

# **ALASKA OBSERVATIONAL SURVEYS OF SEAT BELT USE 2013**

**Prepared by**

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**For the**

**Alaska Injury Prevention Center**



**Under contract with**

**The Alaska Highway Safety Office,  
Alaska Department of Transportation & Public Facilities**

**July 2013**



## EXECUTIVE SUMMARY

The National Highway Traffic Safety Administration (NHTSA) has issued new Uniform Criteria for State Observational Surveys of Seat Belt Use. The final rule was published in the Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. The Alaska plan was accepted as fully compliant with the Uniform Criteria and was used for the implementation of Alaska’s 2012 and 2013 seat belt surveys.

The Alaska Highway Safety Office (AHSO) provided a grant to the Alaska Injury Prevention Center (AIPC), who subcontracted with Ron Perkins to conduct the 2013 observational surveys of seat belt use in Alaska. The Alaska Highway Safety Office, with support from the National Highway Traffic Safety Administration (NHTSA), participates in nationwide observational surveys of occupant restraint usage on an annual basis. This report details the results of the observational surveys of vehicles and front seat occupants throughout Alaska.

The National Highway Traffic Safety Administration requires observational surveys to be completed annually in each state to determine the level of seat belt use. From 2004 - 2013, the Alaska Injury Prevention Center (AIPC), under the direction of Ron Perkins, conducted the observational surveys under a grant agreement with AHSO. Alaska became a primary seat belt law enforcement state in May 2006.

The five Boroughs that included 85% of the MV fatalities from 2005 – 2009 included:

- Anchorage Borough
- Matanuska-Susitna Borough
- Kenai Peninsula Borough
- Fairbanks North Star Borough
- Juneau Borough

The 2013 observations took place from June 3–12, 2013. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 38,652 vehicle occupants: 30,721 drivers and 7,931 outboard passengers were observed. Of the 38,652 occupants, seat belt use could not be determined for 603 or 1.5% of the total observations. Thirty-one percent (31%) of the observed vehicles were cars, 31% sport utility vehicles (SUV), 31% trucks, and 7% were vans.

Within each borough and functional class, stratum road segments were selected with probability proportional to size, with the measure of size being DVMT (Daily Vehicle Miles Travelled). The total share of occupants wearing seat belts for Alaska in 2013 (excluding “unknowns”) was **86.1 percent**. This is a 2 percentage point decrease over the observed rate in 2012. The observation sites were the same as last year per the plan approved by NHTSA. Usage rates by type of vehicle were also analyzed. Eighty-nine (88.5%) percent of the front seat outboard “car” occupants were belted, 89% of SUVs, 87% of vans, and 81% of truck occupants were using seat belts during

these observations. Truck occupants had the lowest rate for any of the vehicle categories.

## **INTRODUCTION**

### **Background**

In June 1984, the Alaska State Legislature passed a law (AS28.05.095) requiring Children ages six and under to be restrained while being transported in a motor vehicle. In addition, children under the age of four years are to be transported in a restraint that complies with federal safety standards. In February of 1989, the Legislature amended the provision to require the use of safety belts by all occupants. To be eligible for certain federal grants, states must document levels of compliance with seat belt laws, as Alaska does annually. Alaska became a primary seatbelt law enforcement state in May 2006.

The National Highway Traffic Safety Administration requires that observational surveys be completed annually in each state to determine the level of seat belt use. From 2004 - 2013, the Alaska Injury Prevention Center (AIPC) conducted the observational surveys under a grant from AHSO. The following report details the results of the observational surveys of seat belt use for Alaska in 2013.

## **DATA COLLECTION**

### **Survey Design**

Dr. Larry Cook was contracted by AIPC to help with the design of the surveys. Dr. Cook used a probability-based design to gather data and estimate the seat belt usage rates for the state of Alaska. All of the observations were completed in the month of June 2013. Our study design complies with criteria published in the Federal Register, Uniform Criteria for State Observational Surveys of Seat Belt Use, Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059.

Alaska is composed of 28 Boroughs; 5 of which account for about 85 percent of the passenger vehicle crash-related fatalities according to Alaska Fatality Analysis Reporting System (FARS) data averages for the period 2005 to 2009. Therefore, we subsampled all 5 of these boroughs for inclusion in the survey.

The project Statistician (Dr. Cook) selected observation sites from each borough using probability proportional to size. One third of the sites were selected from the “Arterials”, 1/3 from the “Collectors”, and 1/3 from the “Local Roads” in each borough. The Statistician also assigned a selection probability value for each sample site selected. The Alaska DOT&PF then supplied us with the Latitude and Longitude fields for each sample site. This process resulted in the selection of 256 road segments.

To determine the Primary Sampling Units (PSUs) for Alaska, FARS data were obtained from Joanna Reed, Fatality Analysis Reporting System Analyst, Alaska Highway Safety Office. The Alaska FARS data were used because the vehicle type notation allowed us to excluded ATV, motorcycle, bus, and snow machine deaths that occurred on state highways from the database.

