

Maine Seat Belt Use 2022



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EXECUTIVE SUMMARY

This report summarizes the results from the 2022 seat belt observation study conducted to determine the current level of compliance in Maine.

- Overall, 93.4% of occupants (drivers and front seat passengers) were belted.
- Female occupants were more likely to use seat belts than males; 95.7% of female occupants were belted, compared to 91.2% of male occupants.
- Drivers appeared less likely to use seat belts than passengers; 92.9% of drivers were belted, compared to 94.6% of passengers. These differences disappear, however, after controlling for sex. Male drivers and male passengers used seat belts at statistically similar rates (91.0% vs. 92.5%, respectively), and female drivers and female passengers used seat belts at statistically similar rates (95.8% and 96.1%, respectively).
- Passengers' use of seat belts was correlated with drivers' use of seat belts—97.5% of passengers riding with belted drivers were likewise belted, while only 54.2% of passengers riding with unbelted drivers were belted.
- There was no statistically significant difference in seat belt use by urban/rural designation; 94.3% of occupants were belted in rural sites, compared to 94.1% of occupants in urban locations.
- Drivers of SUV's were the most likely to be belted at 96.5%, followed by drivers of cars at a rate of 93.7%. Drivers of pickup trucks and vans were the least likely to be belted, at 87.7% and 85.7%, respectively.
- Seat belt use was highest from 7:00 AM to 8:59 AM (95.4%) and lowest from 9:00 AM to 10:59 AM (91.3%).
- While seat belt use was highest on Thursdays and Sundays (at 96.7% and 95.4%, respectively), there is no apparent pattern to the variation of rates over time.
- Seat belt use was highest during rainy weather, at 96.7%, compared to use during sunny/clear weather, at 94.0%.
- Maine ranked 17th out of the 51 U.S. states and districts reporting in 2021, the most recent year for which all states' data were available.

INTRODUCTION

Seat belts save lives. According to a recent study, the use of seat belts cuts the risk of crash fatalities by 45% for front seat occupants in passenger cars and by 60% for front seat occupants in pickup trucks, SUV's, vans and minivans.¹ Nationally, seat belts saved the lives of 14,955 people ages 5 and older in 2017.² In Maine, seat belts saved approximately 69 lives a year over the last decade, a total of 688 lives, and could have saved 204 more.³

Nationally, about 90.4% of all motorists were reported to use seat belts in 2021,⁴ the last year in which all states conducted studies. While Maine's rate has increased over the years, the national rate has plateaued, and in 2021 Maine's belt use was higher than the national average for the first time. Efforts to increase belt use rates in Maine include a mandatory seat belt law for adults that went into effect in 1996 and a primary enforcement law that went into effect in 2007. Nevertheless, from 2014 to 2019, Maine's national rank ranged between 27 and 35 out of 51 states/territories. In 2021, its rank had improved to 17.⁴ It remains to be seen how the current year's rate of 93.4% will stack up against the rest of the nation.

For a number of years, the Maine Bureau of Highway Safety has contracted with external partners to conduct observation studies of seat belt use in Maine in order to determine the level of compliance in the state. The first of these studies was conducted in 1986 by Northeast Research for the School of Public Health of the Boston University Medical School.⁵ The next four (in years 1992, 1995, 1997, and 1999) were conducted by the University of Southern Maine's Survey Research Center (SRC).⁶ The 2002 study was completed by CSI® Santa Rita Research Center.⁷ All studies conducted from 2003 on have been conducted by USM's Survey Research Center.

This report summarizes the results from the 2022 study and presents comparisons with past years' findings (with the exception of 2020). The findings from these studies are the official measure of seat belt use in Maine and are used in the annual highway safety plans submitted to the National Highway Traffic Safety Administration (NHTSA), which are used to determine funding. The current study design incorporates the standardized requirements developed by

NHTSA in an effort to ensure reliability and comparability of findings between each of the states. It was approved by NHTSA on February 14, 2017.

Due to the COVID-19 pandemic, NHTSA issued a waiver enabling US states and territories to use their 2019 seat belt use rate for their 2020 seat belt use rate. Maine was one of thirty states and territories that did not conduct seat belt use surveys in 2020. This report compares data from this year's study (2022) with data from previous years with the exception of 2020.

METHODOLOGY

Site Selection

In keeping with NHTSA guidelines, seat belt observations sites are selected every five years. The year 2022 was a re-selection year for Maine. The sites chosen in Maine come from 12 of the state's 16 counties. The 12 counties selected represent at least 85% of all traffic fatalities in the state, as measured by the Fatality Analysis Reporting System (FARS) over the last three years. (See Appendix A for full list of sites.) Within each county, either 10 or 11 road segments were chosen for observation, including a mix of road types.

Road Sections

Observation sites must allow the opportunity for a reasonably representative flow of multi-purpose traffic, while allowing observers a safe viewing position from which to observe and record the seat belt use of front seat occupants in each vehicle. Observers were given descriptions of the road segment to observe (e.g., "in Auburn, on Minot Avenue, between Heath Lane and Garfield Road"). They were also told which direction of traffic to observe. They then were able to find the most advantageous spot on the road segment from which to observe. They were instructed to only include vehicles that had actually passed through the first identifier of the description (in the example above, the intersection of Minot Avenue and Heath Lane). Observations were conducted from a single point on each segment. In all, observations of 10,332 passenger vehicles were made, and the use or nonuse by 12,732 occupants was recorded.

