2017 Safety Belt Use In Florida

Preusser Research Group, Inc. Presentation October 25, 2017



Survey Background

A Portion of Florida Department of Transportation (FDOT) Funding Comes from the National Highway Traffic Safety Administration (NHTSA)

NHTSA Requires FDOT to Complete an Annual Statewide Survey of Safety Belt Use

- Adheres to Federal Register Guidelines
- Uses a design approved by the National Center for Statistics and Analysis (NCSA)

What is the Survey Designed to Do?

- Give a single statewide estimate of (daytime) safety belt usage
- Provide some information on characteristics of belt use
- Provide a yardstick for measuring change over time



Survey Background

Statewide surveys (under NHTSA oversight) have been conducted annually for about 20 years

Over the last decade, surveys in Florida done both before and after CIOT A single statewide survey was conducted in 2017 (June: Post CIOT)

The 2017 survey is comparable to surveys past

- Provides a single estimate of statewide belt for front-seat, outboard, occupants
- The same NCSA approved design was used since year 2012
 - 165 observation sites \ across 15 counties
- However, the 2017 survey used all new survey sites
- Resampling the sites is required by NHTSA every 5 years



Methodology

- The 2017 "resampled" sites were based on the most recent traffic fatality counts
- These sites were selected randomly to represent all traffic on various types of roadways around the State
- One-hour observations took place at each site
- All daylight hours; 7 a.m. 6 p.m.
- All days of week
- Observers recorded information on: vehicle type, driver sex, driver race, driver age, and driver safety belt use. Observers also recorded information on passenger sex, race, age, and belt use, when an outboard passenger was present in the front seat of the vehicle
- The 2017 survey effort began June 2nd and was completed on June 8th



Counties Included in Statewide Safety Belt Survey

- Escambia
- Alachua
- Duval
- St. Johns
- Volusia
- Seminole
- Lake
- Orange
- Hillsborough
- Pasco
- Lee
- Collier
- Palm Beach
- Broward
- Miami-Dade





Sample Information PRG observed belt use on 31,965 front seat occupants

	(n)	%
Occupant Type		
Drivers	25,469	80%
Passengers	6,496	20%
Occupant Sex		
Male	17,401	54%
Female	14,537	45%
Other	Other	<1%
Occupant Race/Ethnicity		
White	21,339	67%
Black	4,853	15%
Hispanic	4,859	15%
Other	820	3%

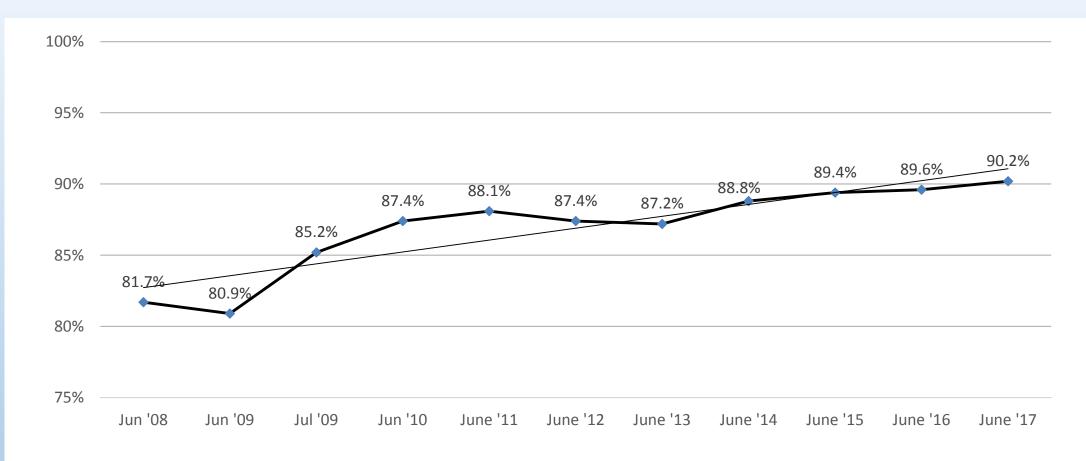
	(n)	%
Vehicle Type		
Passenger Cas	15,689	49%
SUVs	8,989	28%
Vans	2,645	8%
Pickup Trucks	4,642	15%
Road Type		
Interstates	6,641	21%
Principal Arterials	8,576	27%
Minor Arterials	8,242	26%
Collectors	5,458	17%
Local Roads	3,048	10%



