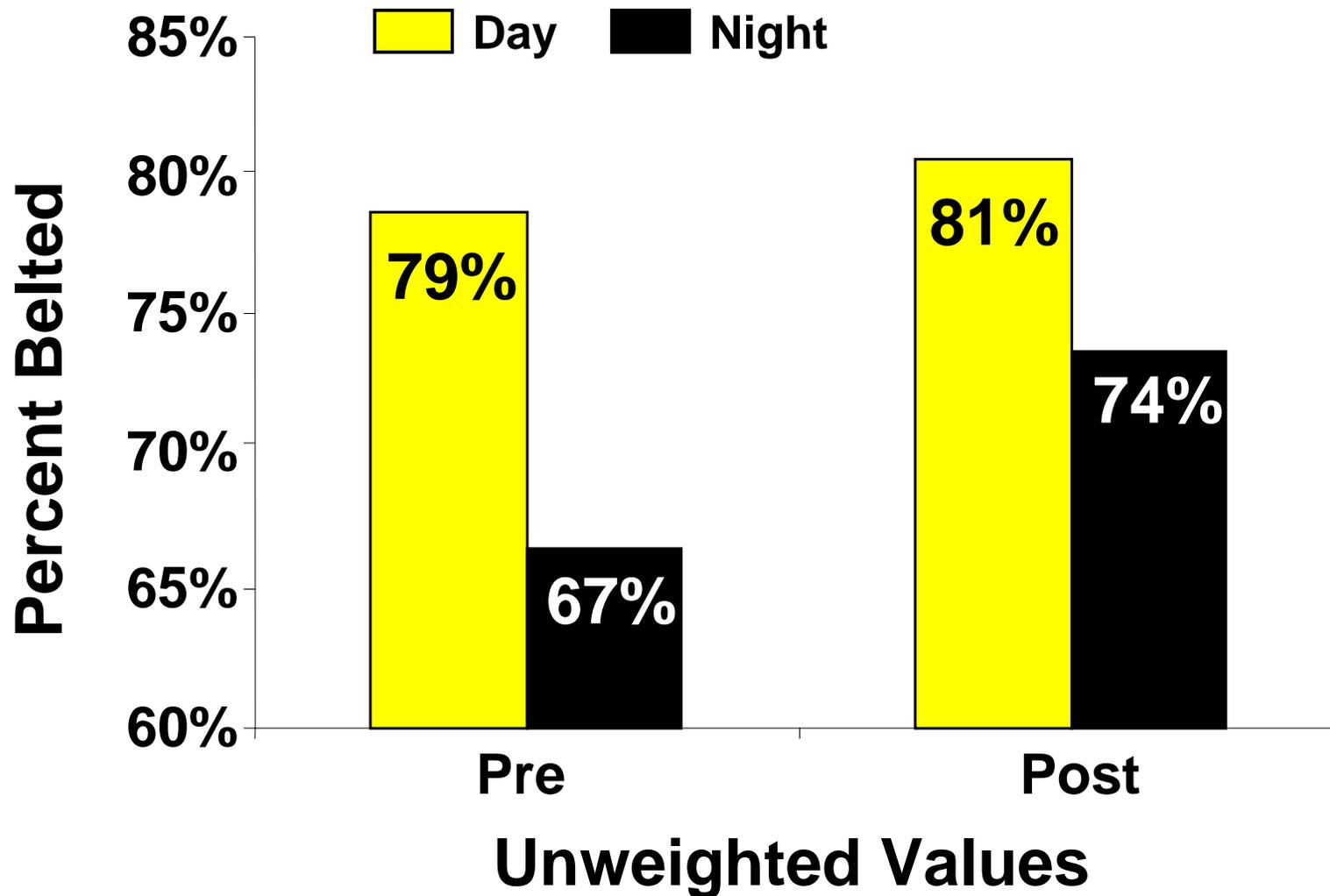
Weighted Statewide Belt Use



* The Statewide survey submitted to NHTSA for CT was weighted using older traffic counts and therefore differs from the percentage reported here by a small amount.

