

# Maine Child Safety Restraint Study 2024



Survey Research Center

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University of Southern Maine

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# Acknowledgements

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## Contents

Introduction .....	1
Methodology.....	2
Observer Training.....	2
Site Selection.....	2
Observations .....	3
Weighting.....	4
Observation Days and Times.....	6
Findings .....	7
Overview .....	7
Time of Day .....	8
Day of the Week.....	9
Weather .....	9
Vehicle.....	9
County .....	10
Age .....	11
Appendix A: Maine 2024 Observation Site List.....	13
Appendix B: Maine Child Restraint Laws .....	15
Appendix C: Maine Child Restraint Observation Form .....	19

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## INTRODUCTION

While the Maine Bureau of Highway Safety has conducted annual observation studies to measure compliance with seat belt laws among adults, it has not consistently studied compliance with child safety laws. Last year, however, the state undertook a study to fill this gap and set approximate benchmarks. This year's survey repeats the methodology of that study.

Measuring compliance with child safety laws is more challenging than measuring compliance with adult seat belt laws due to a couple of factors. First, while every car contains at least one adult, the same cannot be said of children. It is harder to observe children because there are fewer of them on the road, and a rigorous study depends upon conducting a large number of observations to obtain a reliable point estimate. Also, ideally you do observations in many different locations throughout the state to be sure you are observing a representative sample of the population. This type of study, however, would be overly time-consuming and expensive.

Measuring compliance with child safety laws is also more challenging because while the law is straightforward regarding seat belt use by adults—all adults must wear one, full stop—the law is more complicated regarding what constitutes appropriate restraint for children. It depends on the child's age, height, and weight—attributes that are not easily judged during a brief roadside observation. The smallest children belong in a rear-facing car seat. Upon attaining certain milestones, they may be placed in a forward-facing car seat. Next, they graduate to a booster seat, and finally they need simply be secured with a vehicle's seat belt. Judging whether a child has attained all the attributes that justify the use of a particular restraint is not possible in the few seconds in which the child is available for observation. In lieu of this, observers instead attempt to judge just the age of the child.

Given these challenges, the rates obtained in this study are not meant to be interpreted as precise, statewide rates. They are meant, however, to serve as approximate benchmarks, against which future years' rates can be compared to determine if behaviors around child safety are changing. This, in turn, will help inform the Bureau of Highway Safety's efforts to educate the public concerning the states laws and the benefits of adhering to them.

## METHODOLOGY

This study was conducted by the Survey Research Center with the assistance of Preusser Research Group, Inc. (PRG).

### Observer Training

Observers were trained by Neil Chaudhary from PRG. The training involved written material, an oral presentation, and field practice. The field practice was conducted on Forest Avenue in Portland, near the SRC office. Results were reviewed for accuracy and consistency; no observers were allowed to begin until their practice observations met training standards.

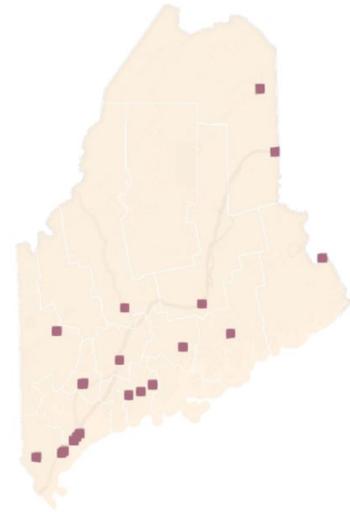
### Site Selection

The sites chosen for observation were selected from the twelve counties in which seat belt observations were conducted this year. These twelve counties (shown in the table below) were chosen because 90% of Maine's passenger vehicle occupant fatalities occurred within them in the years 2017 through 2019. (Excluded counties are Franklin, Knox, Piscataquis, and Sagadahoc.) These counties also comprise approximately 91% of Maine's total population.

