Alaska 2016 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 2016 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 2016. The 2016 observations took place from June 6-14, 2016 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 37,539 vehicles were observed during the 2016 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 45,543 occupants observed, excluding unknowns (n = 12). The results of this study indicate that 88.5% 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 2016 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 five 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 11 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 6, 2016 and June 14, 2016. 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.

Alternate Observation Dates

Sites 138, 127, 153, 136, 135, 121, 164, and 122 were originally scheduled to occur on Tuesday June 14, 2016. Due to difficulties in securing a qualified and reliable employee in the Fairbanks region, AIPC arranged for an employee from the Anchorage area to travel to Fairbanks to conduct the observations. This employee had worked with AIPC on this project in 2013 and 2014 and had proven exceptional. Due to the travel schedule, AIPC moved the Tuesday observation to Sunday June 12, 2016. AIPC consulted with Ron Perkins to coordinate this change.

Alternate Site Selection

Observers are trained on what to do in case they are unable to observe traffic at the prescribed location. Observation employees were provided with the following instructions for selecting alternate sites:

> In case of construction or some other hazard that makes it unwise or impossible to observe at the specified location, you will go in the "opposite" direction than the traffic you are measuring to find the next available intersection. This will be the traffic that would have been using the original location if it hadn't been closed.

Two observation sites were changed due to obstructions. The observer for Matanuska Susitna Borough reported a crash on the road blocking the site intersection at site 179. The observer followed protocol for selecting a new observation site and observed traffic on Parks Highway at North Lucas Road. The Fairbanks observer reported that the intersection at site 133 was closed due to construction and instead recorded traffic on 3rd Street at Steese Highway. Alternate site selections are noted in Part B of Appendix 1340.

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 = 12), a total of 45,543 vehicle occupants were observed. Of those observations, 82.4% (n = 37,539) were drivers and 17.6% (n = 8,004) were passengers.

Approximately one third (31.7%) of the 37,539 observed vehicles were trucks. SUVs and cars made up 31.0% and 29.2% of the vehicles observed, respectively. Over half (54.1%) of all vehicles observed were located in the Municipality of Anchorage.

Table 1. Characteristics of 2016 Study Sample (*n* = 45,543)

	Observed	
Characteristic	*n*	%
Seating Position		
Driver	37,539	82.4
Passenger	8,004	17.6
Vehicle Type		
Car	13,299	29.2
SUV	14,117	31.0
Truck	14,438	31.7
Van	3,689	8.1
Borough		
Anchorage	24,631	54.1
Fairbanks North Star	6,853	15.0
Juneau	4,023	8.8
Kenai	3,155	6.9
Matanuska Susitna	6,881	15.1

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 2016 weighted seat belt rate was measured at 88.5%. The standard error was determined to be 0.79%, well within the standard error of 2.5% as required by NHTSA guidelines.