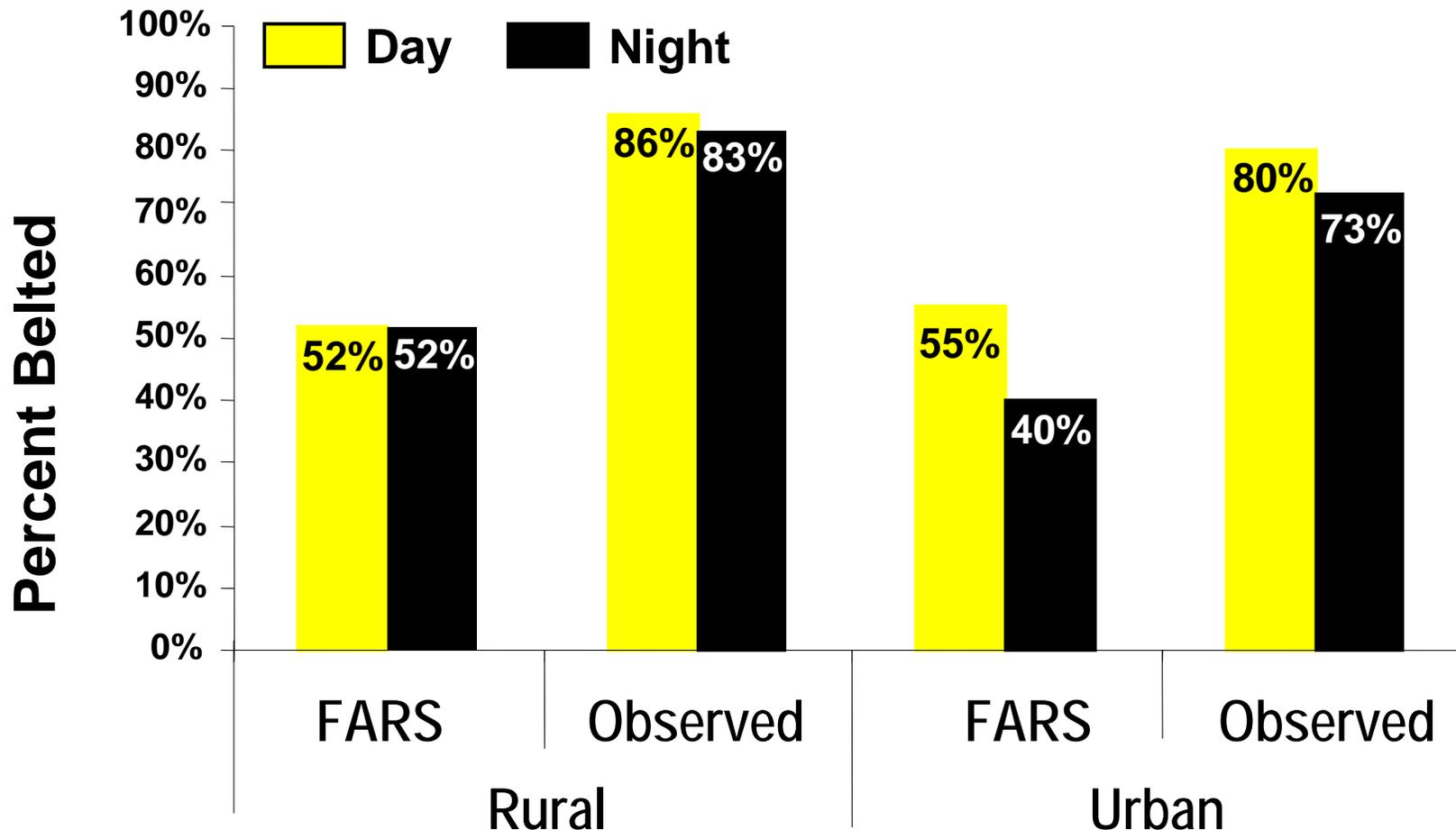
CT Statewide Nighttime Belt Use

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CT Statewide Nighttime Belt Use

