

# Nighttime Safety Belt Use

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# The Problem

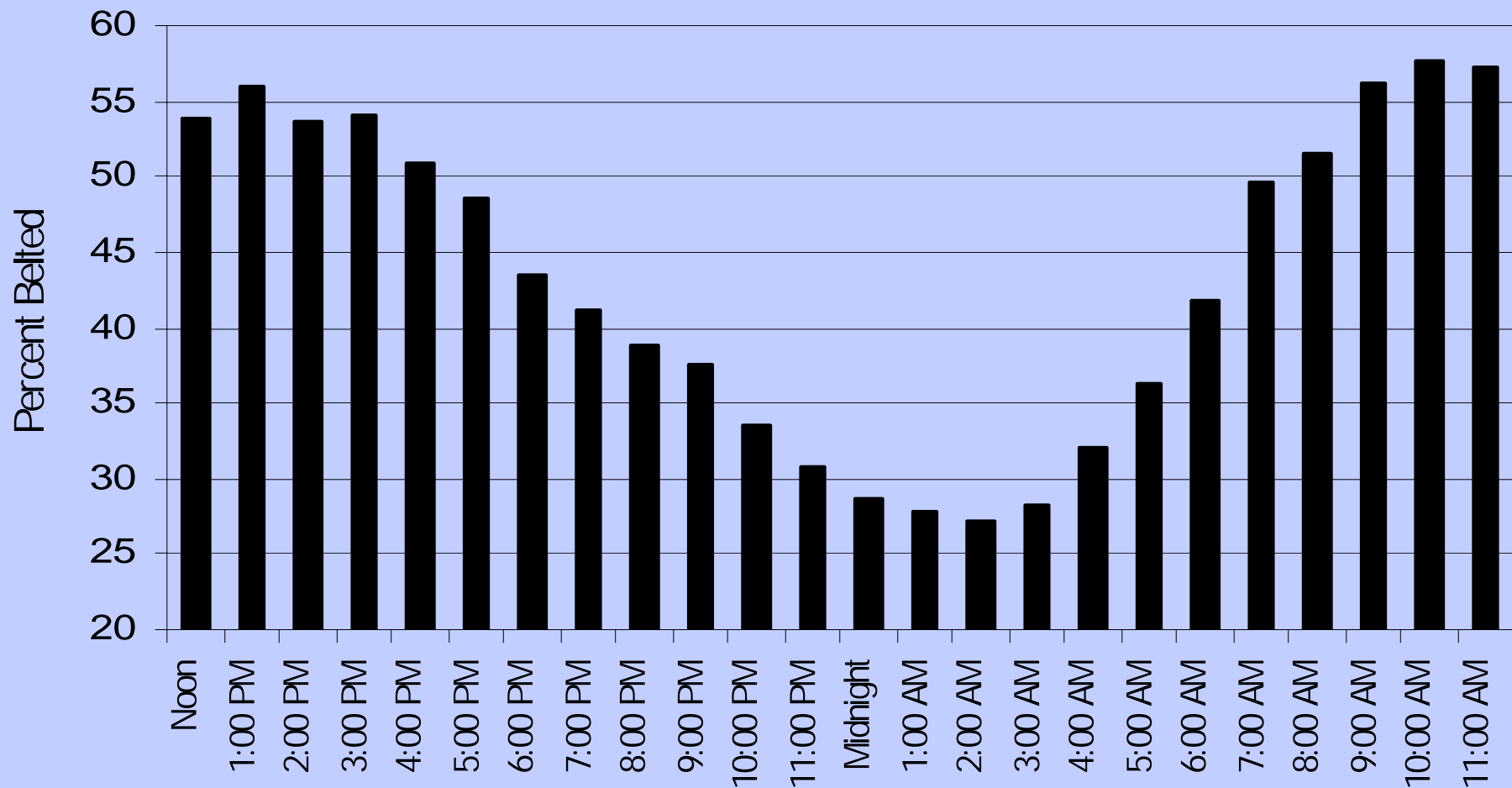
- In 2002, 26% of traffic related fatalities\* occurred between the hours of 10pm and 3:39am
- This window of time represents 25% of the day
- BUT less than 10% of daily traffic occurs during this time

# The Problem

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**% Belted among fatally injured front seat occupants of passenger vehicles**



Source: FARS 2002, 2003

TRB 2005

January 09, 2005

# Problem

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

# Evaluation/Enforcement Difficulties

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- Nighttime belt observations

View of typical night belt

A large black rectangular area, likely representing a video recording or a photograph of a night belt view, which is mostly obscured by the black box.