Figure 1: Alaska Weighted Seat Belt Use Rates by Percent, 2002-2016

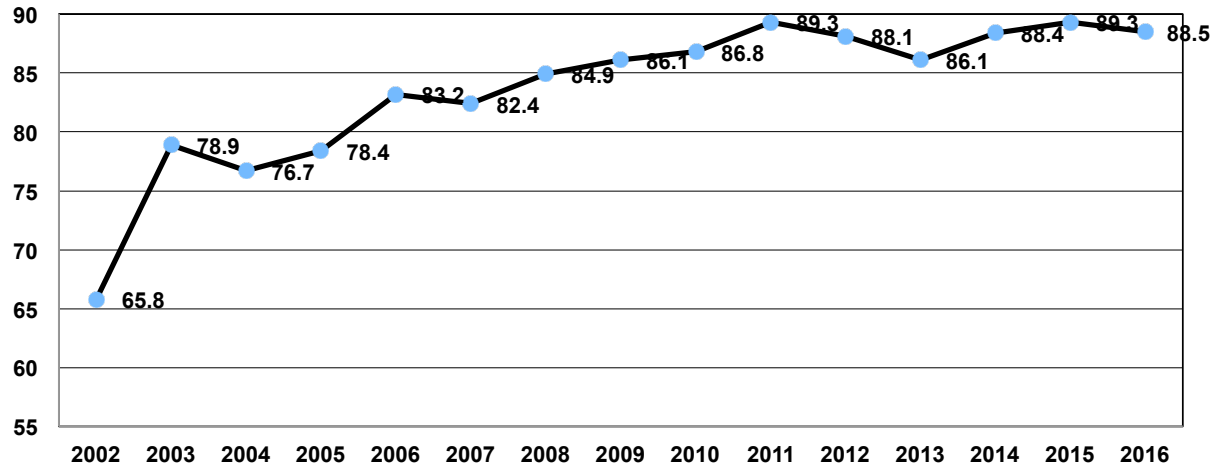

Table 2 displays crosstab results for raw seat belt use in Alaska by vehicle type between 2013 and 2016. SUV vehicle occupants had the greatest raw rate of observed seat belt use between 2012 and 2016. Truck occupants had the lowest rates of observed seat belt use across all four years during the same time period.

Table 2. Raw Seat Belt Use Rates in Alaska by Vehicle Type, 2013-2016

	2016		2015		2014		2013	
Vehicle Occupants	*n*	%	*n*	%	*n*	%	*n*	%
Car	12,052	90.6	10,974	91.0	10,116	90.3	10,655	89.9
SUV	12,940	91.7	9,472	91.1	9,244	91.8	11,063	91.4
Truck	12,454	86.3	8,564	84.9	8,259	84.1	9,822	83.7
Van	3,265	88.5	2,430	89.5	2,388	89.3	2,492	88.0

Raw seat belt use rates by borough between 2013 and 2016 are shown in Table 3. Seat belt use was observed to be the highest in the Matanuska Susitna borough with 95.0% (n = 6,538) of occupants observed wearing a seat belt. This is the highest rate of seat belt use ever recorded in the Matanuska Susitna borough. Kenai and Juneau boroughs had the lowest seat belt use rates at 81.3% and 86.9%.

Table 3. Raw Seat Belt Use Rates for Vehicle Occupants in Alaska by Region, 2013-2016

	2016		2015		2014		2013	
Borough	*n*	%	*n*	%	*n*	%	*n*	%
Anchorage	22,013	89.4	16,677	90.6	14,376	89.1	15,354	89.1
Fairbanks	6,099	89.0	5,846	91.9	6,309	92.0	4,894	87.3
Juneau	3,495	86.9	3,061	90.0	2,316	85.6	3,321	85.2
Kenai	2,566	81.3	1,774	82.6	2,935	85.2	3,012	87.2
Matanuska Susitna	6,538	95.0	4,082	82.5	4,071	88.0	5,706	90.6

Table 4 provides the results for crosstab analyses of observed seat belt use using raw data by vehicle type and borough from 2013 to 2016. With an observed seat belt use rate of 96.5% (n = 1,897) in 2016, SUV occupants observed in the Matanuska Susitna area had the highest rate of restraint use by vehicle type and borough. Truck occupants in the Juneau borough were observed to have the lowest raw seat belt use rates at 81.9% (n = 941).

Table 4. Raw Seat Belt Use Rates by Vehicle Type and Borough, 2013-2016

	2016		2015		2014		2013	
Borough	*n*	%	*n*	%	*n*	%	*n*	%
Anchorage								
Car	6,081	89.9	6,013	92.0	4,883	90.7	5,381	90.9
SUV	7,865	91.5	5,457	92.0	5,141	91.6	5,048	91.2
Truck	6,301	86.8	3,914	86.7	3,433	84.0	3,911	84.5
Van	1,766	87.7	1,293	90.9	919	87.8	1,014	87.6
Fairbanks								
Car	2,326	91.1	2,302	93.6	2,183	93.1	1,056	87.8
SUV	1,266	90.5	1,139	96.2	1,512	95.6	1,838	91.2
Truck	2,080	85.4	1,992	87.8	2,095	88.4	1,648	82.6
Van	427	91.6	413	92.4	519	92.0	352	89.6
Juneau								
Car	1,093	88.5	977	91.3	773	87.3	1,400	87.8
SUV	1,138	91.0	1,082	92.2	717	90.5	1,391	90.6
Truck	941	81.9	721	85.0	507	76.6	1,054	76.9
Van	323	83.0	281	90.9	319	87.2	393	82.9
Kenai								
Car	596	86.4	445	81.1	686	81.8	1,089	87.5
SUV	774	85.0	559	87.6	847	89.3	1,061	89.6
Truck	969	75.7	642	79.2	1,102	83.4	1,398	84.3
Van	227	82.8	128	85.9	300	89.6	292	91.3
Matanuska Susitna								
Car	1,956	95.1	1,237	85.1	1,591	90.6	1,729	91.0
SUV	1,897	96.5	1,235	84.4	1,027	90.9	1,725	94.2
Truck	2,163	93.5	1,295	78.9	1,122	81.4	1,811	87.0
Van	522	95.6	2,430	89.5	331	91.2	441	90.4