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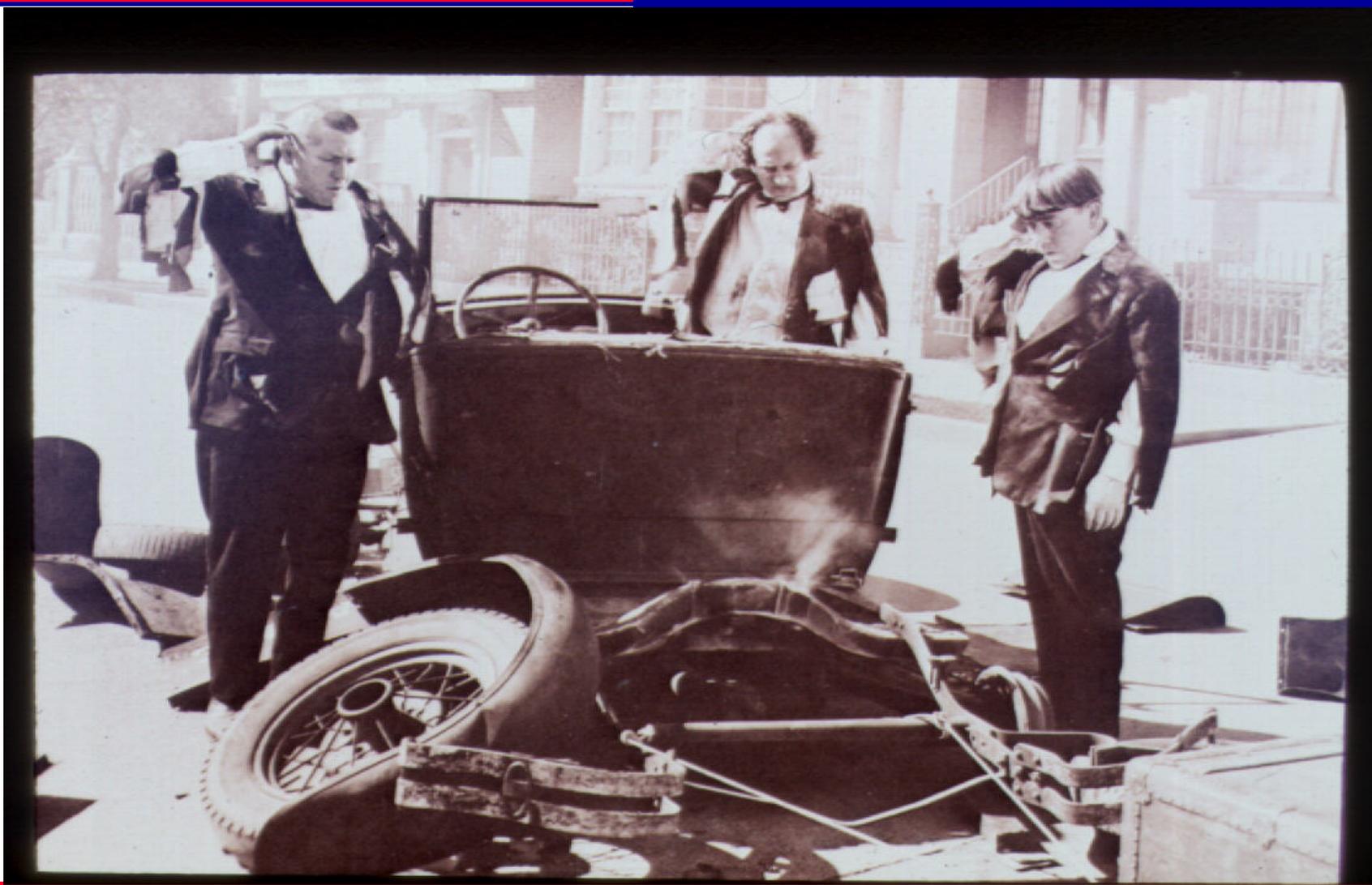
Limitations

- One state
- One time
- Limited number of survey sites

Questions?

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