2017 statewide seat belt use rate is 90.2%

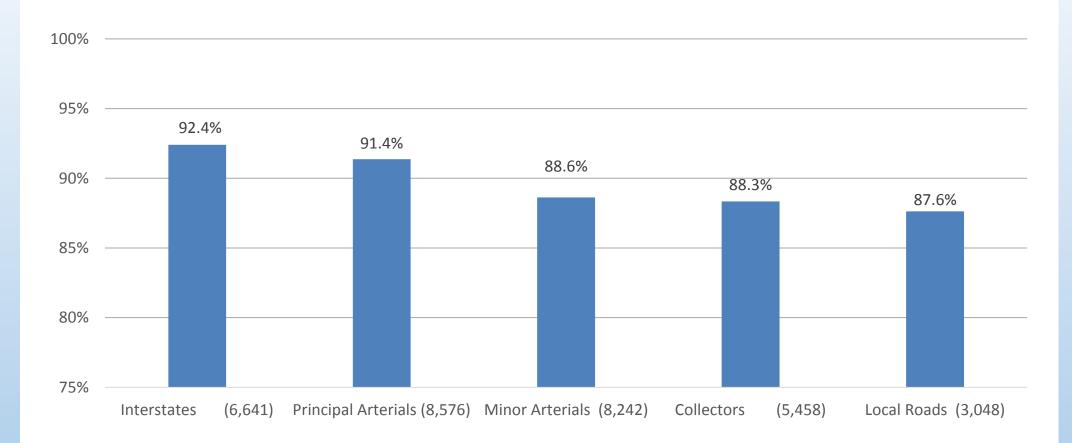


Statewide Safety Belt Usage – Trend Line



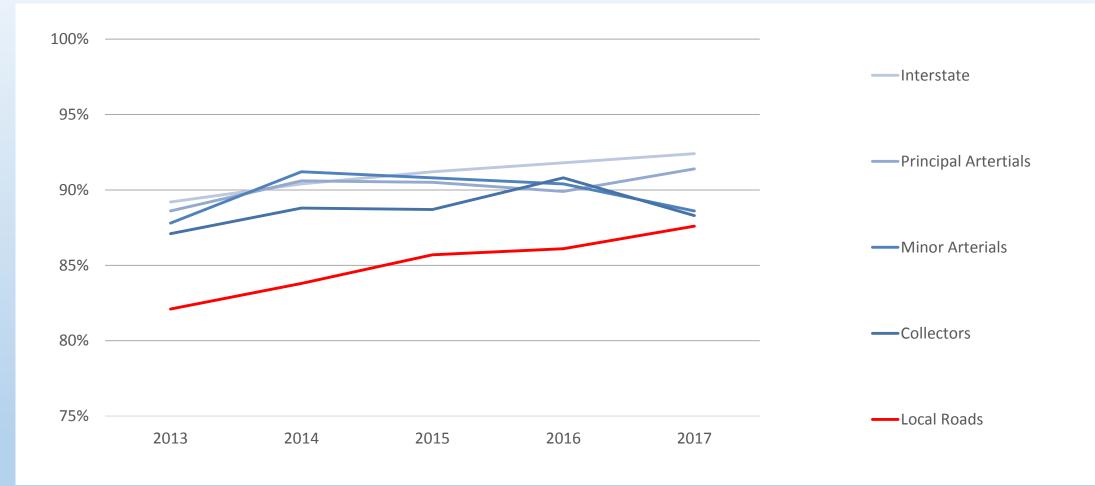


2017 Safety Belt Use By Road Type



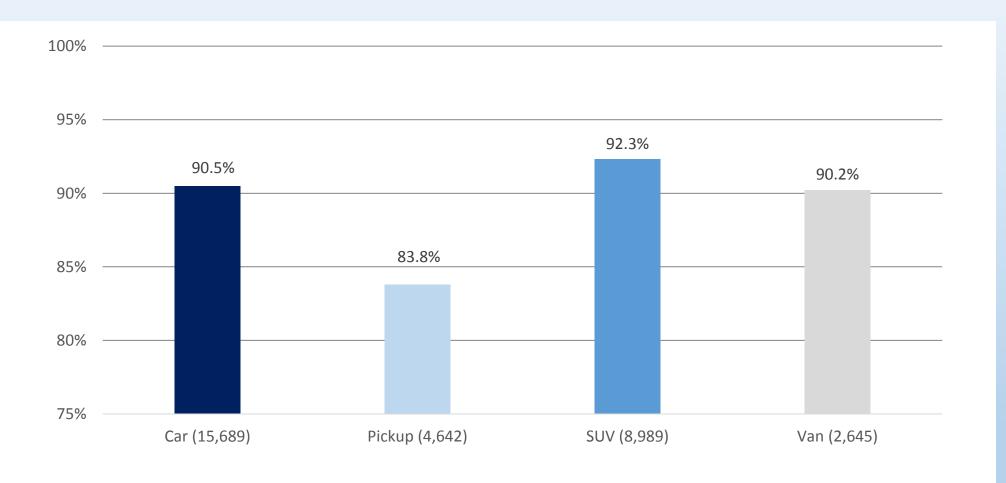


Safety Belt Use by Road Type: 2013-2017



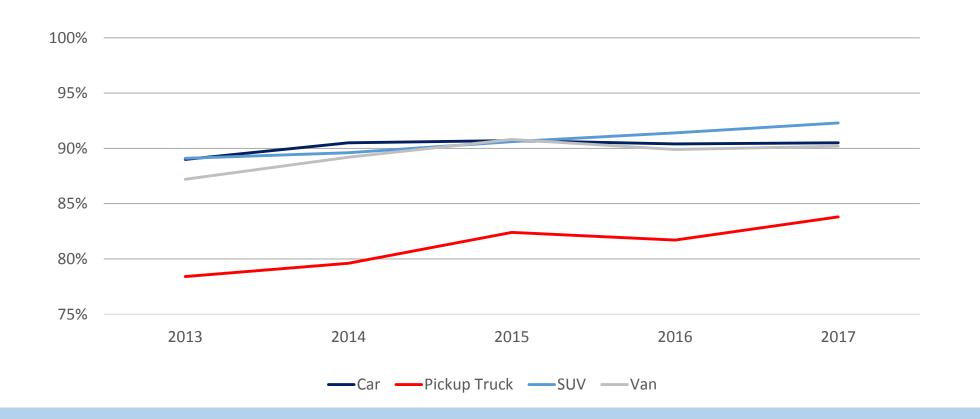


2017 Safety Belt Use Rates By Vehicle Type



