2019 Alaska Occupant Protection Use Survey Report

An Observational Study of Seat Belt Use in Alaska

Funded by and prepared for
the Alaska Highway Safety Office

CENTER FOR safe ALASKANS
preventing injuries & promoting wellbeing

ALASKA HIGHWAY SAFETY OFFICE

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Abstract

This observational study assessed 2019 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, DBA Center for Safe Alaskans (Safe Alaskans) under a grant from the Alaska Highway Safety Office, conducted seat belt observations for 2019. The 2019 observations took place from June 3 – July 17 in Anchorage, Juneau, Kenai, Fairbanks North Star Borough, and Matanuska-Susitna Boroughs. 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. During the 2019 study period, a total of 53,998 vehicles were observed (53,441 vehicles were observed excluding unknowns $n = 557$). Excluding total unknowns ($n = 878$), seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs, and vans for a total of 67,075 occupants observed. Of those observed, 79.6% ($n = 53,441$) were drivers and 20.3% ($n = 13,634$) were passengers. The results of this study indicate that 94.1% 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. Safe Alaskans has conducted these observational surveys under a grant from AHSO since 2004. 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 in 2017 and was used for the implementation of the 2019 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. These boroughs accounted for 85% of the motor vehicle fatalities recorded in the state of Alaska. Road segments were classified by functional class as "Arterials," "Collectors," or "Local" roads and then sample sites were selected. 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

In 2019, a total of three observers were hired and trained to complete the seat belt observations, and the Project Director also conducted observations in a remote Borough. A training manual, developed by Ron Perkins, was given to each observer along with a detailed work schedule that included the days, times, locations, lanes, and traffic direction to be observed, as well as detailed paper maps for each site observed. Training covered each section of the manual and observers also received training on each of the 4 sections of the App where they would record and submit their observations.

Training also required completing observations with the Project Director at roadway intersections to ensure that each observer understood how to read the maps, determine the direction of traffic to be measured, knew where to perform the observations, and what to observe. Additionally, observers demonstrated required proficiency to conduct and upload the recorded observations through the App on the iPads. Observers were then assigned sites to conduct observations on training day and were observed from a distance to ensure quality control. Observers were also encouraged to call Safe Alaskans 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.

Data Collection

In 2018, Safe Alaskans reviewed data collection methods and determined the opportunity existed to utilize improved technology to increase data quality, accuracy, fidelity, and timeliness during OPUS data collection process. Safe Alaskans contracted with IN3 at Purdue University who has demonstrated successful App development for several other States conducting Occupant Protection Use Surveys. In 2019, Safe Alaskans continued using the App on iPads to observe NHTSA-approved site locations across Alaska.

Observers were provided iPads with waterproof cases to easily access the App. This App guided the Observer through 4 sections: 1) Pre-Survey where weather conditions and total number of lanes of traffic are documented. As well as confirmation of location as indicated by the site number, street name, and aerial view map and the direction of traffic flow 2) Survey portion where the observations of driver and passenger seat belt use as well as driver cell phone use are collected 3) Post-Survey where Observers can document any variances such as alternate site due to construction or an accident at original site, and 4) Submission of data by uploading each observation through email embedded in the App at the end of each day.

Each observer recorded seat belt use for 45-minute intervals at three to eight predetermined road segment locations per day between June 3, 2019 – July 17, 2019. Random start times were assigned between 7:00 a.m. and 10:00 a.m. and daily observation sites were grouped geographically to facilitate moving from one site to the next.

The observers recorded driver and outboard passenger seat belt use for passenger vehicles under 10,000 pounds travelling in the two right most lanes, where there were two lanes of traffic. If there was only one lane of traffic at the site, the observer recorded seat belts use for just the one lane of traffic. Observations were only recorded for those vehicles traveling under approximately 30 miles per hour to eliminate error. Additionally, observers recorded any comments they felt might be helpful when interpreting the data.

Alternate Observation Dates

The 2019 Alaska OPUS did not require alternate dates.

Alternate Site Selection

Observers were trained on procedures in case they are unable to observe traffic at the designated 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.*

Numerous road construction projects across Alaska slowed down traffic at a few sites, but alternate sites were not needed during the 2019 observations.