Sampling

The sites to be observed were selected by the Preusser Research Group of Trumbull, CT. The sampling design was developed to ensure compliance with NHTSA's standardized guidelines. The design of the sampling process provides a confidence level of 95% with a standard error of 0.963%, a relative standard error of 1.030%, and a final sample size of 127 road segments. The probability of a road segment being selected was proportional to the traffic volume measured in

average daily vehicle-miles traveled (DVMT) on each road segment, based on Maine Department of Transportation data.

Weighting

Consistent with NHTSA guidelines, the data were weighted to reflect the sampling design and the average traffic volume at the selected road segments. The weighting simply adjusts the actual number of vehicles observed to reflect the expected number of vehicles, based on the traffic volume where the segment is located, and combines the site data in a way that represents statewide traffic volumes. The findings in this report are based on weighted data unless otherwise stated.

Observation Days and Times

This observation study was conducted from June 5 to June 28, immediately following a high visibility enforcement and awareness campaign. While it seems likely that these campaigns may temporarily boost people's likelihood of using safety belts, a study conducted by the SRC in September of 2009, three months after the campaign ended, found only a slight drop off in rates relative to the summer rates of that same year.

Observations were made for 45 minutes at each location, on a structured schedule of times and days that would maximize the opportunity to study variations in restraint use by time and by day of the week. Road segments were randomly assigned to a day and time for observations, although consideration had to be given for trips to locations that required lengthy travel times. Each day and time had an equal probability of selection. All observations were done during daylight hours. All observations in each county were conducted over a two-day period. If any site had to be rescheduled due to inclement weather, the observations were done on a comparable day of the week and at the same time of day as the originally scheduled time. Likewise, if any site had to be reselected due to construction, reselection was made from comparable road segments and rescheduled for a comparable day.

Many roads have two or more lanes of traffic in each direction. In those cases, the observation period was divided by the number of lanes, and each lane was observed for the proportional

length of time. For example, a road with three lanes would require that each lane be observed for 15 minutes (3 lanes x 15 minutes = 45 minutes, the full observation period).

Observer Training

Observers were trained by Katie Raboin from the Preusser Research Group. They were trained to observe proper shoulder belt use (vs. improper or no use) of the driver and, if present, a right front seat passenger (infants were excluded). Observations were made for private passenger vehicles and for certain commercial and emergency vehicles. The training involved written material, oral presentation, and field practice. The field practice was conducted on Forest Avenue in Portland, near the SRC office. The practice observations were crucial. Results were reviewed and analyzed for accuracy and consistency; no observers were allowed to begin until their practice observations met training standards.

Vehicles Included

In keeping with current NHTSA guidelines, commercial and emergency vehicles are included for observation (taxi cabs, police cars, etc.), while large commercial vehicles (generally those with more than four wheels) are excluded.

FINDINGS

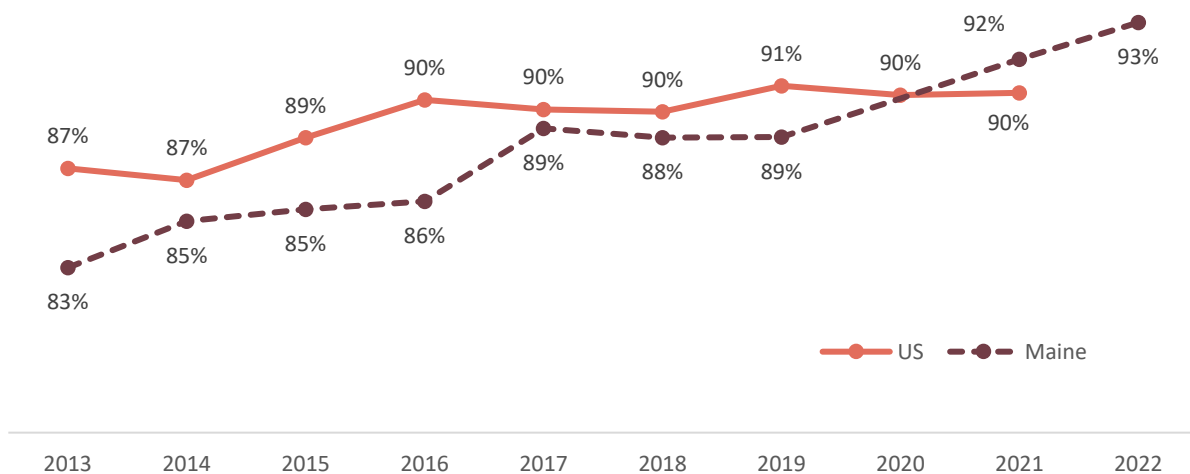
Overview

A total of 10,332 vehicles and 12,736 occupants (defined here as drivers and front seat occupants) were observed for seat belt use. A small proportion of these observations (<0.5%) were inconclusive—observers could not determine whether occupants were belted. Results here are based on the remaining observations (n=12,732).

