

Maine Seat Belt Use 2024



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EXECUTIVE SUMMARY

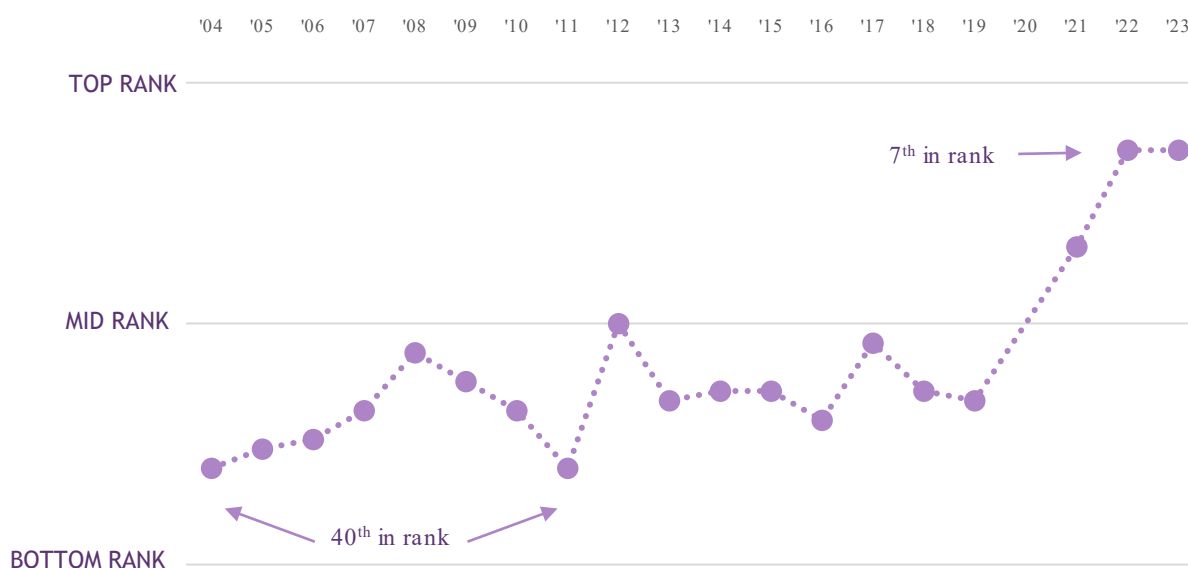
This report summarizes the results from the 2024 seat belt observation study conducted to determine the current level of compliance in Maine.

- Overall, 93.8% of occupants (drivers and outside front seat passengers) were belted.
- Female occupants were more likely to use seat belts than male occupants; 92.5% of male occupants were belted, compared to 95.7% of female occupants.
- Drivers appeared less likely to use seat belts than passengers; 93.3% of drivers were belted, compared to 97.0% of passengers.
- Female drivers were less likely than female passengers to use seat belts (94.7% vs. 98.6%, respectively) while male drivers and male passengers used seat belts at statistically similar rates (92.3% and 93.2% respectively.).
- Passengers' use of seat belts was associated with drivers' use of seat belts—98.6% of passengers riding with belted drivers were likewise belted, while only 61.2% of passengers riding with unbelted drivers were belted.
- There was a small difference in seat belt use by urban/rural designation; 94.8% of occupants were belted in rural sites, compared to 93.8% of occupants in urban locations.
- Drivers of SUV's were the most likely to be belted at 95.2%, followed by drivers of vans at a rate of 94.1%, and drivers of cars at 93.5%. Drivers of pickup trucks were the least likely to be belted, at 89.5%.
- Seat belt use was highest from 3:30 PM to 6:00 PM (96.7%) and lowest from 9:00 AM to 10:59 AM (92.1%).
- While seat belt use was highest on Sundays and Mondays (at 96.5% and 95.9%, respectively), there is no apparent pattern to the variation of rates across day of week.
- Seat belt use was highest during fog and sunny/clear weather (96.9% and 94.1% respectively), compared to use during cloudy weather and light rain (at 93.2% and 93.1% respectively).
- Maine ranked 7th highest out of the 51 U.S. states and districts reporting in 2023, the most recent year for which all states' data were available.
- Drivers with license plates from states other than Maine were belted at a statistically higher rate of 96.4%, compared to drivers with Maine license plates, at 93.3%.

INTRODUCTION

Seat belts save lives. According to one landmark study, the use of seat belts cuts the risk of crash fatalities by 45% for front seat occupants in passenger cars and by 60% for front seat occupants in pickup trucks, SUV's, vans and minivans.¹ Nationally, seat belts saved the lives of 14,955 people ages 5 and older in 2017.² In Maine, seat belts saved approximately 69 lives a year over one decade, a total of 688 lives, and could have saved 204 more if all occupants were belted.³

Efforts to increase belt use rates in Maine include a mandatory seat belt law for adults that went into effect in 1996 and a primary enforcement law that went into effect in 2007. Nevertheless, from 2014 to 2019, Maine's national rank ranged between 27 and 35 out of 51 states/territories. By 2021, however, Maine's rank had improved to 17, and its belt use was higher than the national average for the first time. In 2023, Maine ranked 7th in the nation, with a rate of 94.5% compared to the national average of 91.9%.⁴ It remains to be seen how the current year's rate of 93.8% will stack up against the rest of the nation.



For a number of years, the Maine Bureau of Highway Safety has contracted with external partners to conduct observation studies of seat belt use in Maine in order to determine the level of compliance in the state. The first of these studies was conducted in 1986 by Northeast Research for the School of Public Health of the Boston University Medical School.⁵ The next four (in years 1992, 1995, 1997, and 1999) were conducted by the University of Southern Maine's Survey Research Center (SRC).⁶ The 2002 study was completed by CSI® Santa Rita Research Center.⁷ All studies conducted from 2003 on have been conducted by USM's Survey Research Center.

This report summarizes the results from the 2024 study and presents comparisons with past years' findings. The findings from these studies are the official measure of seat belt use in Maine and are used in the annual highway safety plans submitted to the National Highway Traffic Safety Administration (NHTSA), which are used to determine funding. The current study design incorporates the standardized requirements developed by NHTSA in an effort to ensure reliability and comparability of findings between each of the states. It was approved by NHTSA on February 14, 2022.