<b>County</b>	<b>Population</b>	<b>%</b>	<b># Sites</b>
<i>Cumberland</i>	303,357	24.4%	8
<i>York</i>	212,691	17.1%	8
<i>Penobscot</i>	152,640	12.3%	8
<i>Kennebec</i>	124,003	10.0%	8
<i>Androscoggin</i>	111,532	9.0%	8
<i>Aroostook</i>	67,237	5.4%	8
<i>Oxford</i>	58,276	4.7%	8
<i>Hancock</i>	55,851	4.5%	9
<i>Somerset</i>	50,656	4.1%	5
<i>Waldo</i>	39,772	3.2%	5
<i>Lincoln</i>	35,466	2.9%	4
<i>Washington</i>	31,096	2.5%	4
<b>Total</b>	<b>1,242,577</b>	<b>100%</b>	<b>83</b>

Source: America Community Survey, 5-Year Estimates 2022, Table DP05

Because eight of these counties account for 87% of the twelve counties' combined population, more sites were chosen from these counties. Specifically, eight or nine sites were chosen from these eight counties and four or five were chosen from each of the remaining four, resulting in a total of 83 observation sites. Some sites are duplicate sites, meaning the same location was used twice. When a site was used twice, the second observation was done at a different day and/or time.



Sites for each county were chosen from one to three towns/cities. Locations selected as sites were either selected because they were likely to have a high concentration of children in the area due to their proximity to a pediatrician's office, a day care center, etc., or they were selected because of the high volume of traffic in the area. This approach balances the need to be efficient with the need to observe a representative sample. Logically, selecting sites close to high concentrations of children helps achieve a higher volume of observations quickly. However, adults may be more likely to restrain children correctly when they are destined for one of these locations. In order to mitigate this risk, additional sites were chosen simply for their overall volume of traffic.

## Observations

Trained observers were instructed to scope out the vantage points along each site to find an exact position in which to stand. They were directed to steer clear of the actual entrances to daycare and school facilities in order to avoid attracting undue attention or suspicion. These exact positions were recorded on maps so any future observations can be made from the same positions. Some positions, those located at intersections, made it possible for observers to see clearly into vehicles on two different road segments (e.g., vehicles traveling east and those traveling north). This was allowable. The instructions given for this situation were that the observer should prioritize the assigned road segment. As long as there was traffic on that

segment, it would be observed. However, if it was momentarily empty of cars, the other segment could be observed in the interim.

Observers were instructed to limit their observations to passenger vehicles and to exclude taxis, police vehicles, commercial vehicles, and delivery vehicles. They were likewise instructed to skip any vehicles that did not have at least one child on board. Each eligible vehicle was recorded as either *car*, *truck*, *sport utility vehicle (SUV)*, or *van*.

Up to two children could be observed and recorded on the form provided. In instances when there were more than two children on board, observers were instructed to quickly and randomly select two seat positions to observe. Next, they made a quick judgement of each child's age, based solely on the appearance of the child, not on the type of restraint used. To facilitate this quick process, observers were told to classify children as babies (less than a year old), toddlers (1-3 years of age), little kids (4-5 years of age), or older kids (6-12 years of age).

Finally, observers recorded the restraint type observed. Child safety seats are distinguished by the inclusion of their own 5-point harness, which secures the child at the shoulders and hips. These seats may be installed facing backward or forward, depending on the child's age and size. In contrast, booster seats utilize the vehicles existing 3-point seat belt. Some booster seats have a back and headrest, making them similar in appearance to child safety seats. (The visibility of the vehicle's seat belt helps distinguish them.) Other booster seats, however, consist solely of a seat component. Because the latter are difficult to spot from outside a vehicle, children in these boosters were coded as wearing seat belts. In summary, children were coded as using a *rear-facing child seat*, *forward-facing child seat*, *booster seat (with back)*, *seat belt*, or *no restraint*.

## **Weighting**

While an attempt was made to obtain more observations from counties with larger proportions of the population (more sites were chosen from more populous counties), this was not achieved, so data were weighted to bring the observations into closer alignment with the population distribution. Weights were created using approximate targets derived from the American Community Survey (Table S0101, 5-year estimates, 2018-2022, ages 0-14). Child weights were

between .36 (Hancock) and 3.86 (York), and vehicle weights were between .36 (Washington) and 3.83 (York).

It bears mentioning here that weights are often imposed to make a random sample representative of the population. This was not the intent here as the sample itself was not random; the weighting procedure merely makes the sample more representative of the areas that were surveyed. Findings are still skewed toward more populated areas in the counties observed.