In 2022, 93.4% of occupants were belted, Maine’s highest rate thus far. This is an increase of 1.6 percentage points over the 2021 Maine rate of 91.8%. It remains to be seen whether this increase will keep Maine above the national rate or if other states will likewise see an increase in rates. While the national rate has remained between 86.7% and 90.7% during the years 2013 to 2021^{4,8}, the increase in Maine may be part of a larger behavioral pattern and the forthcoming national rate for 2022 may reflect this.

Overall Seat Belt Use	
Lap/Shoulder Belts (n=12,732)	93.4%

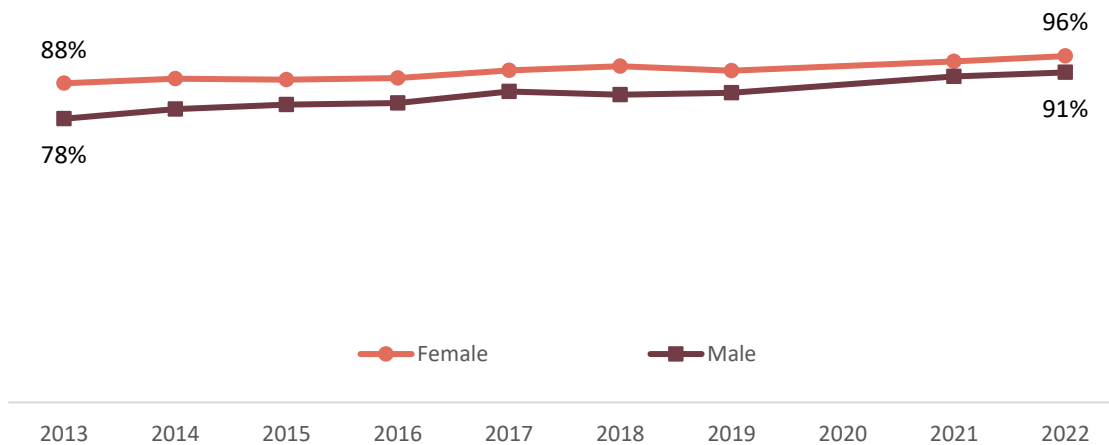
N Vehicles = 10,332



Sex

Female occupants continue to use seat belts at a higher rate than males. While 95.7% of female occupants were restrained in the current study, only 91.2% of all males were. Both male and female occupants have increased their rates of use over the past 10 years, but male occupants have increased at a slightly higher rate, closing the gap between the sexes from 10 percentage points in 2013 to 5 percentage points in 2022.

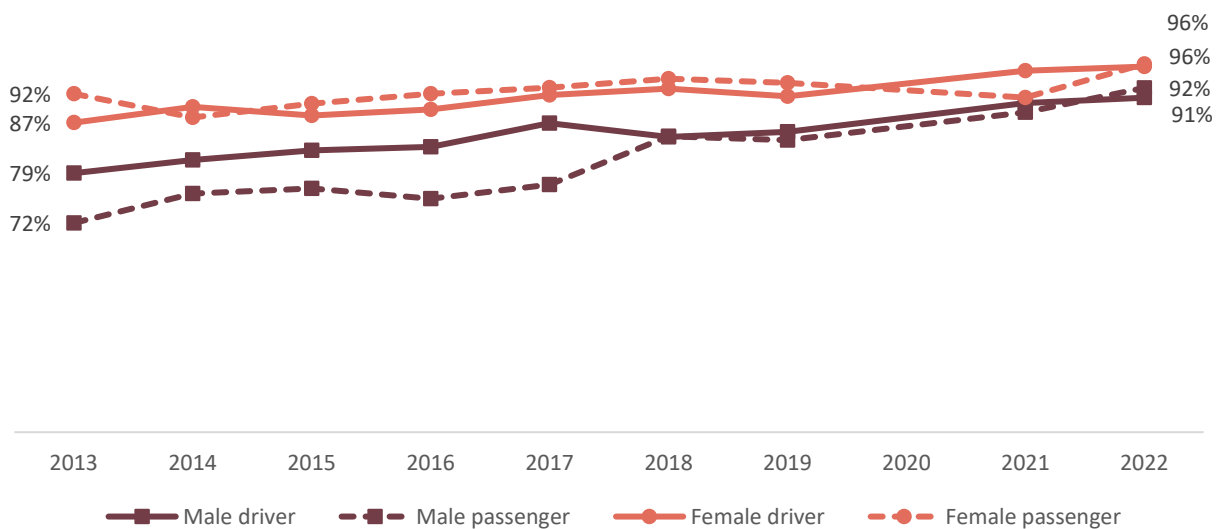
Seat Belt Use by Sex	
Female (N=5,752)	95.7%
Male (N=6,939)	91.2%



Seating Position

In 2022, more overall passengers than drivers were wearing seat belts—94.6% of passengers were belted compared to 92.9% of drivers. However, passengers are more likely to be female and drivers are more likely to be male. When seating position was looked at separately for males and females, the differences disappeared. Thus, what appears to be a difference in driver and passenger rates is in fact a difference between males and females.

