

# Nebraska Seat Belt Use 2023 Data Collection Report

Prepared: September 2023

# Contents

Introduction .....	3
Sample Design .....	3
Preparation .....	4
Site Verification .....	4
Materials Preparation .....	4
Notification .....	4
Data Collection Staff Training.....	5
Observation Protocols and Procedures.....	5
Scheduling .....	6
Observations .....	6
Alternate Sites.....	7
Rescheduling .....	7
Data Processing and Cleaning .....	7
Data Weights.....	7
Limitations.....	8
Questions .....	8
Results.....	9
Tables and Appendices.....	10
Appendix A. Observation Site Form 2023 .....	18
Appendix B. Observation Count Form 2023 .....	24
Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items.....	29

## Introduction

In an effort to achieve greater consistency and comparability in statewide seat belt use reporting, the National Highway Traffic Safety Administration (NHTSA) issued new requirements in 2011 for observing and reporting future seat belt use. The requirements include the involvement of a qualified statistician in the sampling of specific road segments to be observed and in the data weighting process. A variety of specified operational details are also required. Each state prepares a plan that is approved by NHTSA and collects seat belt use data annually based on their approved plan. Every five years, the sample of road segments must be redrawn based upon updated information and approved by NHTSA.

In 2023, the Bureau of Sociological Research (BOSR) at the University of Nebraska - Lincoln was contracted to collect seat belt use observations and provide statistical weighting for this year's data collection. The 2023 data collection was the fifth year BOSR conducted the data collection, and the third administration where BOSR processed, weighted, and reported the data as well.

Primary contacts at each organization are listed below.

Bill Kovarik, Highway Safety Administrator, Nebraska Department of Transportation (NDOT)

Dr. Kristen Olson, Director, BOSR, University of Nebraska - Lincoln

Kim Meiergerd, Senior Project Manager, BOSR, University of Nebraska - Lincoln

This report describes the data collection process for obtaining 2023 Nebraska seat belt use data as stipulated by the approved study design. It also includes tables with overall results showing seat belt use in Nebraska.

## Sample Design

The Nebraska Seat Belt sample uses a two-stage, probability proportionate to size (PPS) design beginning with county selection and then road segment selection within the sampled counties. A new sample of road segments for use was drawn in 2022 and will be used from 2022 through 2026 when collecting seat belt use observations.

The Fatality Analysis Reporting System (FARS) data averages from 2015 to 2019 were used for crash-related fatality rates for each of Nebraska's 93 counties. Forty-one counties made up 85% of the passenger vehicle crash-related fatalities according to the data. Five additional counties had the same percentage of crash-related fatalities (1.2%) as the final county included in the 85%. As a result, all six counties with 1.2% of crash-related fatalities were eligible for selection leading to 46 counties being eligible for selection.

The 2020 Average Vehicle Miles (AVM) traveled for each county (PSU) were provided by NDOT to serve as the measure of size (MOS) at the county level. The total AVM for the 46 counties eligible for selection is 17,847.05 million. Given the sample size calculations indicated, 12 counties reached the desired standard error, the zone size for county selection is as follows:

$$\text{Zone Size} = \frac{\text{Total MOS}}{n} = \frac{17,847.05}{12} = 1,487.25$$

The cumulative AVM amounts were calculated across the eligible counties. One county was selected within each cumulative AVM of 1,487.25. Douglas County (AVM=4,134.39) and Lancaster County (AVM=2,590.25) were selected with certainty given each has higher AVM than the selection zone and 2.78 and 1.74 probabilities of selection respectively. Because the sample design allows for replacement, each county was sampled more than once. Douglas County was selected three times and Lancaster County twice. The remaining seven counties sampled were only selected once given that each had an AVM of less than the zone size, and thus a probability of selection less than one. As a result, nine counties were sampled.

A list of Nebraska road segments (SSU) was obtained from the United States Department of Transportation using TIGER data. These data are classified using the MAF/TIGER Feature Class Code (MTFCC) into Primary roads, Secondary roads, and Local roads. The length for each road segment is also included serving as the measure of size for sampling. In line with the Uniform Criteria, rural local segments, cul-de-sac, military installation, and unnamed or private road segments were excluded. Douglas and Lancaster Counties were the only two urban counties sampled. As a result, only these two counties had local road segments sampled. Antelope, Madison, Platte, and Richardson Counties only had secondary road segments to sample after local road segments were excluded.

Road segments were stratified within county by road type. Road segments were then sampled with a proportionate stratified design. As a result, the number of road segments selected by road type for each county was proportionate to that road type's percentage of the overall size for that county. In 2022, a total of 72 road segments were sampled. Six road segments were selected for each PSU using the same process as the county selection with zone sizes. Because Douglas and Lancaster Counties were sampled more than once, each had 18 and 12 road segments sampled respectively. Two alternate sites were also selected for each county for each road type sampled.

## Preparation

BOSR prepared materials, recruited and trained personnel, and scheduled data collection for the 2023 administration. The same 72 sampled road segments used in 2022 were again used in 2023.

## Site Verification

The Nebraska Seat Belt Survey Plan uses a sample of 72 road segments or sites spread across nine counties. Douglas County (Omaha) has 18 sampled segments while Lancaster (Lincoln) has 12. The remaining seven counties each have six sampled road segments. One site was unable to be observed in 2023 due to a permanent road closure.

## Materials Preparation

BOSR prepared maps for data collectors and provided them with the necessary field equipment, including safety vests, signs, stopwatches, tally counters, vehicle lights, and tablets. Data collection forms were accessed electronically through an offline Qualtrics app. Data collection schedules were prepared for each site and administrative procedures were documented.