Due to the COVID-19 pandemic, NHTSA issued a waiver enabling US states and territories to use their 2019 seat belt use rate for their 2020 seat belt use rate. Maine was one of thirty states and territories that did not conduct seat belt use surveys in 2020. This report compares data from this year's study (2024) with data from previous years with the exception of 2020.

METHODOLOGY

Site Selection

In keeping with NHTSA guidelines, seat belt observations sites are selected every five years. The year 2022 was Maine's last re-selection year. The sites chosen in Maine come from 12 of the state's 16 counties. The 12 counties selected represent at least 85% of all traffic fatalities in the state, as measured by the Fatality Analysis Reporting System (FARS) over the last three years prior to re-selection. (See Appendix A for full list of sites.) Within each county, either 10 or 11 road segments were chosen for observation, including a mix of road types.

Road Sections

Observation sites must allow the opportunity for a reasonably representative flow of multi-purpose traffic, while allowing observers a safe viewing position from which to observe and record the seat belt use of front seat occupants in each vehicle. Observers were given descriptions of the road segment to observe (e.g., "in Auburn, on Minot Avenue, between Heath Lane and Garfield Road"). They were also told which direction of traffic to observe. They then were able to find the most advantageous spot on the road segment from which to observe. They were instructed to only include vehicles that had actually passed through the first identifier of the description (in the example above, the intersection of Minot Avenue and Heath Lane). Observations were conducted from a single point on each segment. In all, observations of 8,783 passenger vehicles were made, and the use or nonuse by 10,875 occupants was recorded.

Sampling

The sites to be observed were selected by the Preusser Research Group, Inc. (PRG) of Trumbull, CT. The sampling design was developed to ensure compliance with NHTSA's standardized guidelines. The design of the sampling process provides a confidence level of 95% with a standard error of 0.548%, a relative standard error of 0.584%, and a final sample size of 127 road segments. The probability of a road segment being selected was proportional to the traffic volume measured in average daily vehicle-miles traveled (DVMT) on each road segment, based on Maine Department of Transportation data.

Weighting

Consistent with NHTSA guidelines, the data were weighted to reflect the sampling design and the average traffic volume at the selected road segments. The weighting simply adjusts the actual number of vehicles observed to reflect the expected number of vehicles based on the traffic volume where the segment is located and combines the site data in a way that represents statewide traffic volumes. The findings in this report are based on weighted data unless otherwise stated.

Observation Days and Times

This observation study was conducted from June 2 to June 27, immediately following a high visibility enforcement and awareness campaign. While it seems likely that these campaigns may temporarily boost people's likelihood of using seat belts, a study conducted by the SRC in September of 2009, three months after the campaign ended, found only a slight drop off in rates relative to the summer rates of that same year.

Observations were made for 45 minutes at each location, on a structured schedule of times and days that would maximize the opportunity to study variations in restraint use by time and by day of the week. Road segments were randomly assigned to a day and time for observations, although consideration had to be given for trips to locations that required lengthy travel times. Each day and time had an equal probability of selection. All observations were done during daylight hours. (Nighttime statewide seat belt use is discussed in a separate report.) All observations in each county were conducted over a two-day period. If any site had to be rescheduled due to inclement weather, the observations were done on a comparable day of the week and at the same time of day as the originally scheduled time. Likewise, if any site had to be reselected due to construction, reselection was made from comparable road segments and rescheduled for a comparable day.

Many roads have two or more lanes of traffic in a given direction. In those cases, the observation period was divided by the number of lanes, and each lane was observed for the

proportional length of time. For example, a road with three lanes would require that each lane be observed for 15 minutes (3 lanes x 15 minutes = 45 minutes, the full observation period).

Observer Training

Observers were trained by Katie Raboin from PRG. They were trained to observe proper shoulder belt use (vs. improper or no use) of the driver and, if present, a right front seat passenger (infants in child seats were excluded.) Observations were made for private passenger vehicles and for certain commercial and emergency vehicles (i.e., those under 10,000lbs). The training involved written material, oral presentation, and field practice. The field practice was conducted on Forest Avenue in Portland, near the SRC office. The practice observations were crucial. Results were reviewed and analyzed for accuracy and consistency; no observers were allowed to begin until their practice observations met training standards.

Vehicles Included

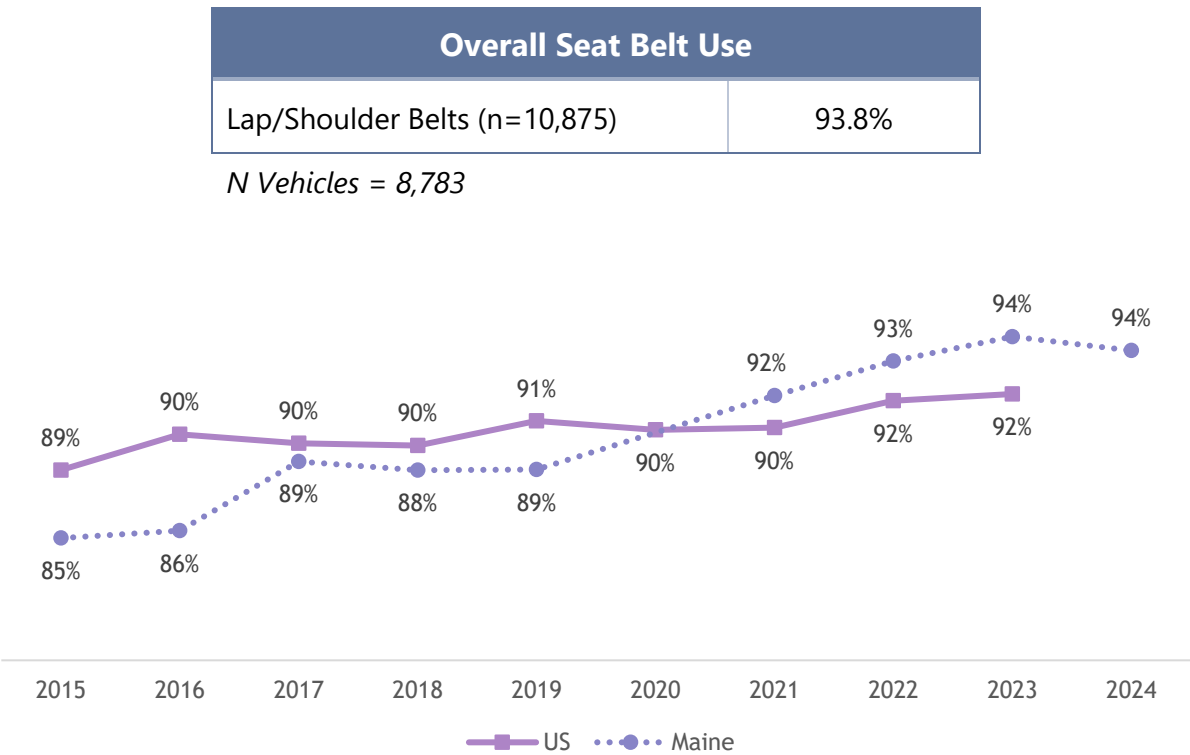
In keeping with current NHTSA guidelines, commercial and emergency vehicles are included for observation (taxi cabs, police cars, etc.), while large commercial vehicles (generally those with more than four wheels) are excluded.