All passenger vehicles with a gross vehicle weight up to 10,000 pounds were included in the survey. The target population was all drivers and right front seat passengers (excluding children in child safety seats) of these vehicles, travelling on the sample segment between the hours of 7 AM and 6 PM. The observation period for each selected road segment was 45 minutes.

Trained observers recorded shoulder belt use by drivers and outboard passengers at selected intersections, for forty-five minute periods, between 7:30 a.m. and 8:00 p.m. in June 2013.

### **Training**

The Contractor (Ron Perkins, MPH) individually trained each observer. A training manual was developed and given to each observer. The training covered each section of the manual and required field feedback from the observer to ensure understanding and implementation of the methodology. Several sites (a total of 14) were visited during the surveys to make sure the observer understood how to read the maps, determine the direction of traffic to be measured, where to perform the observations, and to determine the accuracy of the observations.

Each observer received a work schedule which included the days, times, locations, lanes and traffic directions to be observed. A detailed map for each site was also included to reduce confusion. Observers were encouraged to call with any discrepancies or questions, and were given instructions on what to do if a site could not be observed. Unannounced visits were made to 14 of the sites for quality assurance.

This was the tenth year for using voice recorders to document seat belt usage rates. This method eliminates the need to look down while writing and the problems associated with writing in inclement weather.

### **Observation Methodology**

Each observer recorded seat belt use at predetermined locations for five to eight, forty-five minute periods per shift. Random start times between 7am and 10 am were selected for each day. Daily observation sites were grouped geographically to facilitate moving from one site to the next.

Observers used an Olympus DM-620 digital recorder to record their observations. These recorders were a tremendous asset in facilitating the transcription process. The observers recorded information on each vehicle in the <10,000 lb. category. Observers were instructed on what to do if traffic was moving too quickly to record information on each vehicle, or if they couldn't observe at the specified site. Finally, observers recorded any comments they felt might be helpful when interpreting the data.

Transcriptionist (Michelle Hess, Hess Transcriptions) was contracted to convert the voice recordings into an Excel spreadsheet.

## DATA ANALYSIS

After data collection and transcription were completed, Mr. Perkins analyzed the data using *SPSS 15*, with collaboration from Dr. Cook. *SPSS* is a program for managing data and performing statistical analyses and it is particularly adept at manipulating data sets with many cases and variables.

### Results

The surveyors observed a total of 38,652 vehicle occupants (30,721 drivers and 7,931 outboard passengers) in 2013. Thirty-one percent (31%) of the observed vehicles were cars, 31% sport utility vehicles (SUV), 31% trucks, and 7% were vans.

During the 2013 observation period in Alaska, the data (excluding “unknowns”) showed that 85.7 percent of the drivers and 87.8 percent of the outboard passengers were wearing seat belts. The total proportion of occupants wearing seat belts was **86.1 percent**. Trucks had the lowest seat belt usage rate at 80.6%.

The following graph shows the trend line of seat belt use in Alaska from 2002 – 2013.