## Notification

Prior to BOSR carrying out their data collection, the Highway Safety Office Administrator notified city and county law enforcement agencies and the state patrol to ensure that appropriate officials in each site area would be aware of the project's purpose and dates and times of planned data collection. The administrator worked with the traffic engineering department to secure a letter for data collectors to present to law enforcement if questioned during the data collection period. NDOT worked with local divisions to ensure personnel were notified.

## Data Collection Staff Training

BOSR employed seven primary data collectors and one secondary data collector in 2023. Primary data collectors were responsible for between 24 and 29 sites each. The secondary data collector was assigned 12 sites. Quality Control functions were carried out by one BOSR staff member.

BOSR conducted a single-day project training which was held in-person on May 31, 2023 (see the agenda in Figure 1). The training session covered data collection protocols including: how to find the observation sites; choosing an observation location; how to properly collect data; defining seat belt “use,” “nonuse,” and “use unknown”; what to do if data cannot be collected at a site due to road construction, weather, or other circumstances; the appropriate management and submission of collected data; and roadside safety. Field exercises were also included as a part of the training.

Responsibilities of Quality Control (QC) monitors were also reviewed at the training. QC duties include conducting unannounced site visits to a minimum of two sites for each data collector (10% of the total sites) and reviewing the data collector’s field protocol. The QC Monitor met with the data collectors in the field to answer questions and to offer assistance as needed.

Data collectors were instructed as to the use of their provided materials. Data collectors were instructed to wear their bright, yellow safety vests during data collection, for instance, and to use their car’s flashing lights and a light to place on top of their vehicles as needed for safety. They were also instructed in the use of their tally counters. They were instructed to use personal phones and stop watches for timekeeping. Data collectors were provided with and instructed in the use of “Survey Crew Ahead” signs for high-speed areas and sites that did not have adequate sidewalk or pedestrian space.

## Observation Protocols and Procedures

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, were eligible for observation. Using the provided tablets and Qualtrics offline data collection app, data collectors completed two forms in the field, the observation site form and the observation count form. These forms are shown in Appendices A and B. The observation site form documented descriptive information about each site. Data collectors recorded information including observation date, site location and number, alternative site data, traffic directions and lanes available and observed, start and end times for observations, and weather conditions. They were also encouraged to include notes on best parking locations, best observation locations, and any other unique situations or issues that arose.

The observation count form was used to mark seat belt use, non-use, and unknown use for drivers and right front passengers. Using the observation count form, seat belt use observations were made of all passenger vehicle drivers and right front seat occupants in the selected lane(s). The only right front seat occupants excluded from the

### Figure 1. Seat Belt Data Collector Training Agenda

May 31, 2023

#### Seat Belt Survey Overview

- Study Design
- NHTSA Requirements
- Data Collection Requirements
- Definitions of Terms

#### Data Collection Procedures

- Assignments & Rescheduling
- Low/High Volume Roadways
- Locating Assigned Sites
- Site Assignment Sheets & Maps
- Data Collection & Observation Forms
- Recording Observations
- Recording Alternate Site Information
- Traffic Counts

#### Safety Training

- Signage and Visibility
- Roadway Safety

#### Quality Control and QC Monitoring

#### Field Practice

- Practice Observations
- Road Work Sign Setup

study were child passengers traveling in child seats with harness straps. If there was no passenger in the right front seat of an observed vehicle, that information was also noted on the observation count form. Data Collectors recorded belt use for the driver and right front seat passenger using the definitions shown in Figure 2 below. These definitions were provided in the federal regulations for this study.

**Figure 2. Seat Belt Use Categories**

Code	Label	Definition
Y	Yes, belted	The shoulder belt is in front of the person's shoulder.
N	No, unbelted	The shoulder belt is not in front of the person's shoulder.
U	Unknown	It cannot reasonably be determined whether the driver or right front passenger is belted.
NP	No passenger	There is no right front passenger present.

### Scheduling

In general, two data collectors were assigned six sites in one county per workday. Based on anticipated traffic volume, some sites were assigned four data collectors and some sites were assigned one data collector. Observations were to start at the assigned times, as much as possible, and to continue for exactly 45 minutes. The site order for each day were flipped compared to the 2022 observation schedule in order to observe the same sites at different times per day.

### Observations

The direction of travel was randomly assigned, though data collectors were allowed to observe the other direction as safety concerns or windshield glare dictated. Deviations from the randomly assigned direction were noted on the observation site form. Data collectors were allowed to observe as many lanes and directions of traffic as they were able to successfully observe. Lower volume roadways, such as county roads and streets, were observed from a field drive or other location where data collectors could safely move their vehicles from the roadway.

Whenever possible, observations for high-volume, limited access roadways were made from an overpass. Observing from an overpass allowed for comparatively easy viewing of seat belt use of both the driver and the passenger. Gravel road overpasses were preferred because of the low traffic volume, reducing safety hazards to the data collector. In some instances, observing from an overpass required moving the observation point from the specific road segment by a couple of miles. Due to the limited exit and entrance to these roadways, there were no significant changes to the observed vehicles between the assigned road segment and the observation point.

If a low volume overpass was not available, data collectors were allowed to observe traffic at an exit ramp or rest stop. In these cases, because the exit ramp/rest stop samples only a portion of the traffic passing on the main highway, an additional traffic volume count was required in order to adjust for reduced traffic. Only one rest stop/exit ramp was used in 2023. The data collectors completed a 45-minute observation period at an exit ramp. This traffic count information was recorded on the observation site form and was used to adjust the seat belt usage observation data.