FINDINGS

Overview

A total of 8,783 vehicles and 10,912 occupants (defined here as drivers and front seat outboard occupants) were observed for seat belt use. A small proportion of these observations (<0.5%) were inconclusive—observers could not determine whether occupants were belted. Results here are based on the remaining observations (n=10,875).

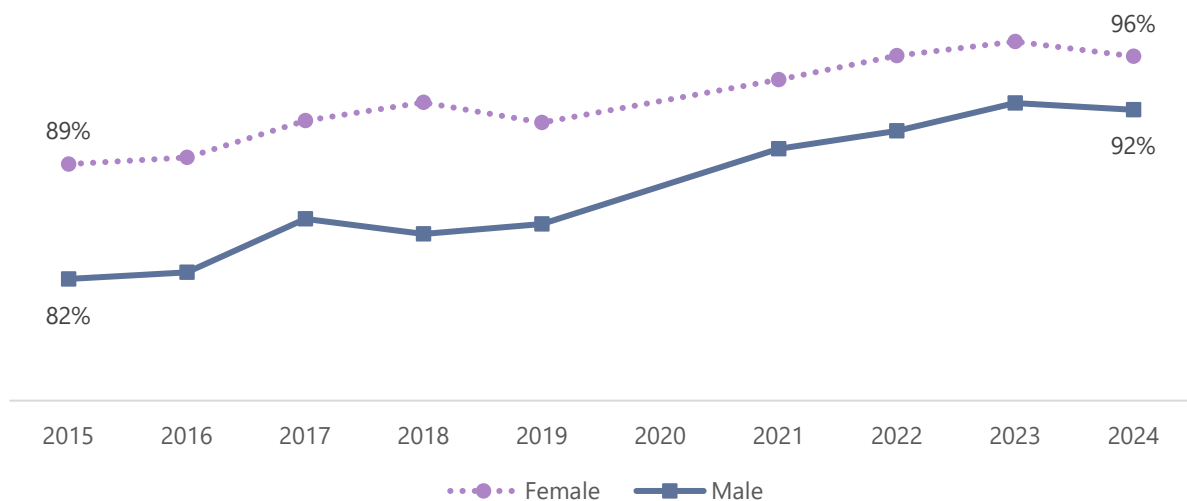
In 2024, 93.8% of occupants were belted, slightly lower than the 2023 Maine rate of 94.5%. This marks the first year since 2018 that Maine’s rate has decreased rather than increased. Like many states, Maine did not perform observations in 2020 due to the pandemic, but when observations resumed the following year, Maine’s rate rose drastically, by three percentage points, which placed it above the national average. Despite the slight dip in this year’s rate, it is likely that Maine remains above the national average, which tends to change by one percentage point or less each year.^{4,8}



Sex

Female occupants continue to use seat belts at a higher rate than male occupants. While 95.7% of female occupants were restrained in the current study, only 92.5% of male occupants were. Both male and female occupants have increased their rates of use over the past 10 years, but male occupants have increased at a slightly higher rate, closing the gap between the sexes from 7 percentage points in 2015 to less than 4 percentage points in 2024.

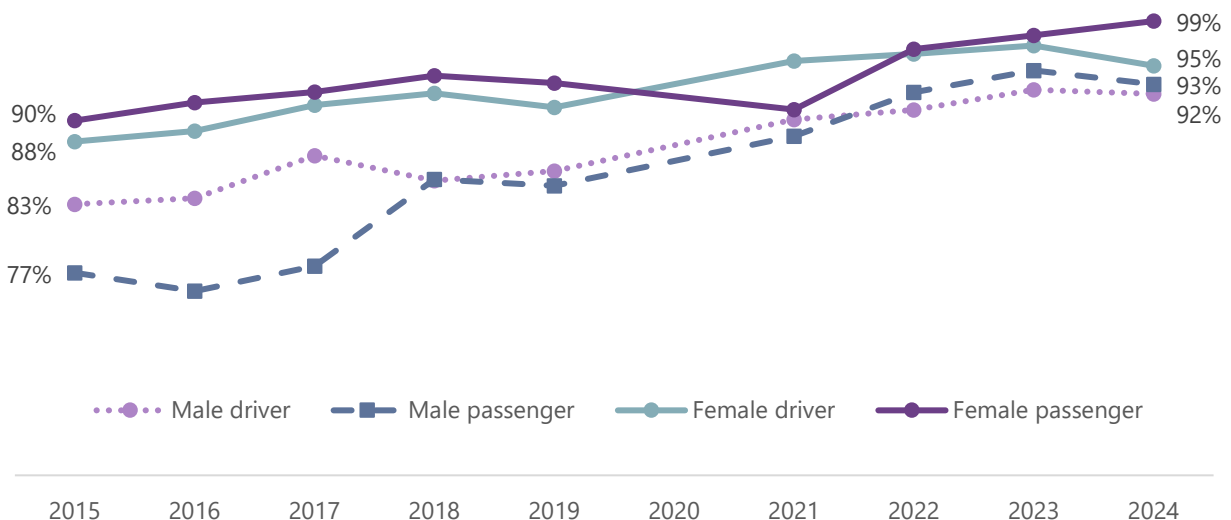
Seat Belt Use by Sex	
Female (N=4,963)	95.7%
Male (N=5,912)	92.5%



