

Nebraska Safety Belt Use **2015 Report**

A Report for the

Nebraska Office of Highway Safety

Prepared by:

Health Education Inc.
P. O. Box 30676
Lincoln, NE 68503-0676

August 31, 2015

Background

This report presents safety belt survey results for the State of Nebraska, gathered according to a protocol Approved by the National Highway Traffic Safety Administration (NHTSA) in accordance with the new Uniform Criteria for State Observational Surveys of Safety Belt Use.

Nebraska is composed of 93 counties; 55 which account for 85% of the passenger vehicle crash related fatalities according to Fatality Analysis Reporting System (FARS) averages for the period 2005 to 2009. These 55 counties were designated eligible counties for sampling. Ten counties were selected with probability proportional to size (PPS) from the 55 eligible counties

The Sample and Observation Process

A sample of 6 road segments was selected randomly with probability proportional to size (PPS) from all eligible segments in the sampled counties. Eligible road segments included primary roads (S1100), secondary roads (S1200) and local neighborhood roads, rural roads and city streets (S1400). This process resulted in the selection of 60 road segments. Additional sites were selected for use as alternatives. Direction of travel was determined randomly for each site.

Based on past experience with the Nebraska's annual safety belt surveys it was expected that a sample size of at least 45 observed vehicles per observation site or at least 2,700 vehicle observations would provide results with a standard error of less than 2.5%.

All observations were completed by a single enumerator who conducted most of the previous safety belt surveys in Nebraska. Observations were completed between 8 AM and 6 PM, staggered to ensure representative number of weekday/weekend, rush-hour/non-rush hour sites. Observations occurred in as many lanes of traffic as comfortable. Drivers and right front seat passengers, including children in booster seats were observed and recorded.

Results

Results are presented in Table 1. 11,218 observations were recorded: 8,509 of drivers, 2,740 of passengers.

Table 1. 2015 Safety Belt Use Survey Summary

Sample Division	N	2015 Belted Estimate (S.E in Parentheses)	95% CI Lower	95% CI Upper
Total Sample	11,218	0.796 (0.018)	0.758	0.835
Drivers	8,509	0.788 (0.028)	0.742	0.833
Passengers	2,740	0.826 (0.010)	0.805	0.848

For easy comparison, the weighted 2015 results are presented next to the 2014 results in Table 2.

Table 2. Safety Belt Use 2015 and 2014

Sample Division	2015 Belted Estimate (S.E in Parentheses)	2014 Belted Estimate (S.E in Parentheses)
Total Sample	0.796 (0.018)	0.790 (0.014)
Drivers	0.788 (0.028)	0.788 (0.014)
Passengers	0.826 (0.010)	0.797 (0.014)

For further comparison, Table 3 presents the weighted county data for 2015 and 2014.

Table 3. Weighted Belt Use By County—Percent Belted

County	N (2015)	2015 Belted Estimate	2014 Belted Estimate
Buffalo	1166	0.854	0.823
Custer	424	0.777	0.755
Dodge	1187	0.714	0.727
Douglas	2227	0.834	0.829
Hamilton	1125	0.829	0.858
Lancaster	1048	0.772	0.801
Lincoln	1571	0.755	0.644
Platte	700	0.860	0.807
Sarpy	959	0.830	0.807
Washington	742	0.848	0.825

Motorcycle Helmet Use

As in past years, motorcycle safety helmet use was recorded on all motorcycles that passed, in either direction, the observer of safety belt use. Two hundred and fifty four motorcyclists were observed: 100% were wearing helmets, 233 of these helmets were judged legal (91.7%). Helmet use by county is reported in Table 4.

Table 4. Motorcycle Helmet Use by County

County	Helmet Judged Legal	Helmet Judged Not Legal	No Helmet	Total Observations	% Helmets Judged Legal
Douglas	44	6	0	50	88.0%
Platte	22	1	0	24	91.7%
Hamilton	39	1	0	40	97.5%
Buffalo	20	3	0	23	87.0%
Custer	17	2	0	19	89.5%
Lincoln	32	1	0	33	96.7%
Washington	22	2	0	24	91.7%
Dodge	1	0	0	1	100.0%
Sarpy	12	1	0	13	92.3%
Lancaster	24	3	0	27	88.9%
Total	233	21	0	254	91.7%