# Evaluation/Enforcement Difficulties

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



# New Nightvision

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**R&T**

**GEN 3**





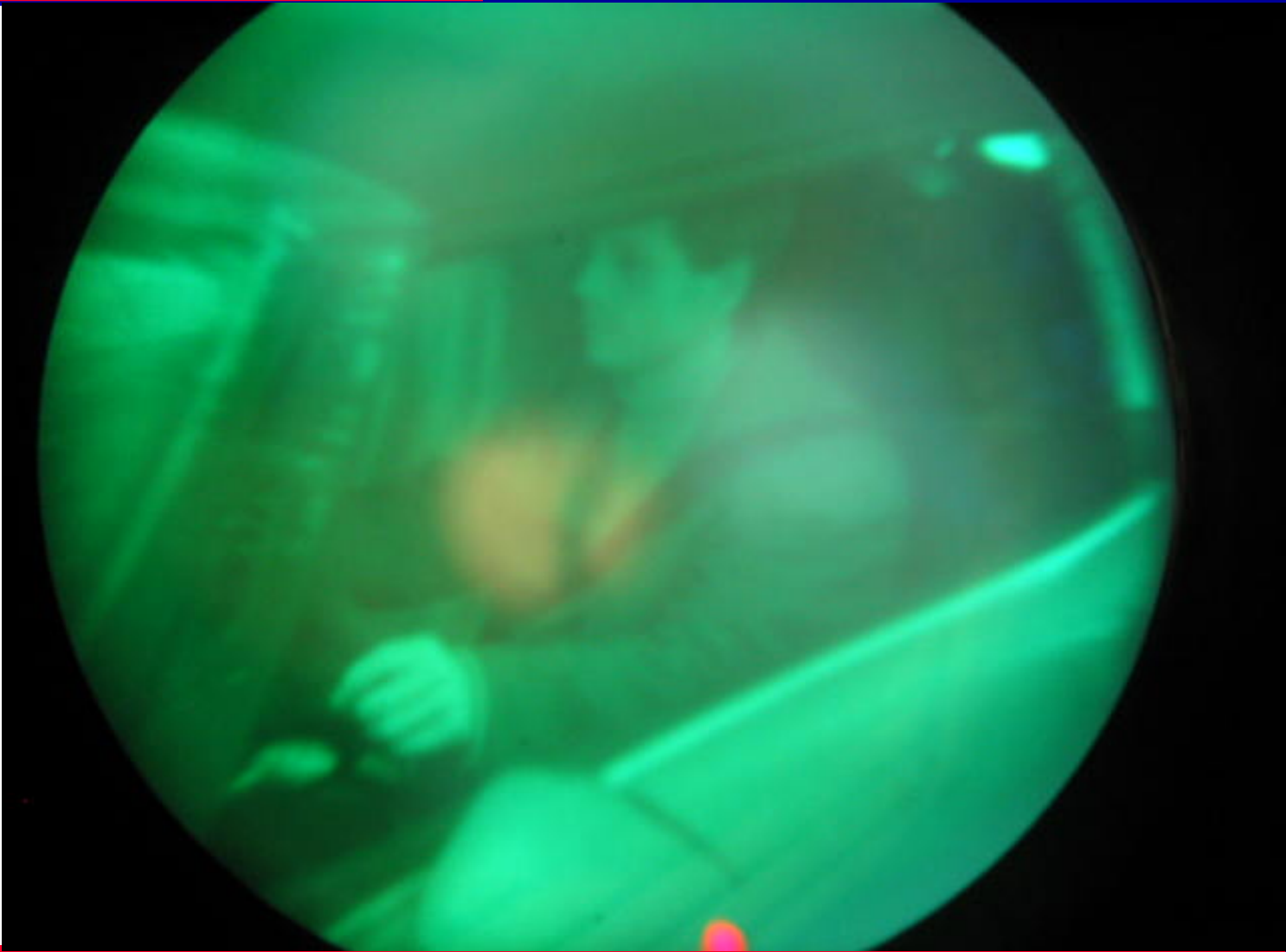




# The View

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# Statewide Night Belt