In 2023, due to unanticipated issues with the Qualtrics offline data collection app, 18 sites needed to be revisited to gather usable observations. There were also 15 sites in 2023 deemed to have a much higher unbelted rate compared to observations at other sites and observations at the same sites in 2022. These sites were revisited to gather new observations and the original, problematic observations were removed from the 2023 dataset. Due to high nonresponse rates, two sites were revisited in 2023 to gather additional observations. Data collectors also revisited any sites with zero useable observations. In 2023, one site had zero useable observations. Useable observations were made on the second

attempt. As a result, the road segment was not removed for 2023.

### Alternate Sites

If unexpected construction or difficulty in locating a useable, safe place to observe required the data collector to deviate further than 2 miles (or more than one block within a city) from the selected road segment, the data collector was instructed to call the office for further guidance. If an alternate site was deemed necessary, data collectors noted the location as an alternate site on the observation site form. For the 2023 data collection, one alternate site was needed due to a permanent road closure.

### Rescheduling

If an assigned road segment was temporarily unavailable due to a traffic crash or inclement weather, data collection was to be rescheduled to a subsequent week on the same day and at the same time. In 2023, no sites were rescheduled due to inclement weather.

### Data Processing and Cleaning

Since the observation count forms were entered directly into a computerized instrument by the data collectors, they required no additional data entry or data processing steps. The data were exported from Qualtrics into a Statistical Package for the Social Sciences (SPSS) system file. The data were then stored on a secure server located within the Sociology Department at UNL. BOSR first removed any observations that were made in error. BOSR also removed sites with no useable observations. The next step in data cleaning was to review frequency distributions for each of the variables in the survey and check for out-of-range values on all survey items. BOSR then checked general site information (e.g., county name, site number, date, time, etc.) for accuracy. The final step was to evaluate whether each vehicle had a driver observation and either a passenger observation or the code No Passenger (NP) recorded. When a vehicle had a passenger observation recorded and no driver observation recorded, the driver observation was recoded to unknown. Sites deemed to have a much higher unbelted rate compared to observations at other sites and observations at the same sites in 2022 were removed and the sites were revisited to gather new observations.

The dataset was imported into SAS for further processing and analysis. For the belted rate, unknown and no passenger observations were excluded from the belted and unbelted values. The unknown/nonresponse rate was calculated based only on driver observations and confirmed passenger observations (excluding the no passenger observations). The belted rate is calculated as a proportion. No imputation was conducted. Weighted estimates and standard errors were calculated using the SAS proc surveyfreq command. This command allows for the two-stage design to be taken into account using appropriate stratum, cluster and weight variables.

### Data Weights

A probability of selection weight was calculated for each sampled road segment. First, the probability of selection was calculated for each county. The inverse of the probability then served as the county weight. The same steps were taken for each road segment. The two weights were multiplied to account for both stages of selection.

One adjustment was made to the initial sampling weight. First, weights for Site 506 were inflated to 8336.35 to account for observations taking place on an exit ramp (with a traffic count of 100 vehicles observed in 4 minutes and 36 seconds). All other weights are original sampling weights. All analyses account for the complex survey design, including the design effect due to weighting, clustering and stratification. The design effect for the overall belted rate is 40.66.

## Limitations

Observations were conducted during daytime hours (i.e., sunrise to sunset) within a two-week period during the month of June with follow-up observations during August and September and may exclude those that did not drive or ride in a vehicle during this time. Vehicles weighing 10,000 pounds or more and passengers that are not in the right front seat are excluded from this study. Vehicles that belong to out-of-state residents are included in this study. Seat belt usage observations may vary across individual data collectors and can be affected by weather conditions, vehicle type, and observation location. Sites in the same county were assigned to be visited on the same day to help reduce data collector travel costs; as such, county estimates reflect only one day of the week. Similarly, estimates for some days of the week reflect observations collected from sites from one county.

## Questions

Any questions regarding this report or the data collected can be directed to the Bureau of Sociological Research at the University of Nebraska-Lincoln by calling (402) 472-3672 or by sending an e-mail to [bosr@unl.edu](mailto:bosr@unl.edu).



## Results

Data collection for 2023 occurred from Monday, June 5 through Friday, September 22, 2023. The 2023 seat belt use data collection resulted in the observation of **11,856 passenger vehicles**, with a right front seat passenger in 2,963 of those vehicles, for a total of **14,819 potential observations** of belt use. Of these **14,819** potential observations, there were 8,977 drivers and 2,283 right front passengers who were observed to be wearing seat belts (11,260 total seat belt users). Seat belts were not worn by 2,256 drivers and 517 right front passengers (2,773 total unbelted). Data collectors were unable to observe the seat belt use of 623 drivers and 163 passengers (786 total unknown use).

The **unknown use, or “nonresponse rate,” is .053 or 5.3%**. This is well within the range allowed by federal regulations, which require the nonresponse rate to be below 10%.

Federal regulations require a minimum of 7,500 observations, and the 2023 total of **11,856** passenger vehicles with **14,819** observed occupants exceeds the minimum requirement.

Quality control checks were completed with each of the data collectors to ensure compliance with project protocols. All data collectors were observed at two or more sites. In total, quality control checks were conducted at 13.9% of the sites (10 out of 72), exceeding the federal regulation that a minimum of 5% of sites be subjected to such checks.