Cell Phone Use

Observers were asked to record driver cell phone use. For the 2016 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 2016, 7.4% (n = 2,791) of drivers were observed using a cell phone. Of drivers using a cell phone, 931 or 33.4% of cell phone users were observed to be visibly manipulating a hand-held device, or texting. Driver cell phone use between 2010 and 2016 is shown in Table 5.

Table 5: Statewide Driver Cell Phone Use, 2009-2016

	2016	2015	2014	2013	2012	2011	2010
% Of Cell Phone Use	7.4%	3.6%	5.4%	7.0%	6.5%	6.5%	5.1%

SUMMARY

This observational study assessed 2016 driver and front row outboard passenger seat belt use in Alaska. A total of 37,539 vehicles were observed during the 2016 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 45,543 occupants observed, excluding unknowns (n = 12). The results of this study found that 88.5% of Alaska drivers and passengers were using a seat belt during the study period.

Between 2011 and 2013, seat belt use rates declined from 89.3% to 86.1%. This downward trend seemingly reversed in 2014 and 2015 with seat belt use rates increased slightly to 88.4% in 2014 and 89.3% in 2015. After two years of slight increases, seat belt use decreased slightly from previous years in 2016 to 88.5%.

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: **2016**

Statewide Seat Belt Use Rate: **88.5%**

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

September 12, 2016

Date

Tammy Kramer
Printed name of signing official

PART B

Data Collected at Observation Sites

Site ID	Site Type[1]	Road Type	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	Original	1	13JUN2016	2.889105	147	19	143	23	0
2	Original	1	09JUN2016	9.447331	428	62	424	66	0
3	Original	1	13JUN2016	4.360681	168	28	175	21	0
4	Original	1	07JUN2016	1.401552	110	26	115	21	0
5	Original	1	07JUN2016	1	91	6	80	17	0
6	Original	1	07JUN2016	1	112	24	109	27	0
7	Original	1	06JUN2016	1.383313	91	11	84	18	0
8	Original	1	06JUN2016	1.364115	73	7	56	24	0
9	Original	1	06JUN2016	1	41	7	44	4	0
10	Original	1	06JUN2016	1	101	16	97	18	2
11	Original	1	06JUN2016	1	72	23	82	13	0
12	Original	1	07JUN2016	20.87552	107	24	98	33	0
13	Original	1	13JUN2016	3.894612	142	19	140	21	0
14	Original	1	13JUN2016	4.906964	186	31	190	27	0
15	Original	1	11JUN2016	11.09139	163	29	176	16	0
16	Original	1	11JUN2016	3.399661	306	92	368	30	0
17	Original	1	11JUN2016	2.32171	237	50	260	27	0
18	Original	1	09JUN2016	2.744772	276	18	258	35	1
19	Original	1	14JUN2016	2.248495	514	86	540	60	0
20	Original	1	10JUN2016	3.357733	287	53	308	32	0
21	Original	1	07JUN2016	18.486	143	42	159	26	0
22	Original	1	08JUN2016	1.428202	122	23	125	19	1
23	Original	1	11JUN2016	27.22348	378	129	463	44	0
24	Original	1	14JUN2016	6.200358	387	16	397	6	0
25	Original	1	13JUN2016	3.736753	495	92	520	67	0