Data Analysis

After each 45-minute observation, data recorded on the App was automatically saved in Comma Separated Value (CSV) format. At the end of daily observations, observers submitted each observation, which was automatically sent to an email embedded in the App. Once all data collection was completed, the CSV files were sent to Ron Perkins who transferred them into an Excel workbook, then 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. Percentages of seatbelt use by borough, vehicle type, and overall seatbelt use were calculated using weighted data. Driver cell phone use was calculated using unweighted data. Ron Perkins analyzed the data using IBM SPSS Statistics. 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

Unweighted frequencies for vehicle type, borough, and seating position are presented in Table 1. Excluding unknowns (n = 878), a total of 67,075 vehicle occupants were observed. Of those observations, 79.6% (n = 53,441) were drivers and 20.3% (n = 13,634) were passengers. Over one third (34.6%) of the observed vehicles were SUVs followed by cars at 32.0% and trucks at 27.4%. Over half (55.7%) of all vehicles observed were in the Municipality of Anchorage.

Table 1. Characteristics of 2019 Study Sample
(N = 53,441 Vehicles, N = 67,075 occupants excluding unknowns)

	Observed	
Seating Position	*n*	%
Driver	53,441	79.6
Passenger	13,634	20.3
Vehicle Type	*n*	%
Car	17,268	32.0
SUV	18,713	34.6
Truck	14,799	27.4
Van	3,218	6.0
Borough	*n*	%
Anchorage	30,075	55.7
Fairbanks	6,589	12.2
Juneau	2,606	4.9
Kenai	6,180	11.4
Matanuska Susitna	8,548	15.8

Figure 1 shows the trend line for the total weighted seat belt use rate by year since 2008. 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. New sites were selected in 2017 per NHTSA's protocol. The 2019 weighted seat belt rate was measured at 94.1%. The standard error was determined to be 0.57%, well within the standard error of 2.5% as required by NHTSA guidelines.

Figure 1: Weighted Seat Belt Use Rate (Percent)

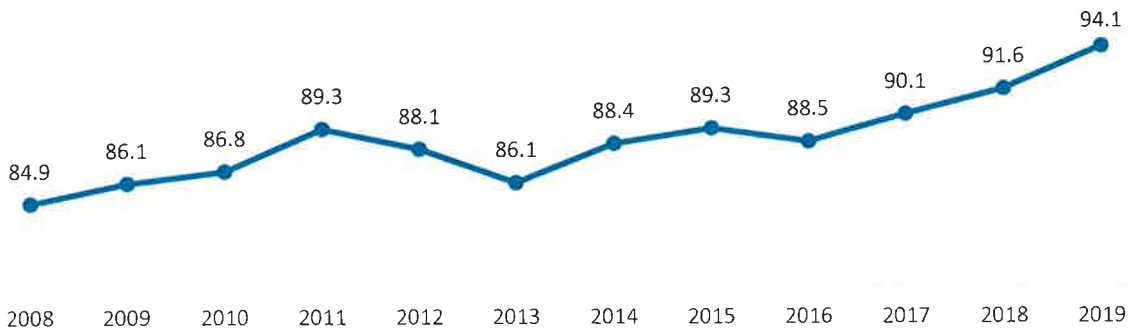

Table 2 displays crosstab results for weighted seat belt use in Alaska by vehicle type between 2015 and 2019. SUV vehicle occupants had the greatest weighted percent of observed seat belt use between 2015 and 2019. Truck occupants had the lowest percent of observed seat belt use across all four years during the same time-period.

Table 2. Seat Belt Use Rates in Alaska by Vehicle Type, 2015-2019

	2019	2018	2017	2016	2015
Occupants	%	%	%	%	%
Car	94.4	92.4	91.6	90.6	91.0
SUV	95.5	94.7	92.4	91.7	91.1
Truck	91.6	88.2	86.6	86.3	84.9
Van	95.4	92.0	90.2	88.5	89.5

Seat belt use rates by Borough between 2015 and 2019 are shown in Table 3. In 2019, seatbelt use rate surged in Kenai Peninsula, Fairbanks Borough, and Anchorage with Kenai at 96.8% and Anchorage coming in at a close second of 96.5%. Fairbanks jumped more than 6 percentage points to 91.2%; however, both Juneau and the Matanuska-Susitna Boroughs (MSB) seatbelt use rate fell significantly by 4.7 percentage points for Juneau and 6 percentage points for MSB.