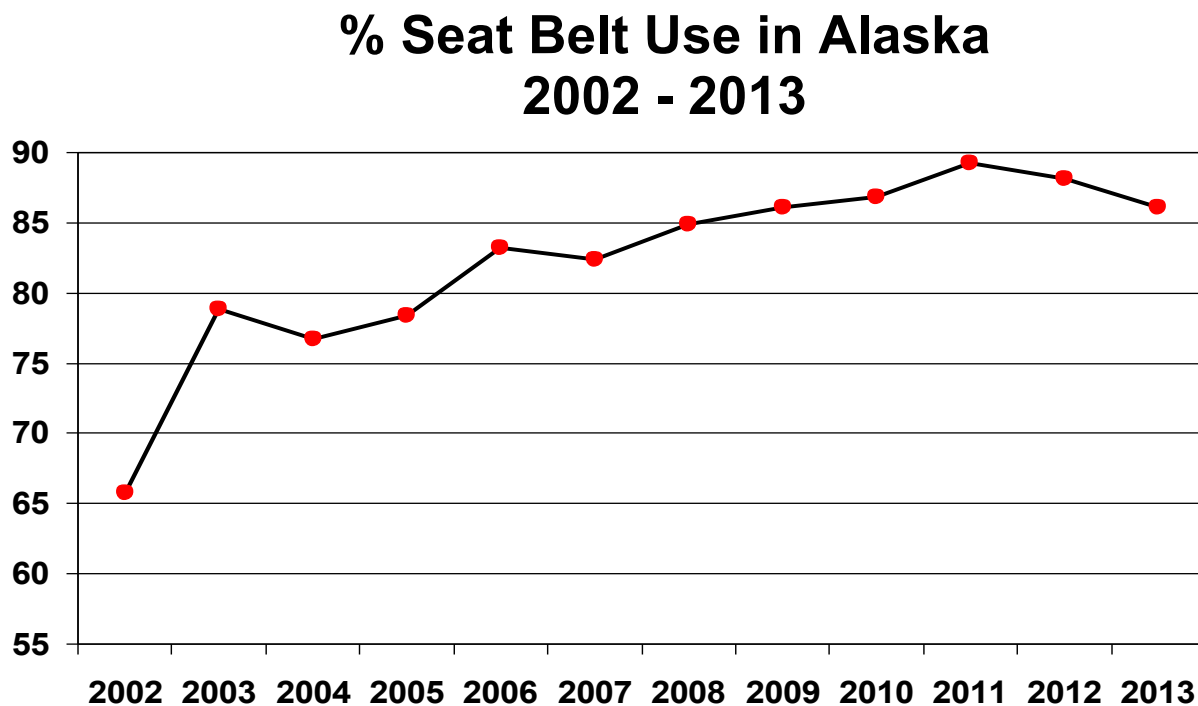


Table 1 shows the percent of drivers, passengers, and combined occupants who were wearing seat belts and the change across study years (weighted).

**Table 1: Seat belt Use in Alaska, 2007-2013**

		2013	2012	2011	2010	2009	2008	2007
All Vehicles	Share of Drivers Belted	.857	.881	.893	.874	0.866	0.859	0.828
	Share of Passengers Belted	.878	.888	.892	.846	0.841	0.812	0.810
	Share of Occupants Belted	<b>.861</b>	.881	.893	.868	0.861	0.849	0.824
Cars	Share of Drivers Belted	.883	.903	.906	.879	0.888	0.878	0.856
	Share of Passengers Belted	.892	.890	.897	.852	0.854	0.801	0.828
	Share of Occupants Belted	<b>.885</b>	.898	.904	.873	0.882	0.862	0.850
Vans	Share of Drivers Belted	.860	.891	.899	.899	0.874	0.898	0.859
	Share of Passengers Belted	.882	.864	.894	.869	0.879	0.864	0.841
	Share of Occupants Belted	<b>.865</b>	.881	.895	.892	0.876	0.889	0.854
SUVs	Share of Drivers Belted	.883	.914	.914	.898	0.883	0.883	0.854
	Share of Passengers Belted	.903	.896	.919	.876	0.858	0.844	0.834
	Share of Occupants Belted	<b>.887</b>	.911	.915	.894	0.879	0.874	0.850
Trucks	Share of Drivers Belted	.799	.838	.850	.830	0.813	0.792	0.753
	Share of Passengers Belted	.834	.829	.848	.789	0.782	0.764	0.742
	Share of Occupants Belted	<b>.806</b>	.835	.850	0.806	0.787	0.750	0.768

Table 1 shows that the use of seat belts in “Trucks” decreased the most from previous surveys. Passengers were more likely to be belted than drivers in every vehicle type.

According to federal guidelines, the reliability of the survey results should be within the 95 percent confidence interval. The **standard error was determined to be 0.015**. The data were analyzed and found to be well within a standard error of .025 as required by NHTSA guidelines.

### **Regional Differences**

Survey results reflect restraint use by the driver and outboard passenger in a probability sample of vehicles drawn from the Boroughs with the greatest motor vehicle fatality rates in Alaska. The potential sample sites were selected from the Boroughs of Anchorage, Matanuska-Susitna, Juneau, Kenai Peninsula, and Fairbanks North Star.

Table 2 presents the share of drivers, passengers, and occupants who were wearing seat belts, sorted by region and the changes across years. The table presents data from 2007 through 2013.

**Table 2: Seat belt Use by Region**

<b>All Vehicles</b>		<b>2013</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>	<b>2007</b>
All Regions	Drivers Belted	.857	0.881	0.893	0.874	0.866	0.859	0.828
	Passengers Belted	.878	0.888	0.892	0.846	0.841	0.812	0.810
	Share of Occupants	<b>.861</b>	0.881	0.893	0.868	0.861	0.849	0.824
Anchorage	Drivers Belted	.884	0.933	0.917	0.894	0.875	0.874	0.839
	Passengers Belted	.893	0.905	0.917	0.861	0.853	0.828	0.808
	Share of Occupants	<b>.886</b>	0.926	0.917	0.888	0.871	0.865	0.833
Fairbanks	Drivers Belted	.863	0.869	0.867	0.844	0.855	0.841	0.822
	Passengers Belted	.864	0.788	0.858	0.848	0.835	0.783	0.797
	Share of Occupants	<b>.863</b>	0.865	0.865	0.845	0.851	0.828	0.817
Juneau	Drivers Belted	.824	0.801	0.838	0.803	0.796	0.816	0.770
	Passengers Belted	78.6	0.808	0.864	0.767	0.769	0.814	0.770
	Share of Occupants	<b>.816</b>	0.802	0.844	0.797	0.793	0.815	0.770
Kenai	Drivers Belted	.768	0.829	0.809	0.842	0.849	0.756	0.729
	Passengers Belted	.880	0.847	0.720	0.768	0.840	0.709	0.717
	Share of Occupants	<b>.794</b>	0.829	0.788	0.823	0.847	0.745	0.726
MatSu	Drivers Belted	.902	0.882	0.890	0.823	0.864	0.837	0.803
	Passengers Belted	.945	0.893	0.924	0.809	0.791	0.795	0.893
	Share of Occupants	<b>.913</b>	0.884	0.898	0.819	0.849	0.826	0.826

Table 2 shows seat belt use in Alaska has risen 4.5 percent from 2007 to 2013. Historically, the greatest annual increase was from 2002 to 2003, when seat belt use by all occupants rose by 20 percent. For the first time, MatSu had the highest seat belt use of any Borough in the state, while Kenai had the lowest. Juneau “passengers” had the lowest usage rate for all regions.

