Alaska 2015 Survey of Seat Belt Use

An Observational Study of Seat Belt Use

Prepared by
Alaska Injury Prevention Center

Under contract with
Alaska Highway Safety Office

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ABSTRACT

This observational study assessed 2015 driver and front row outboard passenger seat belt use in Alaska. The National Highway Traffic Safety Administration (NHTSA) requires observational surveys to be completed annually in each state to determine the level of seat belt use for each state. In accordance with the NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use as published in 2011, Alaska Injury Prevention Center (AIPC), under a grant from the Alaska Highway Safety Office, conducted seat belt observations for 2015. The 2015 observations took place from June 1-9, 2015 in the Anchorage, Fairbanks, Juneau, Kenai, and Matanuska-Susitna regions. Observation sites were selected according to the NHTSA's criteria based on data from the Alaska Fatality Analysis Reporting System and Alaska Department of Transportation & Public Facilities. A total of 35,256 vehicles were observed during the 2015 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 47,800 occupants observed, excluding unknowns (n = 94). The results of this study indicate that 89.3% of Alaska drivers and passengers were using a seat belt during the study period.

INTRODUCTION

Seat belt use has been identified as an important measure in preventing motor vehicle crash related injuries and fatalities. In June 1984, the Alaska State Legislature passed law AS28.05.095 requiring children under six years old to be restrained in motor vehicles, with children under the age of four years old to be transported in a restraint complying with federal safety standards. In February of 1989, the State Legislature amended the provision to require the use of seat belts by all occupants. Alaska became a primary seat belt law enforcement state in May 2006.

The National Highway Traffic Safety Administration (NHTSA) requires that each state complete annual observational surveys to determine seat belt usage rates. Since 2004, AIPC has conducted these observational surveys under a grant from AHSO. In April of 2011, the NHTSA published a new Uniform Criteria for State Observational Surveys of Seat Belt Use in the Federal Register, Volume 76, Number 63. The Alaska observation plan as developed by Ron Perkins and Dr. Larry Cook was accepted by the NHTSA as fully compliant with the Uniform Criteria and was used for the implementation of the 2015 survey.

METHODS

Study Design

Five of Alaska's 28 boroughs were selected for inclusion in this study: Anchorage, Matanuska-Susitna, Kenai Peninsula, Fairbanks North Star, and Juneau boroughs. According to data averages from Alaska Fatality Analysis Reporting System (FARS) data, these five boroughs accounted for 85% of the passenger vehicle crash-related fatalities from 2005-2009.

After selecting boroughs for inclusions, Dr. Cook, the project statistician, 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. Dr. Cook also assigned a selection probability value for each sample site selected. The

Alaska DOT&PF then supplied 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, the former FARS Analyst for AHSO. The Alaska FARS data were used as the vehicle type notation allowed for exclusion of ATV, motorcycle, bus, and snow machine deaths that occurred on state highways from the database.

Seat belt use was recorded for the drivers and outboard front seat passengers of passenger vehicles under 10,000 pounds that were travelling on the sample segment between the hours of 7:00 a.m. and 6 p.m. Children in child safety seats were excluded from this study. Trained observers observed traffic at each selected site for 45-minute periods.

Training

A total of six observers were hired and trained by Sylvia Craig to complete the seat belt observations. A training manual, developed by Ron Perkins, was given to each observer. In addition to the training manual, observers received a work schedule that included the days, times, locations, lanes, and traffic directions to be observed. Observers also received a detailed map for each site to reduce confusion.

The training covered each section of the manual and required completing observations at a roadway intersection. This ensured that each observer understood how to read the maps, determine the direction of traffic to be measured, where to perform the observations, and what to observe. Observers were encouraged to call AIPC with any discrepancies or questions, and were given instructions on what to do if a site could not be observed or if traffic was moving too quickly to accurately capture seat belt use. To ensure that observers were observing traffic at the correct locations and following protocol, AIPC made a total of 15 unannounced site visits during the observation period.