The 2023 data were weighted based on the two-stage, stratified sample design of the 2022-2026 sample. Standard errors were calculated using the SAS proc surveyfreq command in order to take the sample design into account. These analyses were conducted by Dr. Kristen Olson, the Director of BOSR at the University of Nebraska – Lincoln.

Based upon the weighted data, **Nebraska’s overall seat belt use rate for 2023 is 77.3%**, with an **estimated standard error of .023 or 2.3%**. This meets NHTSA’s requirement that the standard error should be less than .025.

## Tables and Appendices

Table 1 shows statewide weighted Nebraska Safety Belt Use, excluding unknown cases, for 2023.

Table 2 lists the 72 observation sites with selected characteristics and the number of belted drivers and right front passengers for each site. These data are unweighted.

Tables 3 and 4 show the seat belt use of drivers and passengers by county. Table 3 contains the number or count of each category of belt use by drivers, passengers, and total for each sampled county. Table 4 contains two types of unweighted percentages of belt use for drivers, passengers, and combined total for each county. The “% of Total Belted” is the percent of the total number of persons (both drivers and passengers) who were belted. The “% of Known Belted” removes the persons with unknown belt use from the base number, so it becomes the percent of persons with known seat belt status who were belted. Note that these percentages are unweighted, and the statewide seat belt use percentage is slightly different than the weighted seat belt use percentage required by federal regulations for reporting.

Tables 5 and 6 show the seat belt use of drivers and passengers by road type. Table 5 contains the number in each category and Table 6 contains unweighted percentages. Federal regulations required the new survey plan to classify road types as primary (including interstates), secondary, and local.

Table 7 contains seat belt use of drivers and passengers by day of the week. The percentages included in the table are unweighted.

Table 8 contains seat belt use of drivers and passengers by time of day for the start of data collection. The percentages included in the table are unweighted.

Table 9 contains sample weights for each observation site as well as seat belt use for drivers and passengers (number or count). This information is used for Part B reporting purposes.

Appendix A. Observation Site Form

Appendix B. Observation Count Form

Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

**Table 1. 2023 Nebraska Safety Belt Use, weighted and excluding “unknown” cases**

Sample Division	N	2023 Belted Estimate (S.E. in Parentheses)	95% CI Lower	95% CI Upper
Total Sample	14033	77.3% (2.3%)	72.8%	81.8%
Drivers	11233	77.1% (2.1%)	72.8%	81.3%
Passengers	2800	78.5% (3.1%)	72.4%	84.6%

**Table 2. 2023 Seat Belt Usage**

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
101	Antelope	523rd Ave	Secondary	Sunday	4:35 PM	60	35	29	19
102	Antelope	US Hwy 275	Secondary	Sunday	3:35 PM	140	78	62	34
103	Antelope	US Hwy 275	Secondary	Sunday	2:40 PM	100	59	38	23
104	Antelope	Miles St	Secondary	Sunday	1:40 PM	120	54	42	19
105	Antelope	State Hwy 14	Secondary	Sunday	11:35 AM	60	38	34	25
106	Antelope	US Hwy 20	Secondary	Sunday	10:30 AM	80	54	38	25
201	Cheyenne	I-80	Primary	Thursday	2:05 PM	240	192	112	98
202	Cheyenne	I-80	Primary	Thursday	12:55 PM	200	169	95	72
203	Cheyenne	US Hwy 30	Secondary	Thursday	11:05 AM	60	38	17	11
204	Cheyenne	US Hwy 30	Secondary	Thursday	10:07 AM	80	43	20	13
205	Cheyenne	NE Hwy 19	Secondary	Thursday	9:10 AM	20	14	7	6
206	Cheyenne	I-80	Primary	Thursday	7:55 AM	160	122	71	61
301	Dakota	I-129	Primary	Tuesday	4:20 PM	620	506	171	144
302	Dakota	US Hwy 73	Secondary	Tuesday	3:10 PM	219	130	46	31
303	Dakota	State Hwy 35	Secondary	Tuesday	2:15 PM	40	22	10	5
304	Dakota	State Hwy 35	Secondary	Tuesday	1:20 PM	60	43	24	16
305	Dakota	US Hwy 20	Secondary	Tuesday	11:44 AM	100	79	28	21
306	Dakota	State Hwy 35	Secondary	Tuesday	10:45 AM	80	47	18	11
401	Dodge	Lincoln Hwy	Secondary	Wednesday	3:05 PM	77	50	8	4
402	Dodge	US Hwy 275	Secondary	Wednesday	1:45 PM	142	90	17	7
403	Dodge	E Howard St	Secondary	Wednesday	12:18 PM	59	33	16	7
404	Dodge	N Broad St	Secondary	Wednesday	11:15 AM	179	133	31	25
405	Dodge	E 23rd St	Secondary	Wednesday	10:13 AM	25	19	3	3
406	Dodge	Lincoln Hwy	Primary	Wednesday	8:45 AM	233	161	30	16
501	Douglas	I-80	Primary	Tuesday	4:25 PM	1559	1352	339	297
502	Douglas	I-680	Primary	Tuesday	3:10 PM	1316	1072	239	210