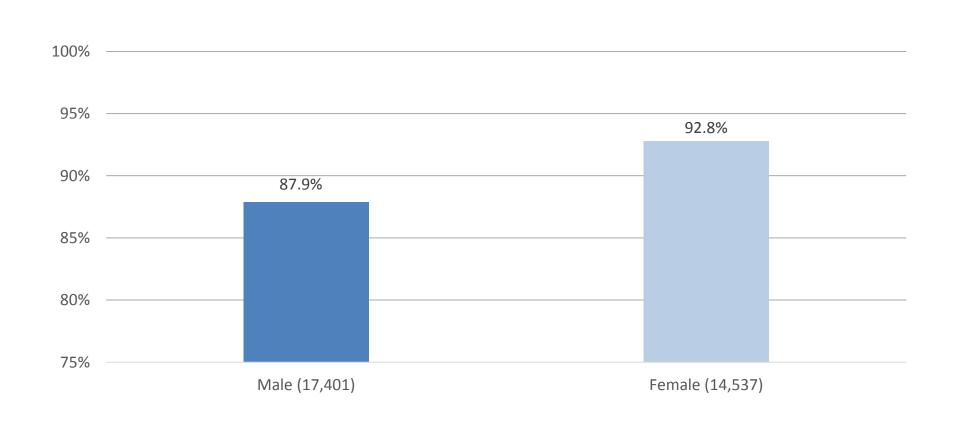


Safety Belt Use Rate by Vehicle Type: 2013-2017



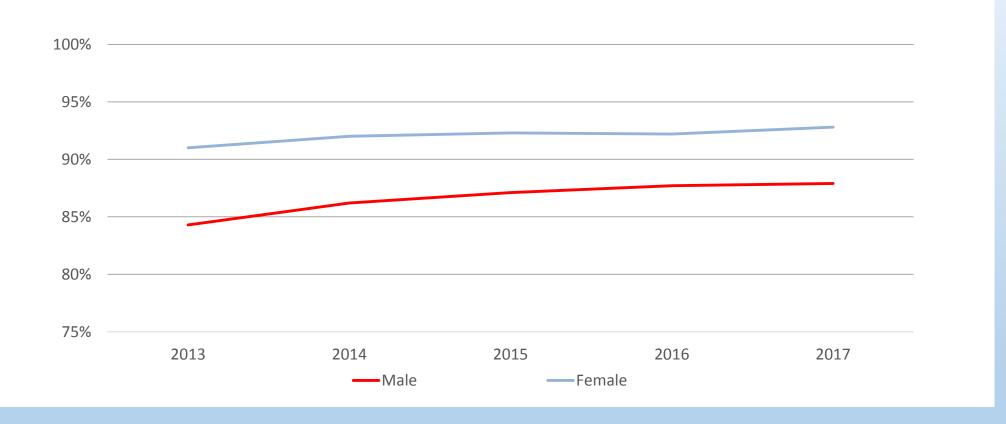


2017 Safety Belt Use by Sex of Occupant



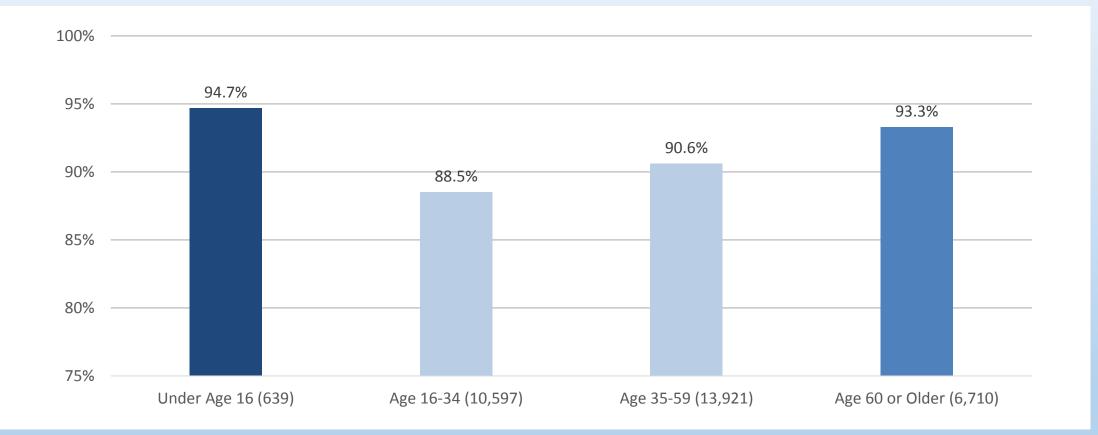


Safety Belt Use by Sex of Occupant 2013-2017



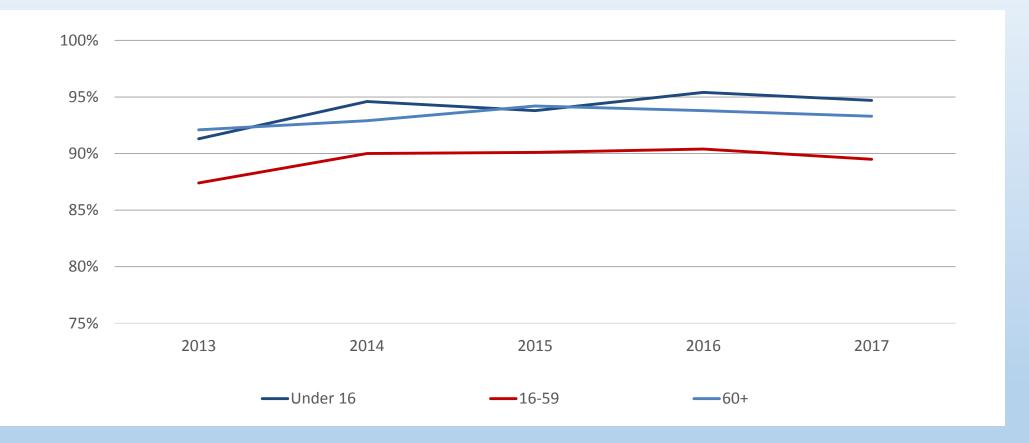


2017 Safety Belt Use Rate by Age of Occupant