Seating Position

In 2024, passengers were statistically more likely than drivers to be wearing seat belts—97.0% of passengers were belted compared to 93.3% of drivers. However, when seating position was looked at separately for male and female occupants, the difference persisted only for female occupants. While 98.6% of female passengers were wearing seat belts, 94.7% of female drivers were. The rates for male drivers and passengers were statistically similar, at 92.3% and 93.2%, respectively.

Seat Belt Use by Seat Position and Sex	
Female driver (N=3,539)	94.7%
Female passenger (N=1,424)	98.6%
Male driver (N=5,211)	92.3%
Male passenger (N=701)	93.2%
All drivers (male, female, and unknown) (N=8,750)	93.3%
All passengers (male, female, and unknown) (N=2,125)	97.0%

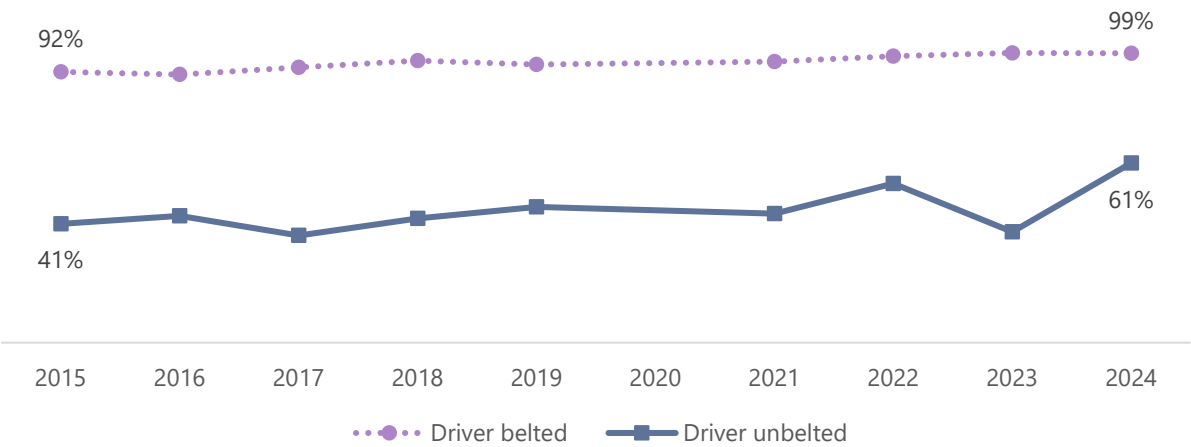


Passenger Use Related to Use by Driver

While 97.4% of passengers were belted (unweighted rate), the rate varied depending on whether the vehicle driver was belted. Passengers riding with belted drivers were much more likely to be belted themselves; 98.6% of these passengers were belted compared to 61.2% of passengers riding with unbelted drivers. This holds true historically as well—buckling up is and always has been a friend and family affair. (Note: Rates are based on unweighted data.)

Seat Belt Use of Passenger by Driver Seat Belt Use	
Driver wearing seat belt (N=2,058)	98.6%
Driver not wearing seat belt (N=67)	61.2%

Note: Rates are based on unweighted data.

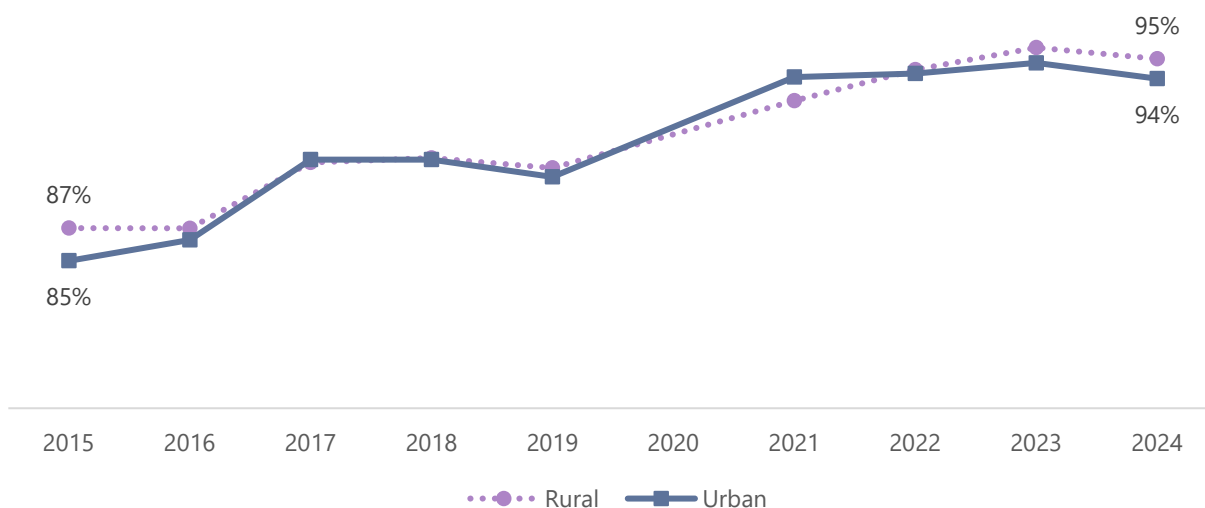


Urban/Rural Location

Seat belt usage was slightly higher in rural locations. Approximately 94.8% of occupants observed in rural locations were belted and approximately 93.8% of those in urban locations. While this is a small difference, it was nevertheless statistically significant. Throughout the last decade, rates in rural and urban areas have followed a similar trend, increasing and decreasing together. (Note: Rates are based on unweighted data.)

