

Introduction and Background:

Road safety research has established that the effectiveness of seat belts in preventing death and serious injury to occupants of light-duty motor vehicle collisions ranges from 39% to 60%, depending on vehicle type and size and occupant seating position.(1-4) This means that for every 100 unbelted occupants who died in a given year, up to 60 may have lived if they had simply worn their seat belt.

In June of 1999 a seat belt survey representative of rural Alberta communities with populations of less than 25,000 was completed. The survey found that 69.2% of drivers and right front seat passengers used a seat belt.

After the initial survey, the Alberta Occupant Restraint Program, RCMP and their partners implemented strategies of awareness and education combined with targeted enforcement efforts, such as selective traffic enforcement programs (STEP), which focused on seat belts. A subsequent study was conducted in June of 2001 using identical methods. The prevalence of seat belt use for drivers and right front seat passengers had risen to 76.1%. Here we report the findings from the 2004 survey.

Methods:

Towns in Alberta with a population less than 25000, but greater than 1000 were selected for inclusion in the study. The listing of towns and the population information was obtained from Alberta Municipal Affairs(5) or directly from the town office.

Selected stop sign controlled intersections for each town were identified based on traffic flow, volume and volunteer safety. For each intersection, direction of traffic, day of the week, and 2-hour time period between 7AM and 5PM (for each direction on different days of the week) were randomly chosen. Trained observers visited each site and recorded, for front seat occupants, the vehicle type, driver gender, driver seat belt use, passenger gender, passenger seat belt use, and driver stop sign compliance. A minimum of 50 vehicles were observed at each location and in each direction. The locations used were the same for all 3 surveys apart from Brooks where only half the sites were used in 2004 because the sites did not meet the 50 vehicles per hour criterion or the intersection design characteristics had changed.

Twenty-one towns that otherwise met the inclusion criteria were excluded because they had no RCMP detachment, none of the intersections in them would meet the criterion of 50 vehicles observed per hour, or because the requisite number of observations had been made at other locations within each RHA.

In order to avoid missing values, when data coding sheets were left blank for total traffic count, the total vehicles observed was used. This occurred for 8 towns (n=1945 observations; 2.7%).

Analysis:

In order to accurately reflect the Alberta population represented by the sample taken at each location, a number of weights were applied to the data. After the weights were calculated they were multiplied together to produce a single final weight. Information on the weights used, the specific data required to calculate each weight, and how the weight influenced the analysis, is as follows:

1. Observation Period Weight:

- Total traffic count (TTC)
- Number of vehicles observed (NVO)
- Time duration of observation period (TD)

Calculated weight:

= $TTC/(NVO*TD)$ (larger for higher total traffic count-penalized for waiting longer to observe or observing a smaller proportion of all cars)

2. Site weight:

- Number of controlled intersections in community (CI)
- Number of sites selected in the community (SS)

Calculated weight:

= CI/SS (larger for more controlled intersections)

3. Town weight:

- Stratum population within RHA (only rural) (SP)
- Population of town (PT)

Calculated weight:

= PT/SP (larger for greater population or greater number of towns in RHA)

4. Stratum weight:

- Total population in the RHA (only rural) (TOTPOP)
- Total population of the stratum within the RHA (only rural) (SPRHA)

Calculated weight:

= $SPRHA/TOTPOP$ (larger for larger stratum population as proportion of RHA)

5. RHA weight:

- Number of vehicles registered in the province (only rural) (PV)
- Number of vehicles registered in the RHA (only rural) (RHAV)

Calculated weight:

= $RHAV/PV$ (larger for greater number of registered vehicles in the RHA)

For the estimates within an RHA we excluded the RHA weight as this weight was only applicable for appropriately weighting overall estimates to be applied to the entire Alberta population.

All data analyses were completed using the Stata statistical package.(6) We present the prevalence estimate based on logistic regression. We used a robust variance estimate approach to account for clustering of seat belt use within a town.(7, 8) This is necessary as the observations of seat belt use within a town would be more highly correlated than observations between towns and therefore, statistics assuming independence would produce standard errors that were too small (violation of the assumption of independence of observations). The approach used in Stata to estimate the standard errors are conservative in that they are robust for additional levels of clustering within a town (e.g., within a location).

