



Agreement

CST Contract (10 JUN - 30 SEP)	2025-000145	100%
Driving Behavior and Attitudinal Surveys	25-03-37	43%
Occupant Protection Surveys	25-05-29	57%



Tasks

#	Survey Title	Method	Purpose	Target Population
6	Distracted Driving Observational Survey	Observational	Observe drivers for signs of distraction while driving	Drivers
7	Car Seat Observational Survey	Observational	Observe use of car seats among child passengers	Child passengers and their drivers
8	Seat Belt Observational Survey	Observational	Observe real-world use of seat belts by occupants	Drivers and passengers



Observational (On-Site) Surveys

Sample (PR Vehicles)	N = 6,800+
Regions	5
Counties (Municipios)	17

REGION	MUNICIPIOS	PSU #	SSU #
North	BARCELONETA, DORADO, MANATI, TOA BAJA, VEGA BAJA	5	20
West	AGUADILLA, CABO ROJO, SAN GERMÁN	3	12
South	CAYEY, PONCE	2	8
East	CAGUAS, FAJARDO, HUMACAO, RIO GRANDE	4	16
Metro	BAYAMON, GUAYNABO, SAN JUAN	3	12
5	TOTAL	17	68



1) Distracted Driving

Distracted Driving Rate	Standard Error	95 Percent Confidence Interval	
6.07%	0.28%	5.53%	6.61%

n=7,380 (Total observations excluding unknowns)

SURVEY RESULTS SUMMARY

The five (5) regions of Puerto Rico were covered with visits to the 17 counties (four road segments in each county selected for the sample). The number of observations per segment was a minimum of 100 vehicles, for a total of 7,380 observed vehicles and 9,111 occupants (7,380 drivers and 1,515 front passengers).

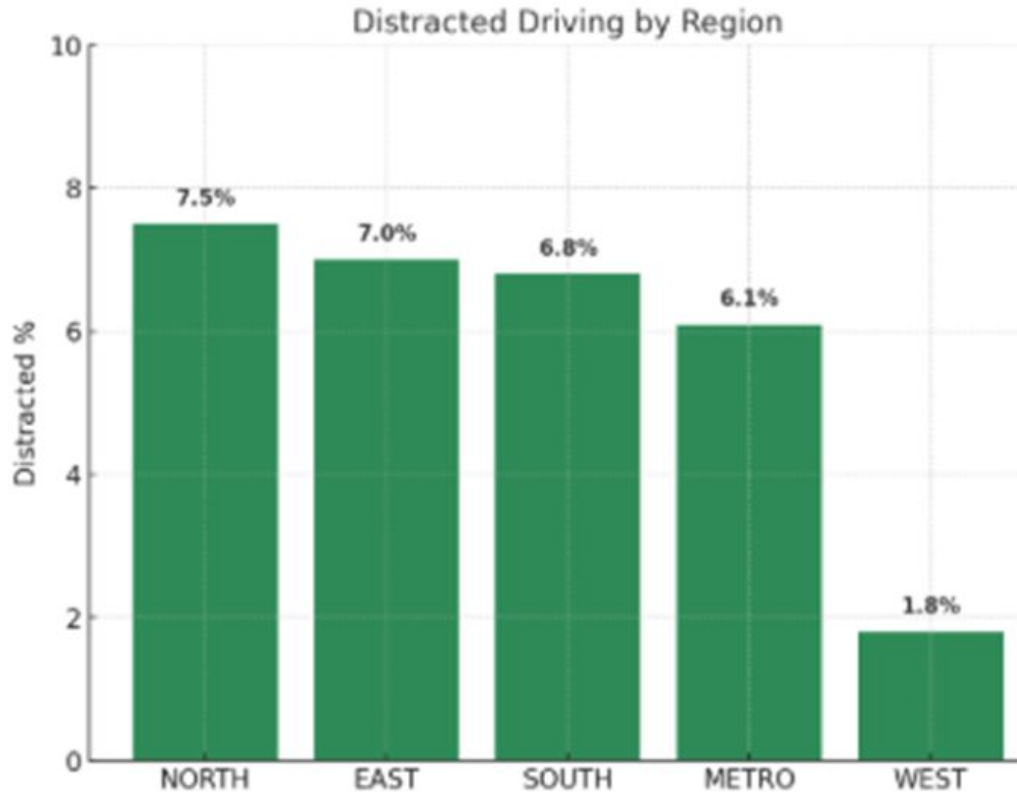
Demographically, the majority of observed drivers were adults commuting during peak weekday hours, with high exposure on major highways and metropolitan zones. The most frequent distractions included phone conversations, texting, eating or drinking, and attending to passengers or children. Although only a small fraction of drivers were seen texting, these behaviors significantly increase crash risk. Road safety concerns align with previous findings—drivers continue to identify distracted driving as one of the top three threats to safety, along with poor road conditions and speeding.

“Distracted driving is still one of the biggest threats on our roads. Every text or call behind the wheel puts lives at risk, and we are committed to stronger enforcement and education to stop it.”



1) Distracted Driving

GRAPH 1: OBSERVED DISTRACTION BY REGION

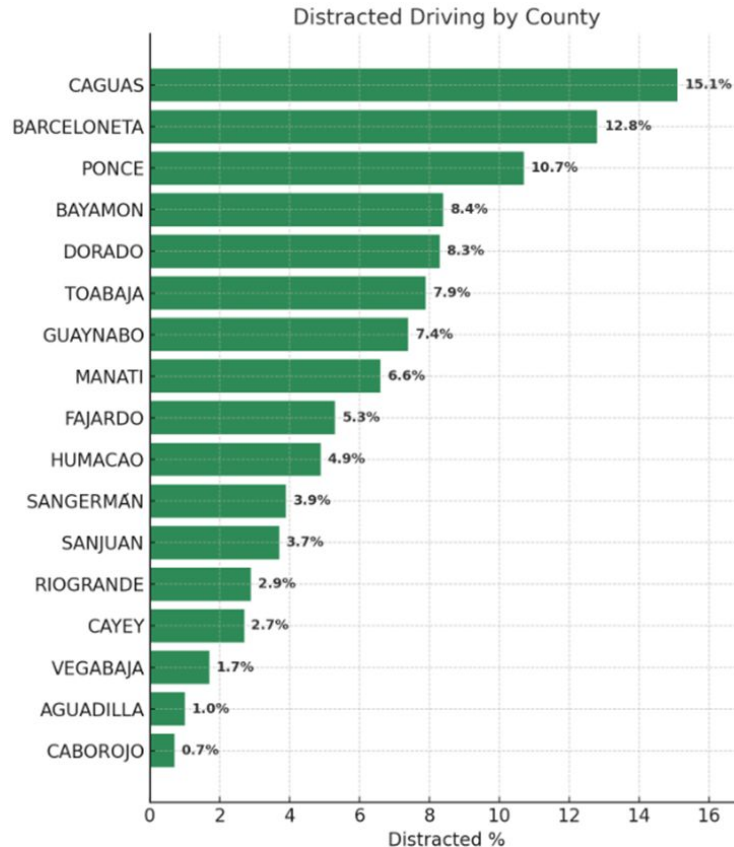


The 2025 survey found 6% of Puerto Rico drivers distracted, highest in the North/East and lowest in the West, guiding regional campaigns.



1) Distracted Driving

GRAPH 2: OBSERVED DISTRACTION BY COUNTY

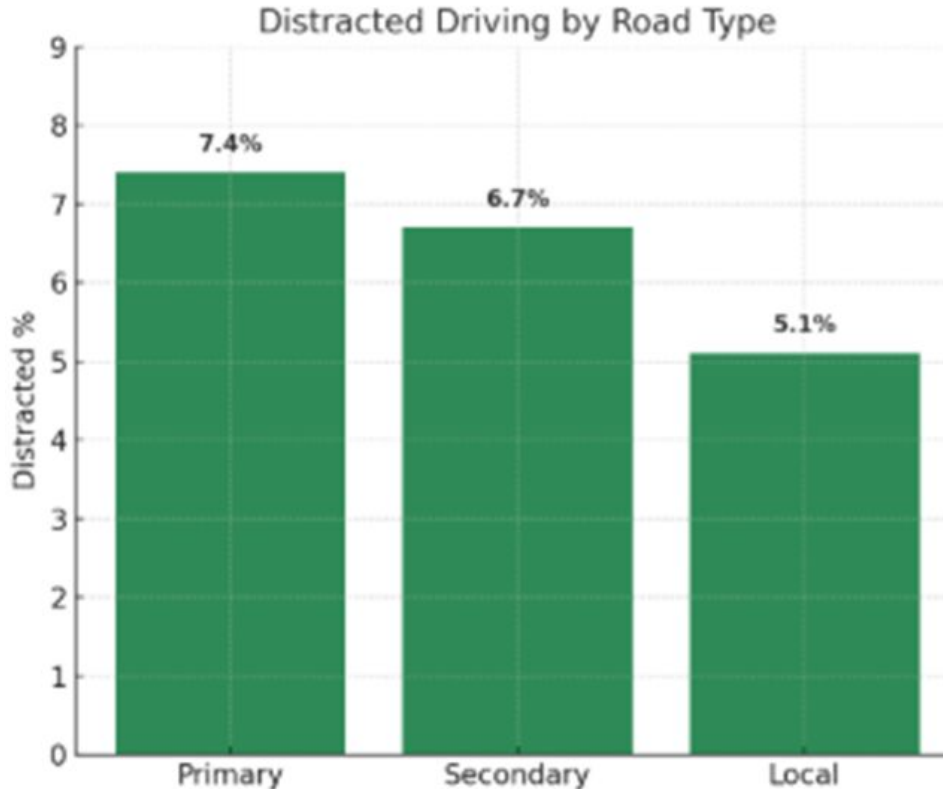


County sample analysis shows 6% distracted drivers in Puerto Rico, with Caguas highest at 15.1% and Cabo Rojo lowest at 0.7%.



1) Distracted Driving

GRAPH 3: OBSERVED DISTRACTION BY ROAD TYPE

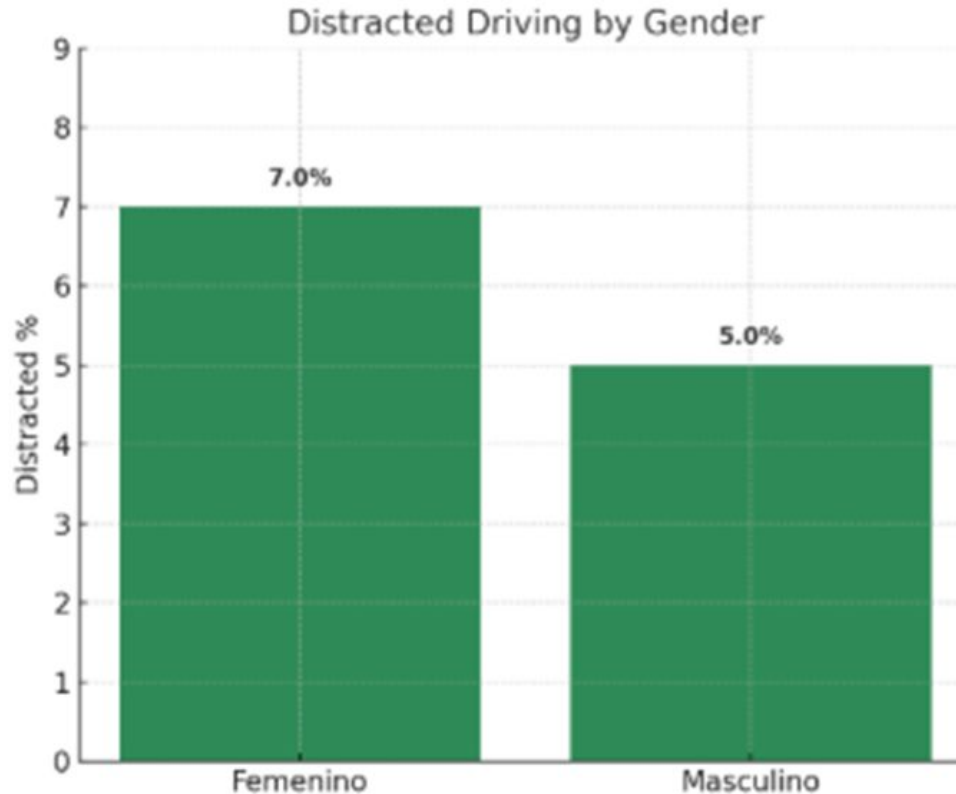


Distracted driving was highest on primary roads (7.4%), followed by secondary (6.7%) and local roads (5.1%), reflecting traffic volume differences.