Data Collection

Each observer recorded seat belt use at five to eight predetermined road segment locations per day between June 1, 2015 and June 9, 2015. Observers collected data for 45-minute periods at each location. Random start times between 7:00 a.m. and 10:00 a.m. were selected for each day. Daily observation sites were grouped geographically to facilitate moving from one site to the next.

Observers used Olympus DM-620 digital recorders to record their observations. This was the eleventh year for using voice recorders to document seat belt usage rates. Using the digital recorders eliminates the need to look down while writing, as well as problems associated with writing in inclement weather. The observers recorded driver and outboard passenger seat belt use for passenger vehicles under 10,000 pounds travelling in the right most lane. Observations were only recorded for those vehicles traveling under 30 miles per hour to eliminate error. Additionally, observers recorded any comments they felt might be helpful when interpreting the data.

Data Analysis

After data collection was completed, Michelle Hess of Hess Transcriptions transcribed the voice recordings into an Excel workbook. Ron Perkins cleaned the dataset and collaborated with Dr. Cook to weight the observations according to the site's final probability of selection. In order to weight the observations, the average annual daily traffic volumes for each of the boroughs in the sample were considered and then traffic volumes for each stratum within the borough were calculated. Next, each site's probability of selection was calculated and observations then weighted accordingly. The overall seat belt use rate was calculated using weighted data. All other results reported were calculated using the raw dataset. AIPC analyzed the data using IBM SPSS Statistics Version 22. Frequency analyses were conducted for variables such as seat belt use, borough, seating position, and vehicle type. Crosstab analyses were performed to assess the relationship between vehicle type and borough to seat belt use.

RESULTS

Seat Belt Use

Raw frequencies for vehicle type, borough, and seating position are presented in Table 1. Excluding unknowns (n = 94), a total of 47,800 vehicle occupants were observed. Of those observations, 73.8% (n = 35,256) were drivers and 26.2% (n = 12,544) were passengers. Approximately one third (34.2%) of the 35,256 observed vehicles were cars. SUVs and trucks made up 29.5% and 28.6% of the vehicles observed, respectively. Just over half (52.2%) of all vehicles observed were located in the Municipality of Anchorage.

Table 1. Characteristics of 2015 Study Sample

	Observed	
Characteristic	*n*	%
Seating Position		
Driver	35,256	73.8
Passenger	12,544	26.2
Vehicle Type		
Car	12,065	34.2
SUV	10,392	29.5
Truck	10,085	28.6
Van	2,714	7.7
Borough		
Anchorage	18,404	52.2
Fairbanks North Star	6,360	18.0
Juneau	3,400	9.6
Kenai	2,147	6.1
Matanuska Susitna	4,945	14.0

Figure 1 shows the trend line for the total weighted seat belt use rate by year. It is important to note that study methodologies have changed over the years to comply with NHTSA regulations and seat belt use rates from year to year may not be comparable. Alaska's seat belt observations have been conducted using the same methodology since 2012. The 2015 weighted seat belt rate

was measured at 89.3%. This is the highest rate of seatbelt use observed in Alaska since 2011. The standard error was determined to be 0.77%, well within the standard error of 2.5% as required by NHTSA guidelines.