[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]	Road Type	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	Original	1	09JUN2016	2.104271	141	23	149	15	0
27	Original	1	14JUN2016	6.584059	247	44	261	30	0
28	Original	1	09JUN2016	1.354445	248	41	264	25	0
29	Original	1	06JUN2016	1	693	92	744	39	2
30	Original	1	14JUN2016	1.627776	139	23	156	6	0
31	Original	1	14JUN2016	1	121	30	126	25	0
32	Original	1	13JUN2016	1	153	23	163	13	0
33	Original	1	09JUN2016	1	172	25	168	29	0
34	Original	1	06JUN2016	1.589656	216	42	239	19	0
35	Original	1	08JUN2016	3.013946	88	22	92	18	0
36	Original	1	06JUN2016	1.05322	215	28	220	23	0
37	Original	1	08JUN2016	1.138422	166	22	158	30	0
38	Original	1	08JUN2016	1.366942	152	39	166	25	0
39	Original	6	13JUN2016	5.934988	132	28	137	23	0
40	Original	6	11JUN2016	7.317782	73	15	70	18	0
41	Original	6	11JUN2016	58.74388	98	26	118	6	0
42	Original	6	09JUN2016	7.724845	140	21	138	23	0
43	Original	6	09JUN2016	4.651562	69	18	74	13	0
44	Original	6	14JUN2016	18.92688	123	12	118	17	0
45	Original	6	14JUN2016	24.89353	131	32	135	28	0
46	Original	6	11JUN2016	5.740414	125	33	135	23	0
47	Original	6	11JUN2016	5.642119	132	40	155	17	0
48	Original	6	10JUN2016	3.116239	290	54	300	44	0
49	Original	6	14JUN2016	22.75265	101	21	109	13	0
50	Original	6	08JUN2016	2.264603	116	18	117	17	0
51	Original	6	08JUN2016	1.681043	89	4	72	21	0
52	Original	6	09JUN2016	3.56076	394	104	466	32	0
53	Original	6	10JUN2016	1.781342	385	70	430	25	0
54	Original	6	10JUN2016	2.32877	470	97	529	38	0
55	Original	6	09JUN2016	1.958129	348	73	381	40	0
56	Original	6	10JUN2016	5.295876	341	69	366	44	0
57	Original	6	06JUN2016	3.956443	305	46	322	29	0

Site ID	Site Type[1]	Road Type	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	Original	6	06JUN2016	9.795939	306	46	319	33	0
59	Original	6	07JUN2016	3.473404	215	28	227	16	0
60	Original	6	08JUN2016	8.864019	78	16	89	5	0
61	Original	6	14JUN2016	16.52758	120	25	127	18	0
62	Original	6	10JUN2016	2.767214	132	21	133	20	0
63	Original	6	07JUN2016	3.802053	359	51	362	48	0
64	Original	6	07JUN2016	7.288352	293	49	310	32	0
65	Original	6	07JUN2016	2.572207	311	62	340	33	0
66	Original	6	06JUN2016	3.55134	239	32	241	30	0
67	Original	6	14JUN2016	3.649313	87	23	95	15	0
68	Original	6	07JUN2016	3.383586	380	60	371	69	0
69	Original	6	07JUN2016	3.397223	446	69	437	78	0
70	Original	6	06JUN2016	3.606465	366	67	384	49	0
71	Original	6	14JUN2016	1.685499	377	41	405	13	0
72	Original	6	09JUN2016	5.495826	51	5	45	11	0
73	Original	6	13JUN2016	5.808489	119	30	146	3	0
74	Original	6	09JUN2016	7.425727	87	19	79	27	0
75	Original	6	11JUN2016	5.501666	242	58	275	25	0
76	Original	9	14JUN2016	2.085762	162	16	171	7	0
77	Original	9	14JUN2016	3.845207	192	44	222	14	0
78	Original	9	13JUN2016	11.51649	93	13	95	11	0
79	Original	9	13JUN2016	5.716344	97	25	102	20	0
80	Original	9	07JUN2016	4.507266	115	26	107	34	0
81	Original	9	10JUN2016	2.918566	142	28	161	9	0
82	Original	9	11JUN2016	8.458663	103	41	125	19	0
83	Original	9	13JUN2016	15.05072	97	20	106	11	0
84	Original	9	11JUN2016	36.24502	15	2	12	5	0
85	Original	9	09JUN2016	3.453086	54	13	61	6	0
86	Original	9	09JUN2016	1.265264	327	62	335	54	0
87	Original	9	11JUN2016	15.92458	19	6	22	3	0
88	Original	9	07JUN2016	2.741213	91	16	91	15	1
89	Original	9	14JUN2016	14.03076	58	16	73	1	0