	Children Observed		Vehicles Observed	
	Unweighted	Weighted	Unweighted	Weighted
<i>Androscoggin</i>	6.6%	10.4%	6.8%	10.4%
<i>Aroostook</i>	12.1%	5.4%	12.8%	5.4%
<i>Cumberland</i>	13.0%	24.2%	12.9%	24.2%
<i>Hancock</i>	11.2%	4.0%	11.1%	4.0%
<i>Kennebec</i>	13.3%	10.4%	12.9%	10.4%
<i>Lincoln</i>	2.0%	2.7%	1.9%	2.7%
<i>Oxford</i>	7.6%	4.5%	7.6%	4.5%
<i>Penobscot</i>	14.6%	11.8%	14.0%	11.8%
<i>Somerset</i>	2.4%	4.1%	2.6%	4.1%
<i>Waldo</i>	6.0%	3.1%	6.0%	3.1%
<i>Washington</i>	6.9%	2.5%	7.0%	2.5%
<i>York</i>	4.4%	16.8%	4.4%	16.8%
	100.0%	100.0%	100.0%	100.0%

## Observation Days and Times

Observations took place from May 1<sup>st</sup> through May 21<sup>st</sup>. Each observation fell into one of five time slots, as follows:

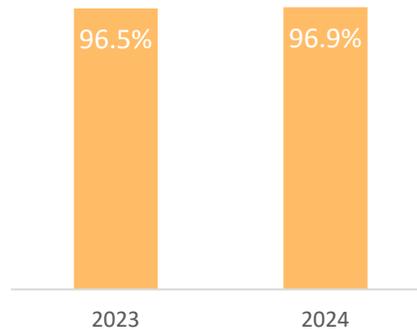
- 7:00 AM-9:15 AM
- 9:15 AM-11:30 AM
- 11:30 AM-1:45 PM
- 1:45 PM-4:00 PM
- 4:00 PM-6:00 PM

Observation lasted for 60 minutes, beginning and ending within a slot's parameters. This allowed observers to travel from one site to another. Some itineraries called for four sites to be observed in a day, while others called for five, depending on the county and the total number of sites selected. Thus, some itineraries called for skipping one time slot. When this was the case, care was taken to eliminate a mixture of time slots.

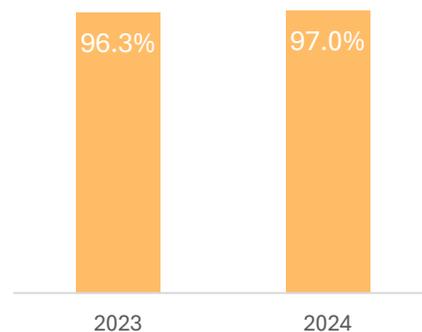
## FINDINGS

### Overview

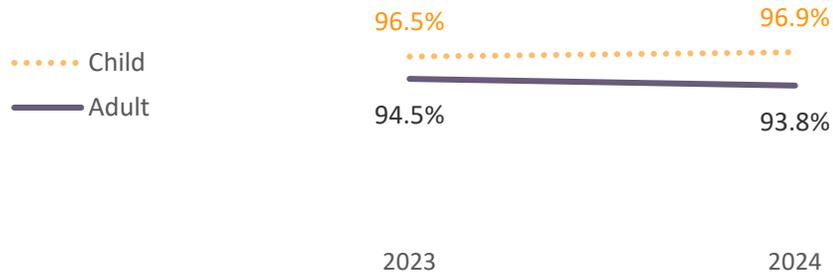
A total of 1,628 individual children were observed for child safety restraint use. A small proportion of observations (<0.5%) were inconclusive (observers could not determine whether occupants were restrained). Of the observations that were conclusive, 96.9% of the children observed were restrained while 3.1% were not. This year's rate is not statistically significantly different from last year's rate of 96.5%.



In addition to observing and coding individual children, observers also coded vehicles, which sometimes carried more than one child. A total of 1,454 vehicles were observed for child safety restraint use. When vehicles held exactly two children, both children were observed, and when vehicles held more than two, observers would randomly select two children to observe. If the observer was unable to determine if one or both children were restrained, the vehicle was coded as *unknown* and eliminated from analysis (<.05%). In order for vehicles to be coded as *occupant(s) restrained*, both observed children needed to be restrained. If one or both children were not restrained, the vehicle was coded as *occupant(s) unrestrained*. Ninety-seven percent (97.0%) of vehicles carried restrained children, while 3.0% carried one or more unrestrained children. This year's rate is not statistically significantly different from last year's rate of 96.3%.