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
503	Douglas	State Hwy 36	Secondary	Tuesday	1:55 PM	99	73	29	25
504	Douglas	L St	Secondary	Tuesday	12:30 PM	400	319	67	51
505	Douglas	L St	Secondary	Tuesday	11:25 AM	479	368	117	90
506	Douglas	I-480 (exit ramp)	Primary	Tuesday	10:05 AM	220	185	66	58
507	Douglas	Blondo Pkwy	Local	Thursday	4:30 PM	120	100	18	11
508	Douglas	Spencer St	Local	Thursday	3:15 PM	20	14	3	1
509	Douglas	S 93rd St	Local	Thursday	2:10 PM	15	8	0	0
510	Douglas	S 99th Ave	Local	Thursday	12:25 PM	21	15	1	0
511	Douglas	S 38th Ave	Local	Thursday	11:20 AM	16	8	3	1
512	Douglas	S 37th St	Local	Thursday	10:30 AM	220	172	34	21
513	Douglas	Harrison St	Local	Wednesday	3:35 PM	10	4	3	1
514	Douglas	Brentwood Rd	Local	Wednesday	2:00 PM	21	8	5	0
515	Douglas	N 70th Ave	Local	Wednesday	12:55 PM	15	7	5	1
516	Douglas	N 60th St	Local	Wednesday	11:25 AM	180	130	36	26
517	Douglas	Jones St	Local	Wednesday	10:05 AM	5	2	0	0
518	Douglas	S 68th Plz	Local	Wednesday	9:05 AM	8	6	0	0
601	Lancaster	I-80	Primary	Monday	2:03 PM	640	501	136	106
602	Lancaster	N 15th St	Local	Monday	12:15 PM	31	14	8	0
603	Lancaster	Cornhusker Hwy	Secondary	Monday	10:48 AM	180	137	32	27
604	Lancaster	I-80	Primary	Monday	9:45 AM	1016	816	343	295
605	Lancaster	NW 12th St	Local	Monday	8:35 AM	2	0	0	0
606	Lancaster	State Hwy 79	Secondary	Monday	7:15 AM	140	123	16	11
607	Lancaster	Newton St	Local	Monday	1:40 PM	8	4	0	0
608	Lancaster	Old Cheney Rd	Local	Monday	12:30 PM	160	129	29	24
609	Lancaster	Sutherland St	Local	Monday	10:35 AM	14	7	2	2
610	Lancaster	W Fresh Water Ln	Local	Monday	9:20 AM	1	1	1	1
611	Lancaster	Manatt St	Local	Monday	8:05 AM	9	5	0	0
612	Lancaster	Air Park Rd	Secondary	Monday	6:55 AM	39	35	2	1
701	Madison	553rd Ave	Secondary	Friday	5:15 PM	205	132	60	40
702	Madison	553rd Ave	Secondary	Friday	4:12 PM	181	113	45	25
703	Madison	US Hwy 81	Secondary	Friday	3:23 PM	188	110	43	26
704	Madison	State Hwy 32	Secondary	Friday	2:25 PM	37	24	9	4

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
705	Madison	US Hwy 275	Secondary	Friday	12:28 PM	233	140	55	34
706	Madison	US Hwy 275	Secondary	Friday	11:19 AM	116	75	7	0
801	Platte	13th St	Secondary	Saturday	1:45 PM	60	39	18	15
802	Platte	S 9th St	Secondary	Saturday	12:35 PM	120	95	56	49
803	Platte	US Hwy 30	Secondary	Saturday	10:55 AM	120	92	52	48
804	Platte	US Hwy 30	Secondary	Saturday	10:00 AM	140	103	36	30
805	Platte	State Hwy 22	Secondary	Saturday	8:55 AM	120	81	38	28
806	Platte	US Hwy 81	Secondary	Saturday	7:49 AM	80	60	14	12
901	Richardson	630 Ave	Secondary	Friday	3:35 PM	4	0	0	0
902	Richardson	712 Rd	Secondary	Friday	2:15 PM	25	21	6	4
903	Richardson	State Hwy 8	Secondary	Friday	1:15 PM	24	15	4	3
904	Richardson	706 Rd	Secondary	Friday	11:30 AM	26	15	5	1
905	Richardson	US Hwy 75	Secondary	Friday	10:23 AM	34	28	10	7
906	Richardson	State Hwy 8	Secondary	Friday	9:30 AM	25	10	4	1
<b>Total</b>						<b>11856</b>	<b>8977</b>	<b>2963</b>	<b>2283</b>

**Table 3. 2023 Driver and Passenger Seat Belt Use by County (n)**

County	Drivers				Right Front Passengers				Total			
	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown
Antelope	560	318	228	14	243	145	92	6	803	463	320	20
Cheyenne	760	578	156	26	322	261	52	9	1082	839	208	35
Dakota	1119	827	274	18	297	228	67	2	1416	1055	341	20
Dodge	715	486	108	121	105	62	12	31	820	548	120	152
Douglas	4724	3843	725	156	965	793	139	33	5689	4636	864	189
Lancaster	2240	1772	386	82	569	467	79	23	2809	2239	465	105
Madison	960	594	184	182	219	129	44	46	1179	723	228	228
Platte	640	470	168	2	214	182	30	2	854	652	198	4
Richardson	138	89	27	22	29	16	2	11	167	105	29	33
<b>Total</b>	<b>11856</b>	<b>8977</b>	<b>2256</b>	<b>623</b>	<b>2963</b>	<b>2283</b>	<b>517</b>	<b>163</b>	<b>14819</b>	<b>11260</b>	<b>2773</b>	<b>786</b>