Seat Belt Use by Urban and Rural Location	
Urban (N=3,433)	93.8%
Rural (N=7,148)	94.8%

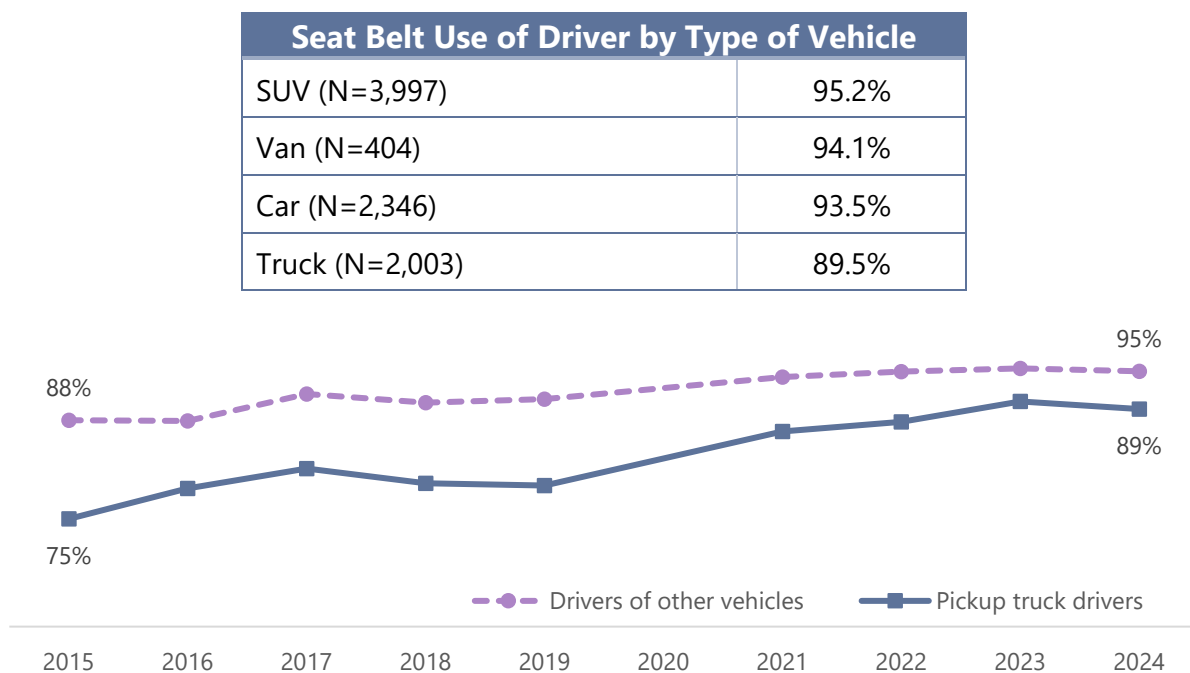
Note: Rates are based on unweighted data.



Type of Vehicle

Seat belt use varied greatly by vehicle type. Drivers of SUV's were the most likely to be belted, at 95.2%, followed by drivers of vans, at a statistically similar rate of 94.1%. Drivers of cars had a rate of 93.5%, and drivers of pickup trucks were the least likely to be belted, at a rate of 89.5%. While the seat belt rates of SUV's, cars, and vans have fluctuated and shifted position over the past 10 years, they have remained higher than those of pickup truck drivers. This gap, however, is closing. In the previous decade (2015-2023) drivers of trucks were belted at a rate of 81.8% compared to other drivers at 91.2% (a 9-percentage point gap). In 2024, drivers of trucks were belted at a rate of 89.5%, compared to all other drivers at 94.6% (a 5-percentage point gap).

While males are more likely to drive pickup trucks, the differences in seat belt use cannot be explained by sex; both male and female drivers of pickup trucks used their seat belts at statistically significant lower rates than male and female drivers of other vehicles. In fact, in 2024, belt use among female truck drivers was lower than belt use among male truck drivers. Male pickup truck drivers used belts at a rate of 90.1% and female pickup truck drivers used seat belts at a rate of 81.7%, compared to male drivers of other vehicles at 93.7%, and female drivers of other vehicles at 94.9%.

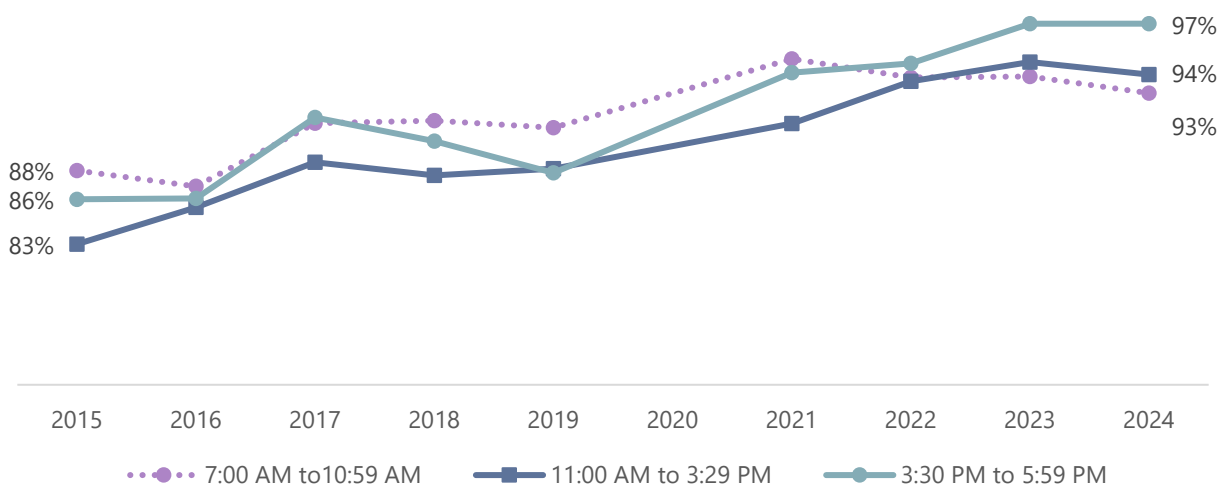


Time of Day

Driver seat belt use varied depending on time of day. Historically, rates have been highest from early to late morning (between 7:00 AM and 10:59 AM), lower from mid-afternoon to early evening (3:30 PM to 5:59 PM), and lowest from late morning to mid-afternoon (11:00 AM to 3:29 PM). However, as of 2022 this trend has reversed. In 2024, the highest rate was from 3:30 PM to 6:00 PM (96.7%), while the lowest rate occurred between 9:00 AM and 10:59 AM (92.1%). (Note: Rates are based on unweighted data.)