Seat Belt Use by Seat Position and Sex	
Female driver (N=4,065)	95.8%
Female passenger (N=1,687)	96.1%
Male driver (N=6,246)	91.0%
Male passenger (N=693)	92.5%
All drivers (male, female, and unknown) (N=10,329)	
	92.9%
All passengers (male, female, and unknown) (N=2,403)	
	94.6%

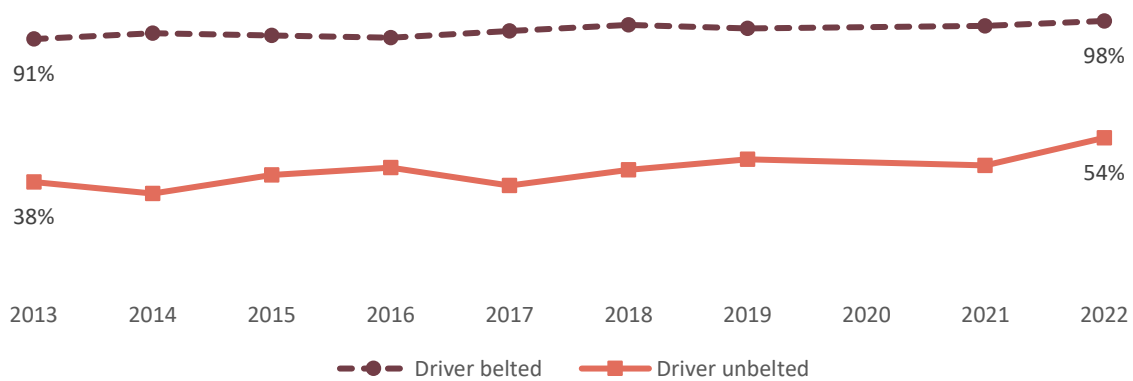


Passenger Use Related to Use by Driver

While 96.0% of passengers were belted (unweighted rate), the rate varied depending on whether the vehicle driver was belted. Passengers riding with belted drivers were much more likely to be belted themselves; 97.5% of these passengers were belted compared to 54.2% of passengers riding with unbelted drivers. This holds true historically as well--buckling up is and always has been a friend and family affair. (Note: Rates are based on unweighted data.)

Seat Belt Use of Passenger by Driver Seat Belt Use	
Driver wearing seat belt (N=2,320)	97.5%
Driver not wearing seat belt (N=83)	54.2%

Note: Rates are based on unweighted data.

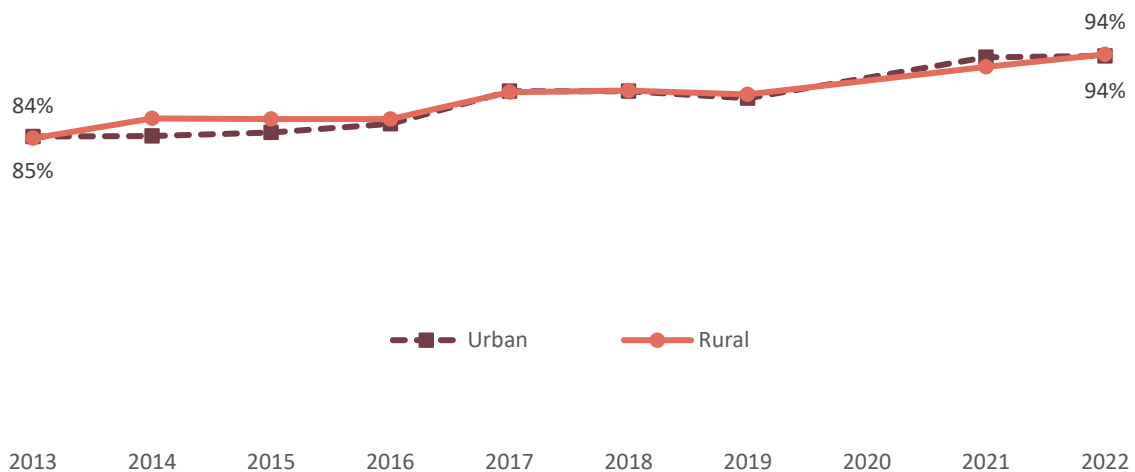


Urban/Rural Location

Seat belt usage was statistically similar in rural and urban locations. Approximately 94.1% of occupants observed in urban locations were belted and approximately 94.3% of those in rural locations. In recent years, the rates of urban and rural occupants have been similar, and in previous years when they were not, rural rates were higher. (Note: Rates are based on unweighted data.)

Seat Belt Use by Urban and Rural Location	
Urban (N=4,130)	94.1%
Rural (N=8,349)	94.3%

Note: Rates are based on unweighted data.