The prevalence estimates are presented with 95% confidence intervals (CIs). The interpretation of a 95% CI is as follows: if the study were repeated 100 times, 95 of the CIs calculated would capture the true prevalence of seat belt use, assuming the absence of bias. The more narrow the interval, the greater the precision of the estimate of seat belt use.

Results:

There were a total of 72,160 light duty vehicles observed at 374 sites in rural Alberta from 7AM to 5PM, during the 5-day survey period of June 21 to June 25, 2004. In 18, 371 of the total 72,160 observed vehicles, a right front seat passenger was also observed.

When the seat belt wearing rates are combined for passengers and drivers, the overall prevalence is 87.11 (95% CI: 85.43-88.61). This represents an 11% increase from 2001 and an 18% increase since 1999.

Based on the overall results presented in table 1, a number of differences emerge:

1. The overall seat belt wearing rate was higher in drivers (87.9%) compared with passengers (83.9%).
2. The male driver wearing rate (83.8%) was lower than the female driver wearing rate (92.9%). This was also true for male passengers (75.7%) compared with female passengers (88.9%).
3. Minivans and passenger cars had the highest driver and passenger wearing rates compared with other vehicle types.
4. For both drivers and passengers, those who stopped at a controlled intersection were much more likely to be wearing a seat belt (88.9% and 85.2%, respectively) compared with those who failed to stop (82.6% and 78.9% respectively).

5. Seat belt use was slightly greater for drivers and passengers in the afternoon compared with the morning hours.
6. Thursday and Friday were the days when the highest prevalence of seat belt use was observed for both drivers and passengers.
7. The Eastern RCMP district had the highest recorded seat belt use rate for both drivers (90.0%) and passengers (87.7%).
8. The RHA specific analyses demonstrated that the lowest rates of seat belt use were found in RHA 9; 78.3% for drivers and 72.5% for passengers. The RHA-specific results generally follow the patterns seen in the overall analysis.

References:

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5. Alberta Municipal Affairs Website, 2003:
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6. StataCorp. Stata Statistical Software. College Station, TX: Stata Corporation, 2003.
7. Rogers WH. Regression standard errors in clustered samples. Stata Technical Bulletin 13: 19–23. 1993;13:19-23.
8. Williams RL. A note on robust variance estimation for cluster-correlated data. Biometrics 2000;56:645–646.

Table 1. 2004 seat belt wearing rates for drivers and passengers combined^a

RHA	Drivers and passengers combined^b %	Drivers and passengers combined^c % (95% CI)
RHA 1	82.4	84.6 (79.8-88.4)
RHA 2	83.2	85.0 (83.6-86.3)
RHA 3	85.4	86.3 (80.3-90.7)
RHA 4	85.9	87.3 (83.7-90.1)
RHA 5	84.4	84.4 (83.2-85.5)
RHA 6	88.1	89.6 (87.8-91.1)
RHA 7	85.3	87.7 (86.1-89.2)
RHA 8	79.8	86.6 (80.4-91.0)
RHA 9	71.2	76.9 (73.9-79.6)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bUnweighted analysis (i.e., crude proportion)