1) Distracted Driving

GRAPH 4: OBSERVED DISTRACTION BY GENDER

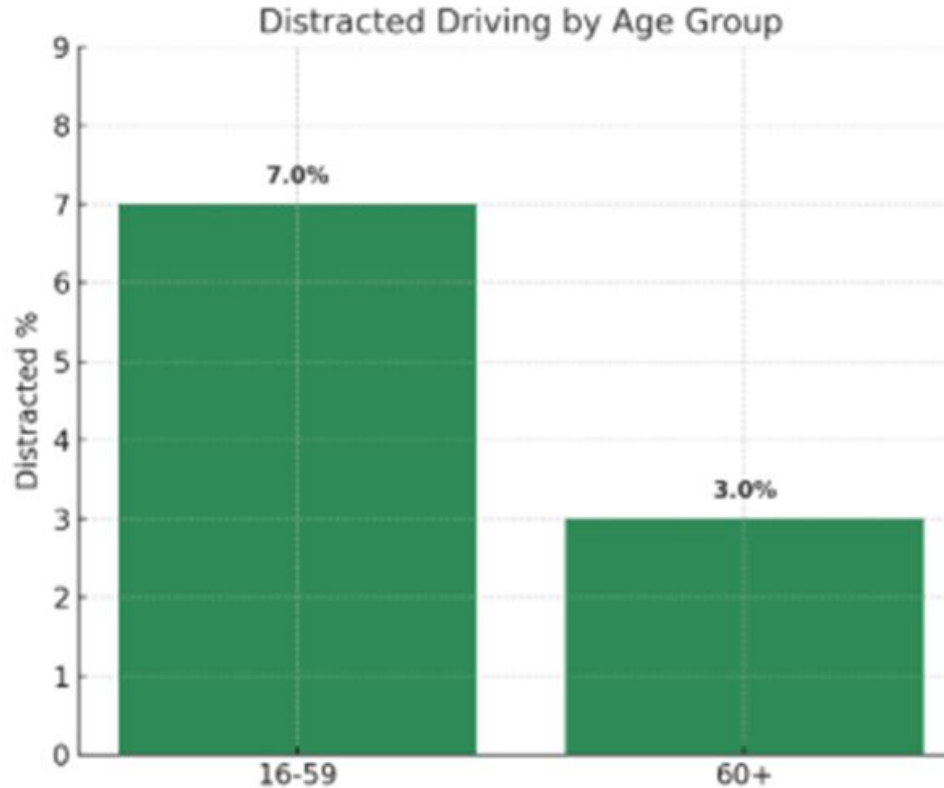


Of the observed drivers, 33% were female and 67% male. Distracted driving was higher among women (7.0%) than men (5.0%).



1) Distracted Driving

GRAPH 5: OBSERVED DISTRACTION BY AGE

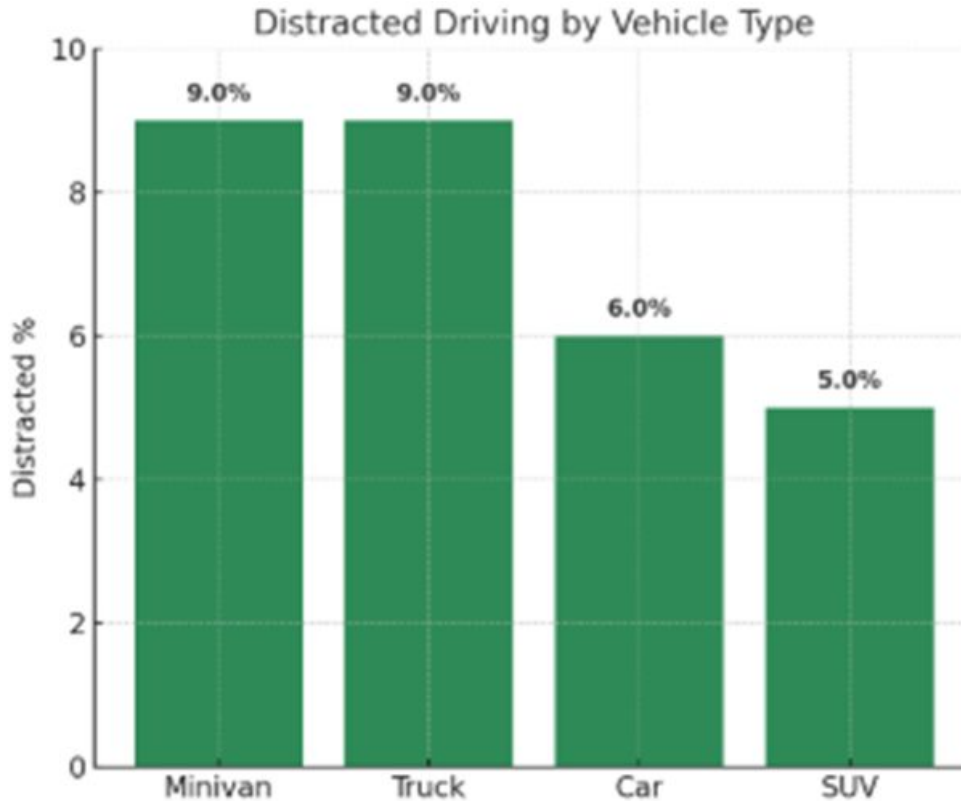


Of the observed drivers, 22% were over the age of 60 and 78% were between 16 and 59 years of age. Drivers aged 16–59 showed a 7.0% distraction rate, while those 60+ had 3.0%.



1) Distracted Driving

GRAPH 6: OBSERVED DISTRACTION BY VEHICLE TYPE

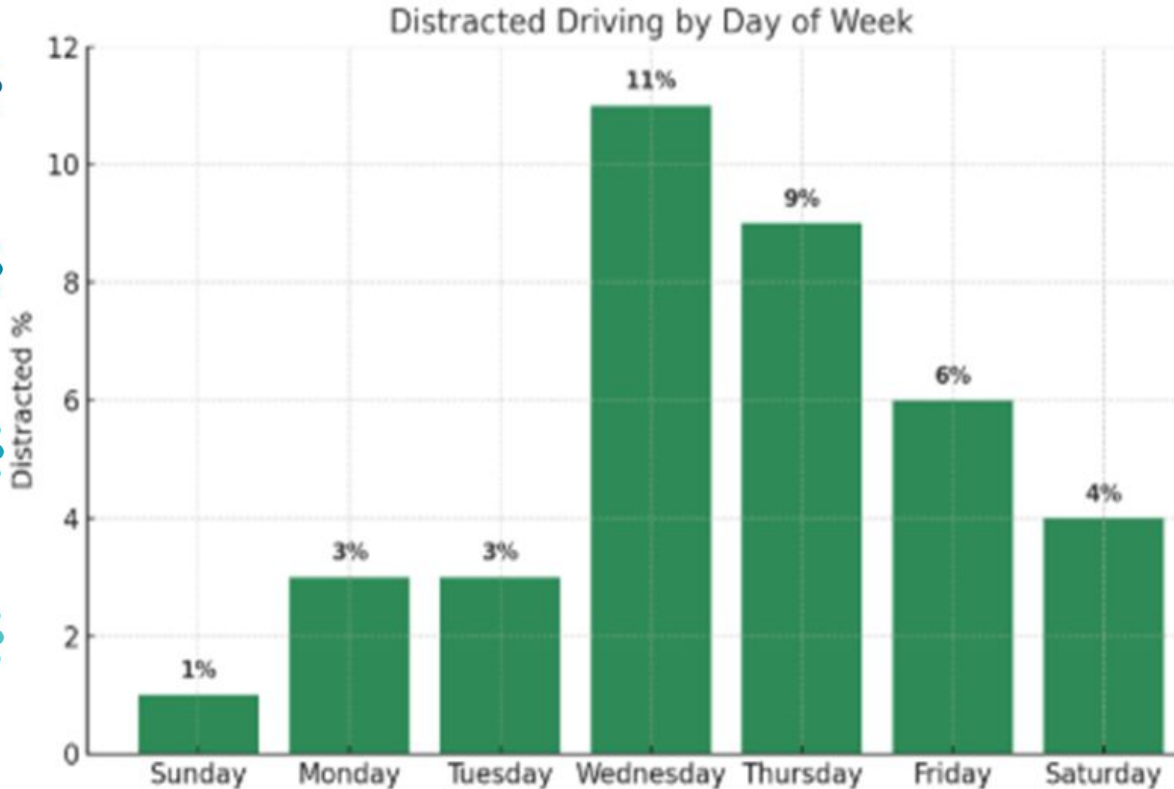


Of the observed vehicles, 45% were regular cars, 43% were SUVs, 7% minivans, and 4% trucks. Distracted driving was most prevalent among those operating minivans (9.0%) and trucks (9.0%).



1) Distracted Driving

GRAPH 7: OBSERVED DISTRACTION BY DAY OF THE WEEK



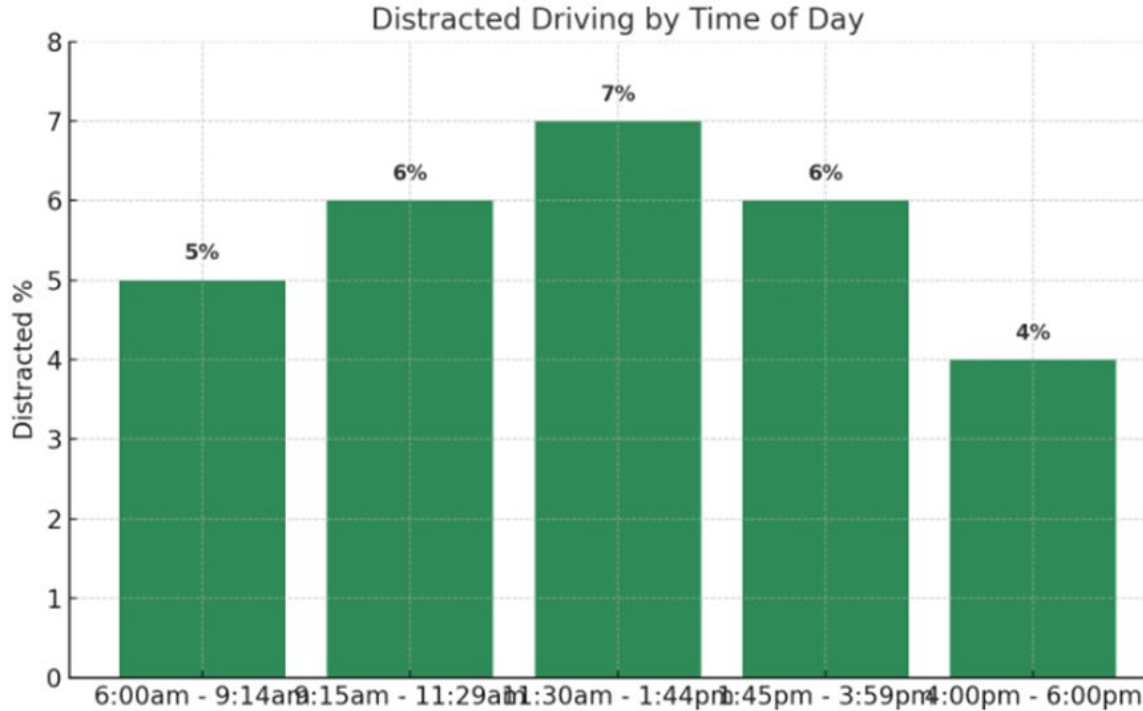
Thursday accounted for the highest proportion of data collection at 21.6%, followed by Wednesday with 18.2%, and Friday with 14.2%.

Tuesday and Monday reflected moderate data collection levels, with 12.8% and 12.5% respectively.



1) Distracted Driving

GRAPH 8: OBSERVED DISTRACTION BY TIME-OF-DAY INTERVALS



Most observations occurred 9:15–11:29 AM (28.1%) and 6:00–9:14 AM (26.5%), with activity declining steadily afterward, lowest from 4:00–6:00 PM (12.8%).



2) Car Seat Use

Rate of car seat use	Standard Error	95 Percent Confidence Interval	
74.40%	3.00%	68.60%	80.20%

SURVEY RESULTS SUMMARY

In the 2025 Car Seat Usage Observational Survey, a total of 7,380 cars with 9,111 occupants were observed. Among these, 207 vehicles carried children (2.8%), and 154 of those children were restrained in car seats, resulting in an overall car seat usage rate of 74.4%. The five (5) regions of Puerto Rico were covered with visits to 17 counties (four road segments in each county selected for the sample).