Figure 1: Alaska Weighted Seat Belt Use Rates by Percent, 2002-2015

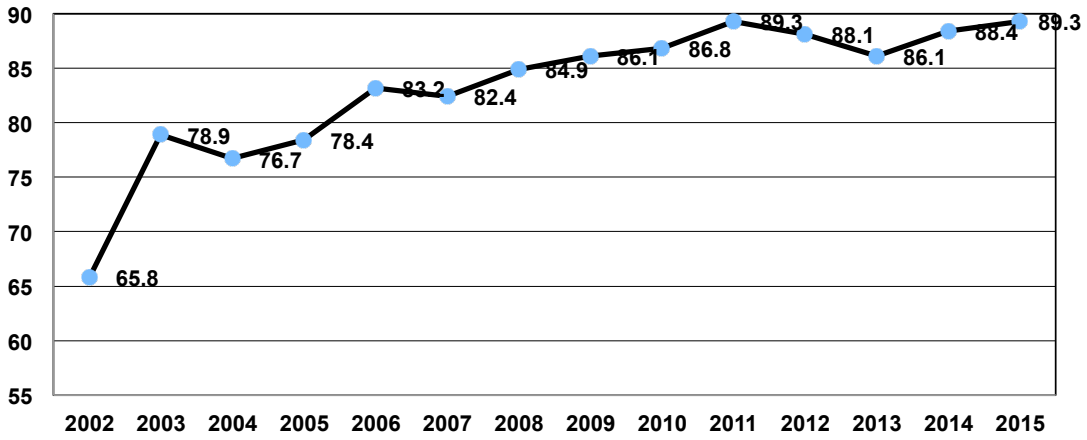

Table 2 displays crosstab results for raw seat belt use in Alaska by vehicle type between 2012 and 2015. SUV vehicle occupants had the greatest raw rate of observed seat belt use between 2012 and 2015. Truck occupants had the lowest rates of observed seat belt use across all four years during the same time period.

Table 2. Raw Seat Belt Use Rates in Alaska by Vehicle Type, 2012-2015

	2015		2014		2013		2012	
Vehicle Occupants	*n*	%	*n*	%	*n*	%	*n*	%
Car	10,974	91.0	10,116	90.3	10,655	89.9	8,768	89.0
SUV	9,472	91.1	9,244	91.8	11,063	91.4	9,193	90.7
Truck	8,564	84.9	8,259	84.1	9,822	83.7	8,299	83.0
Van	2,430	89.5	2,388	89.3	2,492	88.0	2,285	86.5

Raw seat belt use rates by borough between 2012 and 2015 are shown in Table 3. Seat belt use was observed to be the highest in Fairbanks with 91.9% (n = 5,846) of occupants observed wearing a seat belt. Kenai and Matanuska Susitna boroughs had the lowest seat belt use rates at 82.6% and 82.5%.

Table 4 provides the results for crosstab analyses of observed seat belt use using raw data by vehicle type and borough from 2012 to 2015. With an observed seat belt use rate of 96.2% (n = 1,139) in 2015, SUV occupants observed in the Fairbanks North Star region had the highest rate of restraint use by vehicle type and borough. Truck occupants in the Matanuska Susitna area were observed to have the lowest raw seat belt use rates at 78.9% (n = 1,295).

Table 3. Raw Seat Belt Use Rates for Vehicle Occupants in Alaska by Region, 2012-2015

	2015		2014		2013		2012	
Borough	*n*	%	*n*	%	*n*	%	*n*	%
Anchorage	16,677	90.6	14,376	89.1	15,354	89.1	11,070	92.2
Fairbanks	5,846	91.9	6,309	92.0	4,894	87.3	3,957	86.1
Juneau	3,061	90.0	2,316	85.6	3,321	85.2	3,674	80.1
Kenai	1,774	82.6	2,935	85.2	3,012	87.2	4,080	83.5
Matanuska Susitna	4,082	82.5	4,071	88.0	5,706	90.6	5,764	88.0

Table 4. Occupant Restraint Use by Vehicle Type and Borough, 2012-2015

	2015		2014		2013		2012	
Borough	*n*	%	*n*	%	*n*	%	*n*	%
Anchorage								
Car	6,013	92.0	4,883	90.7	5,381	90.9	3,967	93.4
SUV	5,457	92.0	5,141	91.6	5,048	91.2	3,543	94.1
Truck	3,914	86.7	3,433	84.0	3,911	84.5	2,754	88.7
Van	1,293	90.9	919	87.8	1,014	87.6	806	91.0
Fairbanks								
Car	2,302	93.6	2,183	93.1	1,056	87.8	952	87.4
SUV	1,139	96.2	1,512	95.6	1,838	91.2	1,426	89.7
Truck	1,992	87.8	2,095	88.4	1,648	82.6	1,316	81.7
Van	413	92.4	519	92.0	352	89.6	263	85.1
Juneau								
Car	977	91.3	773	87.3	1,400	87.8	1,212	81.3
SUV	1,082	92.2	717	90.5	1,391	90.6	1,260	86.5
Truck	721	85.0	507	76.6	1,054	76.9	847	71.9
Van	281	90.9	319	87.2	393	82.9	355	76.5
Kenai								
Car	445	81.1	686	81.8	1,089	87.5	982	86.4
SUV	559	87.6	847	89.3	1,061	89.6	1,224	85.9
Truck	642	79.2	1,102	83.4	1,398	84.3	1,505	79.7
Van	128	85.9	300	89.6	292	91.3	369	85.0
Matanuska Susitna								
Car	1,237	85.1	1,591	90.6	1,729	91.0	1,655	87.6
SUV	1,235	84.4	1,027	90.9	1,725	94.2	1,740	91.6
Truck	1,295	78.9	1,122	81.4	1,811	87.0	1,877	84.9
Van	2,430	89.5	331	91.2	441	90.4	492	89.6