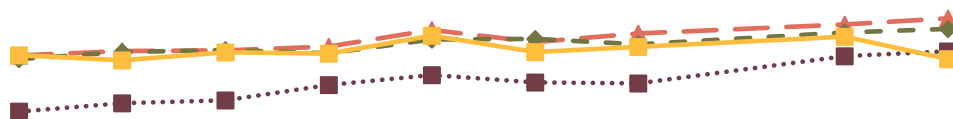


Type of Vehicle

Seat belt use varied greatly by vehicle type. Drivers of SUV's were the most likely to be belted at 96.5%, followed by drivers of cars at 93.7%. Drivers of pickup trucks and drivers of vans were statistically similar at 87.7% and 85.7%, respectively. While the seat belt rates of SUV's, cars, and vans have fluctuated and shifted position over the past 10 years, they have generally remained higher than those of pickup truck drivers. The gap between pickup truck drivers and other drivers closed noticeably in 2021, however; from 2013 to 2019 there was a 9 to 14-percentage point gap between pickup truck drivers and drivers of all other vehicles, and as of 2021 and 2022 the gap has closed to 7 percentage points.

While males are more likely to drive pickup trucks, the differences in seat belt use cannot be explained by sex; both male and female drivers of pickup trucks used their seat belts at lower rates than male and female drivers of other vehicles. Of note, drivers of vans had been increasing their belt use from 2018 to 2021, but this year dropped their total usage by 6 percentage points.

Seat Belt Use of Driver by Type of Vehicle	
SUV (N=4,384)	96.5%
Car (N=3,061)	93.7%
Truck (N=2,207)	87.7%
Van (N=677)	85.7%



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
SUVs	86.6%	87.8%	88.0%	89.0%	93.4%	90.2%	92.5%		94.9%	96.5%
Cars	85.6%	87.5%	88.0%	87.2%	90.9%	91.0%	89.6%		92.7%	93.7%
Pickup trucks	71.6%	73.9%	74.6%	78.7%	81.4%	79.4%	79.1%		86.4%	87.7%
Vans	86.7%	85.3%	87.4%	87.1%	91.9%	87.5%	88.9%		91.6%	85.7%

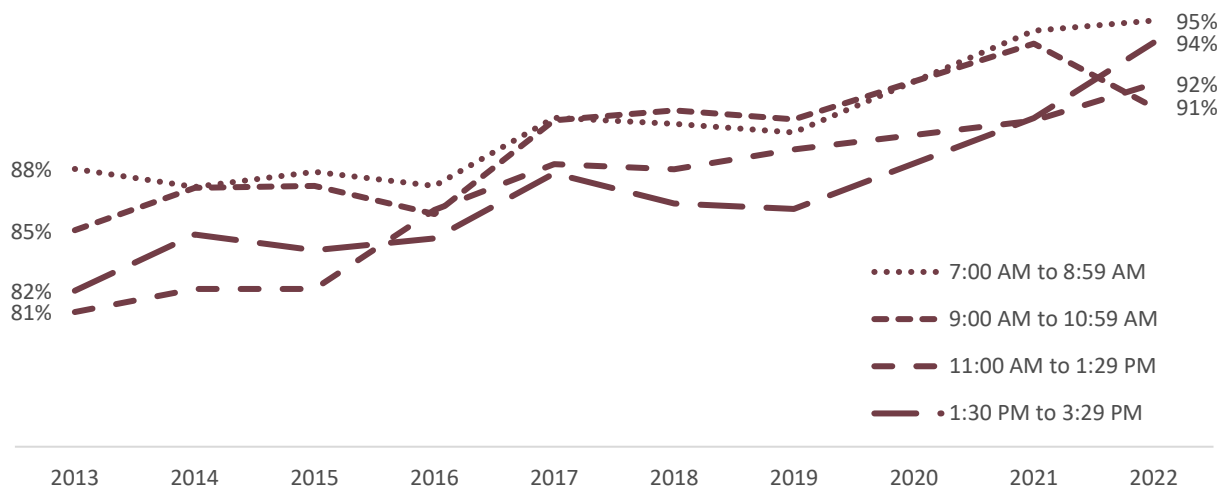
—▲— SUVs —◆— Cars ···■··· Pickup trucks —■— Vans

Time of Day

Driver seat belt use varied slightly depending on time of day. Historically, rates have been highest from early to late morning (between 7:00 AM and 10:59 AM), lower from mid-afternoon to early evening (3:30 PM to 5:59 PM), and lowest from late morning to mid-afternoon (11:00 AM to 3:29 PM). This was not the case in 2022, however. In 2022, the highest rate was from 7:00 AM to 8:59 AM (95.4%), while the lowest rate occurred between 9:00 AM and 10:59 AM (91.3%). (Note: Rates are based on unweighted data.)

Driver Seat Belt Use by Time of Day		
7:00 AM – 8:59 AM	(N=1,553)	95.4%
9:00 AM – 10:59 AM	(N=1,433)	91.3%
11:00 AM – 1:29 PM	(N=3,194)	92.4%
1:30 PM – 3:29 PM	(N=2,309)	94.4%
3:30 PM – 6:00 PM	(N=1,840)	94.3%

Note: Rates are based on unweighted data.