154 children were observed restrained in car seats, producing an overall usage rate of 74.4%. Regional differences were clear: the Metro region had the highest compliance (90.5%), while the South (57.1%) and East (59.0%) lagged. County-level analysis showed strong adherence in Guaynabo (92%) and Bayamón (91%), but very low rates in Manatí (33%) and Cabo Rojo (40%). Usage was higher among female drivers (77%) and in SUVs/minivans versus trucks. Weekday compliance exceeded weekends, highlighting demographic and behavioral disparities requiring targeted education and enforcement.

“No child’s life should depend on where they live or what car they ride in. We are committed to strengthening education and enforcement so every child is properly protected every trip, every time.”



2) Car Seat Use

NUMBER OF VALID OBSERVATIONS OF OCCUPANTS PER COUNTY

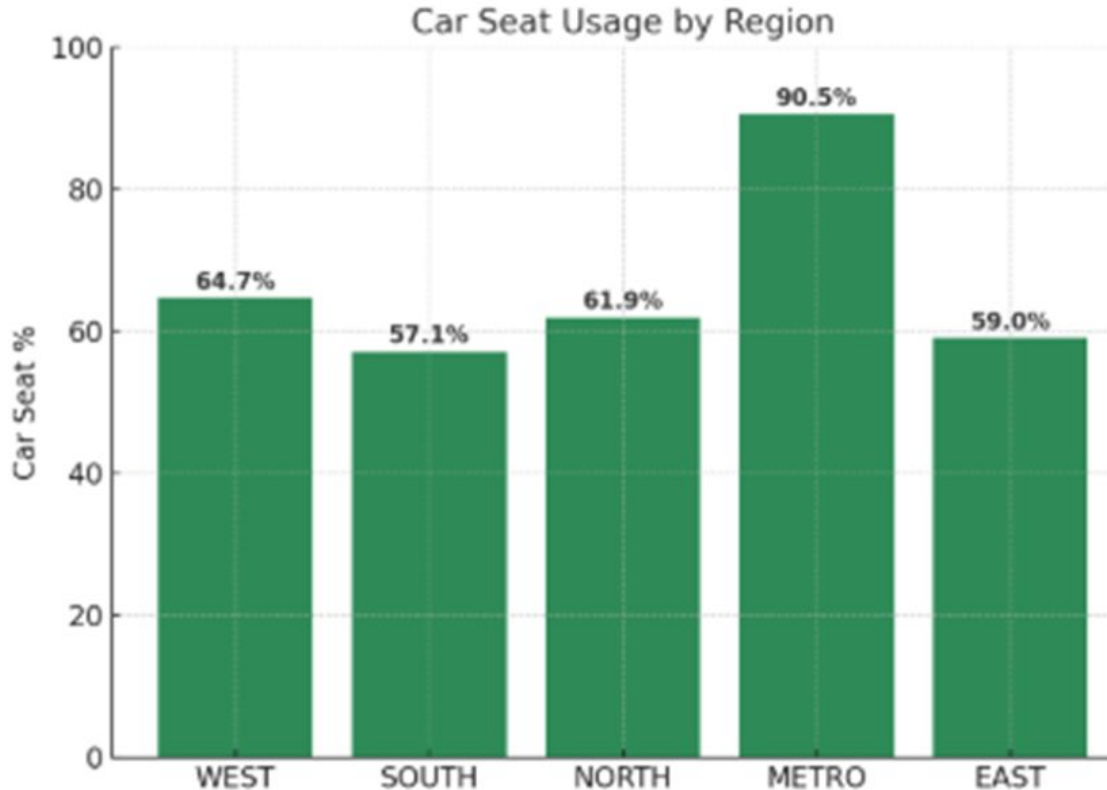


	Cars	Occupants	Child	Car Seat
NORTH Region	2,185	2,640	42	26
VEGABAJA	417	485	6	4
BARCELONETA	429	521	2	1
DORADO	422	541	24	15
TOABAJA	469	544	7	5
MANATI	448	549	3	1
WEST Region	1,276	1,570	17	11
AGUADILLA	409	478	2	1
SANGERMÁN	415	529	10	8
CABOROJO	452	563	5	2
SOUTH Region	888	1,108	14	8
CAYEY	428	530	9	5
PONCE	460	578	5	3
EAST Region	1,630	2,039	39	23
CAGUAS	405	462	5	4
HUMACAO	401	501	5	4
FAJARDO	414	533	13	6
RIOGRANDE	410	543	16	9
METRO Region	1,401	1,754	95	86
SANJUAN	451	555	12	10
BAYAMON	478	589	58	53
GUAYNABO	472	610	25	23



2) Car Seat Use

GRAPH 1: OBSERVED CAR SEAT BY REGION

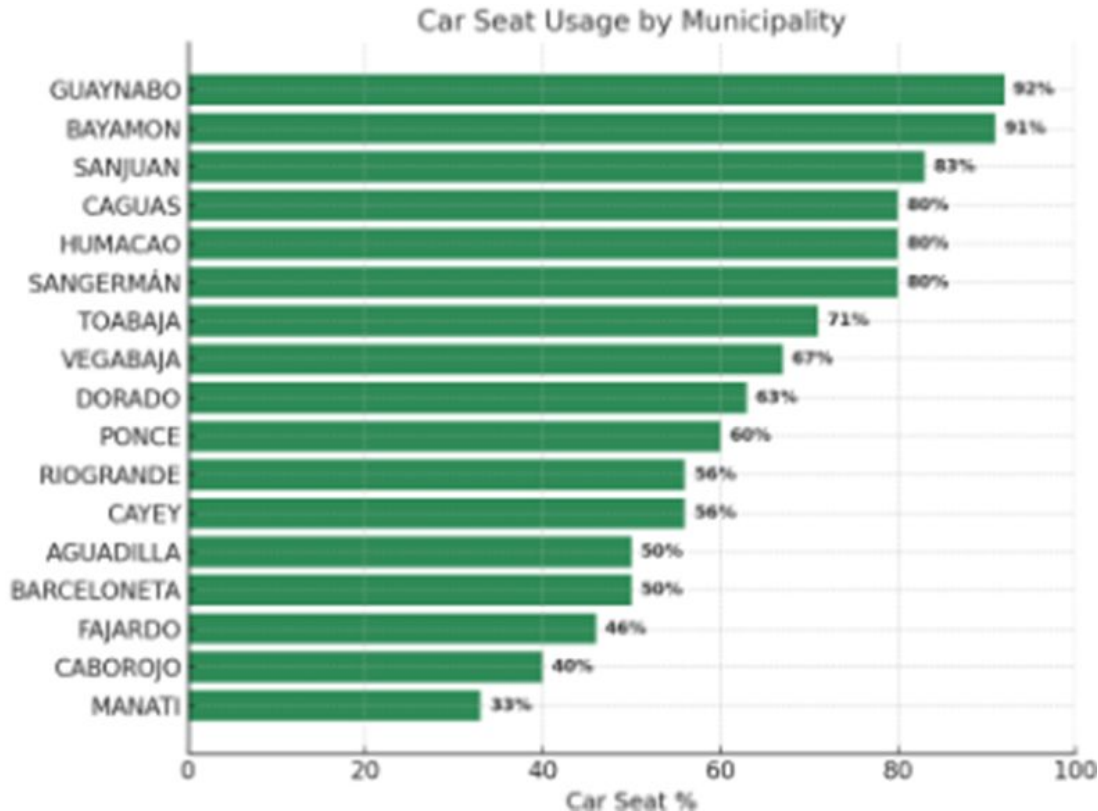


The 2025 survey found 74.4% car seat use in Puerto Rico, highest in Metro (90.5%), lowest in South (57.1%) and East (59.0%).



2) Car Seat Use

GRAPH 2: OBSERVED CAR SEAT BY COUNTY



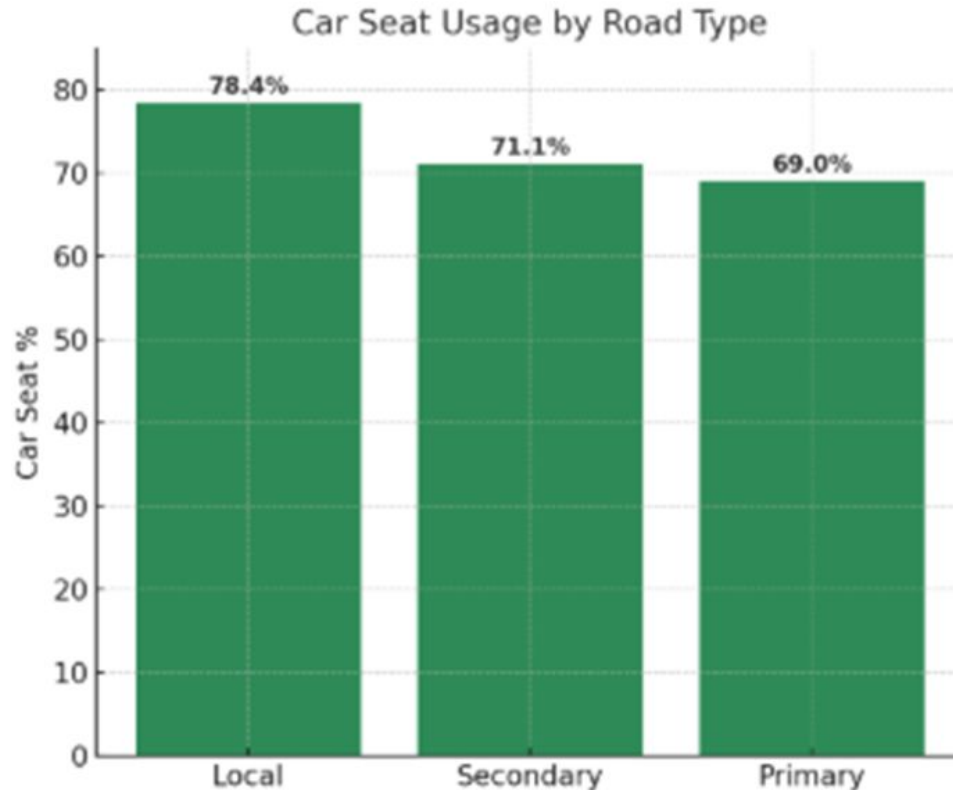
The 2025 study found 74.4% car seat compliance, highest in Guaynabo (92%) and lowest in Manatí (33%), revealing strong geographic disparities.



2) Car Seat Use



GRAPH 3: OBSERVED CAR SEAT BY ROAD TYPE

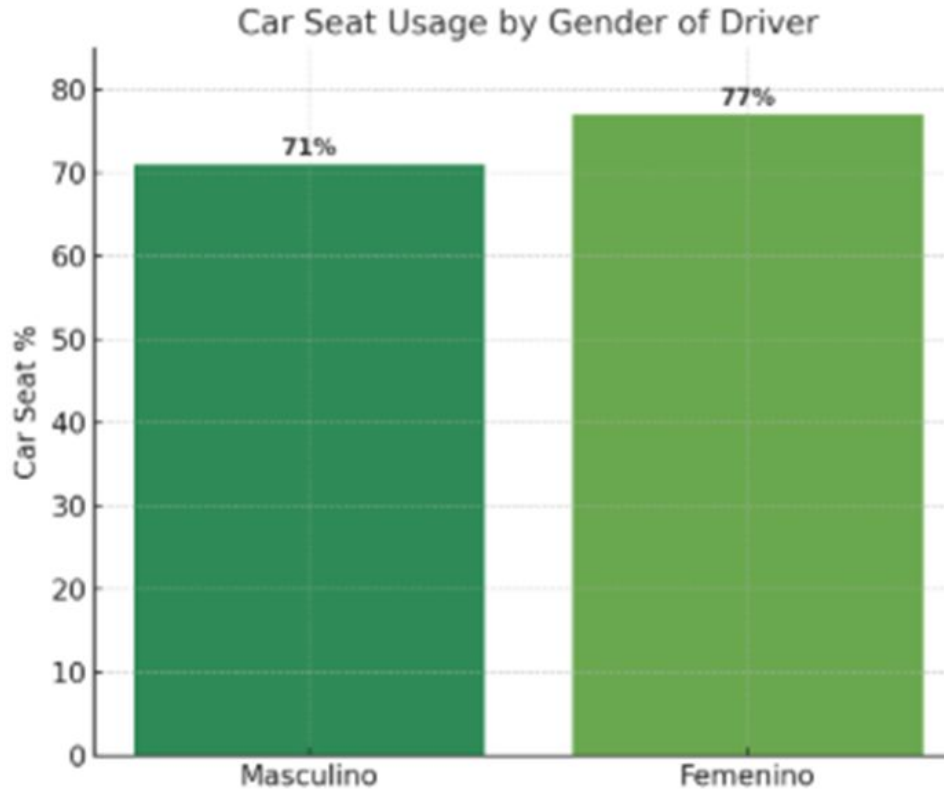
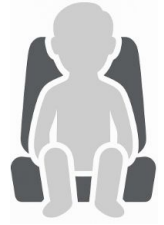


Car seat use was highest on local roads (78.4%), lower on secondary (71.1%), and lowest on primary roads (69.0%), highlighting compliance gaps.