Driver Seat Belt Use by Time of Day			
7:00 AM – 8:59 AM	(N=1,271)	93.0%	92.5%
9:00 AM – 10:59 AM	(N=1,465)	92.1%	
11:00 AM – 1:29 PM	(N=2,515)	93.0%	93.6%
1:30 PM – 3:29 PM	(N=2,177)	94.3%	
3:30 PM – 6:00 PM	(N=1,322)	96.7%	96.7%

Note: Rates are based on unweighted data.



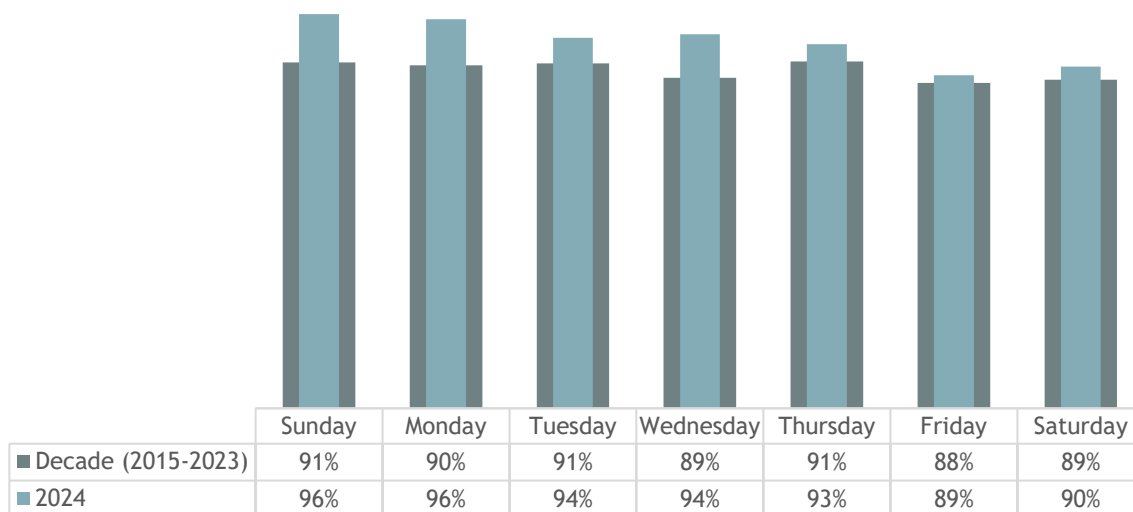
Day of Week

In 2024, seat belt use was highest among drivers on Sundays and Mondays (96.5% and 95.9%, respectively). Historically, rates have fluctuated with no apparent pattern to the variation of rates among days.

(Note: While the assignment of days and times of observation to the sites was systematic and unbiased, inclement weather necessitated the rescheduling of some sites. The number of observations obtained each day varied due to differences in traffic volume. Rates are based on unweighted data.)

Driver Seat Belt Use by Day of the Week	
Sunday (N=1,617)	96.5%
Monday (N=1,589)	95.9%
Tuesday (N=1,435)	93.7%
Wednesday (N=997)	94.1%
Thursday (N=1,311)	92.9%
Friday (N=773)	89.3%
Saturday (N=1,028)	90.3%

Note: Rates are based on unweighted data.



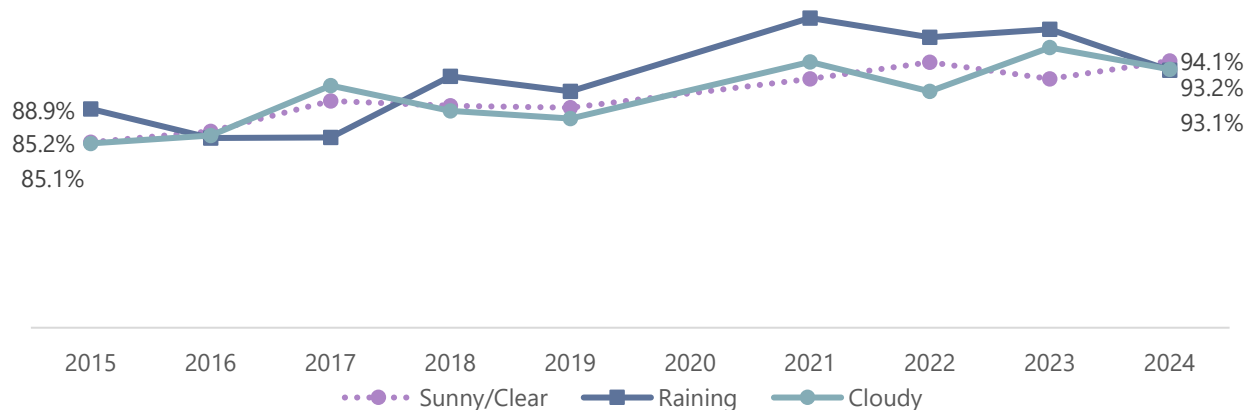
Weather and Road Conditions

Driver seat belt use varied by weather. It was highest during foggy weather, at 96.9%, compared to use during rain, at 93.1%, during cloudy conditions, at 93.2%, and during sunny/clear weather, at 94.1%.