Children were restrained at higher rate than the rates observed for adults in both 2023 and 2024.

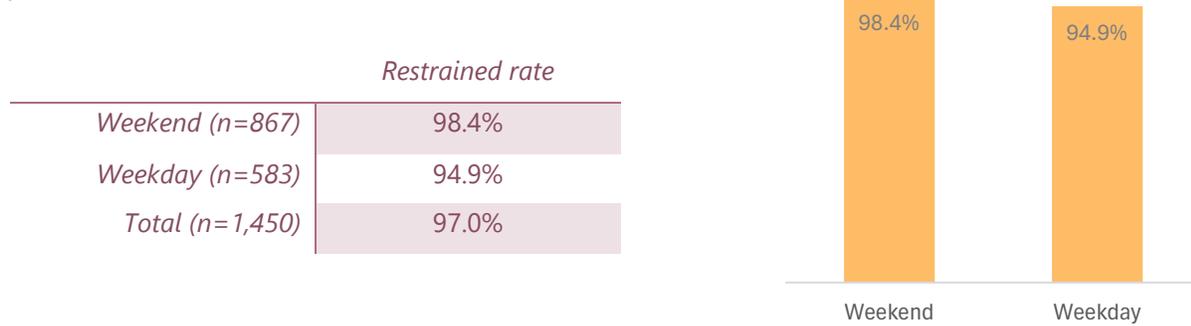


### Time of Day

Forty-eight percent (48.0%) of vehicle observations were made during the morning hours, and 52.0% were made in the afternoon. Time of day was not associated with the use of child safety restraints. ( $\chi^2(1)=1.303, p=.254$ ).

## Day of the Week

Sixty percent (59.8%) of vehicle observations were made on the weekend, and 40.2% were made on weekdays. Vehicles observed on weekends were more likely to be carrying restrained occupants than those observed on weekdays, at 98.4% and 94.9%, respectively. ( $\chi^2(1)=14.771$ ,  $p=.001$ ).



## Weather

Twenty-five percent (25.2%) of vehicle observations were made during clear/sunny weather, and 74.8% were made during cloudy/rainy weather. Weather was not associated with the use of child safety restraints ( $\chi^2(1)=.101$ ,  $p=.751$ ).

## Vehicle

Almost half of the vehicles observed (47.2%) were SUVs, a little more than a third were cars (34.4%), and the remainder were vans (10.2%) and trucks (8.2%). Between 95.8% and 98.0% of the vehicles were carrying restrained occupants, but the differences among vehicle types were not statistically significant ( $\chi^2(3)=3.885$ ,  $p=.274$ ).

## County

Child safety restraint use varied by county and ranged from a low of 78.2% to a high of 100.0% ( $\chi^2(11)=165.321, p<.001$ ). It's important to note that these rates are based on a non-random sample. The observations in each county came from just one to three towns within the county. Furthermore, these towns were chosen for their relatively high population counts in order to obtain enough observations to achieve statistical significance. If less populous (more rural) towns were chosen, the rates would likely be different. Also, any point estimate obtained from a sample has a margin of error. Thus, extreme rates, such as 100%, should be interpreted with caution.

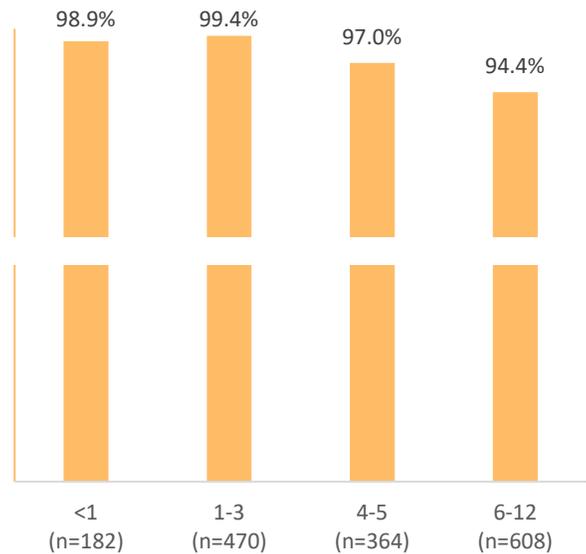
Seven of the counties in which observations were made had rates that were statistically significantly different from the average (97.0%), and an asterisk (\*) appears next to these counties' rates. The remaining rates, while different from the average, were not statistically significantly so. *Note: A differences between rates is determined not just by the rates but by the number of observations in each group. Thus, rates that are similar to one another may not both be different from the average.*