2) Car Seat Use

GRAPH 4: OBSERVED CAR SEAT BY GENDER

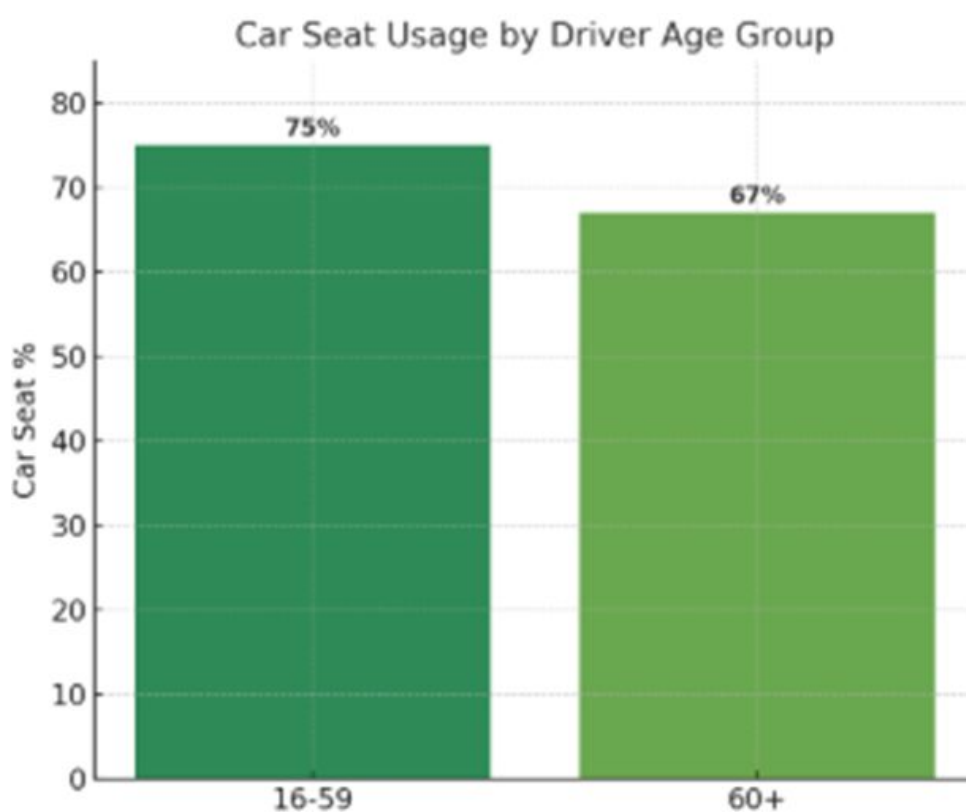


Car seat use was higher with female drivers (77%) than male drivers (71%), showing a small gender gap in child safety compliance.



2) Car Seat Use

GRAPH 5: OBSERVED CAR SEAT BY AGE



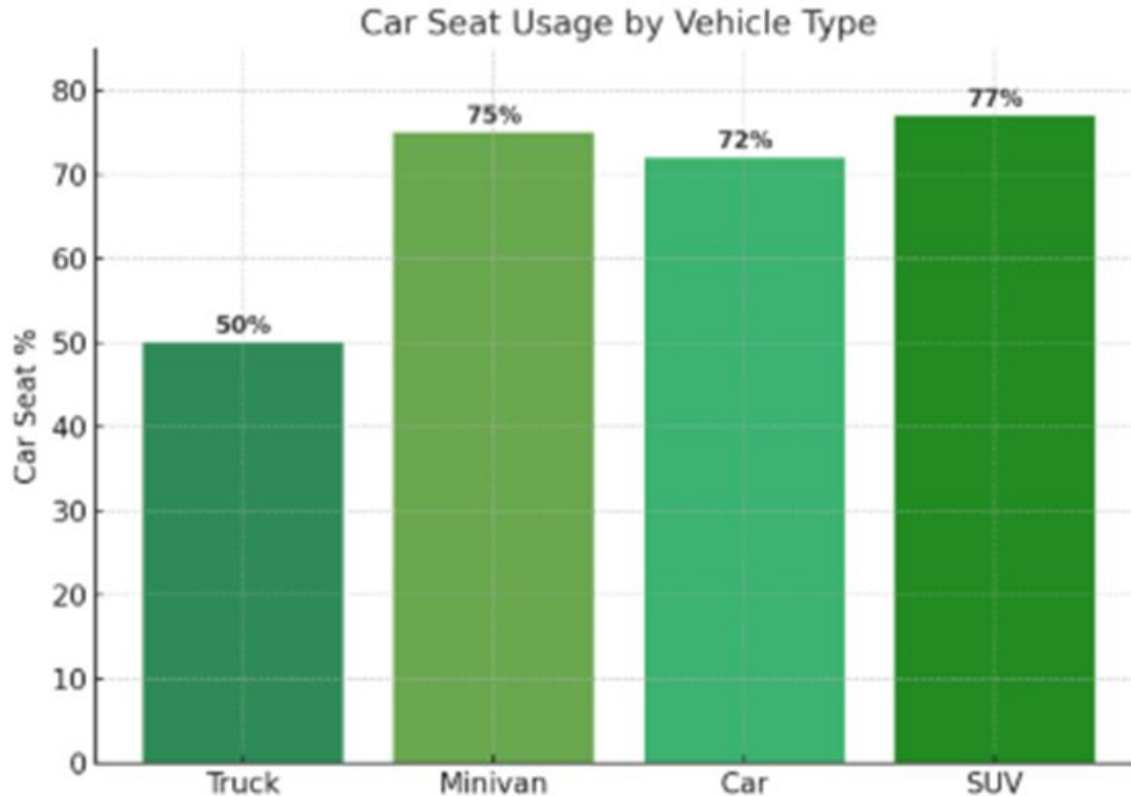
Drivers aged 16–59 had 75% car seat use, while those 60+ had 67%, indicating slightly higher compliance among younger drivers.



2) Car Seat Use



GRAPH 6: OBSERVED CAR SEAT BY VEHICLE TYPE

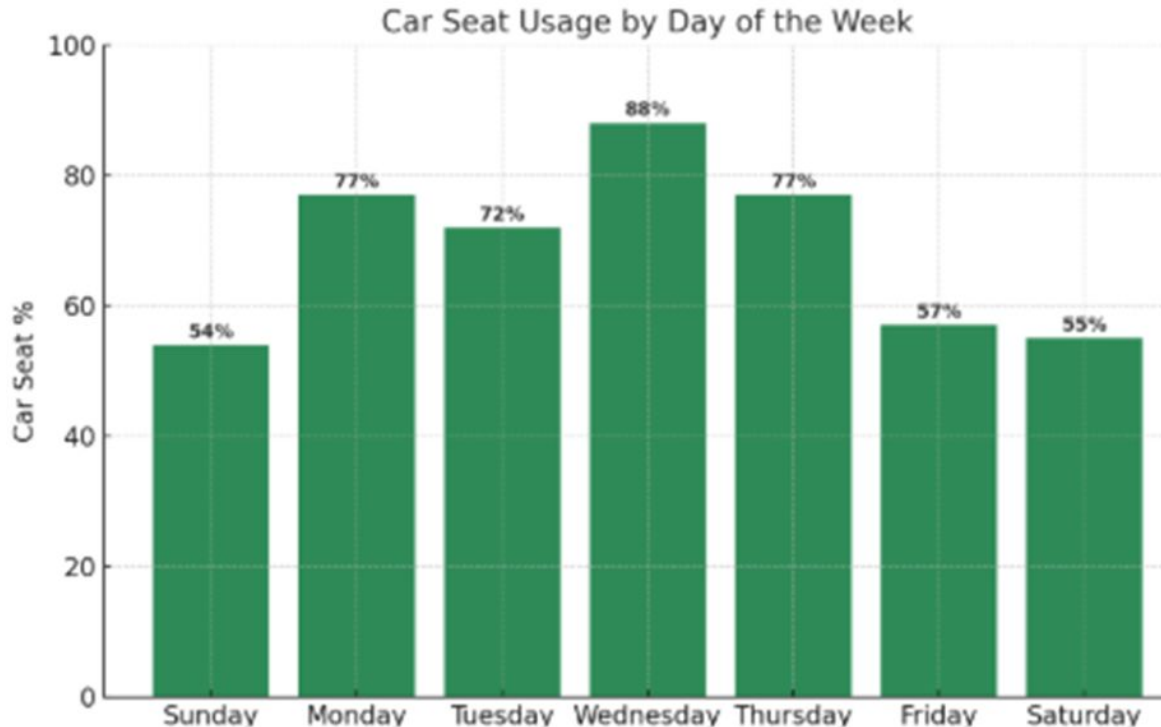


Car seat use was highest in SUVs (77%) and minivans (75%), lower in cars (72%), and lowest in trucks (50%), showing clear differences.



2) Car Seat Use

GRAPH 7: OBSERVED CAR SEAT BY DAY OF THE WEEK

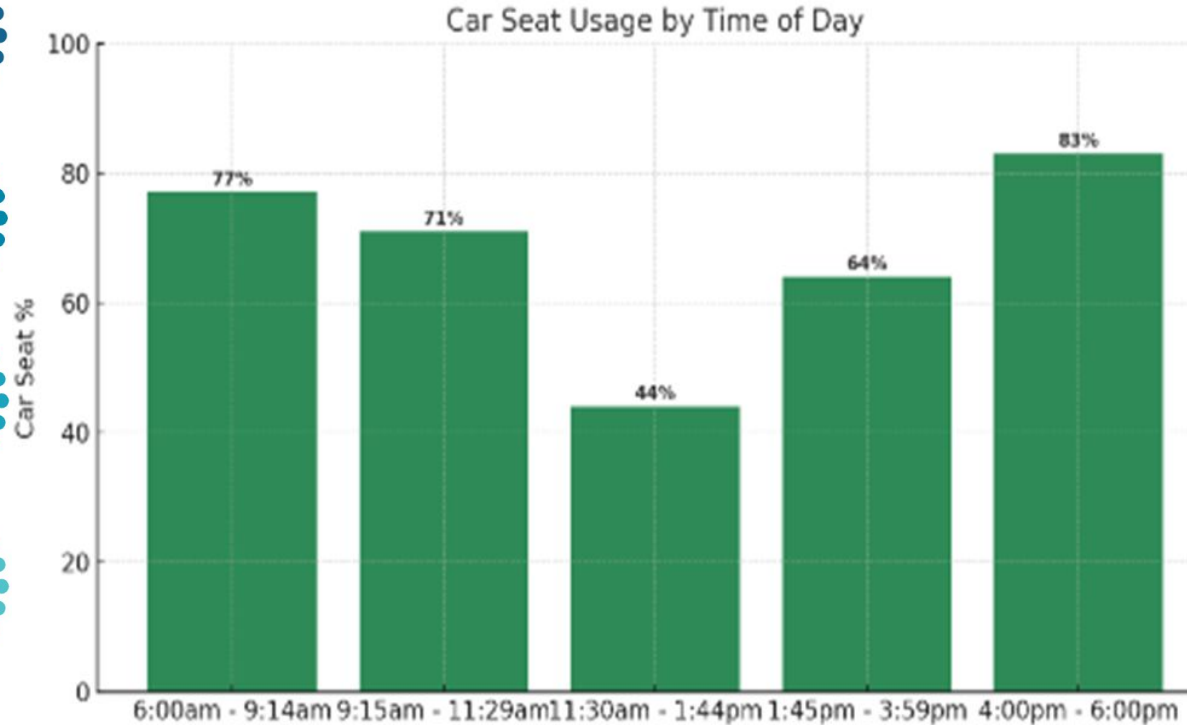


Car seat use peaked midweek (Wednesday 88%), was moderate early week, and lowest on weekends (Sunday 54%), highlighting weaker compliance during leisure travel.



2) Car Seat Use

GRAPH 8: OBSERVED CAR SEAT BY TIME-OF-DAY INTERVALS



Car seat use was highest late afternoon (83%) and early morning (77%), but lowest midday (44%), showing weaker compliance during late morning and early afternoon.