^cWeighted analysis with 95% CI adjusted for clustering by town

Table 1. 2004 seat belt wearing rates^a

Variables	Drivers^b	Drivers^c	Passengers^b	Passengers^c
	% n=72,160	% (95% CI) n=72,160	% n=18,371	% (95% CI) n=18,371
Overall	85.3	87.9 (86.3-89.3)	81.7	83.9 (81.8-85.9)
Gender				
Males	80.7	83.8 (81.6-85.8)	73.4	75.7 (72.0-79.1)
Females	91.4	92.9 (92.1-93.7)	86.9	88.9 (87.4-90.1)
Vehicle type				
Minivan	91.5	93.3 (92.2-94.2)	88.9	90.4 (88.4-92.2)
Passenger car		90.8 (89.7-91.9)	84.9	86.8 (85.0-88.5)
SUV	89.1			
Van	88.0	89.4 (87.3-91.2)	84.6	86.1 (83.4-88.4)
Pickup truck	83.6	85.8 (82.6-88.5)	80.8	80.5 (76.2-84.1)
Stop sign compliance				
Stopped	78.7	81.7 (79.4-83.9)	74.8	77.0 (73.2-80.4)
Failed to stop	87.4	88.9 (87.6-90.1)	83.8	85.2 (83.3-86.9)
Time of Day				
AM	77.6	82.6 (80.1-84.9)	74.4	78.9 (75.6-81.9)
PM	84.3	86.9 (85.4-88.2)	81.2	82.5 (79.5-85.2)
Day of Week				
Monday	86.1	88.6 (86.8-90.1)	82.0	84.7 (82.5-86.6)
Tuesday	85.2	87.6 (84.8-90.0)	80.7	81.5 (76.8-85.4)
Wednesday	84.8	87.5 (85.5-89.3)	80.2	82.6 (80.2-84.7)
Thursday	84.2	86.3 (84.1-88.3)	82.0	84.7 (80.6-88.0)
Friday	86.1	88.7 (85.8-91.0)	83.3	85.8 (81.7-89.1)
RCMP District				
East	86.0	88.7 (86.2-90.8)	82.3	85.1 (82.1-87.7)
West	87.9	90.0 (88.3-91.4)	86.7	87.7 (86.2-89.0)
South	85.8	85.5 (83.6-87.3)	82.0	80.8 (77.3-83.9)
Capital	85.7	87.6 (85.0-89.8)	81.8	83.0 (79.6-86)
Capital	80.3	87.9 (85.6-89.9)	76.1	84.5 (81.3-87.3)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bUnweighted analysis (i.e., crude proportion)

^cWeighted analysis with 95% CI adjusted for clustering by town

Table 2. 2004 seat belt wearing rates^a for RHA 1

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=6166	n=1670
Overall	85.7 (81.4-89.2)	80.1 (73.9-85.1)
Gender		
Males	81.5 (77.5-85.0)	70.5 (64.4-76.0)
Females	91.1 (85.5-94.7)	85.4 (77.1-91.0)
Vehicle type		
Minivan	90.1 (84.4-93.8)	82.2 (77.2-86.3)
Passenger car	89.0 (84.5-92.3)	83.8 (79.0-87.6)
SUV	87.6 (80.3-92.4)	83.3 (70.7-91.2)
Van	71.9 (68.2-75.4)	67.3 (39.6-86.6)
Pickup truck	81.1 (77.0-84.6)	75.0 (67.2-81.5)
Stop sign compliance		
Stopped	88.6 (84.3-91.9)	81.3 (74.8-86.4)
Failed to stop	80.0 (75.2-84.1)	77.8 (71.5-83.1)
Time of Day		
AM	84.6 (79.8-88.5)	79.9 (69.0-87.7)
PM	86.4 (82.3-89.7)	80.2 (75.4-84.2)
Day of Week		
Monday	86.3 (80.1-90.9)	82.0 (70.6-89.7)
Tuesday	83.9 (78.8-88.0)	76.8 (66.6-84.6)
Wednesday	85.7 (83.5-87.6)	81.9 (76.3-86.5)
Thursday	79.9 (76.1-83.3)	78.9 (70.3-85.6)
Friday	88.0 (80.9-92.8)	79.0 (72.6-84.2)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 3. 2004 seat belt wearing rates^a for RHA 2

