

Occupant Protection

[Link to the Transportation Safety Action Plan:](#)

Action # 75 - Continue public education efforts aimed at proper use of child safety seats

Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

The Problem

- **Non-use of Restraints:** According to the 2013 Oregon observed use survey, two percent of passenger car drivers, six percent of pickup truck drivers and twelve percent of sports car drivers did not use restraints. During 2012, Oregon crash reports (FARS) indicate thirty-one percent of motor vehicle occupant fatalities were unrestrained and ten percent were of unknown restraint use status.
- **Improper Use of Safety Belts:** Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** Data collected through child seat fitting stations indicate the majority of child restraints are used incorrectly - up to 73% according to Safe Kids Worldwide. Drivers are confused by frequently changing laws, national “best practice” recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems.** Oregon observed use data indicates that 12% of children between the ages of four and eight years old are using adult belt systems rather than using a child restraint system as required by Oregon law.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

NHTSA Observed Use Survey, 2010 - 2013

Front Seat Outboard Use	05-09 Average	2010	2011	2012	2013	% Change 2010-2013
Passenger car	95.1%	97.0%	96.9%	96.8%	98.2%	1.2%
Pickup truck	91.9%	95.4%	94.2%	93.5%	N/A	N/A

Source: *NHTSA Seatbelt Usage Study Post-Mobilization Findings*, Intercept Research Corporation, This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant of passenger vehicles.

Oregon Observed Use Survey Results, 2010-2013

	05-09 Average	2010	2011	2012	2013	% Change 2010-2013
Total Occupant Use	96%	96%	97%	96%	98%	2.0%
Driver Use						
Passenger car	96%	97%	97%	97%	98%	1.0%
Pickup truck	92%	95%	94%	94%	94%	-1.0%
Sports car	88%	86%	87%	85%	88%	2.0%
Child Restraint Use						
Under four years of age	99%	99%	99%	99%	99%	0.0%
Booster seat use, ages five to eight	53%	60%	60%	54%	N/A	N/A
Four to eight years of age*	N/A	N/A	N/A	N/A	88%	N/A

*Oregon law changed January 2012 to allow use of either booster or child safety seat for children under age 8.

Source: *Oregon Occupant Protection Observation Study*, Intercept Research Corporation, This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child restraint installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

Occupant Use Reported in Crashes, 2009 - 2012

	04-08 Average	2009	2010	2011	2012	% Change 2009-2012
Total Occupant Fatales	335	269	194	215	198	-26.4%
Number Unrestrained	111	96	50	72	61	-33.3%
Percent Unrestrained	30.9%	35.7%	25.8%	28.4%	30.8%	-13.7%
Number Unrestrained, Night Time	50	62	27	40	42	-32.3%
Percent Unrestrained, Night Time	32%	43.7%	29.7%	37.4%	36.8%	-15.8%
Total Occupants Injured	25,706	25,513	24,837	28,017	32,512	27.4%
Percent Injured Restrained	92.6%	90.8%	90.0%	88.1%	88.3%	-2.8%
Total Injured Occupants Under Age Eight	843	728	892	1,038	997	36.9%
Percent in Child Restraint	60.5%	66.0%	63.8%	64.4%	65.3%	1.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, I: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m.

Belt Enforcement Contacts During Grant Funded Activities, 2010 - 2013

	05-09 Average	2010	2011	2012	2013	% Change 2010-2013
Seat belt citations issued	22,343	12,732	15,829	10,116	5,096	59.9%

Source: Transportation Safety Division, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from 98 to 99 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by 2020.
- To increase child restraint use for children under age eight from 88 to 93 percent, as measured by the statewide Oregon Occupant Protection Observation Study, by 2020.
- To reduce the percentage of unrestrained occupant fatalities from the 2009-2011 average of 30 to 22 percent, as reported by FARS, by 2020.

Performance Measures

- Increase total proper occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 98 percent to 99 percent by December 31, 2015.
- Increase proper restraint use among pickup truck drivers, as determined by the statewide Oregon Occupant Protection Observation Study, from 94 percent to 95 percent by December 31, 2015.
- Increase use of child restraint systems among children aged four to eight, as determined by the statewide Oregon Occupant Protection Observation Study, from 88 percent to 90 percent by December 31, 2015.
- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2010-2012 calendar base year average usage rate of 97 percent to 99 percent by December 31, 2015. (NHTSA)
- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2009-2011 calendar base year average of 73 to 67 by December 31, 2015. (NHTSA)
- Decrease the number of unrestrained nighttime passenger vehicle occupant fatalities from the 2009-2011 calendar base year average of 43 to 39 by December 31, 2015. (NHTSA)

SECTION 402 (CFDA 20.600)

Statewide Services Project **\$206,000**
(GARD Communications/Intercept Research/TSD)

Contractor costs for media and educational materials production/distribution, paid media, and observed restraint use surveys, TSD costs for direct purchase, reproduction and/or distribution of educational materials.

Statewide Services – Division wide Media (TSD) **\$25,000**

Contractor costs for annual reporting to TSD, and if necessary, reformatting of media products and additional consultation.

SECTION 405 (CFDA 20.602)

\$52,000

Statewide Instructor Development, Regions 1 & 2 Tech Training, Region 1 Fitting Station Support (Randall Children's Hospital)

Funds administration, instructor services, equipment & supplies necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration), Also covers costs for purchase of child car seats, boosters, equipment, and supplies by administering mini-grants to fitting stations and/or alternative sentencing programs.

CPS Fitting Station Support, ODOT Region 2

\$15,000

Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

CPS Tech Training & Fitting Station Support, ODOT Region 3

\$25,000

Funds instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees), Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).

CPS Tech Training & Fitting Station Support, ODOT Region 4

\$25,000

Funds, instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees), Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).

CPS Tech Training & Fitting Station Support, ODOT Region 3

\$25,000

Funds instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees), Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).

Coordination of CPS Training, TSD

\$13,000

TSD will assist in coordinating training delivery through bulk purchase, maintenance and/or distribution of supplemental training materials and aids where practical, and maintain class scheduling, community fitting station, and National Safe Kids technician resource information on the Occupant Protection Program web page.