3) Seatbelt Use

Rate of belt use	Standard Error	95 Percent Confidence Interval	
91.32%	0.29%	91.20%	92.34%



SURVEY RESULTS SUMMARY

The five (5) regions of Puerto Rico were covered with visits of the 17 counties (four road segments in each county selected for the sample). The number of observations per segment was a minimum of 100 vehicles, for a total of 7,380 observed vehicles and 9,111 occupants (7,380 drivers and 1,515 front passengers). The number of occupants with unknown belt use was 309 for a nonresponse rate of 3.39% (nonresponse rate = 306/9,111).

Overall seat belt use was 91.3%, with drivers showing higher compliance (93.3%) than passengers (87.8%). Regional rates were consistently strong, led by the West (93%) and East (92%), though the South lagged slightly at 89%. Humacao recorded the highest county-level use (98%), while San Germán was the lowest (84%). Female occupants (92.9%) outperformed males (90.6%). SUVs and cars showed stronger compliance than trucks and minivans. Usage peaked midweek and late mornings, while weekends and afternoons showed lower adherence, highlighting opportunities for targeted enforcement.

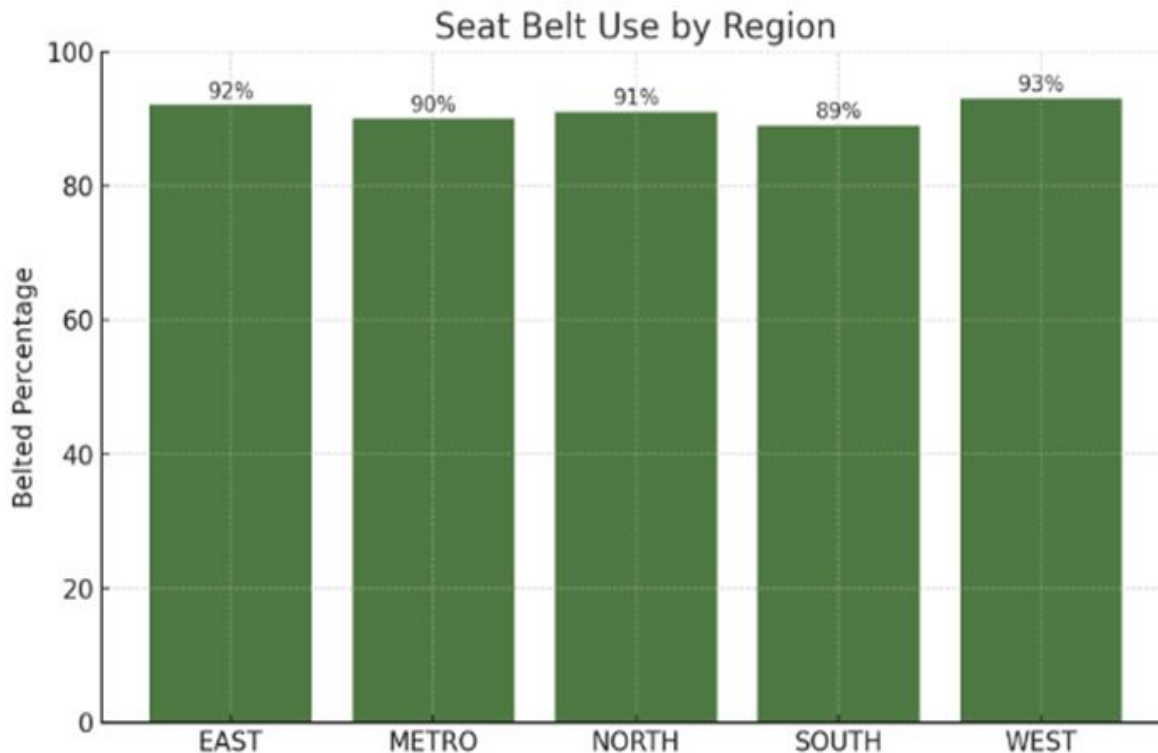
“Over nine in ten Puerto Ricans buckle up, but gaps remain with passengers and weekends. Seat belts save lives—every trip, every time.”



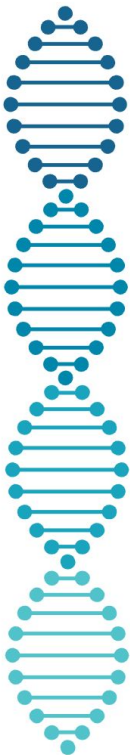
3) Seatbelt Use



GRAPH 1: OBSERVED BELT USE BY REGION



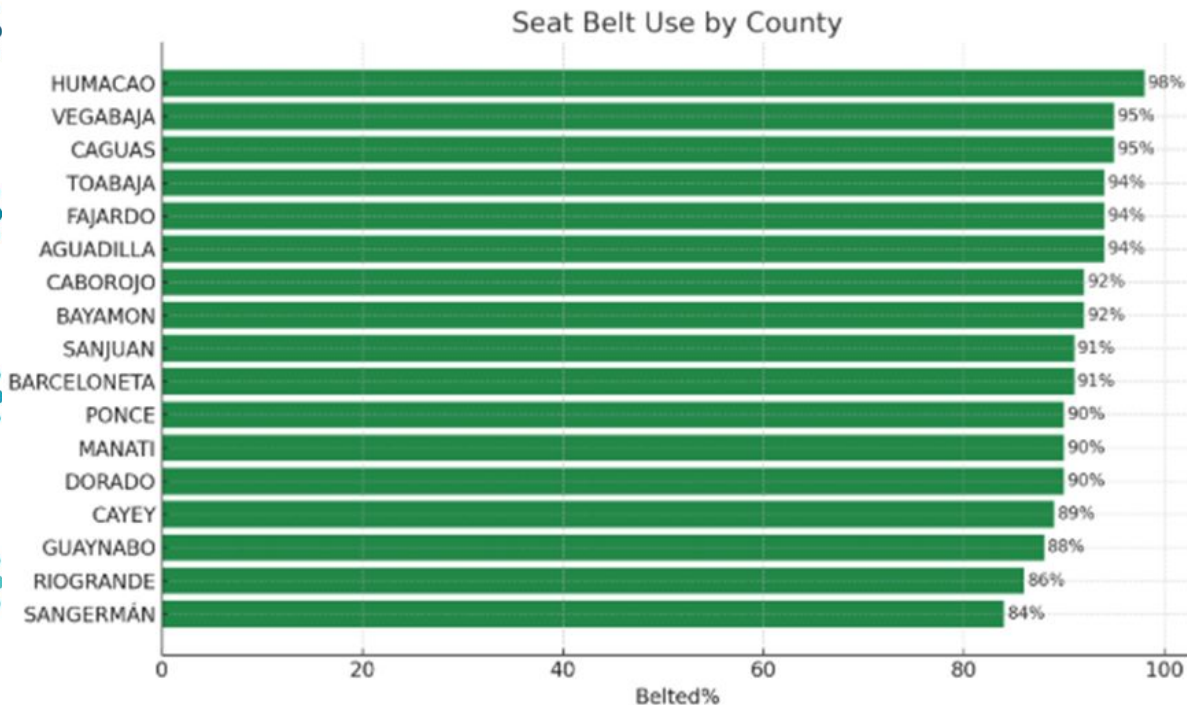
Seat belt use averaged 91% in Puerto Rico; highest in West (93%) and East (92%), lowest in South (89%), showing consistent regional compliance.



3) Seatbelt Use



GRAPH 2: OBSERVED DISTRACTION BY COUNTY



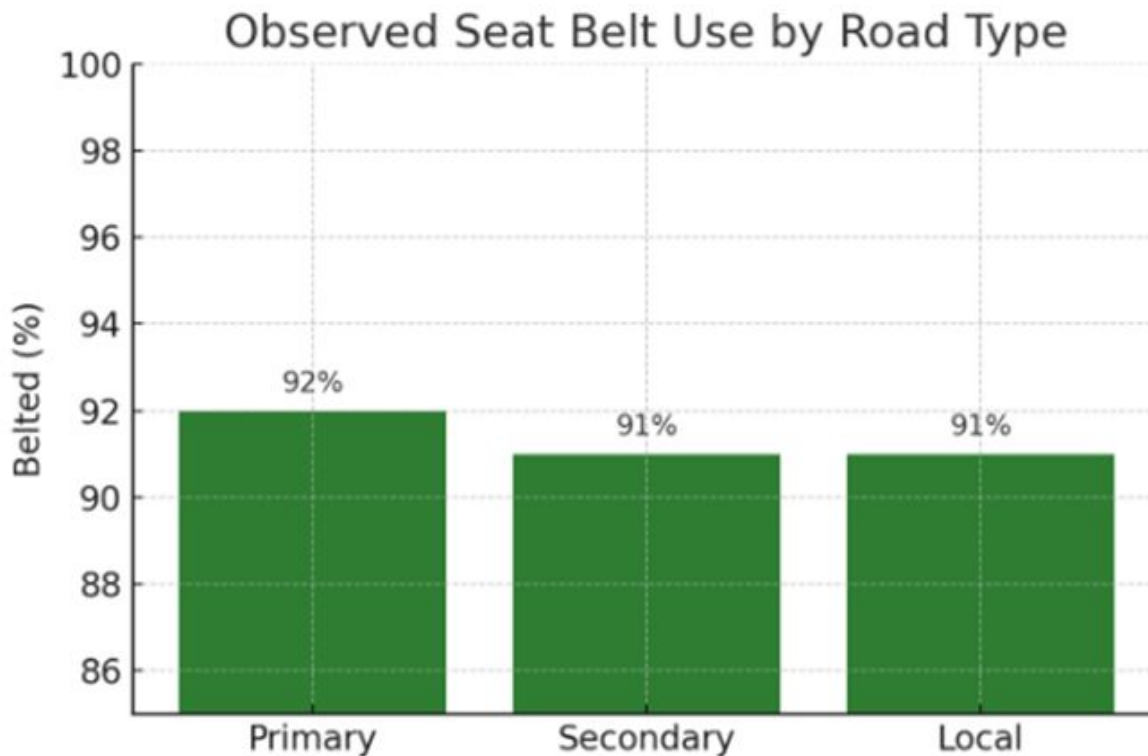
Seat belt use averaged above 90% across counties, highest in Humacao (98%) and lowest in San Germán (84%), showing strong overall compliance but disparities.



3) Seatbelt Use



GRAPH 3: OBSERVED BELT USE BY ROAD TYPE



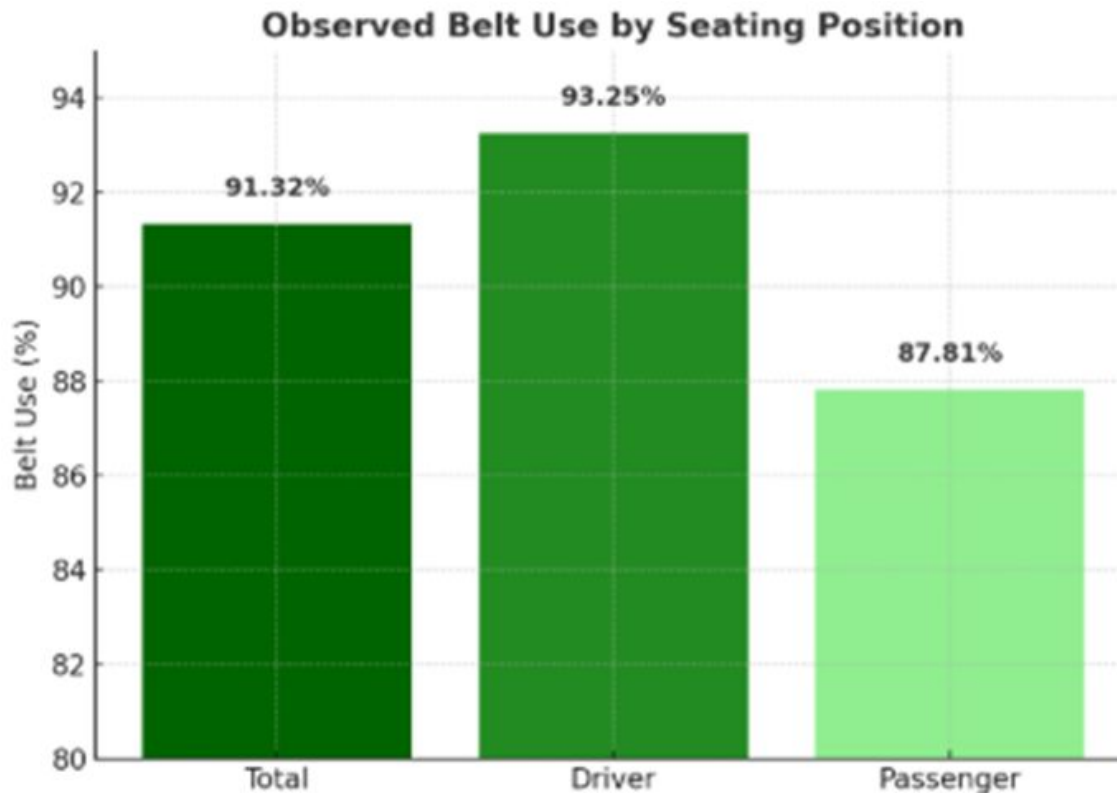
Seat belt use was consistent across road types: 92% on primary roads, and 91% on local and secondary roads, showing strong compliance.



