Nighttime Occupant Restraint Observation Surveys in Texas

Lifesavers Conference
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Restrained Fatally Injured Drivers -2016
Restrained Fatally Injured Front Passengers -2016
Restrained Fatally Injured Front Seat Occupants - 2016
Nighttime Seatbelt Observational Survey
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Survey Locations
Daytime vs. Nighttime Restraint Usage

- Driver Restraint: 90.3% (Daytime), 85.1% (Nighttime)
- Passenger Restraint: 89.3% (Daytime), 85.6% (Nighttime)
- Total Restraint: 90.1% (Daytime), 85.2% (Nighttime)
Restraint Use by Driver Age

![Bar chart showing restraint use by driver age and time of day.]

- **15-19**: Daytime 92.6%, Nighttime 85.5%
- **20-60**: Daytime 89.9%, Nighttime 85.0%
- **Over 60**: Daytime 93.9%, Nighttime 89.4%
Difference in Restraint Use by Driver Age
Daytime/Nighttime Sample Age

Daytime Drivers
- 9.4%
- 2.6%
- 87.9%

Nighttime Drivers
- 5.0%
- 2.4%
- 92.7%
Restraint Use by Passenger Age
Difference in Restraint Use by Passenger Age
Daytime/Nighttime Sample Age

**Daytime Passengers**
- 69.1% 0-4
- 12.5% 5-14
- 10.4% 15-19
- 7.8% 20-60
- 0.2% Over 60

**Nighttime Passengers**
- 86.9% 0-4
- 1.8% 5-14
- 1.8% 15-19
- 1.8% 20-60
- 9.4% Over 60
Restraint Use by Gender

- Male Driver: 89.5% Daytime, 84.0% Nighttime
- Female Driver: 91.3% Daytime, 87.6% Nighttime
- Male Passenger: 87.2% Daytime, 84.1% Nighttime
- Female Passenger: 90.9% Daytime, 86.8% Nighttime
Difference in Restraint Use by Gender
Daytime/Nighttime Sample Gender

Daytime Drivers

- Male: 45.1%
- Female: 54.9%

Nighttime Drivers

- Male: 70.2%
- Female: 29.8%
Daytime/Nighttime Sample Gender

Daytime Passengers
- Male: 57.0%
- Female: 43.0%

Nighttime Passengers
- Male: 45.0%
- Female: 55.0%
Restraint Use by Vehicle Type

- Car Driver: 91.1% (Daytime), 85.9% (Nighttime)
- Pickup Driver: 88.0% (Daytime), 81.3% (Nighttime)
- Car Passenger: 89.5% (Daytime), 86.2% (Nighttime)
- Pickup Passenger: 88.5% (Daytime), 82.9% (Nighttime)
Difference in Restraint Use by Vehicle Type
Daytime/Nighttime Sample Vehicles

Daytime Drivers
- Car: 24.6%
- Pickup: 75.4%

Nighttime Drivers
- Car: 81.7%
- Pickup: 18.3%
Daytime/Nighttime Sample Vehicles

Daytime Passengers
- Car: 76.5%
- Pickup: 23.5%

Nighttime Passengers
- Car: 83.3%
- Pickup: 16.7%
Nighttime Restraint Use by Hour - Drivers
Nighttime Restraint Use by Hour – Front Passengers
Nighttime Restraint Use by Hour

![Bar chart showing Restraint Use by Hour]

- % of Observed Drivers Restrained
- % of Fatally Injured Drivers Restrained

Daytime: 90.3%
10pm-11pm: 69.4%
11pm-12am: 51.4%
12am-1am: 48.5%
1am-2am: 37.8%
2am-3am: 40.3%
3am-4am: 33.3%
4am-5am: 37.0%
Nighttime Restraint Use by Hour

![Graph showing Restained Passengers by Hour]
Nighttime Restraint Use by Hour

Restrained Front Seat Occupants

- Daytime: 90.1%
- 10pm-11pm: 85.7%
- 11pm-12am: 86.8%
- 12am-1am: 85.5%
- 1am-2am: 84.1%
- 2am-3am: 82.9%
- 3am-4am: 82.3%
- 4am-5am: 85.7%

% of Observed Front Seat Occupants Restrained vs. % of Fatally Injured Front Seat Occupants Restrained
Observed Restraint Use by City
Restraint Use by Hour

Abilene

Beaumont
Observations

• Increasing nighttime safety belt use can have greater impact on fatalities.

• Like daytime enforcement, nighttime collateral benefits to be gained.

• Using observational survey data provides useful direction and evaluation.
Conclusions

**Groups of interest**
Pickup drivers, teens, males

**Times of interest**
2am – 4am

**Cities of interest**
Thank you!

Questions?

Katie N. Womack
Senior Research Scientist
Behavioral Research Team
kwomack@tamu.edu
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