## Age

The focus thus far has been on vehicles rather than the individual children on board, but here the focus shifts to children. Observers coded children as being *under the age of 1*, *1 to 3 years of age*, *4 to 5 years of age*, or *6 to 12 years of age* based on the appearance of the child. Children between the ages of six and twelve made up the largest category (37.4%), followed by those one to three (28.9%), those 4 to 5 (22.6%), and those younger than one (11.1%).

Overall, 96.9% of children were restrained, but this rate varied by the age of the child ( $\chi^2(3)=24.646$ ,  $p<.001$ ). Not surprisingly, younger children were more likely to be restrained than older children. Nearly all of those judged to be under the age of one were restrained (98.9%), as were nearly all those between the ages of one and three (99.4%). However, a smaller proportion of children aged four or five were restrained (97.0%), and yet a smaller proportion of those between six and twelve were restrained (94.4%).



In some cases, children were restrained but not in a way that appeared to be age appropriate. For instance, generally speaking, children between the ages of one and three should be in a forward-facing car seat, but a small number of them (n=7) were in a booster seat, and three were restrained with the vehicle's seat belt. (Note: See Appendix B for specific laws concerning appropriate restraint.) When looked at more closely, in terms of appropriate restraint use, the use rate drops from 96.9% to 90.4%. This may indicate a willingness on the adult's part to secure the child but a lack of resources to do so correctly.

	<i>Age</i>				<b>Total</b>
	<b>&lt;1</b>	<b>1-3</b>	<b>4-5</b>	<b>6-12</b>	
<i>Rear-facing seat</i>	162	29	0	0	
<i>Forward-facing seat</i>	17	427	147	6	
<i>Booster seat</i>	0	7	128	7	
<i>Seat belt</i>	0	3	78	561	
<i>None</i>	2	3	11	34	
<i>Total</i>	181	469	364	608	

<i>Restrained</i>	98.9%	99.4%	97.0%	94.4%	96.9%
<i>Appropriately restrained</i>	89.5%	97.2%	75.5%	94.4%	90.4%

## APPENDIX A: Maine 2024 Observation Site List

<b>County</b>	<b>City/Town # of vehicles observed (weighted counts)</b>
<i>Androscoggin</i>	Auburn (n=87)
	Lewiston (n=64)
<i>Aroostook</i>	Houlton (n=32)
	Presque Isle (n=47)
<i>Cumberland</i>	Portland (n=45)
	Scarborough (n=34)
	South Portland (n=273)
<i>Hancock</i>	Ellsworth (n=59)
<i>Kennebec</i>	Augusta (n=151)
<i>Lincoln</i>	Damariscotta (n=14)
	Waldoboro (n=17)
	Wiscasset (n=8)
<i>Oxford</i>	Mexico (n=37)
	Rumford (n=28)
<i>Penobscot</i>	Bangor (n=172)
<i>Somerset</i>	Skowhegan (n=60)
<i>Waldo</i>	Belfast (n=46)
<i>Washington</i>	Calais (n=37)
<i>York</i>	Biddeford (n=46)
	Saco (n=31)
	Sanford (n=168)

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## APPENDIX B: Maine Child Restraint Laws

### Title 29-A: MOTOR VEHICLES AND TRAFFIC

#### Chapter 19: OPERATION

##### Subchapter 1: RULES OF THE ROAD

### §2081. Use of safety seat belts and child restraint systems

**1. Definitions.** As used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. [PL 2019, c. 299, §2 (RP).]

A-1. "Belt positioning seat" means a child restraint system that positions a child on a motor vehicle seat to improve the fit of a seat belt on the child. [PL 2019, c. 299, §2 (NEW).]

A-2. "Child restraint system" means any device, except a Type I seat belt or Type II seat belt, designed for use in a motor vehicle to restrain, seat and position children who weigh 80 pounds or less and that meets the requirements of the Federal Motor Vehicle Safety Standard 213. [PL 2019, c. 299, §2 (NEW).]