3) Seatbelt Use



GRAPH 4: OBSERVED BELT USE BY SEATING POSITION



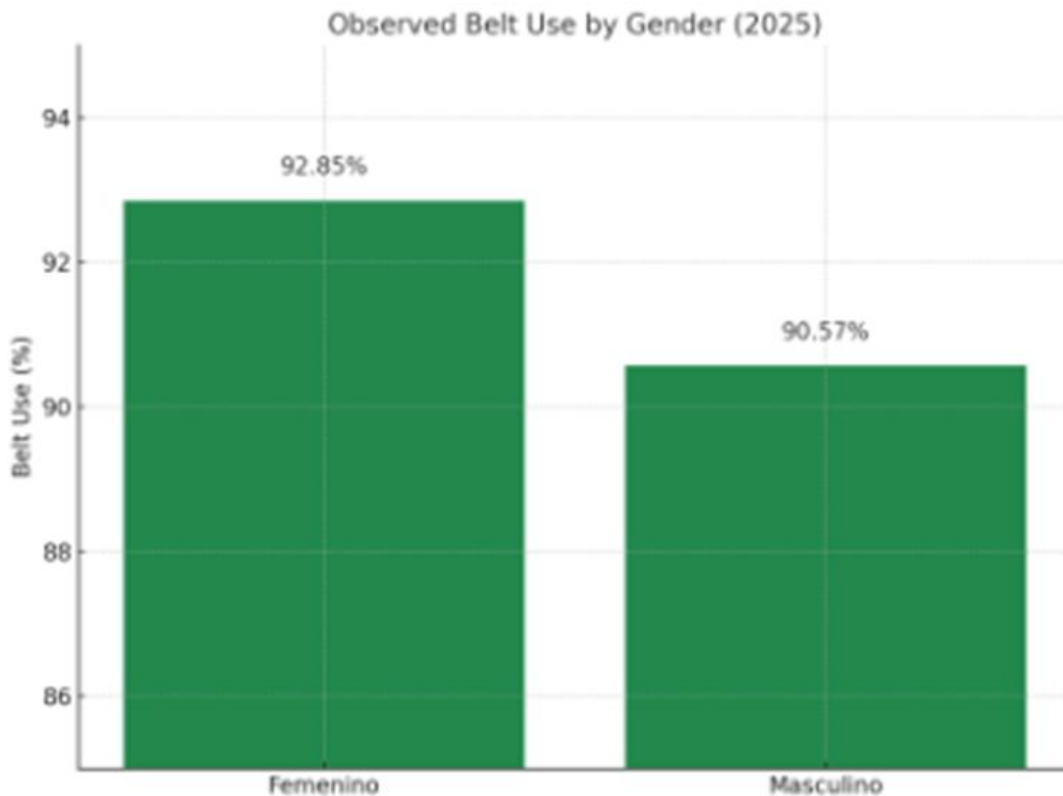
Drivers showed 93.3% seat belt use, passengers 87.8%, for an overall 91.3%, highlighting lower passenger compliance and need for education.



3) Seatbelt Use



GRAPH 5: OBSERVED BELT USE BY GENDER

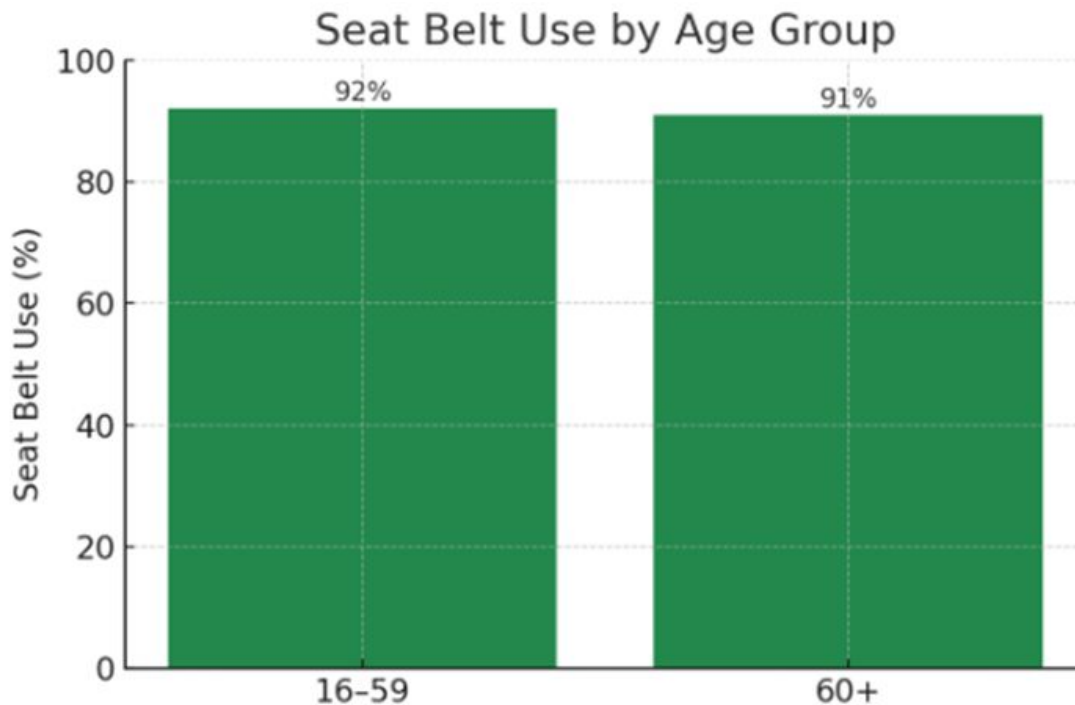


Female occupants showed 92.9% seat belt use, compared to 90.6% for males, reflecting a modest but consistent gender compliance difference.



3) Seatbelt Use

GRAPH 6: OBSERVED BELT USE BY AGE

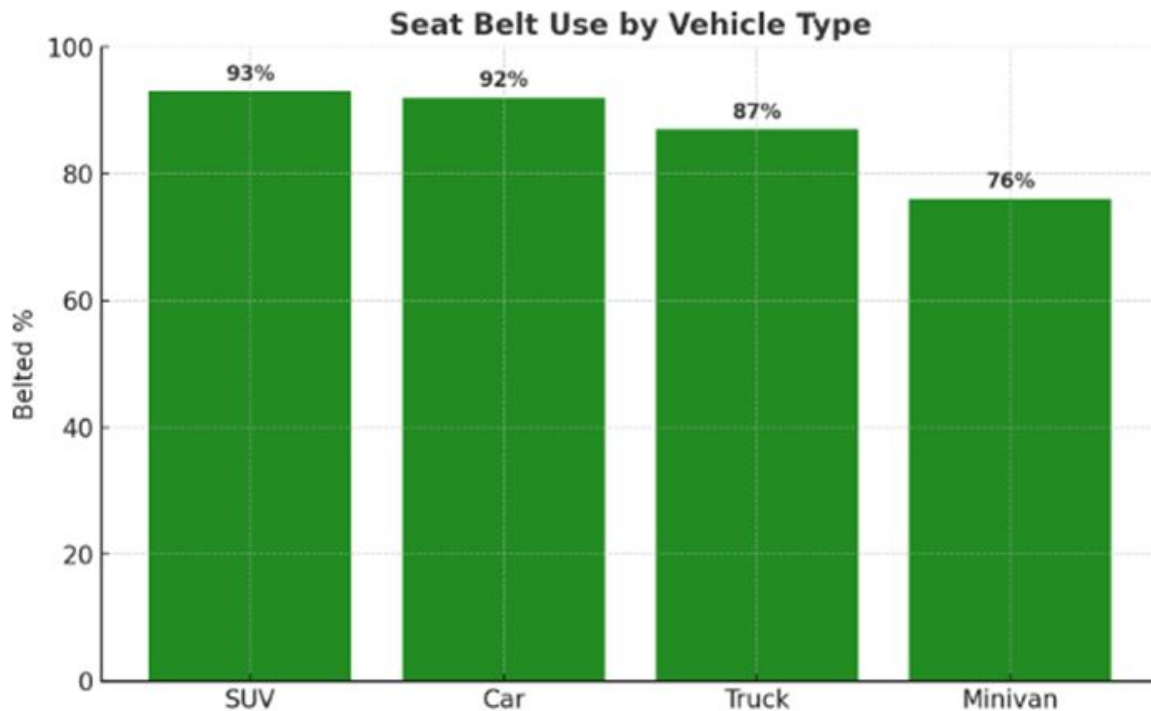


Seat belt use was 92% among ages 16–59 and 91% among 60+, showing consistently high compliance across age groups.

3) Seatbelt Use



GRAPH 7: OBSERVED BELT USE BY VEHICLE TYPE



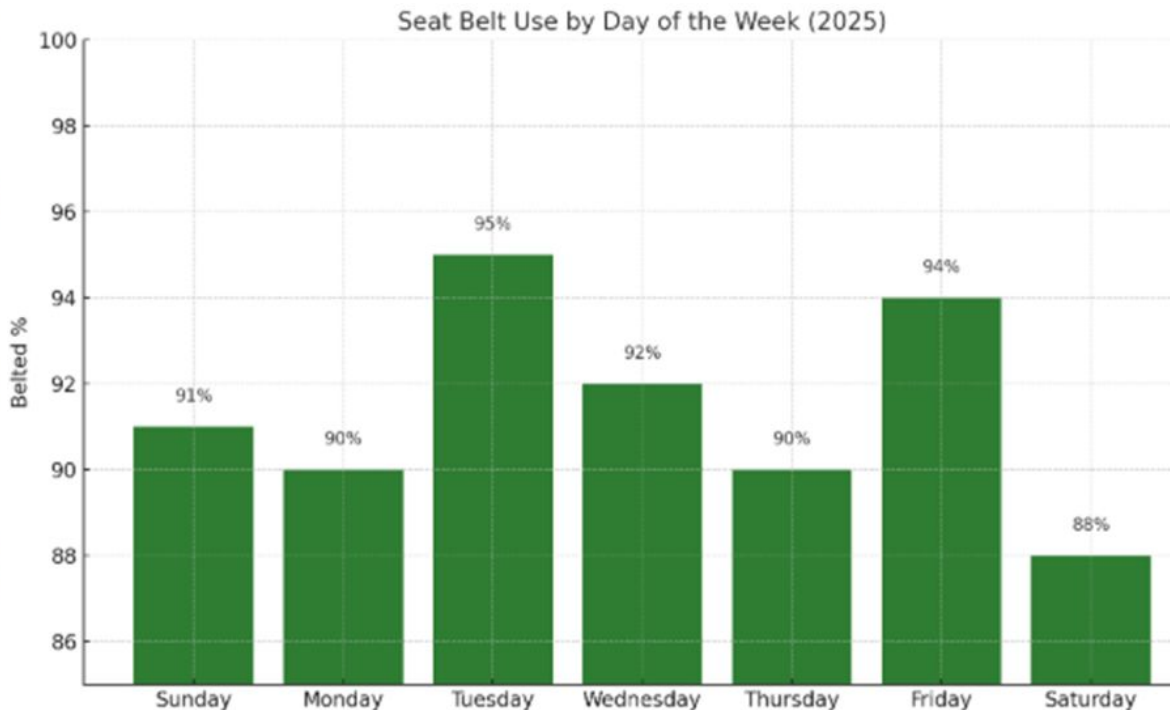
Seat belt use was highest in SUVs (93%) and cars (92%), lower in trucks (87%), and lowest in minivans (76%), indicating gaps.