Site ID	Site Type[1]	Road Type	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	Original	9	13JUN2016	4.383485	43	12	49	6	0
91	Original	9	06JUN2016	34.03792	104	9	88	25	0
92	Original	9	07JUN2016	1	106	18	107	17	0
93	Original	9	09JUN2016	2.774387	450	53	433	70	0
94	Original	9	08JUN2016	5.022476	31	6	35	2	0
95	Original	9	11JUN2016	6.406027	52	10	54	8	0
96	Original	9	09JUN2016	4.017645	134	16	114	36	0
97	Original	9	09JUN2016	6.91386	184	22	184	22	0
98	Original	9	11JUN2016	13.8439	83	28	101	10	0
99	Original	9	06JUN2016	3.078183	159	9	121	45	2
100	Original	9	06JUN2016	3.424681	145	5	125	23	2
101	Original	9	13JUN2016	2.346487	49	9	56	2	0
102	Original	9	13JUN2016	3.3804	87	18	103	2	0
103	Original	9	06JUN2016	9.929501	215	43	235	23	0
104	Original	9	13JUN2016	1.780506	429	99	479	49	0
105	Original	9	13JUN2016	1.469745	146	30	162	14	0
106	Original	9	10JUN2016	3.969168	144	19	151	12	0
107	Original	9	14JUN2016	19.23262	86	37	123	0	0
108	Original	9	14JUN2016	4.904028	99	14	103	10	0
109	Original	9	07JUN2016	9.127169	58	15	65	8	0
110	Original	9	11JUN2016	7.525474	269	66	328	7	0
111	Original	9	11JUN2016	6.426694	171	23	182	12	0
112	Original	9	07JUN2016	4.481632	67	9	58	18	0
113	Original	1	10JUN2016	3.15863	127	40	159	8	0
114	Original	1	10JUN2016	4.075146	136	38	161	13	0
115	Original	1	10JUN2016	2.222494	107	28	122	13	0
116	Original	1	08JUN2016	11.76305	64	10	69	5	0
117	Original	1	07JUN2016	2.644796	232	56	248	40	0
118	Original	1	13JUN2016	2.351232	166	28	177	17	0
119	Original	1	13JUN2016	1.416896	161	42	184	19	0
120	Original	1	13JUN2016	1	92	23	102	13	0
121	Original	1	12JUN2016	1.236005	135	63	162	36	0

Site ID	Site Type[1]	Road Type	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	Original	1	12JUN2016	2.187337	98	35	122	11	0
123	Original	1	07JUN2016	1.262183	134	26	138	22	0
124	Original	1	07JUN2016	1.266535	84	12	90	6	0
125	Original	1	07JUN2016	1.192619	151	50	189	12	0
126	Original	1	08JUN2016	1.607895	86	16	92	10	0
127	Original	1	12JUN2016	28.73894	66	16	76	6	0
128	Original	1	10JUN2016	1.820578	88	23	107	4	0
129	Original	1	11JUN2016	1	74	35	90	19	0
130	Original	1	08JUN2016	5.170658	66	10	74	2	0
131	Original	1	13JUN2016	2.5006	168	35	187	16	0
132	Original	6	10JUN2016	12.3669	126	49	165	10	0
133	Alternate	6	11JUN2016	6.183604	151	44	168	27	0
134	Original	6	11JUN2016	1.241072	64	25	82	7	0
135	Original	6	12JUN2016	1	99	40	122	17	0
136	Original	6	12JUN2016	1.295444	79	29	93	15	0
137	Original	6	09JUN2016	2.425301	107	11	99	19	0
138	Original	6	12JUN2016	1	38	13	45	6	0
139	Original	6	09JUN2016	1.577914	161	36	172	25	0
140	Original	6	09JUN2016	2.791261	133	19	143	9	0
141	Original	6	08JUN2016	2.734347	69	8	64	13	0
142	Original	6	11JUN2016	1.689614	146	46	171	21	0
143	Original	6	11JUN2016	1.058491	121	49	157	13	0
144	Original	6	11JUN2016	1	55	23	73	5	0
145	Original	6	08JUN2016	1.830831	37	8	39	6	0
146	Original	6	08JUN2016	1.672627	153	26	146	33	0
147	Original	6	10JUN2016	4.921332	144	33	161	16	0
148	Original	6	10JUN2016	3.978579	172	41	186	27	0
149	Original	6	09JUN2016	4.307745	96	23	105	14	0
150	Original	6	09JUN2016	2.058494	77	14	77	14	0
151	Original	9	08JUN2016	13.76898	48	8	46	10	0
152	Original	9	08JUN2016	12.1871	38	2	35	5	0
153	Original	9	12JUN2016	13.4212	30	11	32	9	0