Cell Phone Use

Observers were asked to record driver cell phone use. For the 2015 observation period, cell phone use was defined as a driver holding their phone to their ear while driving, or visibly

manipulating a hand-held device while driving. In 2015, 3.6% (n = 1,038) of drivers were observed using a cell phone. Driver cell phone use between 2009 and 2015 is shown in Table 5.

Table 5: Statewide Driver Cell Phone Use, 2009-2015

	2015	2014	2013	2012	2011	2010	2009
% Of Cell Phone Use	3.6%	5.4%	7.0%	6.5%	6.5%	5.1%	5.6%

Motorcycle Helmet Use

Surveyors recorded helmet use for motorcycle drivers. A total of 222 motorcycle drivers were observed, with 73.4% (n = 163) of drivers helmeted. Motorcycle helmet use rates from 2009 to present are presented in Table 6; motorcycle helmet use was not observed for 2013 and 2012. Findings from the past five years indicate that motorcycle helmet use has increased by almost 5 percentage points since 2009.

Table 6: Statewide Motorcyclist Helmet Use, 2009-2015

	2015	2014	2013	2012	2011	2010	2009
% Helmet Use	73.4%	78.4%	—	—	75.8%	74.6%	73.9%

Bicyclist Helmet Use

Starting in 2013, AIPC asked observers to also record helmet use for all visible bicyclists. In 2015, a total of 862 bicyclists were observed. Of those, 43.9% (n = 378) were helmeted. Comparatively, a total of 942 bicyclists were observed in 2014 with 48.2% (n = 454) helmeted. This study was not designed to observe bicyclists and as a result this finding may not be a valid measurement of helmet use across the state. However, it does provide some insight into bicycle helmet use across the state of Alaska.

DISCUSSION

The purpose of this study was to assess seat belt use for Alaska's drivers and front seat outboard passengers. Between 2011 and 2013, seat belt use rates declined from 89.3% to 86.1%. Alaska Injury Prevention Center is pleased to report that this downward trend has seemingly been reversed, with a seat belt use rate of 88.4% observed in 2014 and 89.3% observed during the 2015 study period.

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: Alaska Calendar Year of Survey: 2015

Statewide Seat Belt Use Rate: 89.3%

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 10/6/2015

Signature Date

Tammy Kramer

Printed name of signing official

PART B

Data Collected at Observation Sites

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
1	1	06/08/2015	2.889105	132	38	159	11	0
2	1	06/04/2015	9.447331	175	30	187	18	0
3	1	06/08/2015	4.360681	291	76	351	16	0
4	1	06/02/2015	1.401552	91	14	100	5	0
5	1	06/02/2015	1	114	7	110	11	0
6	1	06/02/2015	1	155	47	180	22	0
7	1	06/01/2015	1.383313	79	18	78	18	1
8	1	06/01/2015	1.364115	131	30	131	29	1
9	1	06/01/2015	1	74	15	81	8	0
10	1	06/01/2015	1	228	61	266	23	0
11	1	06/01/2015	1	108	32	126	14	0
12	1	06/02/2015	20.87552	89	16	98	7	0
13	1	06/08/2015	3.894612	145	32	173	4	0
14	1	06/08/2015	4.906964	306	66	345	27	0
15	1	06/06/2015	11.09139	224	97	296	25	0
16	1	06/06/2015	3.399661	52	24	72	4	0
17	1	06/06/2015	2.32171	59	19	69	9	0
18	1	06/04/2015	2.744772	425	35	421	39	0
19	1	06/09/2015	2.248495	126	31	139	18	0
20	1	06/05/2015	3.357733	80	14	83	11	0
21	1	06/02/2015	18.486	217	60	247	30	0
22	1	06/03/2015	1.428202	228	59	274	13	0
23	1	06/06/2015	27.22348	69	25	88	5	1
24	1	06/09/2015	6.200358	105	21	110	14	2
25	1	06/08/2015	3.736753	95	16	100	9	2