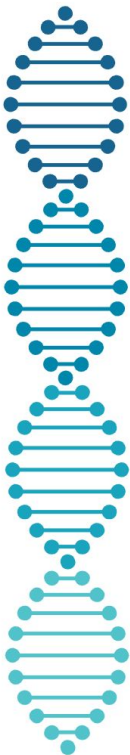
3) Seatbelt Use



GRAPH 8: OBSERVED BELT USE BY DAY OF THE WEEK

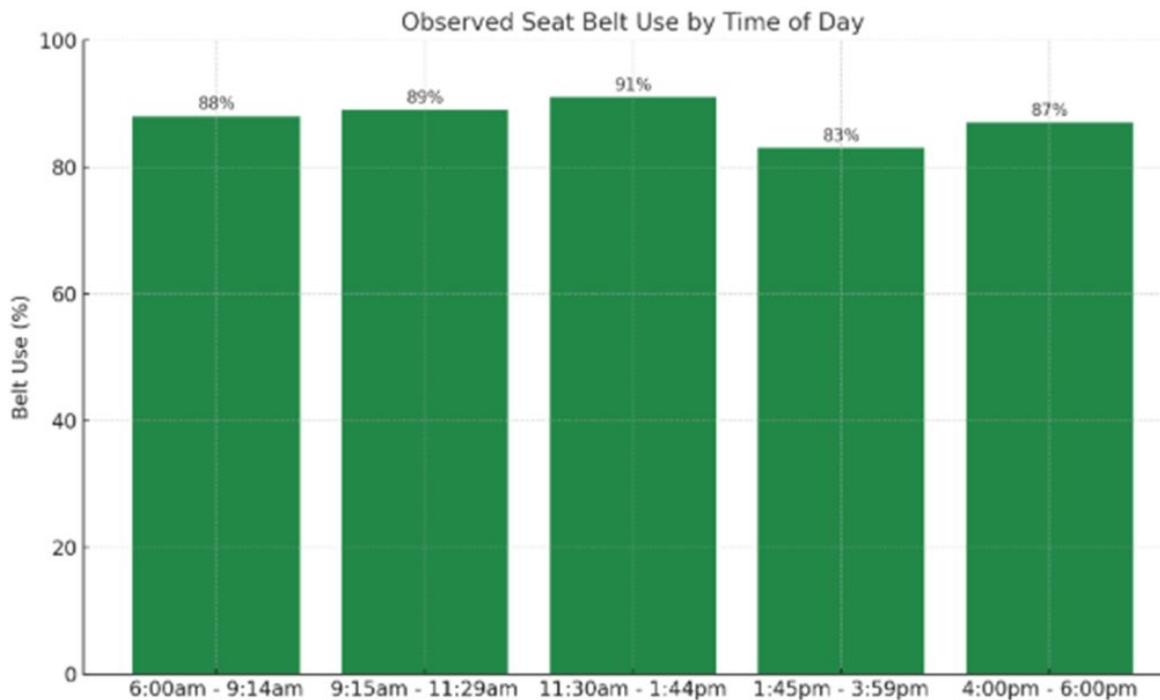


Seat belt use peaked Tuesday (95%) and Friday (94%), but was lowest Saturday (88%), highlighting weaker weekend compliance needing targeted efforts.

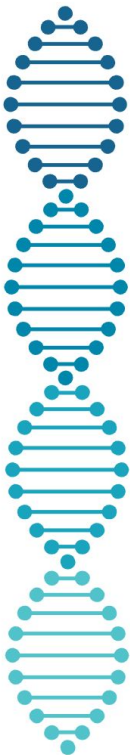


3) Seatbelt Use

GRAPH 9: OBSERVED BELT USE BY TIME-OF-DAY INTERVALS

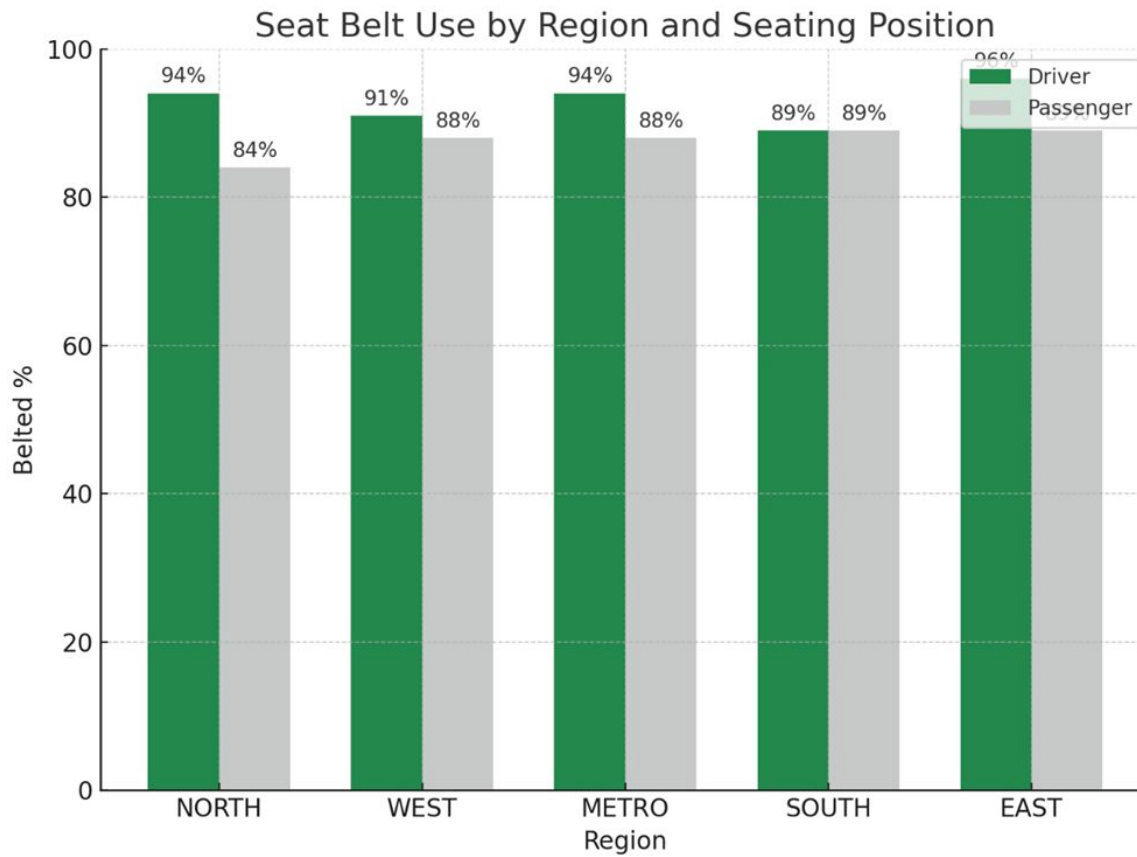


Seat belt use peaked midday (91% at 11:30 am–1:44 pm) and was lowest mid-afternoon (83% at 1:45–3:59 pm), suggesting targeted enforcement opportunities.

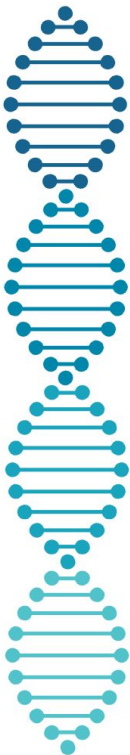


3) Seatbelt Use

GRAPH 10: OBSERVED BELT USE BY REGION PER SEATING POSITION

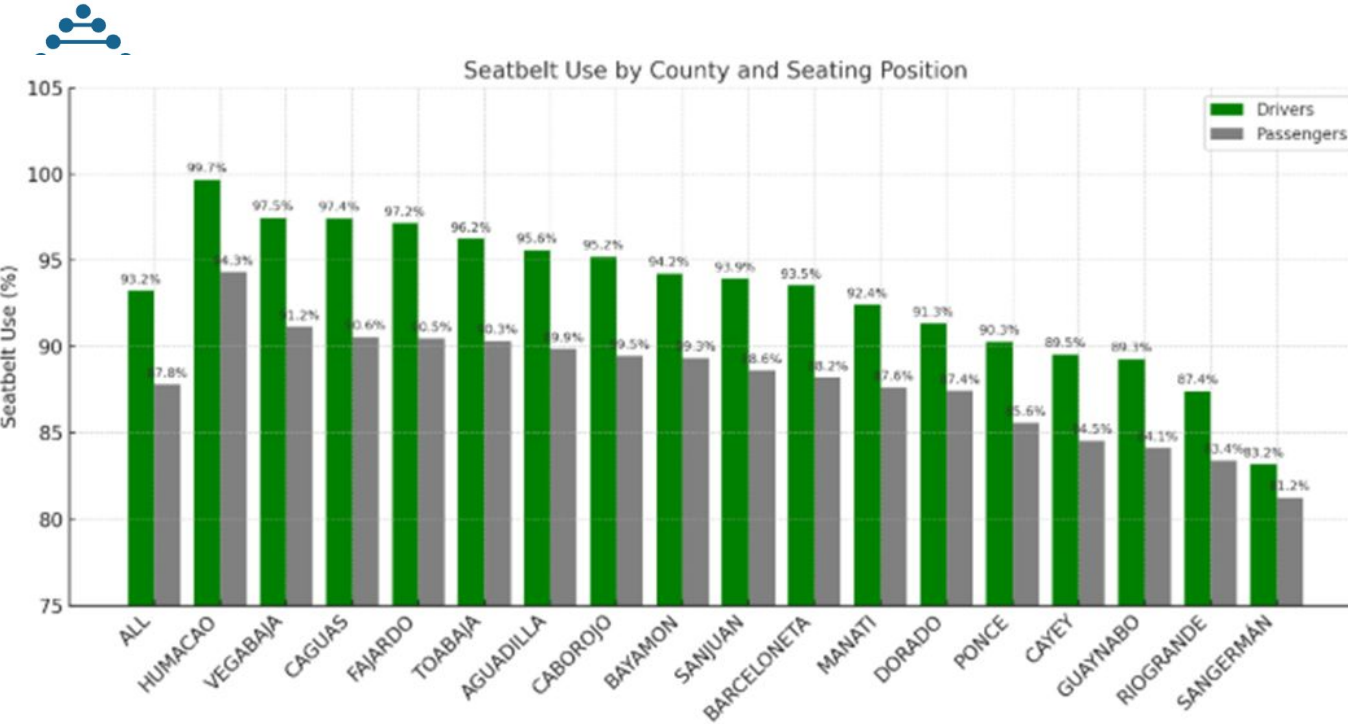


Drivers showed higher seat belt use than passengers in all regions, peaking in the East (96%) and lowest among North passengers (84%).



3) Seatbelt Use

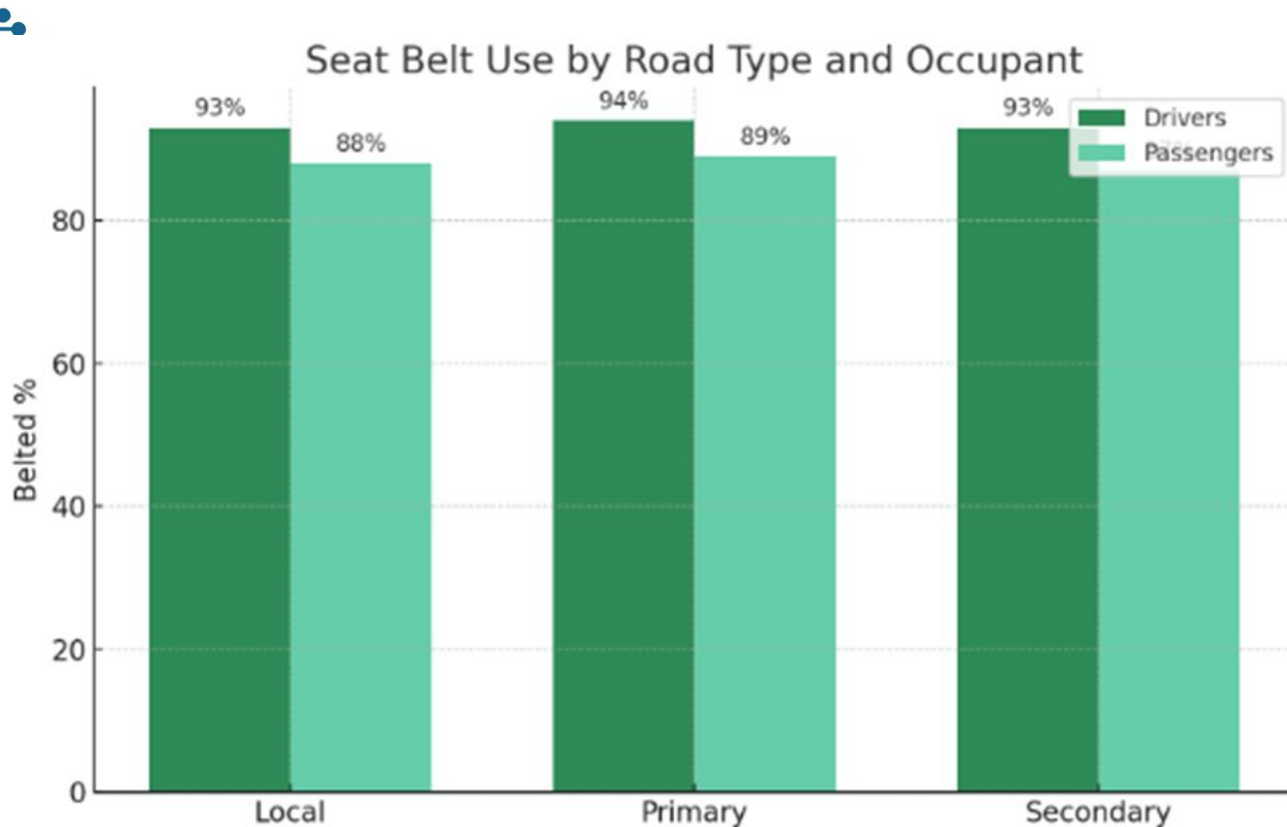
GRAPH 11: OBSERVED BELT USE BY COUNTY PER SEATING POSITION



Drivers consistently showed higher seat belt use than passengers; highest in Humacao (99.7%), lowest overall in San Germán (83.2% drivers, 81.2% passengers).