A-3. "Convertible child restraint system" means a child restraint system capable of positioning a child to face either in the direction of the front of the motor vehicle or the rear of the motor vehicle. [PL 2019, c. 299, §2 (NEW).]

A-4. "Child passenger safety technician with special needs training" means a person certified by a national child passenger safety certification program using a curriculum approved by the National Highway Traffic Safety Administration to provide instruction in the use of child restraint systems who also has special needs training provided by that program. [PL 2019, c. 577, §1 (NEW).]

B. "Federal Motor Vehicle Safety Standards" means the standards described in 49 Code of Federal Regulations, Part 571, in effect on January 1, 1981, as subsequently amended. [PL 2001, c. 585, §1 (NEW); PL 2001, c. 585, §6 (AFF).]

C. [PL 2019, c. 299, §2 (RP).]

D. "Rear-facing child restraint system" means a child restraint system that positions a child to face the rear of the motor vehicle. [PL 2019, c. 299, §2 (NEW).]

E. "Type I seat belt" means a lap belt designed for pelvic restraint of a person seated in a motor vehicle. [PL 2019, c. 299, §2 (NEW).]

F. "Type II seat belt" means a combination of belts designed for pelvic and upper torso restraint of a person seated in a motor vehicle. [PL 2019, c. 299, §2 (NEW).]

[PL 2019, c. 577, §1 (AMD).]

### **2. Children under 40 pounds.**

[PL 2019, c. 299, §2 (RP).]

**2-A. Children under 2 years of age.** When a child who is less than 2 years of age is being transported in a motor vehicle that is required by the United States Department of Transportation to be equipped with seat belts, the operator shall ensure that the child is properly secured in a rear-facing child restraint system or convertible child restraint system properly secured in the rear-facing position in accordance with the child restraint system manufacturer's instructions and the vehicle manufacturer's instructions, except if the child is in a convertible child restraint system and the child exceeds the manufacturer recommended weight or height limit for the rear-facing

**Title 29-A: MOTOR VEHICLES AND TRAFFIC**  
**Chapter 19: OPERATION**  
**Subchapter 1: RULES OF THE ROAD**

position the child may be properly secured in a forward-facing position in accordance with the child restraint system manufacturer's instructions and the vehicle manufacturer's instructions. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

[PL 2019, c. 577, §2 (AMD).]

**2-B. Children 2 years of age or older and weighing less than 55 pounds.** When a child who is 2 years of age or older and who weighs less than 55 pounds is being transported in a motor vehicle that is required by the United States Department of Transportation to be equipped with seat belts, the operator shall ensure that the child is properly secured in a child restraint system with an internal harness in accordance with the child restraint system manufacturer's instructions and the vehicle manufacturer's instructions except that, if the child exceeds the child restraint system manufacturer's recommended height limit for the child restraint system, the operator shall ensure that the child is properly secured in a federally approved belt positioning seat. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

[PL 2021, c. 293, Pt. B, §5 (AMD).]

**3. Passengers less than 18 years of age.** Except as provided in subsections 2-A and 2-B, the following provisions apply to passengers less than 18 years of age riding in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

A. The operator shall ensure that a child who weighs less than 80 pounds, who is less than 57 inches in height and who is less than 8 years of age is properly secured in a belt positioning seat or other child restraint system in accordance with the child restraint system manufacturer's instructions and the vehicle manufacturer's instructions. [PL 2019, c. 577, §4 (AMD).]

B. The operator shall ensure that a child who is less than 18 years of age and who is not required to be secured under paragraph A or subsection 2-A or 2-B is properly secured in a seat belt. [PL 2019, c. 299, §2 (AMD).]

C. The operator shall ensure that a child who is less than 12 years of age is properly secured in the rear seat of a vehicle, if possible. [PL 2019, c. 577, §5 (AMD).]

[PL 2019, c. 577, §§4, 5 (AMD).]

**3-A. Other passengers 18 years of age and older; operators.** When a person 18 years of age or older is a passenger in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts, the passenger must be properly secured in a seat belt. Each such passenger is responsible for wearing a seat belt as required by this subsection, and a passenger that fails to wear a seat belt as required by this subsection is subject to the enforcement provisions of subsection 4. The operator of a vehicle that is required by the United States

**Title 29-A: MOTOR VEHICLES AND TRAFFIC**  
**Chapter 19: OPERATION**  
**Subchapter 1: RULES OF THE ROAD**

Department of Transportation to be equipped with seat belts must be properly secured in the operator's seat belt. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court. A vehicle, the contents of a vehicle, the driver of or a passenger in a vehicle may not be inspected or searched solely because of a violation of this subsection.