[1]Identify if the observation site is an original observation site or an alternate observation site.

[2] Occupants refer to both drivers and passengers.

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
26	1	06/04/2015	2.104271	155	42	182	15	0
27	1	06/09/2015	6.584059	394	93	470	17	0
28	1	06/04/2015	1.354445	271	54	278	47	0
29	1	06/01/2015	1	186	39	199	24	2
30	1	06/09/2015	1.627776	76	12	85	3	0
31	1	06/09/2015	1	124	22	134	12	0
32	1	06/08/2015	1	93	18	105	5	1
33	1	06/04/2015	1	351	40	343	45	3
34	1	06/01/2015	1.589656	163	29	175	17	0
35	1	06/03/2015	3.013946	188	49	222	15	0
36	1	06/01/2015	1.05322	153	14	145	20	2
37	1	06/03/2015	1.138422	408	78	452	34	0
38	1	06/03/2015	1.366942	185	36	208	13	0
39	6	06/08/2015	5.934988	156	44	196	4	0
40	6	06/06/2015	7.317782	49	8	53	4	0
41	6	06/06/2015	58.74388	72	28	92	8	0
42	6	06/04/2015	7.724845	260	62	305	16	1
43	6	06/04/2015	4.651562	157	34	182	9	0
44	6	06/09/2015	18.92688	217	43	248	12	0
45	6	06/09/2015	24.89353	165	35	191	9	0
46	6	06/06/2015	5.740414	146	61	185	21	1
47	6	06/06/2015	5.642119	155	50	191	14	0
48	6	06/05/2015	3.116239	153	22	153	19	3
49	6	06/09/2015	22.75265	338	93	413	18	0
50	6	06/03/2015	2.264603	190	29	204	15	0
51	6	06/03/2015	1.681043	302	35	319	18	0
52	6	06/04/2015	3.56076	274	70	293	47	4
53	6	06/05/2015	1.781342	149	26	157	18	0
54	6	06/05/2015	2.32877	109	27	116	20	0
55	6	06/04/2015	1.958129	184	54	202	36	0
56	6	06/05/2015	5.295876	86	20	91	15	0
57	6	06/01/2015	3.956443	119	21	124	16	0

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
58	6	06/01/2015	9.795939	165	41	171	34	1
59	6	06/02/2015	3.473404	82	16	82	16	0
60	6	06/03/2015	8.864019	77	9	80	6	0
61	6	06/09/2015	16.52758	80	14	91	3	0
62	6	06/05/2015	2.767214	160	39	170	29	0
63	6	06/02/2015	3.802053	119	35	136	17	1
64	6	06/02/2015	7.288352	123	37	137	21	2
65	6	06/02/2015	2.572207	159	35	165	25	4
66	6	06/01/2015	3.55134	87	11	85	11	2
67	6	06/09/2015	3.649313	187	47	212	22	0
68	6	06/02/2015	3.383586	95	24	100	19	0
69	6	06/02/2015	3.397223	114	19	113	20	0
70	6	06/01/2015	3.606465	77	17	80	14	0
71	6	06/09/2015	1.685499	76	10	71	15	0
72	6	06/04/2015	5.495826	86	12	87	11	0
73	6	06/08/2015	5.808489	105	30	124	11	0
74	6	06/04/2015	7.425727	133	26	149	9	1
75	6	06/06/2015	5.501666	165	58	183	39	1
76	9	06/09/2015	2.085762	118	28	128	17	1
77	9	06/09/2015	3.845207	39	11	43	7	0
78	9	06/08/2015	11.51649	113	23	121	15	0
79	9	06/08/2015	5.716344	99	20	107	12	0
80	9	06/02/2015	4.507266	51	13	56	8	0
81	9	06/05/2015	2.918566	71	17	73	15	0
82	9	06/06/2015	8.458663	109	38	139	8	0
83	9	06/08/2015	15.05072	71	11	69	13	0
84	9	06/06/2015	36.24502	25	1	22	4	0
85	9	06/04/2015	3.453086	148	20	130	38	0
86	9	06/04/2015	1.265264	135	22	141	16	0
87	9	06/06/2015	15.92458	14	3	16	1	0
88	9	06/02/2015	2.741213	134	29	153	10	0
89	9	06/09/2015	14.03076	45	14	54	5	0