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

# Night Observations

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# Night Observations

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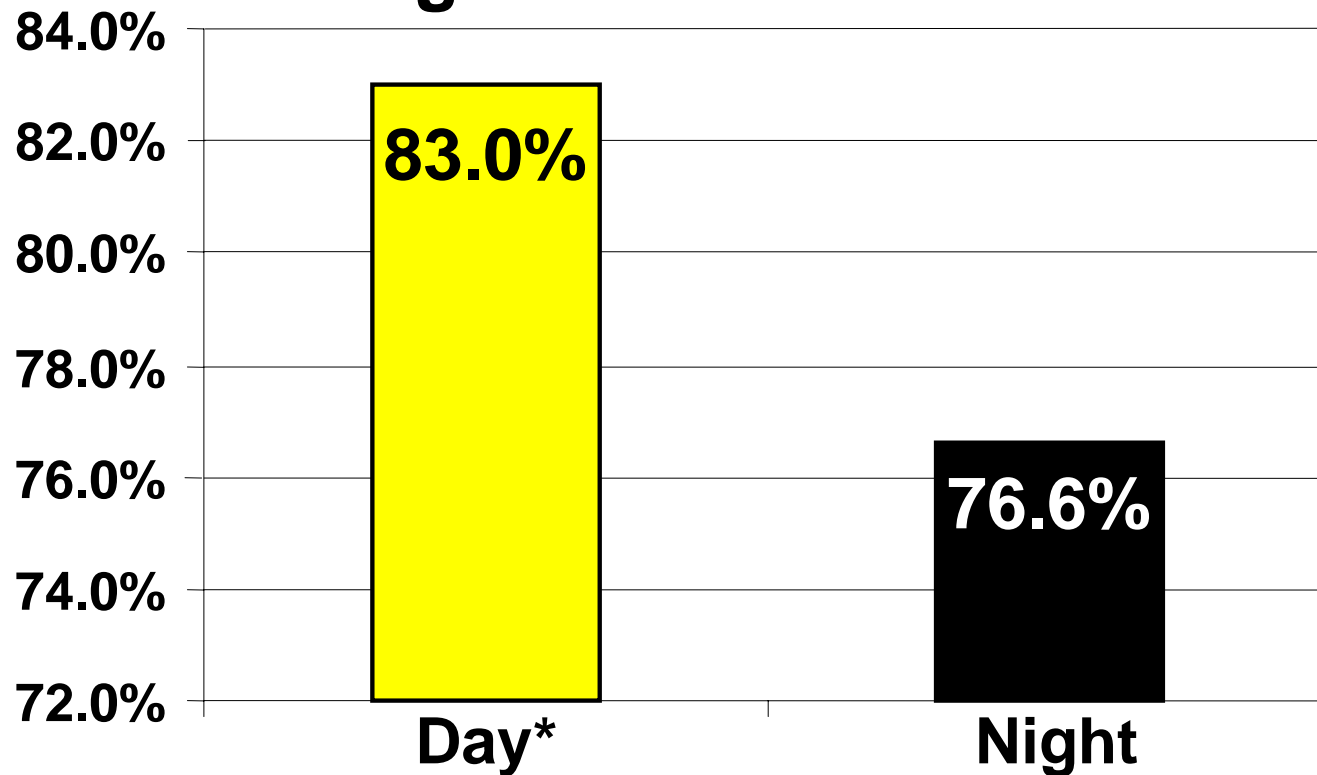