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=4282	n=1113
Overall	86.5 (85.1-87.7)	79.7 (78.2-81.1)
Gender		
Males	82.5 (81.0-83.9)	72.0 (70.3-73.6)
Females	92.5 (91.3-93.6)	86.3 (84.9-87.5)
Vehicle type		
Minivan	94.1 (91.2-96.1)	93.2 (91.4-94.6)
Passenger car	89.9 (88.9-90.8)	85.0 (83.8-86.1)
SUV	91.8 (90.2-93.2)	81.0 (78.8-82.9)
Van	88.5 (88.0-89.0)	85.1 (83.6-86.5)
Pickup truck	80.3 (79.0-81.6)	69.4 (67.5-71.3)
Stop sign compliance		
Stopped	87.2 (84.3-89.7)	80.7 (76.2-84.5)
Failed to stop	77.7 (67.7-85.3)	67.1 (57.7-75.3)
Time of Day		
AM	84.8 (84.4-85.2)	81.6 (80.9-82.2)
PM	87.4 (85.4-89.2)	78.7 (76.8-80.5)
Day of Week		
Monday	88.0 (87.6-88.4)	80.7 (80.4-80.9)
Tuesday	84.5 (83.7-85.3)	78.7 (77.8-79.5)
Wednesday	79.7 (66.0-88.9)	81.3 (59.2-92.9)
Thursday	87.7 (87.1-88.2)	80.4 (80.1-80.8)
Friday	87.5 (86.7-88.3)	78.7 (77.3-80.1)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 4. 2004 seat belt wearing rates^a for RHA 3

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=12897	n=3269
Overall	87.3 (81.5-91.5)	82.5 (75.4-87.8)
Gender		
Males	83.3 (75.3-89.0)	74.8 (63.2-83.8)
Females	92.3 (88.8-94.7)	87.0 (83.2-90.1)
Vehicle type		
Minivan	91.9 (88.8-94.2)	90.5 (86.8-93.2)
Passenger car	90.6 (86.0-93.8)	84.4 (77.3-89.6)
SUV	88.7 (84.7-91.7)	85.3 (78.7-90.2)
Van	84.7 (74.4-91.3)	78.1 (72.1-83.1)
Pickup truck	79.0 (69.4-86.2)	73.7 (60.4-83.8)
Stop sign compliance		
Stopped	88.0 (84.5-90.9)	84.7 (80.1-88.4)
Failed to stop	82.5 (75.7-87.7)	75.9 (68.5-82.0)
Time of Day		
AM	86.4 (80.8-90.6)	78.8 (71.2-84.9)
PM	87.9 (81.8-92.2)	84.5 (77.8-89.4)
Day of Week		
Monday	87.1 (76.9-93.1)	80.4 (64.5-90.3)
Tuesday	89.1 (85.3-92.1)	82.0 (79.7-84.1)
Wednesday	85.1 (77.8-90.3)	80.4 (68.3-88.7)
Thursday	89.4 (85.3-92.5)	89.6 (84.7-93.1)
Friday	86.0 (81.8-89.3)	81.9 (73.8-87.9)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 5. 2004 seat belt wearing rates^a for RHA 4

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=13763	n=3466
Overall	88.0 (85.1-90.5)	84.2 (78.1-88.9)
Gender		
Males	83.9 (80.2-87.0)	77.8 (70.6-83.6)
Females	93.6 (91.4-95.3)	88.9 (82.9-93.0)
Vehicle type		
Minivan	93.9 (88.9-96.7)	86.1 (76.4-92.2)
Passenger car	91.6 (89.6-93.3)	87.4 (82.4-91.1)
SUV	90.2 (86.3-93.1)	93.8 (85.6-97.5)
Van	90.4 (85.0-94.0)	83.2 (70.0-91.3)
Pickup truck	82.1 (78.1-85.5)	78.2 (70.2-84.5)
Stop sign compliance		
Stopped	88.6 (84.7-91.7)	84.8 (75.2-91.1)
Failed to stop	83.3 (79.6-86.4)	80.5 (74.6-85.3)
Time of Day		
AM	87.8 (85.5-89.8)	84.9 (80.5-88.4)
PM	88.2 (83.9-91.5)	83.8 (76.0-89.5)
Day of Week		
Monday	88.7 (84.5-91.9)	81.6 (71.5-88.7)
Tuesday	86.2 (82.1-89.5)	81.9 (72.0-88.8)
Wednesday	85.8 (81.0-89.5)	86.8 (75.3-93.4)
Thursday	89.6 (83.0-93.9)	85.6 (78.7-90.5)
Friday	88.2 (86.3-89.7)	87.7 (83.9-90.7)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 6. 2004 seat belt wearing rates^a for RHA 5