Table 3 presents the vehicles and the percentage of seat belt use by drivers and passengers in each borough sampled in 2013.

**Table 3: Occupant Restraint Use (%) by Vehicle Type & Borough - 2013**

	<b>Area Wide</b>	<b>Anchorage</b>	<b>Fairbanks</b>	<b>Juneau</b>	<b>Kenai</b>	<b>Mat-Su</b>
<b>ALL VEHICLES</b>						
Drivers Belted	85.7%	88.4	86.3	82.4	76.8	90.2
Passengers Belted	87.8%	89.3	86.4	78.6	88.0	94.5
% of Occupants Belted	<b>86.1%</b>	<b>88.6</b>	<b>86.3</b>	<b>81.6</b>	<b>79.4</b>	<b>91.3</b>
<b>CARS</b>						
Drivers Belted	88.3	91.2	86.9	85.6	79.1	90.9
Passengers Belted	89.2	91.9	83.9	78.9	88.9	93.6
% of Occupants Belted	<b>88.5%</b>	<b>91.3</b>	<b>86.3</b>	<b>84.3</b>	<b>81.3</b>	<b>91.5</b>
<b>SUVs</b>						
Drivers Belted	88.3	89.9	91.4	87.7	78.3	92.8
Passengers Belted	90.3	91.4	88.2	88.8	85.2	97.0
% of Occupants Belted	<b>88.7%</b>	<b>90.2</b>	<b>90.8</b>	<b>87.9</b>	<b>79.9</b>	<b>93.9</b>
<b>TRUCKS</b>						
Drivers Belted	79.9	83.5	80.4	71.3	72.2	86.9
Passengers Belted	83.4	82.3	83.8	70.2	88.0	92.3
% of Occupants Belted	<b>80.6%</b>	<b>83.2</b>	<b>81.0</b>	<b>71.0</b>	<b>75.9</b>	<b>88.2</b>
<b>VANS</b>						
Drivers Belted	86.0	87.1	87.5	78.2	85.8	93.1
Passengers Belted	88.2	89.5	95.2	63.8	98.4	96.7
% of Occupants Belted	<b>86.5%</b>	<b>87.6</b>	<b>89.6</b>	<b>75.0</b>	<b>88.3</b>	<b>94.2</b>

Table 3 shows that seat belt usage rates for the MatSu Borough were the highest in 2013, while the usage rates for Kenai Peninsula were the lowest. Juneau's "truck" occupant restraint usage rates continue to lag behind most of the other communities in Alaska. When comparing the 2013 borough rates with 2012, we found that Anchorage dropped about 4 percentage points, Fairbanks stayed the same, Juneau increased 2, Kenai decreased 4, and MatSu increased 3.5.

### Cell Phone Use

To establish a trend line, surveyors in all communities were asked to document cell phone use for the drivers of the vehicles. The observed cell phone usage rate for drivers in 2013 was 7%, which is .5% higher than the last two years (not a significant difference). The observed usage rates by Borough were: MatSu 12.3%, Kenai Peninsula 8.1%, Juneau 4.0%, Fairbanks N/A, and Anchorage 6.3%.



## Conclusions

The survey methodology for observing seat belt use changed in 2012 for the entire U.S. and territories. Alaska was one of the few states that had their new methodology approved by NHTSA. The approved protocol allows the use of the same sample sites for five years. This allows for some very good comparisons. The overall observed seat belt usage rate for Alaska in 2012 decreased by 1.2 percentage points from 2011 and the rate decreased 2 more points in 2013. The sampling methodology and statistical analyses used in this survey yielded results well within the parameters required by the Alaska Highway Safety Office and the National Highway Traffic Safety Administration.

SUV and car occupants were still the leaders for seat belt usage this year, but it is interesting to note the passenger seat belt use for Juneau was very low and for Kenai and MatSu it was very high. The lowest seat belt usage rates by vehicle were still truck occupants, but MatSU truck occupants had 88% usage. Juneau van passengers had the lowest rate of any group in the state.

The “passenger” rates were higher than for “drivers” in every borough except Juneau. Overall, there were very slight increases in seat belt usage in Fairbanks, Juneau, and MatSu this year. Anecdotally, the surveyors were surprised to see many drivers and passengers in State owned vehicles not buckled.

Alaska has a Primary Seat Belt law, which should be enforced even more strictly with State employees. The federal funding for enforcement should target communities and vehicles where occupant restraint usage is the lowest.