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
90	9	06/08/2015	4.383485	32	13	42	3	0
91	9	06/01/2015	34.03792	94	17	98	13	0
92	9	06/02/2015	1	225	58	261	22	0
93	9	06/04/2015	2.774387	122	20	132	10	0
94	9	06/03/2015	5.022476	26	6	30	2	0
95	9	06/06/2015	6.406027	45	19	56	8	0
96	9	06/04/2015	4.017645	180	33	199	14	0
97	9	06/04/2015	6.91386	105	15	113	7	0
98	9	06/06/2015	13.8439	51	20	64	7	0
99	9	06/01/2015	3.078183	55	9	56	8	0
100	9	06/01/2015	3.424681	58	17	62	10	3
101	9	06/08/2015	2.346487	30	9	35	3	1
102	9	06/08/2015	3.3804	71	25	85	11	0
103	9	06/01/2015	9.929501	183	31	175	39	0
104	9	06/08/2015	1.780506	150	44	176	17	1
105	9	06/08/2015	1.469745	83	21	96	7	1
106	9	06/05/2015	3.969168	112	12	100	23	1
107	9	06/09/2015	19.23262	51	17	59	7	2
108	9	06/09/2015	4.904028	46	15	57	4	0
109	9	06/02/2015	9.127169	38	12	42	8	0
110	9	06/06/2015	7.525474	112	37	128	17	4
111	9	06/06/2015	6.426694	91	30	105	16	0
112	9	06/02/2015	4.481632	53	14	53	14	0
113	1	06/05/2015	3.15863	140	28	157	11	0
114	1	06/05/2015	4.075146	126	36	153	9	0
115	1	06/05/2015	2.222494	116	20	125	10	1
116	1	06/03/2015	11.76305	100	11	105	6	0
117	1	06/02/2015	2.644796	112	20	126	6	0
118	1	06/08/2015	2.351232	149	22	160	11	0
119	1	06/08/2015	1.416896	180	46	210	16	0
120	1	06/08/2015	1	122	26	139	9	0
121	1	06/09/2015	1.236005	114	15	116	13	0