# CT Statewide Nighttime Belt Use

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## Weighted Statewide Belt Use

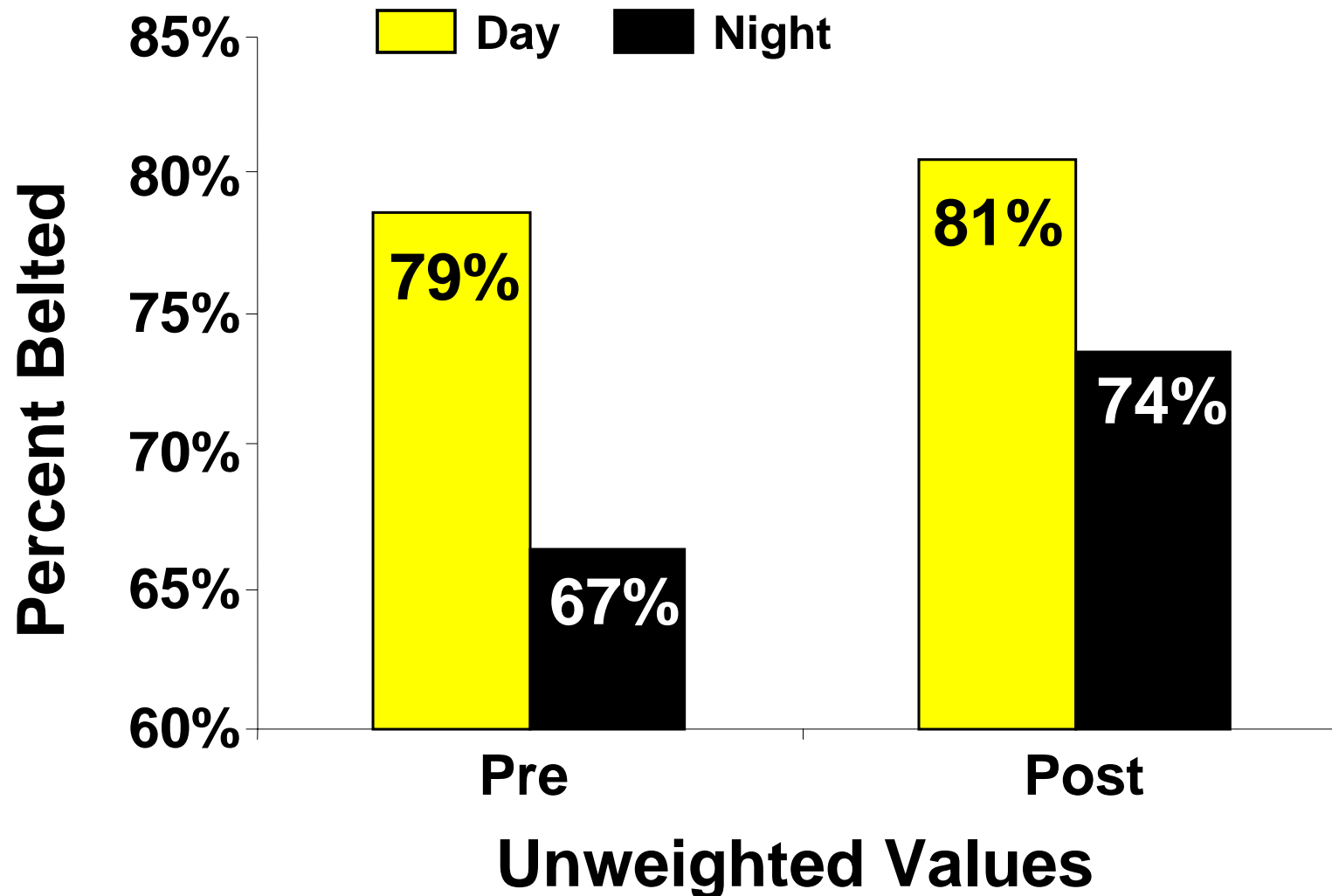


\* The Statewide survey submitted to NHTSA for CT was weighted using older traffic counts and therefore differs from the percentage reported here by a small amount.