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APPENDIX TO PART 1340

STATE SEAT BELT USE SURVEY REPORTING FORM

**PART A:** To be completed by the Governor's Highway Safety Representative (GR) or if applicable, the Coordinator of the State Highway Safety Office.

State: AK

Calendar Year of Survey: 2013

Statewide Seat Belt Use Rate: 86.1%

I hereby certify that:

- Tammy Kramer has been designated by the Governor as the State's Highway Safety Representative (GR), and if applicable, the GR has delegated the authority to sign the certification in writing to \_\_\_\_\_, the Coordinator of the State Highway Safety Office.
- The reported Statewide seat belt use rate is based on a survey design that was approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.
- The survey design has remained unchanged since the survey was approved by NHTSA.
- Lawrence J Cook, a qualified survey statistician, has reviewed the seat belt use rate reported above and information reported in Part B and has determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340 .

Tammy Kramer

Signature

8/23/2013

Date

Tammy Kramer

Printed name of signing official

**PART B****Data Collected at Observation Sites**

Site ID	Site Type <sup>1</sup>	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants <sup>2</sup> Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
<b>Total</b>								

**Standard Error of Statewide Belt Use Rate<sup>3</sup>:** 1.52%

**Nonresponse Rate, as provided in § 1340.9(f)**

Nonresponse rate for the survey variable seat belt use: 0.3%

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<sup>1</sup>Identify if the observation site is an original observation site or an alternate observation site.

<sup>2</sup> Occupants refer to both drivers and passengers.

<sup>3</sup> The standard error may not exceed 2.5 percent.

Site Number	Site Type	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
1	Primary	10-Jun-13	2.889105	185	41	198	28	0
2	Primary	6-Jun-13	9.447331	179	19	162	36	0
3	Primary	10-Jun-13	4.360681	221	51	244	28	0
4	Primary	4-Jun-13	1.401552	88	22	102	8	0
5	Primary	4-Jun-13	1	141	11	145	7	0
6	Primary	4-Jun-13	1	93	23	113	3	0
7	Primary	3-Jun-13	1.383313	77	16	85	8	0
8	Primary	3-Jun-13	1.364115	39	16	52	3	0
9	Primary	3-Jun-13	1	44	10	51	3	0
10	Primary	3-Jun-13	1	90	21	102	9	0
11	Primary	3-Jun-13	1	78	22	97	3	0
12	Primary	4-Jun-13	20.87552	82	21	88	15	0
13	Primary	10-Jun-13	3.894612	204	44	220	28	0
14	Primary	10-Jun-13	4.906964	137	40	162	15	0
15	Primary	8-Jun-13	11.09139	159	64	212	11	0
16	Primary	8-Jun-13	3.399661	226	76	277	25	0
17	Primary	8-Jun-13	2.32171	80	26	94	12	0
18	Primary	6-Jun-13	2.744772	414	40	413	41	0
19	Primary	11-Jun-13	2.248495	189	38	200	27	0
20	Primary	7-Jun-13	3.357733	124	25	135	14	0
21	Primary	4-Jun-13	18.486	83	20	100	3	0
22	Primary	5-Jun-13	1.428202	124	44	161	7	0
23	Primary	8-Jun-13	27.22348	334	122	408	48	0
24	Primary	11-Jun-13	6.200358	104	13	100	17	0
25	Primary	10-Jun-13	3.736753	153	27	164	16	0
26	Primary	6-Jun-13	2.104271	140	34	158	16	0
27	Primary	11-Jun-13	6.584059	232	62	263	31	0
28	Primary	6-Jun-13	1.354445	210	54	228	36	0
29	Primary	3-Jun-13	1	78	20	84	14	0
30	Primary	11-Jun-13	1.627776	119	10	109	20	0
31	Primary	11-Jun-13	1	201	48	220	29	0
32	Primary	10-Jun-13	1	62	18	77	3	0
33	Primary	6-Jun-13	1	354	41	341	54	0
34	Primary	3-Jun-13	1.589656	68	15	74	9	0
35	Primary	5-Jun-13	3.013946	75	20	91	4	0
36	Primary	3-Jun-13	1.05322	170	15	156	29	0
37	Primary	5-Jun-13	1.138422	106	26	119	13	0
38	Primary	5-Jun-13	1.366942	89	24	104	9	0
39	Secondary	10-Jun-13	5.934988	110	32	116	26	0
40	Secondary	8-Jun-13	7.317782	65	11	63	13	0
41	Secondary	8-Jun-13	58.74388	111	28	121	18	0
42	Secondary	6-Jun-13	7.724845	107	24	119	12	0
43	Secondary	6-Jun-13	4.651562	109	18	117	10	0
44	Secondary	11-Jun-13	18.92688	79	22	90	11	0
45	Secondary	11-Jun-13	24.89353	127	32	134	25	0
46	Secondary	8-Jun-13	5.740414	129	48	164	13	0
47	Secondary	8-Jun-13	5.642119	168	69	215	22	0
48	Secondary	7-Jun-13	3.116239	55	10	53	12	0