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=5042	n=1298
Overall	85.2 (84.0-86.3)	81.2 (79.7-82.5)
Gender		
Males	79.8 (77.9-81.5)	67.2 (61.5-72.4)
Females	91.7 (90.9-92.5)	90.1 (88.7-91.4)
Vehicle type		
Minivan	93.5 (92.7-94.2)	87.0 (84.7-89.1)
Passenger car	89.9 (88.4-91.2)	86.8 (86.2-87.3)
SUV	82.2 (79.9-84.3)	82.6 (79.9-84.9)
Van	72.3 (66.1-77.8)	70.8 (65.1-76.0)
Pickup truck	77.6 (75.2-79.8)	70.3 (64.9-75.2)
Stop sign compliance		
Stopped	87.1 (86.3-87.9)	83.0 (81.3-84.6)
Failed to stop	78.6 (77.6-79.5)	76.7 (75.2-78.0)
Time of Day		
AM	85.2 (84.2-86.2)	80.0 (77.4-82.4)
PM	85.2 (82.3-87.6)	81.9 (81.0-82.7)
Day of Week		
Monday	81.8 (80.5-88.4)	78.6 (74.4-82.3)
Tuesday	85.7 (82.2-88.6)	71.2 (47.1-87.3)
Wednesday	87.8 (87.1-88.4)	87.4 (85.2-89.3)
Thursday	83.9 (83.3-84.5)	78.5 (77.5-79.5)
Friday	84.9 (80.5-88.4)	80.4 (71.8-86.9)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 7. 2004 seat belt wearing rates^a for RHA 6

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=12926	n=2913
Overall	90.0 (88.2-91.6)	87.7 (86.1-89.2)
Gender		
Males	86.6 (83.8-89.0)	79.9 (76.8-82.6)
Females	93.8 (92.5-95.0)	91.3 (89.7-92.7)
Vehicle type		
Minivan	95.1 (93.9-96.0)	93.5 (88.6-96.4)
Passenger car	91.3 (89.5-92.9)	89.5 (88.1-90.9)
SUV	91.4 (88.0-93.9)	87.0 (81.7-90.9)
Van	87.3 (83.8-90.1)	81.6 (71.4-88.8)
Pickup truck	85.6 (82.6-88.2)	82.8 (79.1-86.0)
Stop sign compliance		
Stopped	91.0 (88.1-93.2)	87.6 (85.7-89.3)
Failed to stop	86.6 (81.1-90.7)	88.0 (77.8-93.8)
Time of Day		
AM	88.6 (87.3-89.7)	87.6 (84.2-90.4)
PM	90.6 (88.1-92.6)	87.8 (84.8-90.2)
Day of Week		
Monday	88.6 (88.8-94.3)	82.9 (79.1-86.2)
Tuesday	88.3 (83.1-92.1)	87.7 (85.2-89.8)
Wednesday	86.9 (83.3-89.8)	87.7 (81.2-92.1)
Thursday	91.2 (86.9-94.2)	89.3 (81.2-94.2)
Friday	92.0 (88.8-94.3)	89.3 (87.9-90.5)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 8. 2004 seat belt wearing rates^a for RHA 7

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=9375	n=2473
Overall	88.4 (87.0-89.7)	85.2 (82.1-87.8)
Gender		
Males	84.2 (81.9-86.2)	79.5 (74.7-83.6)
Females	93.5 (92.5-94.4)	88.7 (86.6-90.5)
Vehicle type		
Minivan	92.2 (89.7-94.1)	90.0 (82.4-94.5)
Passenger car	90.8 (89.3-92.2)	87.0 (83.1-90.1)
SUV	91.8 (86.4-95.1)	84.2 (73.3-91.2)
Van	83.7 (79.2-87.3)	82.2 (70.8-89.7)
Pickup truck	84.3 (81.0-87.0)	82.9 (76.7-87.8)
Stop sign compliance		
Stopped	90.7 (89.3-92.0)	88.2 (85.8-90.3)
Failed to stop	83.8 (81.3-86.0)	76.3 (71.8-80.3)
Time of Day		
AM	86.9 (84.4-89.1)	83.4 (79.7-86.6)
PM	89.2 (87.7-90.4)	85.8 (82.6-88.6)
Day of Week		
Monday	86.8 (81.0-91.0)	83.0 (77.9-87.2)
Tuesday	87.9 (84.2-90.8)	83.1 (74.0-89.4)
Wednesday	89.0 (86.5-91.0)	88.7 (85.5-91.2)
Thursday	88.5 (85.3-91.1)	84.0 (79.1-88.0)
Friday	90.0 (86.6-92.7)	88.9 (83.9-92.4)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 9. 2004 seat belt wearing rates^a for RHA 8