Site ID	Site Type[1]	Road Type	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	Original	9	10JUN2016	18.2229	63	9	62	10	0
155	Original	9	13JUN2016	2.803924	90	12	90	12	0
156	Original	9	07JUN2016	1.064376	54	16	59	11	0
157	Original	9	07JUN2016	1	151	43	169	25	0
158	Original	9	07JUN2016	6.736229	88	12	83	17	0
159	Original	9	09JUN2016	5.639903	145	36	165	16	0
160	Original	9	09JUN2016	14.05304	51	12	53	10	0
161	Original	9	11JUN2016	3.823624	76	28	90	14	0
162	Original	9	13JUN2016	1.796868	20	5	22	3	0
163	Original	9	09JUN2016	4.512696	69	6	68	7	0
164	Original	9	12JUN2016	3.298947	41	18	55	4	0
165	Original	9	07JUN2016	1.948554	54	6	52	8	0
166	Original	9	13JUN2016	2.099508	89	21	102	8	0
167	Original	9	11JUN2016	8.080808	38	11	44	5	0
168	Original	9	13JUN2016	1.843172	59	7	55	11	0
169	Original	1	11JUN2016	4.427914	152	69	217	4	0
170	Original	1	07JUN2016	5.745046	109	23	123	9	0
171	Original	1	11JUN2016	1	135	61	188	8	0
172	Original	1	10JUN2016	3.079927	141	57	188	10	0
173	Original	1	11JUN2016	2.611082	160	36	189	7	0
174	Original	1	11JUN2016	1.12914	111	19	126	4	0
175	Original	1	09JUN2016	1.594914	197	69	247	19	0
176	Original	1	09JUN2016	1.083984	141	36	169	8	0
177	Original	1	11JUN2016	1	121	37	158	0	0
178	Original	1	11JUN2016	1	36	7	42	1	0
179	Alternate	1	09JUN2016	1	178	49	214	13	0
180	Original	1	09JUN2016	1	139	40	172	7	0
181	Original	1	09JUN2016	1	149	49	194	4	0
182	Original	1	11JUN2016	1	149	43	191	1	0
183	Original	6	08JUN2016	1	252	72	316	8	0
184	Original	6	08JUN2016	1	170	23	176	17	0
185	Original	6	07JUN2016	2.120886	179	31	187	23	0

Site ID	Site Type[1]	Road Type	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	Original	6	08JUN2016	2.454506	129	40	164	5	0
187	Original	6	10JUN2016	3.07384	159	31	179	11	0
188	Original	6	10JUN2016	1.471694	117	19	131	5	0
189	Original	6	10JUN2016	1.107627	63	11	73	1	0
190	Original	6	10JUN2016	1	157	34	179	12	0
191	Original	6	10JUN2016	1.542981	90	11	98	3	0
192	Original	6	09JUN2016	3.736977	147	36	169	14	0
193	Original	6	08JUN2016	1.719714	131	11	120	22	0
194	Original	6	08JUN2016	2.01988	191	22	194	19	0
195	Original	6	07JUN2016	1	150	27	158	19	0
196	Original	9	10JUN2016	8.033419	153	50	197	6	0
197	Original	9	11JUN2016	28.39699	120	17	135	2	0
198	Original	9	08JUN2016	3.423028	161	37	193	5	0
199	Original	9	07JUN2016	2.250823	181	37	196	22	0
200	Original	9	07JUN2016	4.42858	103	40	142	1	0
201	Original	9	07JUN2016	3.933106	64	20	82	2	0
202	Original	9	07JUN2016	3.519664	79	18	93	4	0
203	Original	9	08JUN2016	2.163266	146	14	156	4	0
204	Original	9	08JUN2016	4.718317	181	14	187	8	0
205	Original	9	09JUN2016	8.52021	88	17	102	3	0
206	Original	9	09JUN2016	1.359605	89	19	100	8	0
207	Original	9	10JUN2016	6.868698	140	7	144	3	0
208	Original	9	07JUN2016	1	233	37	249	21	0
209	Original	1	09JUN2016	20.59944	79	29	92	16	0
210	Original	1	09JUN2016	1	276	64	319	21	0
211	Original	1	09JUN2016	1	201	47	215	33	0
212	Original	1	10JUN2016	1	73	21	82	12	0
213	Original	1	10JUN2016	1	139	28	128	39	0
214	Original	1	10JUN2016	1.317676	111	27	124	14	0
215	Original	1	11JUN2016	6.009254	53	24	64	13	0
216	Original	1	10JUN2016	2.155776	104	30	110	24	0
217	Original	6	09JUN2016	1.082756	171	35	174	32	0