49 Secondary	11-Jun-13	22.75265	155	35	160	30	0
50 Secondary	5-Jun-13	2.264603	88	18	96	10	0
51 Secondary	5-Jun-13	1.681043	97	11	102	6	0
52 Secondary	6-Jun-13	3.56076	171	56	192	34	1
53 Secondary	7-Jun-13	1.781342	124	25	125	24	0
54 Secondary	7-Jun-13	2.32877	120	27	133	14	0
55 Secondary	6-Jun-13	1.958129	277	61	294	44	0
56 Secondary	7-Jun-13	5.295876	89	29	107	11	0
57 Secondary	3-Jun-13	3.956443	163	31	173	21	0
58 Secondary	3-Jun-13	9.795939	259	64	274	49	0
59 Secondary	4-Jun-13	3.473404	205	54	234	24	1
60 Secondary	5-Jun-13	8.864019	69	19	84	4	0
61 Secondary	11-Jun-13	16.52758	109	26	115	20	0
62 Secondary	7-Jun-13	2.767214	68	21	73	16	0
63 Secondary	4-Jun-13	3.802053	156	40	181	15	0
64 Secondary	4-Jun-13	7.288352	125	40	139	26	0
65 Secondary	4-Jun-13	2.572207	187	41	203	25	0
66 Secondary	3-Jun-13	3.55134	101	17	98	20	0
67 Secondary	11-Jun-13	3.649313	114	27	124	17	0
68 Secondary	4-Jun-13	3.383586	196	42	193	45	0
69 Secondary	4-Jun-13	3.397223	121	26	122	25	0
70 Secondary	3-Jun-13	3.606465	185	47	208	24	0
71 Secondary	11-Jun-13	1.685499	157	29	162	24	0
72 Secondary	6-Jun-13	5.495826	62	7	63	6	0
73 Secondary	10-Jun-13	5.808489	185	43	212	16	0
74 Secondary	6-Jun-13	7.425727	151	37	166	22	0
75 Secondary	8-Jun-13	5.501666	135	42	158	19	0
76 Local	11-Jun-13	2.085762	107	24	116	15	0
77 Local	11-Jun-13	3.845207	91	20	107	4	0
78 Local	10-Jun-13	11.51649	63	13	72	4	0
79 Local	10-Jun-13	5.716344	105	16	105	16	0
80 Local	4-Jun-13	4.507266	54	12	54	12	0
81 Local	7-Jun-13	2.918566	130	37	144	23	0
82 Local	8-Jun-13	8.458663	92	33	113	12	0
83 Local	10-Jun-13	15.05072	167	48	194	21	0
84 Local	8-Jun-13	36.24502	48	14	47	15	0
85 Local	6-Jun-13	3.453086	131	34	128	37	0
86 Local	6-Jun-13	1.265264	162	26	159	29	0
87 Local	8-Jun-13	15.92458	27	8	34	1	0
88 Local	4-Jun-13	2.741213	110	29	127	12	0
89 Local	11-Jun-13	14.03076	55	8	57	6	0
90 Local	10-Jun-13	4.383485	54	13	64	3	0
91 Local	3-Jun-13	34.03792	54	17	67	4	0
92 Local	4-Jun-13	1	96	24	115	5	0
93 Local	6-Jun-13	2.774387	95	17	96	16	0
94 Local	5-Jun-13	5.022476	42	18	48	12	0
95 Local	8-Jun-13	6.406027	61	20	66	15	0
96 Local	6-Jun-13	4.017645	137	28	151	14	0
97 Local	6-Jun-13	6.91386	106	16	105	17	0
98 Local	8-Jun-13	13.8439	81	36	112	5	0
99 Local	3-Jun-13	3.078183	44	9	50	3	0
100 Local	3-Jun-13	3.424681	32	10	39	3	0