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
122	1	06/09/2015	2.187337	150	21	156	15	0
123	1	06/02/2015	1.262183	72	12	78	6	0
124	1	06/02/2015	1.266535	28	4	28	4	0
125	1	06/02/2015	1.192619	121	26	135	12	0
126	1	06/03/2015	1.607895	84	18	101	1	0
127	1	06/09/2015	28.73894	109	15	112	12	0
128	1	06/05/2015	1.820578	133	50	180	3	0
129	1	06/06/2015	1	116	38	143	11	0
130	1	06/03/2015	5.170658	132	12	132	10	2
131	1	06/08/2015	2.5006	147	21	157	10	1
132	6	06/05/2015	12.3669	102	10	94	18	0
133	6	06/06/2015	6.183604	173	46	195	24	0
134	6	06/06/2015	1.241072	74	20	88	6	0
135	6	06/09/2015	1	113	18	120	11	0
136	6	06/09/2015	1.295444	72	12	76	8	0
137	6	06/04/2015	2.425301	189	16	186	19	0
138	6	06/09/2015	1	142	12	128	26	0
139	6	06/04/2015	1.577914	102	27	122	7	0
140	6	06/04/2015	2.791261	90	28	109	9	0
141	6	06/03/2015	2.734347	94	15	96	13	0
142	6	06/06/2015	1.689614	145	41	175	11	0
143	6	06/06/2015	1.058491	122	36	145	13	0
144	6	06/06/2015	1	155	42	173	24	0
145	6	06/03/2015	1.830831	147	21	140	27	1
146	6	06/03/2015	1.672627	114	8	104	18	0
147	6	06/05/2015	4.921332	145	29	166	8	0
148	6	06/05/2015	3.978579	104	20	112	12	0
149	6	06/04/2015	4.307745	81	13	86	7	1
150	6	06/04/2015	2.058494	9	0	6	3	0
151	9	06/03/2015	13.76898	43	13	50	6	0
152	9	06/03/2015	12.1871	23	0	18	5	0
153	9	06/09/2015	13.4212	68	8	66	10	0

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
154	9	06/05/2015	18.2229	33	11	41	3	0
155	9	06/08/2015	2.803924	116	8	119	5	0
156	9	06/02/2015	1.064376	129	34	152	11	0
157	9	06/02/2015	1	65	9	72	2	0
158	9	06/02/2015	6.736229	50	8	54	4	0
159	9	06/04/2015	5.639903	62	7	66	3	0
160	9	06/04/2015	14.05304	24	4	26	1	1
161	9	06/06/2015	3.823624	53	7	56	4	0
162	9	06/08/2015	1.796868	4	1	5	0	0
163	9	06/04/2015	4.512696	17	0	13	4	0
164	9	06/09/2015	3.298947	64	12	70	6	0
165	9	06/02/2015	1.948554	42	2	43	1	0
166	9	06/08/2015	2.099508	108	21	123	6	0
167	9	06/06/2015	8.080808	26	12	35	3	0
168	9	06/08/2015	1.843172	3	1	3	1	0
169	1	06/06/2015	4.427914	153	15	155	13	0
170	1	06/02/2015	5.745046	97	17	91	16	7
171	1	06/06/2015	1	152	69	201	19	1
172	1	06/05/2015	3.079927	62	17	63	16	0
173	1	06/06/2015	2.611082	105	24	117	12	0
174	1	06/06/2015	1.12914	75	26	87	14	0
175	1	06/04/2015	1.594914	107	27	101	32	1
176	1	06/04/2015	1.083984	90	9	90	9	0
177	1	06/06/2015	1	105	26	121	9	1
178	1	06/06/2015	1	134	49	157	26	0
179	1	06/04/2015	1	121	41	142	19	1
180	1	06/04/2015	1	109	26	105	30	0
181	1	06/04/2015	1	75	16	79	12	0
182	1	06/06/2015	1	130	54	165	19	0
183	6	06/03/2015	1	167	29	150	46	0
184	6	06/03/2015	1	165	40	161	43	1
185	6	06/02/2015	2.120886	96	28	106	17	1