**Table 4. 2023 Driver and Passenger Seat Belt Use by County (unweighted percentages)**

	Drivers		Right Front Passengers		Total	
County	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted
Antelope	56.8%	58.2%	59.7%	61.2%	57.7%	59.1%
Cheyenne	76.1%	78.7%	81.1%	83.4%	77.5%	80.1%
Dakota	73.9%	75.1%	76.8%	77.3%	74.5%	75.6%
Dodge	68.0%	81.8%	59.0%	83.8%	66.8%	82.0%
Douglas	81.4%	84.1%	82.2%	85.1%	81.5%	84.3%
Lancaster	79.1%	82.1%	82.1%	85.5%	79.7%	82.8%
Madison	61.9%	76.3%	58.9%	74.6%	61.3%	76.0%
Platte	73.4%	73.7%	85.0%	85.8%	76.3%	76.7%
Richardson	64.5%	76.7%	55.2%	88.9%	62.9%	78.4%
<b>Total</b>	<b>75.7%</b>	<b>79.9%</b>	<b>77.1%</b>	<b>81.5%</b>	<b>76.0%</b>	<b>80.2%</b>

**Table 5. 2023 Seat Belt Use by Road Type (n)**

	Drivers				Right Front Passengers				Total			
Road Type	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown
Local	915	669	156	90	150	90	33	27	1065	759	189	117
Primary	6204	5076	933	195	1602	1357	207	38	7806	6433	1140	233
Secondary	4737	3232	1167	338	1211	836	277	98	5948	4068	1444	436
<b>Total</b>	<b>11856</b>	<b>8977</b>	<b>2256</b>	<b>623</b>	<b>2963</b>	<b>2283</b>	<b>517</b>	<b>163</b>	<b>14819</b>	<b>11260</b>	<b>2773</b>	<b>786</b>

**Table 6. 2023 Seat Belt Use by Road Type (unweighted percentages)**

	Drivers		Right Front Passengers		Total	
Road Type	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted
Local	73.1%	81.1%	60.0%	73.2%	71.3%	80.1%
Primary	81.8%	84.5%	84.7%	86.8%	82.4%	84.9%
Secondary	68.2%	73.5%	69.0%	75.1%	68.4%	73.8%
<b>Total</b>	<b>75.7%</b>	<b>79.9%</b>	<b>77.1%</b>	<b>81.5%</b>	<b>76.0%</b>	<b>80.2%</b>

**Table 7. 2023 Driver and Passenger Seat Belt Use by Day of Week (n & unweighted %)**

	<b>Drivers Belted</b>	<b>Total Drivers</b>	<b>Passengers Belted</b>	<b>Total Passengers</b>	<b>% Drivers Belted</b>	<b>% Passengers Belted</b>
Sunday	318	560	145	243	56.8%	59.7%
Monday	1771	2239	466	568	79.1%	82.0%
Tuesday	4197	5193	960	1155	80.8%	83.1%
Wednesday	643	954	90	154	67.4%	58.4%
Thursday	895	1172	295	381	76.4%	77.4%
Friday	683	1098	145	248	62.2%	58.5%
Saturday	470	640	182	214	73.4%	85.0%
<b>Total</b>	<b>8977</b>	<b>11856</b>	<b>2283</b>	<b>2963</b>	<b>75.7%</b>	<b>77.1%</b>

**Table 8. 2023 Driver and Passenger Seat Belt Use by Time of Day (n & unweighted %)**

	<b>Drivers Belted</b>	<b>Total Drivers</b>	<b>Passengers Belted</b>	<b>Total Passengers</b>	<b>% Drivers Belted</b>	<b>% Passengers Belted</b>
6AM to 659AM	35	39	1	2	89.7%	50.0%
7AM to 759AM	305	380	84	101	80.3%	83.2%
8AM to 859AM	247	364	44	68	67.9%	64.7%
9AM to 959AM	847	1070	303	355	79.2%	85.4%
10AM to 1059AM	889	1198	245	311	74.2%	78.8%
11AM to 1159AM	884	1216	200	278	72.7%	71.9%
12PM to 1259PM	921	1239	238	332	74.3%	71.7%
1PM to 159PM	318	513	85	134	62.0%	63.4%
2PM to 259PM	835	1118	240	316	74.7%	75.9%
3PM to 359PM	1458	1974	307	404	73.9%	76.0%
4PM to 459PM	2106	2540	496	602	82.9%	82.4%
5PM to 559PM	132	205	40	60	64.4%	66.7%
<b>Total</b>	<b>8977</b>	<b>11856</b>	<b>2283</b>	<b>2963</b>	<b>75.7%</b>	<b>77.1%</b>