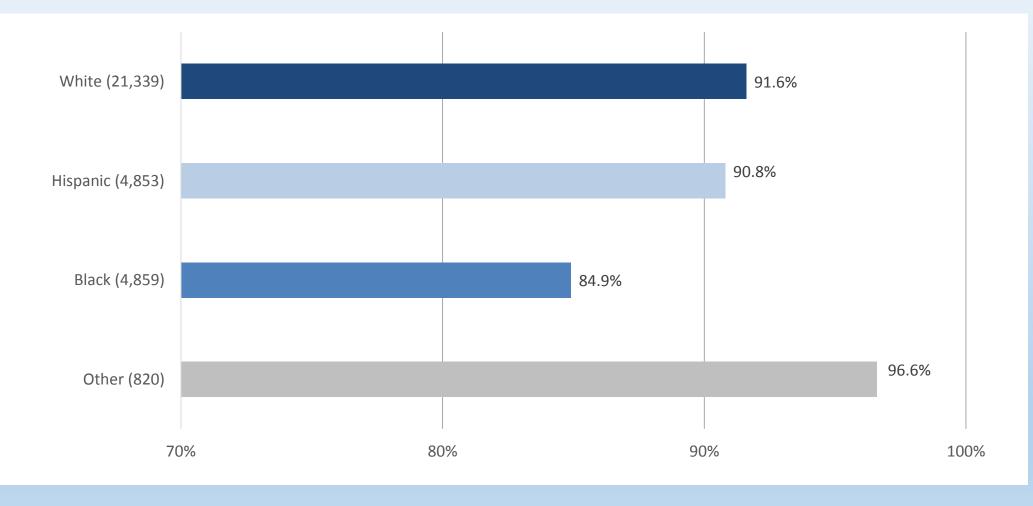


Safety Belt Use Rate by Occupant Age: 2013-2017





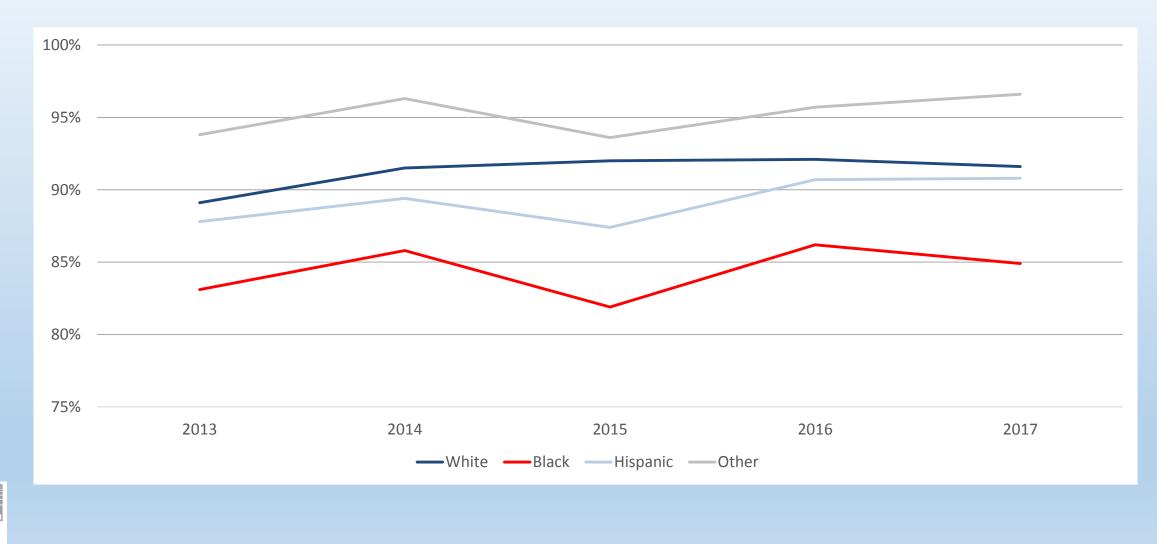
2017 Safety Belt Use Rate by Occupant Race/Ethnicity





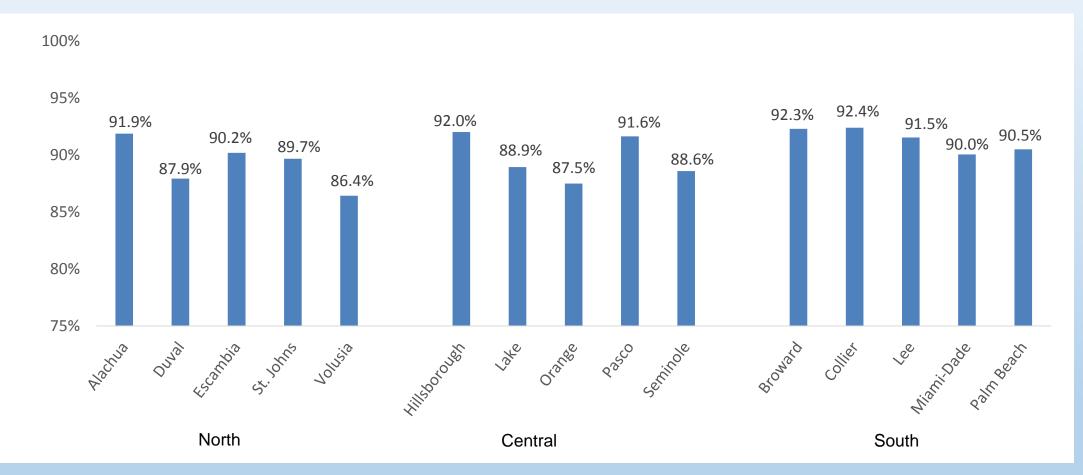
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Safety Belt Usage by Occupant Race/Ethnicity: 2013-2017



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2017 Safety Belt Use by Survey County





Conclusion

- Florida's statewide safety belt use rate for 2017 is 90.2 percent
- For the first time, Florida topped 90 percent statewide usage
- Safety belt usage has generally shown an upward trend over time, increasing 8.5 percentage points since 2008 (81.7% to 90.2%)
- The 2017 results show that progress has been made but there is room for improvement
 - Local Roadways have lower belt use compared to higher volume roadways
 - Occupants in pickup trucks have a downward pull on the use rate
 - Male Occupants, Occupants Ages 16-34, and Black Occupants are lower use groups
- Occupant protection programs should seek to use proven countermeasures that work to address disproportionately low use groups