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
186	6	06/03/2015	2.454506	76	22	72	26	0
187	6	06/05/2015	3.07384	60	11	54	17	0
188	6	06/05/2015	1.471694	70	13	65	18	0
189	6	06/05/2015	1.107627	78	12	72	17	1
190	6	06/05/2015	1	61	9	55	14	1
191	6	06/05/2015	1.542981	40	12	41	11	0
192	6	06/04/2015	3.736977	125	16	109	31	1
193	6	06/03/2015	1.719714	67	13	58	21	1
194	6	06/03/2015	2.01988	38	5	39	4	0
195	6	06/02/2015	1	180	34	183	27	4
196	9	06/05/2015	8.033419	93	27	96	24	0
197	9	06/06/2015	28.39699	122	46	148	20	0
198	9	06/03/2015	3.423028	101	26	95	31	1
199	9	06/02/2015	2.250823	150	17	128	35	4
200	9	06/02/2015	4.42858	22	3	22	1	2
201	9	06/02/2015	3.933106	135	25	123	36	1
202	9	06/02/2015	3.519664	106	29	109	25	1
203	9	06/03/2015	2.163266	76	14	70	20	0
204	9	06/03/2015	4.718317	182	38	157	57	6
205	9	06/04/2015	8.52021	81	10	70	21	0
206	9	06/04/2015	1.359605	98	11	88	21	0
207	9	06/05/2015	6.868698	45	12	41	15	1
208	9	06/02/2015	1	100	21	100	20	1
209	1	06/04/2015	20.59944	85	28	98	15	0
210	1	06/04/2015	1	173	36	194	14	1
211	1	06/04/2015	1	98	20	108	10	0
212	1	06/05/2015	1	146	25	159	12	0
213	1	06/05/2015	1	47	5	46	6	0
214	1	06/05/2015	1.317676	105	13	108	10	0
215	1	06/06/2015	6.009254	133	28	157	4	0
216	1	06/05/2015	2.155776	30	3	30	3	0
217	6	06/04/2015	1.082756	132	23	133	21	1

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
218	6	06/05/2015	4.315982	281	76	311	46	0
219	6	06/05/2015	2.861885	194	36	218	12	0
220	6	06/06/2015	1.480593	80	23	94	9	0
221	6	06/06/2015	1.847643	148	55	184	19	0
222	6	06/04/2015	5.675723	172	46	174	44	0
223	6	06/06/2015	1	138	29	156	11	0
224	6	06/04/2015	2.363362	103	17	105	15	0
225	9	06/06/2015	2.571163	98	13	99	12	0
226	9	06/06/2015	1.452713	106	16	113	9	0
227	9	06/06/2015	5.900854	59	4	53	10	0
228	9	06/04/2015	86.07333	86	22	86	22	0
229	9	06/05/2015	7.990475	107	5	99	13	0
230	9	06/05/2015	1	73	5	76	2	0
231	9	06/04/2015	3.862227	133	22	145	9	1
232	9	06/06/2015	7.415372	99	27	115	11	0
233	1	06/02/2015	4.394696	61	13	68	6	0
234	1	06/01/2015	1.768831	17	7	19	5	0
235	1	06/01/2015	5.546535	52	14	46	20	0
236	1	06/01/2015	2.586046	89	36	112	13	0
237	1	06/01/2015	2.178978	44	19	57	6	0
238	1	06/01/2015	3.575222	33	4	34	3	0
239	1	06/04/2015	3.282922	107	25	104	28	0
240	1	06/04/2015	54.41456	78	22	83	17	0
241	6	06/02/2015	1.650342	28	8	31	5	0
242	6	06/04/2015	1.458423	40	9	42	7	0
243	6	06/03/2015	1.307231	71	16	81	6	0
244	6	06/03/2015	1	227	49	214	62	0
245	6	06/03/2015	1.361355	201	11	154	58	0
246	6	06/02/2015	3.606515	57	9	55	11	0
247	6	06/02/2015	3.657551	41	9	46	4	0
248	6	06/02/2015	1	166	38	170	34	0
249	9	06/03/2015	26.44202	35	10	41	4	0

Site ID	Site Type[1]	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants[2] Belted	Number of Occupants Unbelted	Number of Occupants With Unknown Belt Use
250	9	06/03/2015	1	67	11	68	10	0
251	9	06/03/2015	1	70	20	75	15	0
252	9	06/02/2015	9.062404	70	20	82	8	0
253	9	06/02/2015	4.803558	56	15	63	8	0
254	9	06/02/2015	4.223686	54	13	51	16	0
255	9	06/02/2015	7.606414	27	3	27	3	0
256	9	06/01/2015	10.84552	61	14	51	24	0

Standard Error of Statewide Belt Use Rate[3]: 0.77%

Nonresponse Rate, as provided in § 1340.9(f)

Nonresponse rate for the survey variable seat belt use: 0.5%

[3] The standard error may not exceed 2.5 percent.