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=5263	n=1372
Overall	87.5 (81.5-91.7)	82.8 (76.5-87.7)
Gender		
Males	83.7 (75.9-89.3)	78.6 (70.7-84.8)
Females	92.8 (89.4-95.1)	86.1 (80.1-90.5)
Vehicle type		
Minivan	96.0 (87.8-98.8)	94.5 (88.2-97.6)
Passenger car	91.3 (87.2-94.2)	84.9 (76.7-90.5)
SUV	90.0 (83.3-94.2)	84.4 (80.3-87.8)
Van	93.9 (69.3-99.1)	93.3 (75.4-98.4)
Pickup truck	82.0 (75.9-86.8)	76.8 (70.6-82.1)
Stop sign compliance		
Stopped	89.9 (85.7-93.0)	84.5 (80.9-87.6)
Failed to stop	75.4 (68.7-81.1)	75.4 (62.8-84.7)
Time of Day		
AM	86.3 (81.0-90.4)	82.6 (76.4-87.5)
PM	88.5 (81.6-93.1)	83.0 (76.2-88.1)
Day of Week		
Monday	87.0 (86.1-92.4)	81.1 (73.4-87.0)
Tuesday	77.0 (74.1-79.6)	77.7 (70.3-83.6)
Wednesday	79.6 (74.4-84.0)	75.4 (64.8-83.6)
Thursday	89.2 (79.7-94.6)	85.8 (80.3-90.0)
Friday	89.7 (86.1-92.4)	83.5 (79.5-86.9)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town

Table 10. 2004 seat belt wearing rates^a for RHA 9

Variables	Drivers^b	Passengers^b
	% (95% CI)	% (95% CI)
	n=2446	n=797
Overall	78.3 (75.4-80.9)	72.5 (68.9-75.9)
Gender		
Males	74.5 (71.0-77.7)	65.1 (59.5-70.3)
Females	84.4 (82.1-86.4)	79.2 (73.5-83.9)
Vehicle type		
Minivan	87.6 (85.9-89.0)	76.4 (73.0-79.5)
Passenger car	80.6 (78.7-82.4)	72.9 (69.0-76.5)
SUV	86.0 (83.1-88.5)	83.9 (80.1-87.1)
Van	74.1 (70.6-77.3)	87.4 (75.6-93.9)
Pickup truck	73.6 (68.6-78.0)	66.7 (61.4-71.7)
Stop sign compliance		
Stopped	81.8 (80.4-83.2)	77.0 (74.7-79.2)
Failed to stop	69.1 (64.2-73.6)	62.5 (54.8-69.6)
Time of Day		
AM	80.9 (75.6-85.3)	68.7 (55.6-79.4)
PM	77.2 (74.0-80.1)	73.8 (68.2-78.8)
Day of Week		
Monday	73.0 (71.8-83.5)	71.7 (62.0-79.7)
Tuesday	79.2 (68.8-86.8)	71.5 (53.1-84.8)
Wednesday	78.4 (76.2-80.5)	68.0 (65.6-70.3)
Thursday	80.4 (79.5-81.3)	77.1 (74.7-79.4)
Friday	78.2 (71.8-83.5)	73.1 (65.8-79.3)

^aExcludes all cases where observer did not record seat belt use or indicated unknown

^bWeighted analysis with 95% CI adjusted for clustering by town