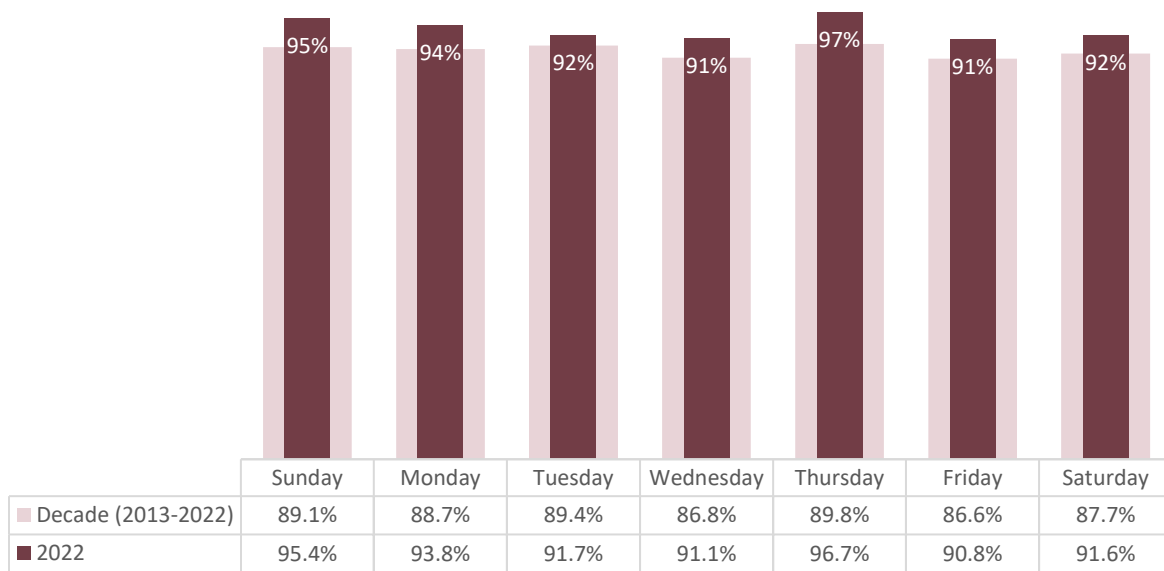
Day of Week

In 2022, seat belt use was highest among drivers on Thursdays and Sundays (96.7% and 95.4%, respectively). Historically, rates have fluctuated with no apparent pattern to the variation of rates among days.

(Note: While the assignment of days and times of observation to the sites was systematic and unbiased, inclement weather necessitated the rescheduling of some sites, resulting in a lower number of observations on some days. The number of observations obtained each day varied further due to differences in traffic volume. Rates are based on unweighted data.)

Driver Seat Belt Use by Day of the Week	
Sunday (N=1,721)	95.4%
Monday (N=1,901)	93.8%
Tuesday (N=1,704)	91.7%
Wednesday (N=1,237)	91.1%
Thursday (N=1,902)	96.7%
Friday (N=967)	90.8%
Saturday (N=897)	91.6%

Note: Rates are based on unweighted data.



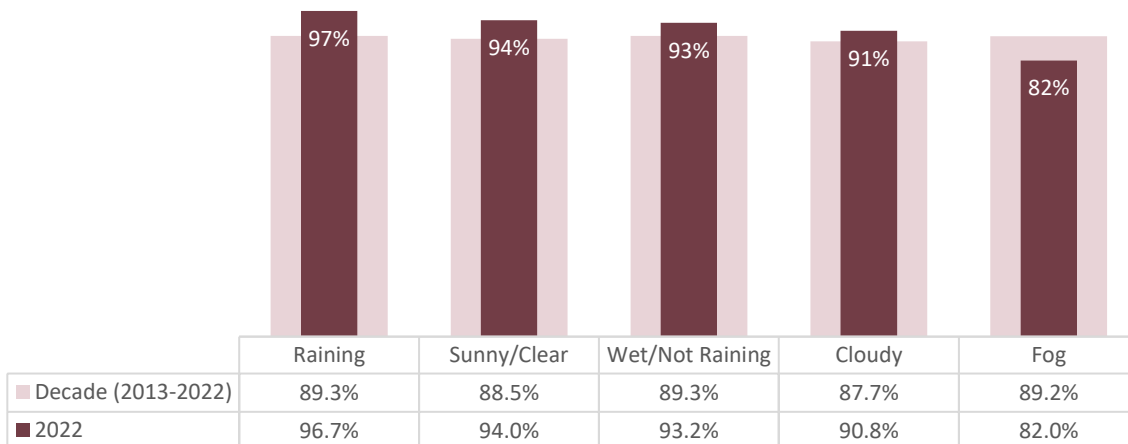
Weather and Road Conditions

Driver seat belt use varied by weather. It was highest during rainy weather, at 96.7%, compared to use during sunny/clear weather, at 94.0%. The few observations (n=237) that took place in wet but not raining conditions yielded a rate of 93.3%. Observations done in cloudy and foggy conditions (n=89) yielded rates of 90.8% and 82.0%, respectively.

The propensity to buckle up in rainy weather holds true historically as well, although the difference in rates has been much smaller historically compared to the current year, meaning that while weather historically had an effect, it had been a small one. Rates for the last decade range from 87.7% to 89.3%, a range of 1.6 percentage points, while rates for 2022 range from 82.0% to 96.7%, a difference of 14.7 percentage points.