**Table 9. 2023 Sample Weights and Seat Belt Use by Observation Site: Part B Reporting Data (n)**

Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
101	Secondary	Original	6/11/2023	990.17	60	29	54	35	0
102	Secondary	Original	6/11/2023	760.38	140	62	112	85	5
103	Secondary	Original	6/11/2023	364.12	100	38	82	50	6
104	Secondary	Original	6/11/2023	3166.54	120	42	73	84	5
105	Secondary	Original	6/11/2023	265.67	60	34	63	30	1
106	Secondary	Original	6/11/2023	491.45	80	38	79	36	3
201	Primary	Original	6/15/2023	750.99	240	112	290	46	16
202	Primary	Original	6/15/2023	63.57	200	95	241	45	9
203	Secondary	Original	6/15/2023	4401.87	60	17	49	27	1
204	Secondary	Original	6/15/2023	877.35	80	20	56	41	3
205	Secondary	Original	6/15/2023	8456.29	20	7	20	6	1
206	Primary	Original	6/15/2023	183.29	160	71	183	43	5
301	Primary	Original	6/13/2023	203.21	620	171	650	131	10
302	Secondary	Original	6/13/2023	255.8	219	46	161	97	7
303	Secondary	Original	6/13/2023	469.1	40	10	27	23	0
304	Secondary	Original	6/13/2023	397.92	60	24	59	24	1
305	Secondary	Original	6/13/2023	520.27	100	28	100	26	2
306	Secondary	Original	6/13/2023	191.8	80	18	58	40	0
401	Secondary	Original	9/13/2023	218.33	77	8	54	14	17
402	Secondary	Original	9/13/2023	367.15	142	17	97	11	51
403	Secondary	Original	8/16/2023 and 9/13/2023	1104.37	59	16	40	11	24
404	Secondary	Original	9/13/2023	2222.71	179	31	158	35	17
405	Secondary	Original	9/13/2023	843.94	25	3	22	5	1
406	Primary	Original	9/13/2023	147.85	233	30	177	44	42
501	Primary	Original	6/13/2023	102.28	1559	339	1649	203	46
502	Primary	Original	6/13/2023	61.51	1316	239	1282	216	57
503	Secondary	Original	6/13/2023	55.91	99	29	98	29	1
504	Secondary	Original	6/13/2023	4619.92	400	67	370	93	4
505	Secondary	Original	6/13/2023	101.95	479	117	458	131	7
506	Primary (exit ramp)*	Original	6/13/2023	8336.35	220	66	243	42	1
507	Local	Original	6/8/2023	852.02	120	18	111	24	3
508	Local	Original	8/17/2023	1006.37	20	3	15	5	3
509	Local	Original	8/17/2023	671.92	15	0	8	0	7
510	Local	Original	8/17/2023	900.28	21	1	15	0	7
511	Local	Original	8/17/2023	423.51	16	3	9	4	6
512	Local	Original	6/8/2023	1877.96	220	34	193	54	7
513	Local	Original	8/23/2023	615.91	10	3	5	0	8
514	Local	Original	8/23/2023	1459.9	21	5	8	3	15



Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
515	Local	Original	8/23/2023	1356.25	15	5	8	3	9
516	Local	Original	6/7/2023	3209.44	180	36	156	56	4
517	Local	Original	8/23/2023	2076.2	5	0	2	1	2
518	Local	Original	8/23/2023	411.47	8	0	6	0	2
601	Primary	Original	6/5/2023	541.95	640	136	607	139	30
602	Local	Original	8/21/2023	4224.41	31	8	14	4	21
603	Secondary	Original	6/5/2023	163.45	180	32	164	43	5
604	Primary	Original	6/5/2023	21.97	1016	343	1111	231	17
605	Local	Original	8/21/2023 and 9/11/2023	548.7	2	0	0	0	2
606	Secondary	Original	6/5/2023	75.32	140	16	134	13	9
607	Local	Original	8/28/2023	2906.51	8	0	4	2	2
608	Local	Original	6/12/2023	402.72	160	29	153	27	9
609	Local	Original	8/28/2023	6627.79	14	2	9	1	6
610	Local	Original	8/28/2023	1000.45	1	1	2	0	0
611	Local	Alternate	8/28/2023	3196.53	9	0	5	1	3
612	Secondary	Original	6/12/2023	3100.82	39	2	36	4	1
701	Secondary	Original	9/15/2023	208.46	205	60	172	37	56
702	Secondary	Original	9/15/2023	211.7	181	45	138	44	44
703	Secondary	Original	9/15/2023	311.72	188	43	136	41	54
704	Secondary	Original	9/15/2023	1089.15	37	9	28	6	12
705	Secondary	Original	9/15/2023	649.56	233	55	174	74	40
706	Secondary	Original	9/15/2023	298.17	116	7	75	26	22
801	Secondary	Original	6/10/2023	1603.39	60	18	54	23	1
802	Secondary	Original	6/10/2023	469.05	120	56	144	32	0
803	Secondary	Original	6/10/2023	344.1	120	52	140	32	0
804	Secondary	Original	6/10/2023	588.69	140	36	133	42	1
805	Secondary	Original	6/10/2023	4615.82	120	38	109	47	2
806	Secondary	Original	6/10/2023	199.11	80	14	72	22	0
901	Secondary	Original	8/11/2023	2466.18	4	0	0	4	0
902	Secondary	Original	9/22/2023	580.55	25	6	25	2	4
903	Secondary	Original	9/22/2023	1489.93	24	4	18	9	1
904	Secondary	Original	9/22/2023	1299.34	26	5	16	9	6
905	Secondary	Original	9/22/2023	331.77	34	10	35	4	5
906	Secondary	Original	8/11/2023 and 9/22/2023	717.69	25	4	11	1	17
<b>Total</b>					<b>11856</b>	<b>2963</b>	<b>11260</b>	<b>2773</b>	<b>786</b>
<b>Standard Error of Statewide Belt Use Rate</b>									<b>0.023</b>
<b>Nonresponse Rate for the Survey Variable Seat Belt Use</b>									<b>5.30%</b>

\*Weights for Site 506 inflated to 8336.35 to account for traffic count (100 vehicles observed in 4 minute and 36 seconds).

## Appendix A. Observation Site Form 2023

Data Collector Name

Date



County

Road Name

County Site #



Observation Start Time

Observation Stop Time



Traffic Flow Direction(s) Observed

North	<input type="checkbox"/>
South	<input type="checkbox"/>
East	<input type="checkbox"/>
West	<input type="checkbox"/>

Total Number of Lanes in Direction(s) Observed

Total Number of Lanes Observed in Direction(s) Observed



Weather Condition(s)

Clear	<input type="checkbox"/>
Cloudy/PC	<input type="checkbox"/>
Light Fog	<input type="checkbox"/>
Light Rain	<input type="checkbox"/>

Is this an alternate site (not including a recommended observation point)?