In 2024, 52.7% of observations were conducted in sunny weather, 40.5% when it was cloudy, 5.6% during slight rain, and 1.1% in fog. This year, none took place during wet/not raining conditions. Because this distribution varies across the years of this study, trend analysis will focus on rainy, sunny/clear, and cloudy weather, which accounts for at least 96.3% of observations in any given year. Historically, there has been no difference between seat belt use during clear and cloudy conditions while use during rainy conditions has varied. (Note: Rates are based on unweighted data.)

Driver Seat Belt Use by Weather Conditions	
Sunny/Clear (N=4,612)	94.1%
Cloudy (N=3,548)	93.2%
Raining (N=494)	93.1%
Fog (N=96)	96.9%
Wet/Not Raining (N=0)	0%

Note: Rates are based on unweighted data.

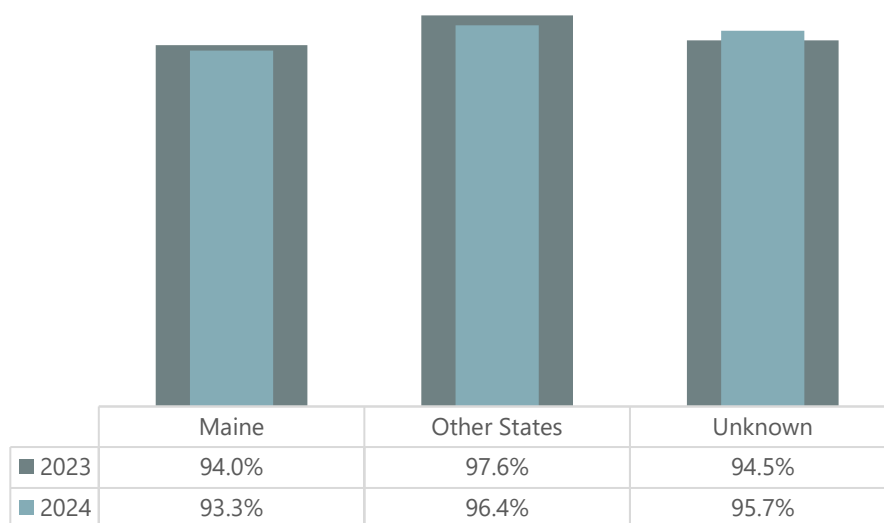


License plates

Beginning in 2023, observers were asked to note whether the license plate of the car under observation was from Maine or from another state. When observers could not discern whether the license plate was from Maine, they were instructed to report this as unknown. In 2024, approximately 93.3% of drivers with Maine license plates were belted. Drivers of vehicles with license plates from other states were belted at a statistically higher rate of 96.4%. Drivers from other states were also belted at a statistically higher rate than Maine locals in 2023. (Note: Rates are based on unweighted data.)

Driver Seat Belt Use by License Plate	
Maine (N=7,560)	93.3%
Other States (N=1,026)	96.4%
Unknown (N=163)	95.7%

Note: Rates are based on unweighted data.



Comparison with Other States

While Maine's seat belt use rate has improved substantially over the last decade, the last few years have seen a significant increase compared to other states. From 2014 through 2019, Maine placed between 27th and 35th out of the 51 states/districts reporting. By 2021, Maine's rate had improved dramatically to 17th in the country, and by 2022, it improved even further to 7th in the country, where it stood in 2023 as well.⁴ Maintaining a high seat belt usage rate in 2024 could position Maine among the top 10 percent in national rankings.

Seat Belt Use Rates Reported by States to NHTSA 2021-2023							
State	2021	2022	2023	State	2021	2022	2023
Alabama	91%	93%	93%	Montana	92%	93%	81%
Alaska	92%	92%	95%	Nebraska	81%	76%	77%
Arizona	89%	87%	88%	Nevada	93%	93%	94%
Arkansas	84%	79%	80%	New Hampshire	76%	76%	78%
California	97%	95%	96%	New Jersey	94%	93%	93%
Colorado	87%	87%	89%	New Mexico	90%	90%	92%
Connecticut	92%	92%	94%	New York	93%	92%	94%
Delaware	92%	90%	94%	North Carolina	90%	91%	92%
Dist. Of Columbia	96%	95%	95%	North Dakota	82%	81%	79%
Florida	90%	88%	89%	Ohio	84%	81%	85%
Georgia	95%	89%	88%	Oklahoma	84%	80%	81%
Hawaii	94%	96%	98%	Oregon	95%	97%	97%
Idaho	83%	88%	88%	Pennsylvania	90%	90%	88%
Illinois	94%	93%	93%	Rhode Island	89%	87%	89%
Indiana	93%	93%	93%	South Carolina	90%	91%	93%
Iowa	93%	96%	97%	South Dakota	87%	88%	91%
Kansas	86%	87%	85%	Tennessee	90%	91%	92%
Kentucky	90%	87%	89%	Texas	90%	90%	91%
Louisiana	86%	86%	86%	Utah	88%	92%	92%
Maine	92%	93%	95%	Vermont	89%	90%	89%
Maryland	91%	93%	92%	Virginia	82%	76%	73%
Massachusetts	78%	77%	80%	Washington	94%	94%	93%
Michigan	93%	93%	92%	West Virginia	88%	93%	93%
Minnesota	92%	93%	94%	Wisconsin	88%	88%	92%
Mississippi	80%	79%	82%	Wyoming	80%	78%	82%
Missouri	88%	89%	87%	Nationwide	90%	92%	92%

➤ Rates in states with primary belt enforcement laws appear in **BOLD**. Primary enforcement allows police to stop and cite motorists simply for not wearing seat belts.

➤ The "nationwide" rates are from NHTSA's National Occupant Protection Use Survey (NOPUS).

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- ⁶ Leighton, A., Ziller, E., & Hart, S.K. (multiple years). *Safety Belt Use in Maine [1992, 1995, 1997, 1999]*. Edmund S. Muskie Institute of Public Affairs, University of Southern Maine, prepared for the Bureau of Highway Safety, Department of Public Safety, State of Maine.
- ⁷ Bose, A. (2002). *Safety Belt Use in Maine 2002*. CSI Santa Rita Research Center, Arizona.
- ⁸ National Center for Statistics and Analysis. (2023, July). *Seat belt use in 2022—Use rates in the States and Territories* (Traffic Safety Facts. Report No. DOT HS 813 487). Washington, DC: National Highway Traffic Safety Administration.