[PL 2019, c. 299, §2 (AMD).]

**4. Enforcement.** The following provisions apply to subsection 3-A.

A. The requirements of subsection 3-A do not apply to a passenger over 18 years of age when the number of passengers exceeds the vehicle seating capacity and all of the seat belts are in use. [PL 2019, c. 299, §2 (AMD).]

A-1. The requirements of subsection 3-A do not apply to a driver or passenger who has a medical condition that, in the opinion of a physician, warrants an exemption from the requirements of subsection 3-A and that medical condition and opinion are documented by a certificate from that physician. That certificate is valid for the period designated by the physician, which may not exceed one year. The Secretary of State may issue a removable windshield placard that is visible to law enforcement officers to a person with a certificate from a physician. A removable windshield placard is a 2-sided permit designed to hang from the rearview mirror when the vehicle is in motion without obstructing the view of the operator. The placard must be displayed by hanging it from the rearview mirror so that it may be viewed from the front and rear of the vehicle when the vehicle is in motion. If the vehicle is not equipped with a rearview mirror, the placard must be displayed on the dashboard. The placard must be identifiable as a seat belt placard as designed by the Secretary of State. A placard issued to a person under this paragraph expires when the physician's certificate expires. [PL 2009, c. 436, §1 (AMD).]

A-2. The requirements of subsections 2-A, 2-B and 3 do not apply if a child passenger has a medical condition that, in the opinion of a physician, nurse practitioner, physician assistant or child passenger safety technician with special needs training, necessitates that a different child restraint system be used to improve the safety of the child. An opinion rendered pursuant to this paragraph must:

- (1) Be made in writing by the physician, nurse practitioner, physician assistant or child passenger safety technician with special needs training;
- (2) Recommend a child restraint system that would improve the safety of the child; and
- (3) Explain the basis of the opinion.

The operator of a motor vehicle transporting a child identified in this paragraph shall ensure the child is properly secured in a child restraint system recommended in the opinion rendered by the physician, nurse practitioner, physician assistant or child passenger safety technician with special needs training under this paragraph in accordance with the child restraint system manufacturer's instructions and the vehicle manufacturer's instructions. [PL 2019, c. 577, §6 (NEW).]

B. [PL 2005, c. 12, Pt. AAA, §4 (RP).]

**Title 29-A: MOTOR VEHICLES AND TRAFFIC**  
**Chapter 19: OPERATION**  
**Subchapter 1: RULES OF THE ROAD**

C. [PL 2005, c. 12, Pt. AAA, §5 (RP).]

D. [PL 2005, c. 12, Pt. AAA, §6 (RP).]

E. [PL 2007, c. 60, §2 (RP).]

[PL 2019, c. 577, §6 (AMD).]

**5. Evidence.** In an accident involving a motor vehicle, the nonuse of seat belts by the operator or passengers or the failure to secure a child is not admissible in evidence in a civil or criminal trial, except in a trial for violation of this section.

[PL 1993, c. 683, Pt. A, §2 (NEW); PL 1993, c. 683, Pt. B, §5 (AFF).]

**6. Exceptions.** Notwithstanding subsection 3-A:

A. A rural mail carrier of the United States Postal Service is not required to be secured in a seat belt while engaged in the delivery of mail; [PL 2009, c. 34, §1 (AMD).]

B. The operator of a taxicab or a limousine is not responsible for securing in a seat belt a passenger transported for a fee; and [PL 2009, c. 34, §1 (AMD).]

C. A newspaper delivery person is not required to be secured in a seat belt while engaged in the actual delivery of newspapers from a vehicle or performing newspaper delivery duties that require frequent entry into and exit from a vehicle. [PL 2009, c. 34, §1 (NEW).]

[PL 2009, c. 34, §1 (AMD).]