Driver Seat Belt Use by Weather Conditions	
Raining (N=1,007)	96.7%
Sunny/Clear (N=6,874)	94.0%
Wet/Not Raining (N=237)	93.2%
Cloudy (N=2,122)	90.8%
Fog (N=89)	82.0%

Note: Rates are based on unweighted data.



Comparison with Other States

While Maine’s seat belt use rate has improved substantially over the last decade, the last two years have seen a significant increase compared to other states. From 2014 through 2019, Maine placed between 27th and 35th out of the 51 states/districts reporting. As of 2021, Maine improved dramatically to 17th in the country.⁴ The high seat belt use rate of 2022 could bring Maine to the top third of the national standings.

Seat Belt Use Rates Reported by States to NHTSA 2019-2021							
State	2019	2020	2021	State	2019	2020	2021
Alabama	92%	NA	91%	Montana	89%	90%	92%
Alaska	94%	NA	92%	Nebraska	80%	81%	81%
Arizona	91%	NA	89%	Nevada	94%	NA	93%
Arkansas	82%	NA	84%	New Hampshire	71%	72%	76%
California	96%	NA	97%	New Jersey	90%	NA	94%
Colorado	88%	86%	87%	New Mexico	92%	NA	90%
Connecticut	94%	NA	92%	New York	94%	NA	93%
Delaware	93%	NA	92%	North Carolina	88%	87%	90%
Dist. Of Columbia	95%	96%	96%	North Dakota	84%	84%	82%
Florida	90%	NA	90%	Ohio	86%	NA	84%
Georgia	96%	NA	95%	Oklahoma	85%	NA	84%
Hawaii	97%	NA	94%	Oregon	96%	95%	95%
Idaho	86%	NA	83%	Pennsylvania	89%	89%	90%
Illinois	94%	NA	94%	Rhode Island	88%	NA	89%
Indiana	95%	NA	93%	South Carolina	90%	NA	90%
Iowa	95%	95%	93%	South Dakota	75%	68%	87%
Kansas	85%	85%	86%	Tennessee	92%	NA	90%
Kentucky	90%	NA	90%	Texas	91%	NA	90%
Louisiana	88%	NA	86%	Utah	90%	NA	88%
Maine	89%	NA	92%	Vermont	89%	89%	89%
Maryland	90%	90%	91%	Virginia	85%	NA	82%
Massachusetts	82%	NA	78%	Washington	93%	93%	94%
Michigan	94%	NA	93%	West Virginia	90%	NA	88%
Minnesota	93%	NA	92%	Wisconsin	90%	89%	88%
Mississippi	81%	79%	80%	Wyoming	78%	83%	80%
Missouri	88%	86%	88%	Nationwide	91%	90%	90%

- Rates in states with primary belt enforcement laws appear in **BOLD**. Primary enforcement allows police to stop and cite motorists simply for not wearing seat belts.
- Due to the COVID-19 pandemic, NHTSA issued a waiver enabling states to use their 2019 rates for an additional year. Only 21 states conducted 2020 seat belt use surveys.
- The “nationwide” rates are from NHTSA’s National Occupant Protection Use Survey (NOPUS).

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- ⁷ Bose, A. (2002). *Safety Belt Use in Maine 2002*. CSI Santa Rita Research Center, Arizona.
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APPENDIX A: MAINE 2022 OBSERVATION SITE LIST

Androscoggin (11)

- 1 Auburn (2)
- 2 Greene (1)
- 3 Lewiston (4)
- 4 Lisbon (1)
- 5 Livermore (1)
- 6 Poland (1)
- 7 Sabattus (1)

Aroostook (10)

- 8 Caribou (1)
- 9 Fort Fairfield (1)
- 10 Fort Kent (1)
- 11 Island Falls (2)
- 12 Monticello (1)
- 13 New Sweden (1)
- 14 Presque Isle (2)
- 15 Smyrna (1)

Cumberland (11)

- 1 Brunswick (3)
- 2 Falmouth (2)
- 3 Freeport (2)
- 4 Portland (2)
- 5 Scarborough (1)
- 6 South Portland (1)

Hancock (10)

- 1 Bar Harbor (1)
- 2 Bucksport (2)
- 3 Dedham (2)
- 4 Gouldsboro (1)
- 5 Orland (1)
- 6 Penobscot (1)
- 7 Trenton (1)
- 8 Waltham (1)

Kennebec (11)

- 1 Albion (1)
- 2 Augusta (3)
- 3 China (1)
- 4 Hallowell (1)
- 5 Pittston (1)
- 6 Sidney (1)
- 7 Vassalboro (1)
- 8 Waterville (1)
- 9 Windsor (1)

Lincoln (10)

- 1 Boothbay (1)
- 2 Bristol (1)
- 3 Damariscotta (1)
- 4 Dresden (1)
- 5 Edgecomb (1)
- 6 Newcastle (2)
- 7 Somerville (1)
- 8 Wiscasset (2)

Oxford (10)