APPENDIX A: MAINE 2024 OBSERVATION SITE LIST

Androscoggin (11)

- 1 Auburn (2)
- 2 Greene (1)
- 3 Lewiston (4)
- 4 Lisbon (1)
- 5 Livermore (1)
- 6 Poland (1)
- 7 Sabattus (1)

Aroostook (11)

- 1 Caribou (1)
- 2 Fort Fairfield (1)
- 3 Fort Kent (1)
- 4 Island Falls (2)
- 5 Monticello (1)
- 6 New Sweden (1)
- 7 Presque Isle (2)
- 8 Smyrna (1)
- 9 Woodland (1)

Cumberland (11)

- 1 Brunswick (3)
- 2 Falmouth (2)
- 3 Freeport (2)
- 4 Portland (2)
- 5 Scarborough (1)
- 6 South Portland (1)

Hancock (10)

- 1 Bar Harbor (1)
- 2 Bucksport (2)
- 3 Dedham (2)
- 4 Gouldsboro (1)
- 5 Orland (1)
- 6 Penobscot (1)
- 7 Trenton (1)
- 8 Waltham (1)

Kennebec (11)

- 1 Albion (1)
- 2 Augusta (3)
- 3 China (1)
- 4 Hallowell (2)
- 5 Pittston (1)
- 6 Sidney (1)
- 7 Vassalboro (1)
- 8 Windsor (1)

Lincoln (10)

- 1 Boothbay (1)
- 2 Bristol (1)
- 3 Damariscotta (1)
- 4 Dresden (1)
- 5 Edgecomb (1)
- 6 Newcastle (2)
- 7 Somerville (1)
- 8 Wiscasset (2)

Oxford (10)

- 1 Bethel (1)
- 2 Fryeburg (1)
- 3 Otisfield (2)
- 4 Peru (2)
- 5 Rumford (1)
- 6 Waterford (1)
- 7 Woodstock (2)

Penobscot (11)

- 1 Bangor (4)
- 2 Brewer (1)
- 3 Carmel (1)
- 4 Dexter (1)
- 5 Medway (1)
- 6 Newport (1)
- 7 Orrington (1)
- 8 Plymouth (1)

Somerset (11)

- 1 Fairfield (4)
- 2 Madison (4)
- 3 Pittsfield (1)
- 4 Skowhegan (1)
- 5 St Albans (1)

Waldo (10)

- 1 Belfast (4)
- 2 Brooks (1)
- 3 Frankfort (1)
- 4 Lincolnville (1)
- 5 Monroe (1)
- 6 Searsmont (2)

Washington (10)

- 1 Baring Plt (1)
- 2 Calais (1)
- 3 Harrington (1)
- 4 Machiasport (1)
- 5 Marshfield (1)
- 6 Robbinston (1)
- 7 Steuben (1)
- 8 T30 MD (1)
- 9 Whiting (2)

York (11)

- 1 Arundel (1)
- 2 Biddeford (1)
- 3 Eliot (1)
- 4 Ogunquit (1)
- 5 North Berwick (1)
- 6 Saco (1)
- 7 Sanford (1)
- 8 Waterboro (1)
- 9 Wells (3)

APPENDIX B: HISTORY OF OCCUPANT PROTECTION LAWS

YEAR	LAW
1983	Children aged 0 to 4 years must be secured in a child safety seat.
1987	Children aged 4 to 13 years must be secured in a child safety seat or safety belt.
1989	Law expanded to include children 4 to 16 years.
1991	Law expanded to include persons 4 to 19 years.
1993	Penalty changed from fine of \$25 for first violation and \$50 for each subsequent violation for those aged 0 to 4 to traffic infraction (up to \$500 fine).
1993	Penalty changed from fine of \$25 for first violation and \$200 for each subsequent violation for those 4 to 19 to traffic infraction (up to \$500 fine).
1994	Driver made responsible for securing children under 4 years in a child safety seat.
1995	With the implementation of Title 29A, the child safety seat law and seat belt law were combined into one law.
1995	A statewide referendum requiring adults 19 and older to use safety belts passed in November. The law could be enforced only if the police officer had detained the operator of a motor vehicle for a suspected violation of another law.
1997	The operator is responsible for securing persons under age 18 in a safety belt/seat. Persons 18 years and older are responsible for securing themselves.
1997	A law enforcement officer may take enforcement action against an operator or passenger 18 years or age or older who fails to wear a seat belt only if the officer detains the operator for a suspected violation of another law. The requirement that the operator must receive a fine for the other violation in order to be subject to a penalty for the seat belt violation has been deleted.
2003	The operator is responsible for ensuring that a child (from 40 pounds but less than 80 pounds and less than 8 years of age) is properly secured in a federally approved child restraint system.
2007	Primary enforcement law takes effect; ticketing began on April 1, 2008.

APPENDIX C: MAINE SEAT BELT OBSERVATION FORM 2024

SITE ID: _____

SHEET: _____

OBSERVER: _____

CITY: _____ DIRECTION: _____

LOCATION: _____

DATE: _____ START TIME: _____

☐ CLEAR/SUNNY

☐ CLEAR/WET

☐ LIGHT RAIN

☐ CLOUDY

☐ FOG

	VEHICLE	DRIVER			PASSENGER			MAINE LICENSE								
		SEX			SEATBELT											
	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
1	☐ ☐ ☐ ☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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3	☐ ☐ ☐ ☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	☐ ☐ ☐ ☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
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	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
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	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
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	VEHICLE	DRIVER			PASSENGER			MAINE LICENSE								
		SEX		SEATBELT	SEX		SEATBELT									
	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
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	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
29	☐ ☐ ☐ ☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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	CAR TRK SUV VAN	M	F	?	Y	N	?	M	F	?	Y	N	?	ME	Oth	?
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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.

About the Catherine Cutler Institute

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.

About the Muskie School of Public Service

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.