Yes	<input type="radio"/>
No	<input type="radio"/>



If "Yes" is selected for "Is this an alternate site?".

Why was an alternate site needed?



Is a traffic count required (exit ramp or rest stop)?

 Yes No

If "Yes" is selected for "Is a traffic count required?".

Number of Cars

Duration



Additional Notes/Comments



Appendix B. Observation Count Form 2023

Data Collector Name

County

County Site Number





The following block of questions for Vehicle 1 through Vehicle 80 repeats five times.

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 4	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 6	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 7	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 9	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 10	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 11	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 12	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 13	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 14	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 15	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 16	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 17	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 18	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 19	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 20	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 21	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 22	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 23	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 24	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 25	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 26	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 27	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 28	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 29	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 30	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 31	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 32	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 33	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 34	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 35	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 36	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 37	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 38	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 39	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 40	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 41	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 42	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 43	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 44	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 45	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 46	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 47	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 48	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 49	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 50	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 51	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 52	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 53	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 54	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 55	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 56	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 57	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 58	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 59	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 60	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 61	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 62	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 63	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 64	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 65	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 66	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 67	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 68	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 69	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 70	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 71	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 72	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 73	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 74	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 75	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 76	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 77	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 78	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 79	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 80	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



## Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

1. Describe the data collection strategies employed (e.g. surveys, focus groups, content analyses).

### **Observation Protocols and Procedures**

2. Name the sponsor of the research and the party(ies) who conducted it. If the original source of funding is different than the sponsor, this source will also be disclosed.

### **Introduction**

3. The exact wording and presentation of any measurement tool from which results are reported as well as any preceding contextual information that might reasonably be expected to influence responses to the reported results and instructions to respondents or interviewers should be included.

### **Appendix A & B**

4. A definition of the population under study, including location, age, other social or demographic characteristics (e.g., persons who access the internet), time (e.g., immigrants entering the US between 2015 and 2019).

### **Observation Protocols and Procedures**

5. Dates of data collection.

### **Results**

6. Explicitly state whether the sample comes from a frame selected using a probability-based methodology (meaning selecting potential participants with a known non-zero probability from a known frame) or if the sample was selected using non-probability methods (potential participants from opt-in, volunteer, or other sources).

### **Sample Design**

7. Probability-based sample specification should include a description of the sampling frame(s), list(s), or method(s). If a frame, list, or panel is used, the description should include the name of the supplier of the sample or list and nature of the list (e.g., registered voters in the state of Texas in 2018, pre-recruited panel or pool). If a frame, list, or panel is used, the description should include the coverage of the population, including describing any segment of the target population that is not covered by the design.

### **Sample Design**

8. Provide a clear indication of the method(s) by which participants were contacted, selected, recruited, intercepted, or otherwise contacted or encountered, along with any eligibility requirements and/or oversampling. Describe any use of quotas.

### **Observation Protocols and Procedures**

9. Provide details of any strategies used to help gain cooperation (e.g., advance contact, letters and scripts, compensation or incentives, refusal conversion contacts) whether for participation in a survey, group, panel, or for participation in a particular research project. Describe any compensation/incentives provided to research subjects and the method of delivery (debit card, gift card, cash).

### **Not applicable**

10. A description of all mode(s) used to contact participants or collect data or information (e.g., CATI, CAPI, ACASI, IVR, mail survey, web survey) and the language(s) offered or included.

### **Observation Protocols and Procedures**

11. Sample sizes (by sampling frame if more than one was used) and (if applicable) a discussion of the precision of the results. Provide sample sizes for each mode of data collection (for surveys include sample sizes for each frame, list, or panel used). For probability samples, report estimates of sampling error (often described as “the margin of error”), and discuss whether or not the reported sampling error or statistical analyses have been adjusted for the design effect due to weighting, clustering, or other factors. Reports of non-probability sample

surveys will only provide measures of precision if they are defined and accompanied by a detailed description of how the underlying model was specified, its assumptions validated, and the measure(s) calculated.

#### **Sample Design and Results**

12. A description of how the weights were calculated, including the variables used and the sources of weighting parameters, if weighted estimates are reported.

#### **Data Weights**

13. Describe validity checks, where applicable, including but not limited to whether the researcher added attention checks, logic checks, or excluded respondents who straight-lined or completed the survey under a certain time constraint, any screening of content for evidence that it originated from bots or fabricated profiles, re-contacts to confirm that the interview occurred or to verify respondent's identity or both, and measures to prevent respondents from completing the survey more than once. Any data imputation or other data exclusions or replacement will also be discussed.

#### **Data Collection Staff Training and Data Processing and Cleaning**

14. Contact for obtaining more information about the study.

#### **Questions**

15. A general statement acknowledging the limitations of the design and data collection.

#### **Limitations**

## Part A - State Seat Belt Use Survey Reporting Form

State: \_\_\_\_\_

Calendar Year of Survey: \_\_\_\_\_

Statewide Seat Belt Use Rate: \_\_\_\_\_%

I hereby certify that:

- \_\_\_\_\_ has been designated by the Governor as the State's Highway Safety Representative (GR), and if applicable the GR has delegated the authority to sign certification in writing to \_\_\_\_\_, the Coordinator of the State Highway Safety Office.
- The reported Statewide seat belt use rate is based on a survey design approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.
- The survey design has remained unchanged since the survey was approved by NHTSA.
- \_\_\_\_\_, a qualified survey statistician, has reviewed the seat belt use rate reported above and information reported in Part B and has determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

*William J. Kovarik*  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed name of signing official