- 1 Bethel (1)
- 2 Fryeburg (1)
- 3 Otisfield (2)
- 4 Peru (2)
- 5 Rumford (1)
- 6 Waterford (1)
- 7 Woodstock (2)

Penobscot (11)

- 1 Bangor (4)
- 2 Brewer (1)
- 3 Carmel (1)
- 4 Dexter (1)
- 5 Medway (1)
- 6 Newport (1)
- 7 Orrington (1)
- 8 Plymouth (1)

Somerset (11)

- 1 Fairfield (3)
- 2 Madison (4)
- 3 Pittsfield (1)
- 4 Ripley (1)
- 5 St Albans (1)
- 6 Smithfield (1)

Waldo (10)

- 1 Belfast (4)
- 2 Brooks (1)
- 3 Frankfort (1)
- 4 Lincolnville (1)
- 5 Monroe (1)
- 6 Searsmont (2)

Washington (11)

- 1 Baring Plt (1)
- 2 Calais (1)
- 3 Harrington (1)
- 4 Machiasport (1)
- 5 Marshfield (1)
- 6 Robbinston (1)
- 7 Steuben (1)
- 8 T30 MD (1)
- 9 Whiting (2)
- 10 Woodland (1)

York (11)

- 1 Arundel (1)
- 2 Biddeford (1)
- 3 Eliot (1)
- 4 Ogunquit (1)
- 5 Saco (2)
- 6 Sanford (1)
- 7 Waterboro (1)
- 8 Wells (3)

APPENDIX B: HISTORY OF OCCUPANT PROTECTION LAWS

YEAR	LAW
1983	Children aged 0 to 4 years must be secured in a child safety seat.
1987	Children aged 4 to 13 years must be secured in a child safety seat or safety belt.
1989	Law expanded to include children 4 to 16 years.
1991	Law expanded to include persons 4 to 19 years.
1993	Penalty changed from fine of \$25 for first violation and \$50 for each subsequent violation for those aged 0 to 4 to traffic infraction (up to \$500 fine).
1993	Penalty changed from fine of \$25 for first violation and \$200 for each subsequent violation for those 4 to 19 to traffic infraction (up to \$500 fine).
1994	Driver made responsible for securing children under 4 years in a child safety seat.
1995	With the implementation of Title 29A, the child safety seat law and seat belt law were combined into one law.
1995	A statewide referendum requiring adults 19 and older to use safety belts passed in November. The law could be enforced only if the police officer had detained the operator of a motor vehicle for a suspected violation of another law.
1997	The operator is responsible for securing persons under age 18 in a safety belt/seat. Persons 18 years and older are responsible for securing themselves.
1997	A law enforcement officer may take enforcement action against an operator or passenger 18 years or age or older who fails to wear a seat belt only if the officer detains the operator for a suspected violation of another law. The requirement that the operator must receive a fine for the other violation in order to be subject to a penalty for the seat belt violation has been deleted.
2003	The operator is responsible for ensuring that a child (from 40 pounds but less than 80 pounds and less than 8 years of age) is properly secured in a federally approved child restraint system.
2007	Primary enforcement law takes effect; ticketing began on April 1, 2008.

APPENDIX C: MAINE SEAT BELT OBSERVATION FORM

SITE ID: _____

SHEET: _____

OBSERVER: _____

CLEAR/SUNNY

CITY: _____ DIRECTION: _____

CLEAR/WET

LOCATION: _____

LIGHT RAIN

DATE: _____ START TIME: _____

CLOUDY

FOG

	VEHICLE				DRIVER						PASSENGER					
					SEX			SEATBELT			SEX			SEATBELT		
	CAR	TRK	SUV	VAN	M	F	?	Y	N	?	M	F	?	Y	N	?
1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	CAR	TRK	SUV	VAN	M	F	?	Y	N	?	M	F	?	Y	N	?
5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	CAR	TRK	SUV	VAN	M	F	?	Y	N	?	M	F	?	Y	N	?
9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	CAR	TRK	SUV	VAN	M	F	?	Y	N	?	M	F	?	Y	N	?
13	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
16	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

About the Survey Research Center

The Survey Research Center provides technical expertise and assistance to support the generation, processing, and analysis of quantitative data in the social sciences, human services, and public opinion fields. The Center provides a wide range of research and technical assistance services to federal, state, and municipal governments, private nonprofit agencies, businesses, and University faculty and departments. Services include proposal preparation, market research, needs assessments, program evaluation, policy analysis, and information system design.

About the Catherine Cutler Institute

The Catherine Cutler Institute for Health and Social Policy at the Muskie School of Public Service is dedicated to developing innovative, evidence-informed, and practical approaches to pressing health and social challenges faced by individuals, families, and communities.

About the Muskie School of Public Service

The Muskie School of Public Service is Maine's distinguished public policy school, combining an extensive applied research and technical assistance portfolio with rigorous undergraduate and graduate degree programs in geography-anthropology; policy, planning, and management (MPPM); and public health (MPH). The school is nationally recognized for applying innovative knowledge to critical issues in the fields of sustainable development and health and human service policy and management and is home to the Catherine Cutler Institute for Health and Social Policy.