# CT Statewide Nighttime Belt Use

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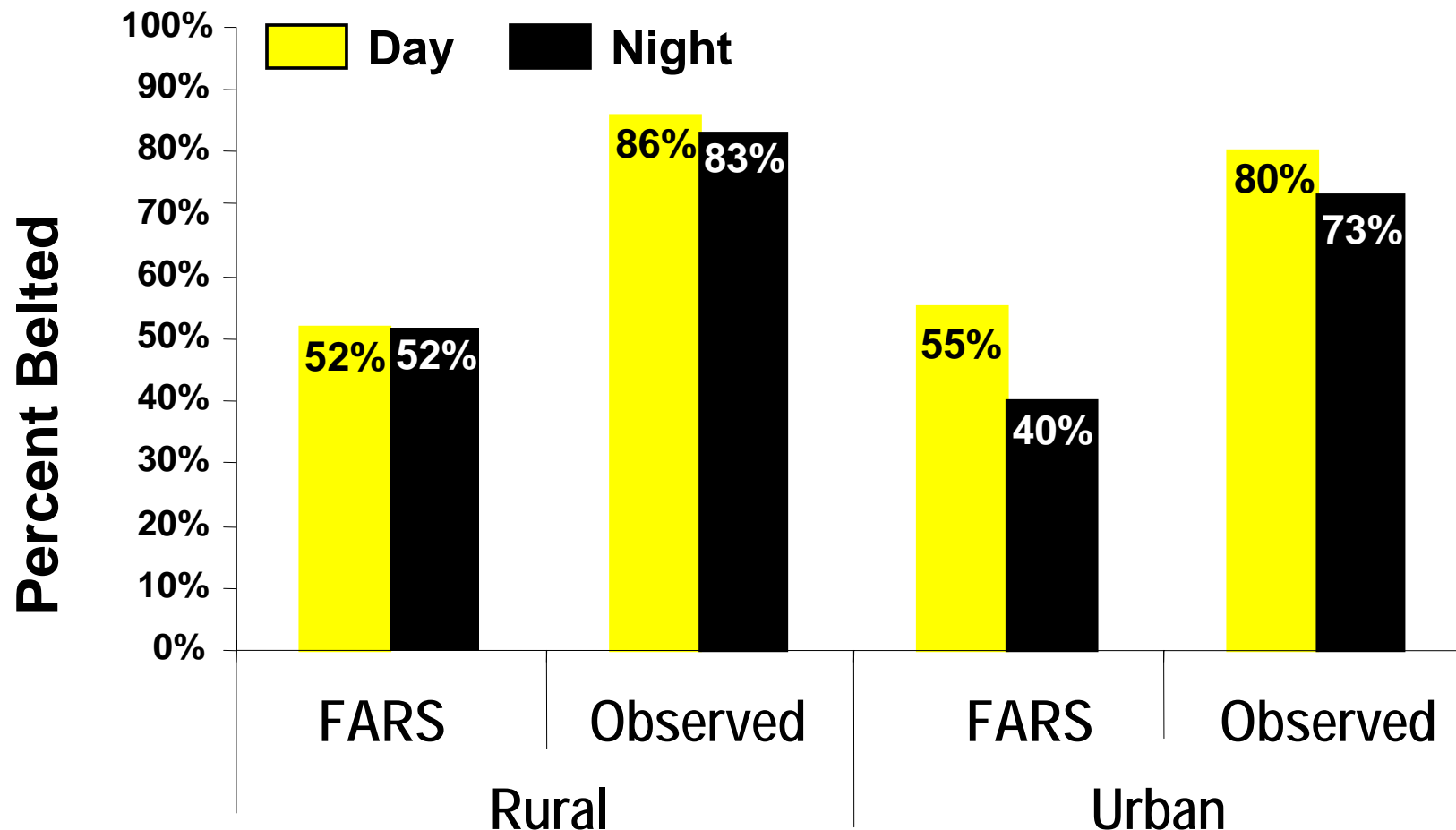
**R&T**