101 Local	10-Jun-13	2.346487	47	16	54	9	0
102 Local	10-Jun-13	3.3804	155	44	191	8	0
103 Local	3-Jun-13	9.929501	106	18	107	17	0
104 Local	10-Jun-13	1.780506	289	45	314	20	0
105 Local	10-Jun-13	1.469745	76	17	80	13	0
106 Local	7-Jun-13	3.969168	118	16	119	15	0
107 Local	11-Jun-13	19.23262	29	0	28	1	0
108 Local	11-Jun-13	4.904028	96	21	109	8	0
109 Local	4-Jun-13	9.127169	49	10	54	5	0
110 Local	8-Jun-13	7.525474	152	60	190	22	0
111 Local	8-Jun-13	6.426694	111	28	129	10	0
112 Local	4-Jun-13	4.481632	105	29	117	17	0
113 Primary	7-Jun-13	3.15863	40	15	48	6	1
114 Primary	7-Jun-13	4.075146	87	16	86	17	0
115 Primary	7-Jun-13	2.222494	61	21	76	5	1
116 Primary	5-Jun-13	11.76305	65	16	76	4	1
117 Primary	4-Jun-13	2.644796	143	40	164	19	0
118 Primary	17-Jun-13	2.351232	191	44	207	24	4
119 Primary	17-Jun-13	1.416896	190	58	225	21	2
120 Primary	17-Jun-13	1	74	20	76	16	2
121 Primary	18-Jun-13	1.236005	199	54	219	33	1
122 Primary	18-Jun-13	2.187337	37	12	41	8	0
123 Primary	4-Jun-13	1.262183	41	15	49	5	2
124 Primary	4-Jun-13	1.266535	18	3	17	4	0
125 Primary	4-Jun-13	1.192619	130	42	148	24	0
126 Primary	5-Jun-13	1.607895	81	14	87	6	2
127 Primary	18-Jun-13	28.73894	109	11	108	11	1
128 Primary	7-Jun-13	1.820578	67	19	80	6	0
129 Primary	8-Jun-13	1	38	14	44	8	0
130 Primary	5-Jun-13	5.170658	13	2	14	1	0
131 Primary	17-Jun-13	2.5006	185	41	198	25	3
132 Secondary	7-Jun-13	12.3669	101	30	108	23	0
133 Secondary	8-Jun-13	6.183604	121	35	136	19	1
134 Secondary	8-Jun-13	1.241072	73	25	89	9	0
135 Secondary	18-Jun-13	1	132	32	147	17	0
136 Secondary	18-Jun-13	1.295444	106	24	119	9	2
137 Secondary	6-Jun-13	2.425301	59	11	62	7	1
138 Secondary	18-Jun-13	1	88	10	87	10	1
139 Secondary	6-Jun-13	1.577914	141	32	150	23	0
140 Secondary	6-Jun-13	2.791261	93	18	97	13	1
141 Secondary	5-Jun-13	2.734347	160	27	145	37	5
142 Secondary	8-Jun-13	1.689614	62	23	76	5	4
143 Secondary	8-Jun-13	1.058491	145	47	169	22	1
144 Secondary	8-Jun-13	1	9	1	7	3	0
145 Secondary	5-Jun-13	1.830831	24	1	15	10	0
146 Secondary	5-Jun-13	1.672627	155	30	156	27	2
147 Secondary	7-Jun-13	4.921332	142	42	157	26	1
148 Secondary	7-Jun-13	3.978579	159	39	171	25	2
149 Secondary	6-Jun-13	4.307745	75	14	76	13	0
150 Secondary	6-Jun-13	2.058494	11	3	11	3	0
151 Local	5-Jun-13	13.76898	40	10	36	14	0
152 Local	5-Jun-13	12.1871	45	13	39	18	1

153 Local	18-Jun-13	13.4212	64	9	57	16	0
154 Local	7-Jun-13	18.2229	23	7	29	1	0
155 Local	17-Jun-13	2.803924	100	17	111	6	0
156 Local	4-Jun-13	1.064376	114	25	123	13	3
157 Local	4-Jun-13	1	47	8	50	5	0
158 Local	4-Jun-13	6.736229	50	17	56	10	1
159 Local	6-Jun-13	5.639903	72	13	69	16	0
160 Local	6-Jun-13	14.05304	40	7	42	5	0
161 Local	8-Jun-13	3.823624	48	13	54	6	1
162 Local	17-Jun-13	1.796868	20	6	24	2	0
163 Local	6-Jun-13	4.512696	18	2	14	6	0
164 Local	18-Jun-13	3.298947	63	14	63	12	2
165 Local	4-Jun-13	1.948554	19	3	17	3	2
166 Local	17-Jun-13	2.099508	110	44	132	22	0
167 Local	8-Jun-13	8.080808	28	12	28	12	0
168 Local	17-Jun-13	1.843172	9	1	9	1	0
169 Primary	8-Jun-13	4.427914	21	16	36	1	0
170 Primary	4-Jun-13	5.745046	75	16	73	16	2
171 Primary	8-Jun-13	1	95	45	130	10	0
172 Primary	7-Jun-13	3.079927	156	51	195	11	1
173 Primary	8-Jun-13	2.611082	119	45	154	10	0
174 Primary	8-Jun-13	1.12914	209	88	281	15	1
175 Primary	6-Jun-13	1.594914	305	125	380	48	2
176 Primary	6-Jun-13	1.083984	190	56	222	23	1
177 Primary	8-Jun-13	1	61	25	80	6	0
178 Primary	8-Jun-13	1	50	16	60	6	0
179 Primary	6-Jun-13	1	336	129	408	48	9
180 Primary	6-Jun-13	1	237	84	277	42	2
181 Primary	6-Jun-13	1	81	35	97	17	2
182 Primary	8-Jun-13	1	50	18	65	3	0
183 Secondary	5-Jun-13	1	136	53	167	20	2
184 Secondary	5-Jun-13	1	136	34	148	18	4
185 Secondary	4-Jun-13	2.120886	178	57	215	17	3
186 Secondary	5-Jun-13	2.454506	86	22	95	13	0
187 Secondary	7-Jun-13	3.07384	190	56	230	14	2
188 Secondary	7-Jun-13	1.471694	297	88	362	21	2
189 Secondary	7-Jun-13	1.107627	20	4	19	5	0
190 Secondary	7-Jun-13	1	283	76	329	27	3
191 Secondary	7-Jun-13	1.542981	51	10	51	9	1
192 Secondary	6-Jun-13	3.736977	106	22	115	12	1
193 Secondary	5-Jun-13	1.719714	53	6	53	6	0
194 Secondary	5-Jun-13	2.01988	145	32	162	13	2
195 Secondary	4-Jun-13	1	153	32	167	16	2
196 Local	6-Jun-13	8.033419	85	21	95	10	1
197 Local	8-Jun-13	28.39699	152	68	204	14	2
198 Local	5-Jun-13	3.423028	103	30	120	12	1
199 Local	4-Jun-13	2.250823	77	11	75	13	0
200 Local	4-Jun-13	4.42858	63	14	70	6	1
201 Local	4-Jun-13	3.933106	81	24	89	16	0
202 Local	4-Jun-13	3.519664	76	21	90	7	0
203 Local	5-Jun-13	2.163266	83	12	80	14	1
204 Local	5-Jun-13	4.718317	44	9	48	5	0