SECTION HISTORY

PL 1993, c. 683, §A2 (NEW). PL 1993, c. 683, §B5 (AFF). PL 1995, c. 65, §A107 (AMD). PL 1995, c. 65, §§A153,C15 (AFF). PL 1995, c. 432, §§1-3 (AMD). PL 1995, c. 432, §4 (AFF). PL 1995, c. 597, §§1-4 (AMD). PL 1997, c. 450, §§1-4 (AMD). PL 1997, c. 737, §7 (AMD). PL 2001, c. 585, §§1-5 (AMD). PL 2001, c. 585, §6 (AFF). PL 2001, c. 710, §15 (AMD). PL 2001, c. 710, §16 (AFF). PL 2003, c. 380, §§1-4 (AMD). PL 2003, c. 380, §5 (AFF). PL 2005, c. 12, §§AAA1-6 (AMD). PL 2007, c. 60, §§1, 2 (AMD). PL 2007, c. 295, §2 (AMD). PL 2009, c. 34, §1 (AMD). PL 2009, c. 436, §1 (AMD). PL 2019, c. 299, §2 (AMD). PL 2019, c. 577, §§1-6 (AMD). PL 2021, c. 293, Pt. B, §5 (AMD).

# APPENDIX C: Maine Child Restraint Observation Form

OBSERVER: \_\_\_\_\_  
 CITY: \_\_\_\_\_  
 LOCATION: \_\_\_\_\_  
 DATE: \_\_\_\_\_ START TIME: \_\_\_\_\_

CLEAR/SUNNY    CLEAR/WET    LIGHT RAIN    CLOUDY    FOG

<b>VEHICLE KEY</b>	<b>RESTRAINT KEY</b>
C=CAR	R=REAR-FACING CAR SEAT
T=TRUCK	F=FORWARD-FACING CAR SEAT w/HARNES
S=SUV	B=BELTED BOOSTER
V=VAN	S=SEAT BELT
	N=NO RESTRAINT

VEHICLE		AGE				CHILD 1					AGE				CHILD 2								
C	T	S	V	<1	1-3	4-5	6-12	R	F	B	S	N	?	<1	1-3	4-5	6-12	R	F	B	S	N	?
<input type="radio"/>																							
<input type="radio"/>																							
<input type="radio"/>																							
<input type="radio"/>																							
<input type="radio"/>																							
<input type="radio"/>																							
<input type="radio"/>																							

		CHILD 1					CHILD 2																	
VEHICLE		AGE			RESTRAINT		AGE			RESTRAINT														
C	T S V	<1	1-3	4-5	6-12	R	F	B	S	N	?	<1	1-3	4-5	6-12	R	F	B	S	N	?			
9	<input type="radio"/>																							
10	<input type="radio"/>																							
11	<input type="radio"/>																							
12	<input type="radio"/>																							
	VEHICLE	AGE			RESTRAINT		AGE			RESTRAINT														
13	C	T	S	V	<1	1-3	4-5	6-12	R	F	B	S	N	?	<1	1-3	4-5	6-12	R	F	B	S	N	?
14	<input type="radio"/>																							
15	<input type="radio"/>																							
16	<input type="radio"/>																							
	VEHICLE	AGE			RESTRAINT		AGE			RESTRAINT														
17	C	T	S	V	<1	1-3	4-5	6-12	R	F	B	S	N	?	<1	1-3	4-5	6-12	R	F	B	S	N	?
18	<input type="radio"/>																							
19	<input type="radio"/>																							
20	<input type="radio"/>																							
	<input type="radio"/>																							

## **About the Survey Research Center**

The Survey Research Center provides technical expertise and assistance to support the generation, processing, and analysis of quantitative data in the social sciences, human services, and public opinion fields. The Center provides a wide range of research and technical assistance services to federal, state, and municipal governments, private nonprofit agencies, businesses, and University faculty and departments. Services include proposal preparation, market research, needs assessments, program evaluation, policy analysis, and information system design.

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The Catherine Cutler Institute for Health and Social Policy at the Muskie School of Public Service is dedicated to developing innovative, evidence-informed, and practical approaches to pressing health and social challenges faced by individuals, families, and communities.

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The Muskie School of Public Service is Maine's distinguished public policy school, combining an extensive applied research and technical assistance portfolio with rigorous undergraduate and graduate degree programs in geography-anthropology; policy, planning, and management (MPPM); and public health (MPH). The school is nationally recognized for applying innovative knowledge to critical issues in the fields of sustainable development and health and human service policy and management and is home to the Catherine Cutler Institute for Health and Social Policy.



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