# CT Statewide Nighttime Belt Use

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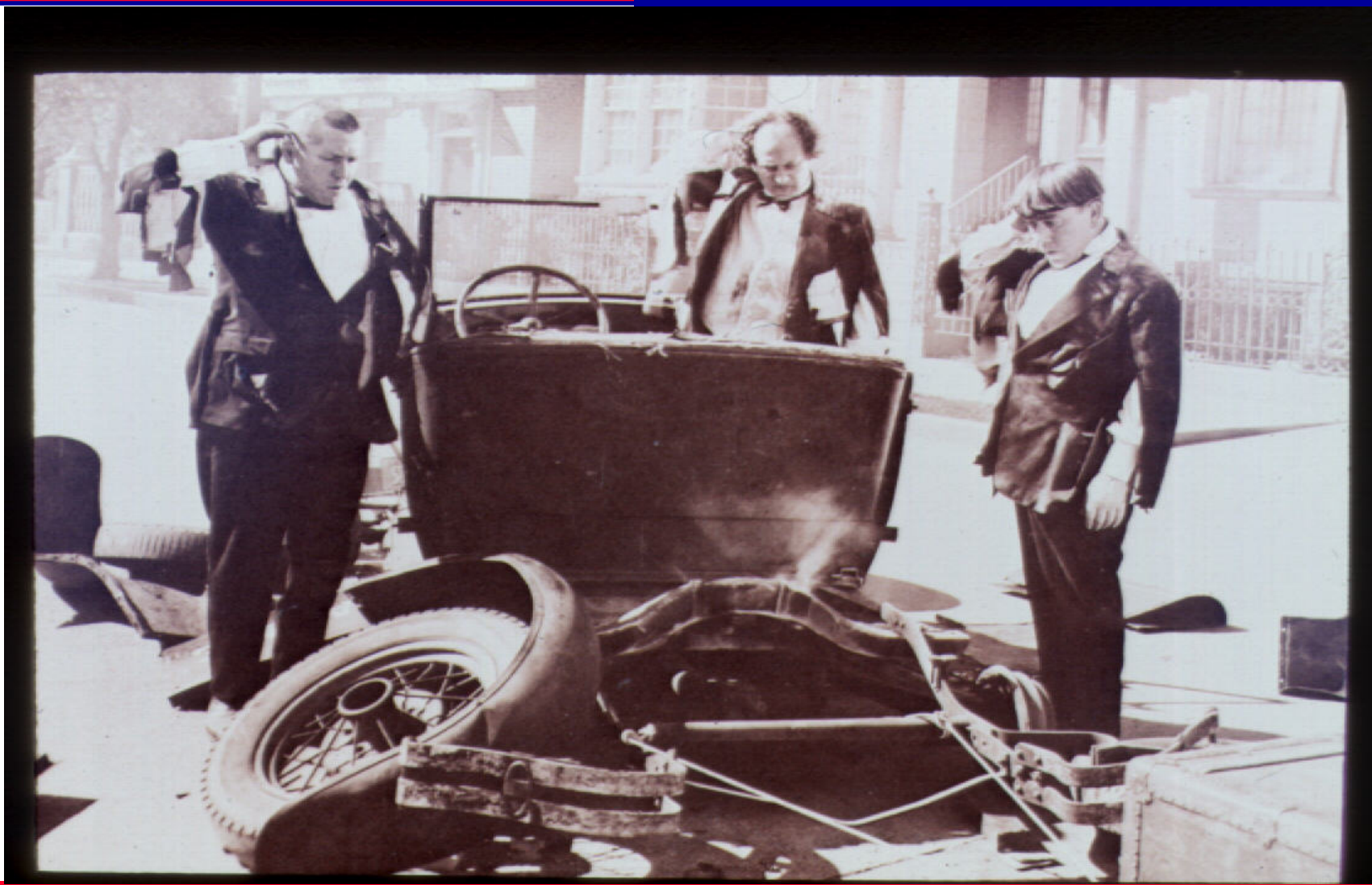
# Limitations

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

# Questions?

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