205 Local	7-Jun-13	8.52021	38	11	42	7	0
206 Local	6-Jun-13	1.359605	101	43	120	24	0
207 Local	7-Jun-13	6.868698	63	15	66	11	1
208 Local	4-Jun-13	1	38	6	36	8	0
209 Primary	6-Jun-13	20.59944	272	73	292	53	0
210 Primary	6-Jun-13	1	244	72	293	22	1
211 Primary	6-Jun-13	1	248	69	283	34	0
212 Primary	7-Jun-13	1	230	46	252	24	0
213 Primary	7-Jun-13	1	172	42	173	41	0
214 Primary	7-Jun-13	1.317676	81	14	86	8	1
215 Primary	8-Jun-13	6.009254	228	86	289	25	0
216 Primary	7-Jun-13	2.155776	147	40	146	41	0
217 Secondary	6-Jun-13	1.082756	187	37	187	35	2
218 Secondary	7-Jun-13	4.315982	120	31	123	28	0
219 Secondary	7-Jun-13	2.861885	318	83	301	100	0
220 Secondary	8-Jun-13	1.480593	118	34	116	36	0
221 Secondary	8-Jun-13	1.847643	175	67	214	28	0
222 Secondary	6-Jun-13	5.675723	176	52	181	47	0
223 Secondary	8-Jun-13	1	32	15	38	9	0
224 Secondary	6-Jun-13	2.363362	152	36	165	23	0
225 Local	8-Jun-13	2.571163	131	58	162	27	0
226 Local	8-Jun-13	1.452713	104	42	127	19	0
227 Local	8-Jun-13	5.900854	46	13	42	17	0
228 Local	6-Jun-13	86.07333	81	21	75	27	0
229 Local	7-Jun-13	7.990475	76	22	86	11	1
230 Local	7-Jun-13	1	61	8	59	10	0
231 Local	6-Jun-13	3.862227	285	75	325	35	0
232 Local	8-Jun-13	7.415372	198	62	223	37	0
233 Primary	4-Jun-13	4.394696	162	39	186	14	1
234 Primary	3-Jun-13	1.768831	33	15	40	8	0
235 Primary	3-Jun-13	5.546535	44	18	49	13	0
236 Primary	3-Jun-13	2.586046	65	46	106	3	2
237 Primary	3-Jun-13	2.178978	256	76	306	25	1
238 Primary	3-Jun-13	3.575222	291	93	339	39	6
239 Primary	6-Jun-13	3.282922	129	32	145	16	0
240 Primary	6-Jun-13	54.41456	269	85	257	97	0
241 Secondary	4-Jun-13	1.650342	111	33	129	15	0
242 Secondary	6-Jun-13	1.458423	113	33	108	37	1
243 Secondary	5-Jun-13	1.307231	147	36	162	21	0
244 Secondary	5-Jun-13	1	213	36	204	43	2
245 Secondary	5-Jun-13	1.361355	323	77	344	56	0
246 Secondary	4-Jun-13	3.606515	156	25	168	13	0
247 Secondary	4-Jun-13	3.657551	254	35	254	34	1
248 Secondary	4-Jun-13	1	204	63	242	23	2
249 Local	5-Jun-13	26.44202	63	22	76	8	1
250 Local	5-Jun-13	1	89	37	117	9	0
251 Local	5-Jun-13	1	132	15	126	20	1
252 Local	4-Jun-13	9.062404	179	51	205	25	0
253 Local	4-Jun-13	4.803558	101	11	104	8	0
254 Local	4-Jun-13	4.223686	45	5	44	6	0
255 Local	4-Jun-13	7.606414	46	9	51	4	0
256 Local	3-Jun-13	10.84552	83	26	78	29	2