Part B

Data Collected at Observation Sites

Site ID	Site Type	Weight	Total Drivers	Total Passengers	Status Unknown	Total Front Passengers	Total Belted	Total Unbelted
3427	Original	161.1638	226	86	3	312	257	55
3645	Original	26.95663	194	64	2	258	237	21
3778	Alternative	339.022	34	8	0	42	33	9
4095	Original	158.5832	90	40	0	130	103	27
4143	Original	240.081	196	106	2	302	286	16
4363	Original	1318.223	92	29	0	121	101	20
18124	Alternative	871.0844	44	19	0	63	37	26
18282	Original	892.3971	44	26	2	70	54	16
18465	Alternative	1747.895	31	16	0	47	41	6
18664	Original	416.3378	108	38	1	146	115	31
18872	Original	1989.638	22	7	0	29	23	6
19037	Original	357.4154	49	20	0	69	57	12
28858	Original	235.8673	193	57	2	250	214	36
28902	Original	175.1505	26	8	0	34	28	6
29197	Original	79.05197	77	19	1	96	87	9
29333	Original	722.2973	163	67	5	230	193	37
29470	Original	241.4204	90	33	0	123	110	13
29504	Original	3005.312	374	80	3	454	312	142
35844	Original	2256.161	262	63	0	325	268	57
43304	Alternative	159.7925	384	111	0	495	432	63
45139	Original	2392.074	374	83	3	457	387	70
48920	Original	230.5948	352	111	3	463	403	60
54400	Alternative	4699.222	119	32	0	151	132	19
63659	Original	1515.589	279	57	0	336	253	83
71717	Original	2128.72	43	8	1	51	39	12
71720	Original	100.414	213	62	3	275	254	21
71926	Original	1001.101	44	8	0	52	38	14
71938	Original	49.96113	215	87	2	302	284	18
72111	Original	159.6174	238	91	0	329	315	14
72123	Original	244.7865	98	18	4	116	101	15

Site ID	Site Type	Weight	Total Drivers	Total Passengers	Status Unknown	Total Front Passengers	Total Belted	Total Unbelted
83162	Original	13051.04	69	33	0	102	86	16
83838	Original	388.3347	310	161	2	471	427	44
89314	Alternative	704.3613	76	37	4	113	103	10
95251	Alternative	3029.326	114	43	5	157	132	25
97621	Original	238.2398	103	42	1	145	121	24
101209	Original	9493.175	120	40	0	160	106	54
102255	Original	87.06906	299	145	2	444	403	41
102405	Original	212.2198	42	12	0	54	44	10
102491	Original	28.62868	86	31	2	117	105	12
102684	Original	251.6281	66	24	0	90	75	15
102848	Original	108.5068	379	179	5	558	518	40
103026	Original	1992.11	236	72	4	308	223	85
109478	Original	255.7729	35	6	0	41	33	8
109595	Original	369.1615	90	19	0	109	96	13
109733	Original	350.1721	78	17	1	95	74	21
109855	Original	356.5625	134	43	0	177	163	14
109972	Original	593.5519	99	24	0	123	103	20
110089	Original	153.7827	114	41	0	155	135	20
112763	Original	322.0928	258	57	3	315	292	23
115072	Original	2924.534	218	58	0	276	238	38
118698	Alternative	5162.558	71	19	0	90	74	16
118888	Original	272.1844	27	6	0	33	30	3
122265	Alternative	8394.083	43	7	3	50	37	13
125952	Original	1790.92	158	37	0	195	165	30
149714	Alternative	433.6201	37	10	0	47	39	8
152410	Alternative	161.5573	106	30	0	136	119	17
152430	Original	1264.914	44	8	0	52	44	8
154617	Original	390.7516	149	36	1	185	160	25
154864	Original	975.1923	151	21	1	172	143	29
154969	Original	334.0726	123	27	0	150	131	19

Standard Error of Statewide Belt Use Rate: 1.8%

Nonresponse Rate, as provided in section 1340.9

Nonresponse rate for the survey variable seat belt use: 0

Note: Most highway maintenance work in Nebraska is carried out in the summer months sometimes making surveys at the original sites impossible hence the use of alternative sites. Site ID for alternative sites refer to originally sampled site.