Site ID	Site Type[1]	Road Type	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	Original	6	10JUN2016	4.315982	113	27	126	14	0
219	Original	6	10JUN2016	2.861885	321	87	331	77	0
220	Original	6	11JUN2016	1.480593	96	33	112	17	0
221	Original	6	11JUN2016	1.847643	190	80	239	31	0
222	Original	6	09JUN2016	5.675723	217	75	247	45	0
223	Original	6	11JUN2016	1	61	25	72	14	0
224	Original	6	09JUN2016	2.363362	123	22	120	25	0
225	Original	9	11JUN2016	2.571163	124	42	153	13	0
226	Original	9	11JUN2016	1.452713	118	48	144	22	0
227	Original	9	11JUN2016	5.900854	31	8	37	2	0
228	Original	9	09JUN2016	86.07333	39	10	37	12	0
229	Original	9	10JUN2016	7.990475	66	18	72	12	0
230	Original	9	10JUN2016	1	91	20	98	13	0
231	Original	9	09JUN2016	3.862227	223	48	252	19	0
232	Original	9	11JUN2016	7.415372	118	37	147	8	0
233	Original	1	07JUN2016	4.394696	106	29	119	16	0
234	Original	1	06JUN2016	1.768831	31	13	39	5	0
235	Original	1	06JUN2016	5.546535	69	37	76	30	0
236	Original	1	06JUN2016	2.586046	69	47	108	8	0
237	Original	1	06JUN2016	2.178978	18	6	19	5	0
238	Original	1	06JUN2016	3.575222	31	5	26	10	0
239	Original	1	09JUN2016	3.282922	159	28	148	38	1
240	Original	1	09JUN2016	54.41456	104	30	99	35	0
241	Original	6	07JUN2016	1.650342	109	23	116	16	0
242	Original	6	09JUN2016	1.458423	124	30	118	36	0
243	Original	6	08JUN2016	1.307231	79	21	80	20	0
244	Original	6	08JUN2016	1	289	69	291	67	0
245	Original	6	08JUN2016	1.361355	189	50	186	53	0
246	Original	6	07JUN2016	3.606515	47	11	52	6	0
247	Original	6	07JUN2016	3.657551	75	10	70	15	0
248	Original	6	07JUN2016	1	147	54	175	26	0
249	Original	9	08JUN2016	26.44202	83	19	78	24	0

Site ID	Site Type[1]	Road Type	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	Original	9	08JUN2016	1	110	34	111	33	0
251	Original	9	08JUN2016	1	196	29	178	47	0
252	Original	9	07JUN2016	9.062404	84	38	100	22	0
253	Original	9	07JUN2016	4.803558	202	38	201	39	0
254	Original	9	07JUN2016	4.223686	50	15	56	9	0
255	Original	9	07JUN2016	7.606414	57	17	57	17	0
256	Original	9	06JUN2016	10.84552	53	22	63	12	0

Standard Error of Statewide Belt Use Rate[3]: 0.794%

Nonresponse Rate, as provided in § 1340.9(f)

Nonresponse rate for the survey variable seat belt use: 0.03%

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