3) Seatbelt Use

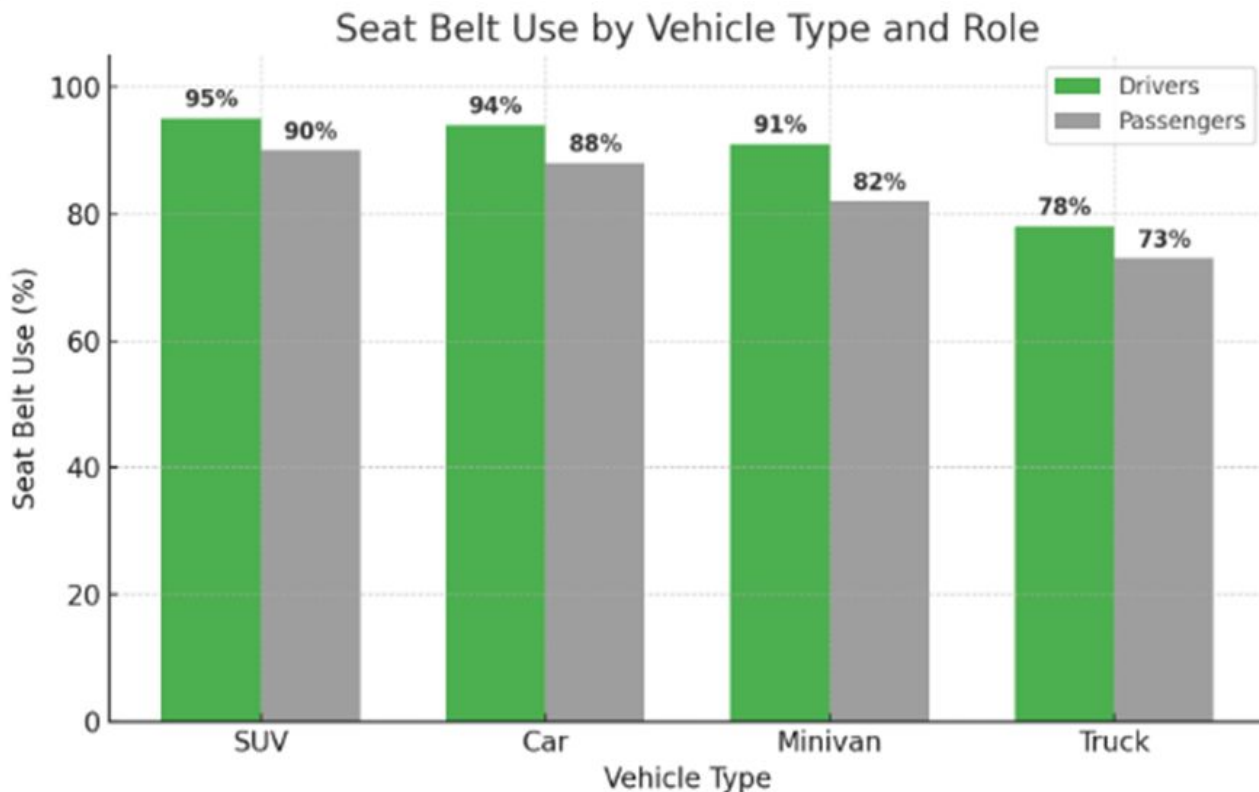
GRAPH 12: OBSERVED BELT USE BY SEATING POS. PER ROAD TYPE



Driver seat belt use stayed high across roads, peaking at 94% on primary roads, while passenger use lagged slightly, lowest on secondary roads (87%).

3) Seatbelt Use

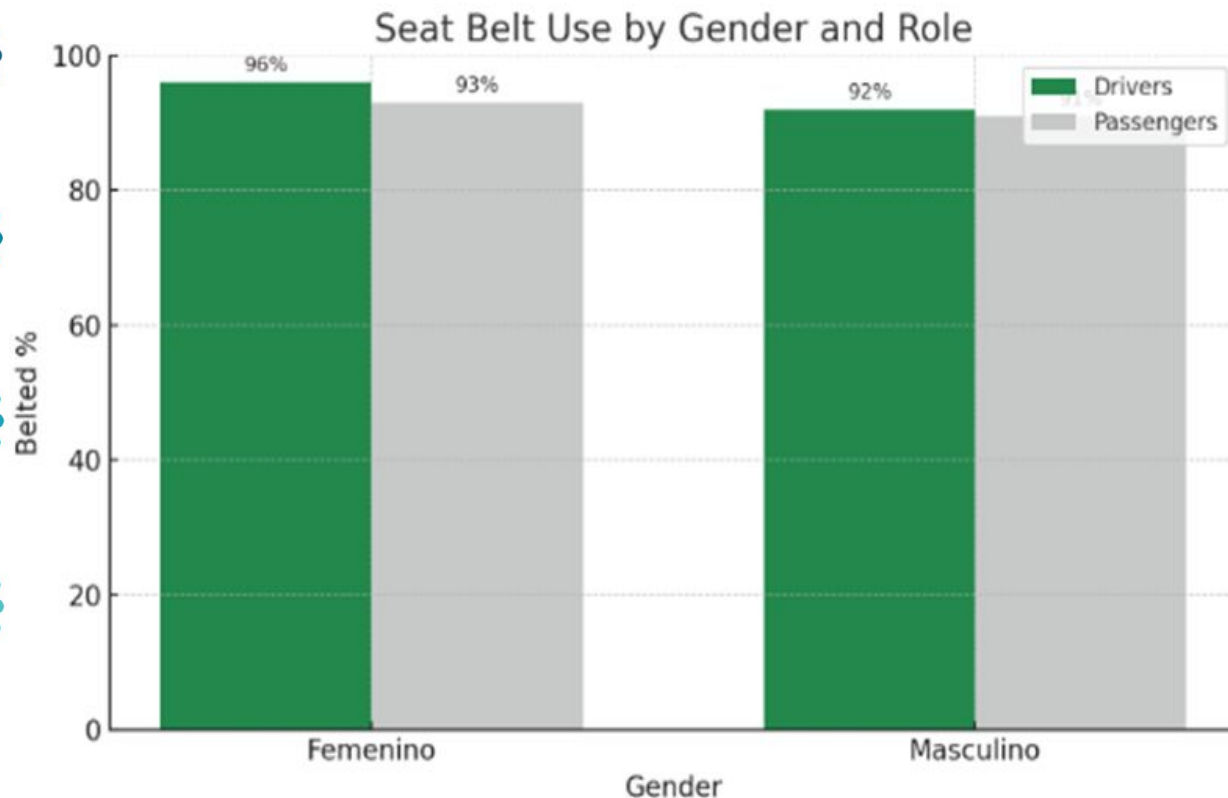
GRAPH 13: OBSERVED USE BY VEHICLE TYPE PER SEATING POSITION



Drivers showed higher seat belt use than passengers across vehicles; SUVs (95%) and cars (94%) highest, trucks lowest for drivers (78%) and passengers (73%).

3) Seatbelt Use

GRAPH 14: OBSERVED BELT USE BY GENDER PER SEATING POSITION

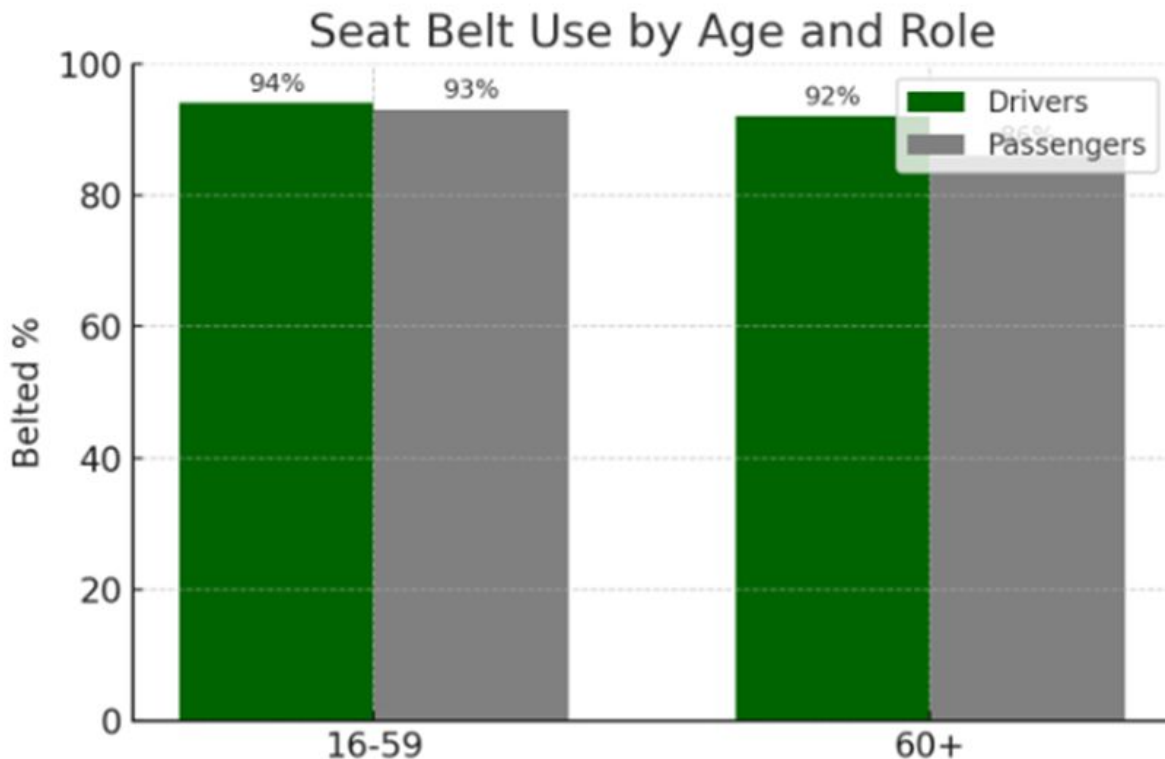


Female drivers (96%) and passengers (93%) showed slightly higher seat belt use than male drivers (92%) and passengers (91%), reflecting modest gender differences.



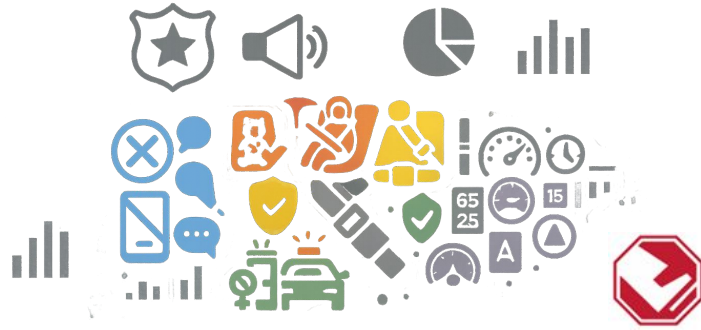
3) Seatbelt Use

GRAPH 15: OBSERVED BELT USE BY AGE PER SEATING POSITION



Drivers 16–59 used seat belts more (94%) than 60+ (92%); passengers 16–59 (93%) also outperformed older passengers (86%), suggesting education needs.





Thank you



2026-DS6594



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