Table 3. Weighted Seat Belt Use Rates for Occupants in Alaska by Region, 2015-2019

	2019	2018	2017	2016	2015
Borough	%	%	%	%	%
Anchorage	96.5	93.5	90.1	89.4	90.6
Fairbanks	91.2	84.9	88.5	89.0	91.9
Juneau	84.7	89.4	86.6	86.9	90.0
Kenai	96.8	90.6	90.7	81.3	82.6
Matanuska Susitna	91.6	97.6	93.4	95.0	82.5

Table 4 provides the results for crosstab analyses of observed seat belt use by vehicle type and borough from 2015 to 2019. With an observed seat belt use rate of 97.2% in 2019, van occupants observed in the Matanuska Susitna area had the highest restraint use by vehicle type and borough; while truck occupants in Juneau had the lowest seat belt use rates at 74.7%.

Table 4. Weighted Seat Belt Use Rates by Vehicle Type and Borough, 2015-2019

	2019	2018	2017	2016	2015
Borough	%	%	%	%	%
Anchorage					
Car	96.3	93.6	91.3	89.9	92.0
SUV	97.0	95.5	91.7	91.5	92.0
Truck	95.9	90.6	86.5	86.8	86.7
Van	96.2	92.7	90.4	87.7	90.9
Fairbanks					
Car	91.9	86.3	90.7	91.1	93.6
SUV	93.2	90.2	92.4	90.5	96.2
Truck	87.8	78.2	83.5	85.4	87.8
Van	96.7	88.9	86.7	91.6	92.4
Juneau					
Car	89.0	88.4	91.1	88.5	91.3
SUV	88.1	93.3	91.1	91.0	92.2
Truck	74.7	83.8	77.9	81.9	85.0
Van	85.0	92.4	80.8	83.0	90.9
Kenai					
Car	97.1	91.3	92.0	86.4	81.1
SUV	96.9	93.6	93.3	85.0	87.6
Truck	96.3	86.8	87.3	75.7	79.2
Van	96.8	91.8	92.2	82.8	85.9
Matanuska-Susitna					
Car	92.1	98.2	93.7	95.1	85.1
SUV	94.0	98.7	94.7	96.5	84.4
Truck	88.9	96.6	91.9	93.5	78.9
Van	97.2	97.1	94.0	95.6	89.5

Cell Phone Use

Observers were asked to record driver cell phone use. For the 2019 observation period, cell phone use was defined as a driver holding a phone to their ear while driving, or visibly manipulating a hand-held device while driving. In 2019 5.2% of drivers were observed using a cell phone, which is down from 6.9% observed rate in 2018. Driver cell phone use observed during the Alaska OPUS between 2012 and 2019 is shown in Table 5.

Table 5: Statewide Driver Cell Phone Use, 2012-2019

	2019	2018	2017	2016	2015	2014	2013	2012
% Of Cell Phone Use	5.2%	6.9%	5.1%	7.4%	3.6%	5.4%	7.0%	6.5%

Summary

This observational study assessed 2019 driver and front row outboard passenger seat belt use in Alaska. Excluding unknowns (n = 557), a total of 53,441 vehicles were observed during the 2019 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 67,075 occupants observed, excluding unknowns (n = 878), and the results of this study found that 94.1% of Alaska drivers and passengers were using a seat belt during the study period. This is the highest rate of seat belt use observed within the state of Alaska.

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: **2019**

Statewide Seat Belt Use Rate: **94.1%**

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

October 7, 2019
Date

Tammy Kramer
Printed name of signing official

PART B

Data Collected at Observation Sites

Borough	Site Type[1]	Site ID	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
ANCHORAGE	ORIGINAL	1	1	7/13/19	1.0000	16	12	28	0	0
ANCHORAGE	ORIGINAL	2	1	7/13/19	1.2832	28	7	31	4	0
ANCHORAGE	ORIGINAL	3	1	7/16/19	1.0000	145	48	178	8	7
ANCHORAGE	ORIGINAL	4	1	7/16/19	1.0056	198	60	247	4	7
ANCHORAGE	ORIGINAL	5	1	7/17/19	1.1346	152	28	176	3	1
ANCHORAGE	ORIGINAL	6	1	7/13/19	1.2475	36	10	43	3	0
ANCHORAGE	ORIGINAL	7	1	7/13/19	1.2832	66	24	85	5	0
ANCHORAGE	ORIGINAL	8	1	7/16/19	1.1346	152	35	176	8	3
ANCHORAGE	ORIGINAL	9	1	7/16/19	1.0000	686	87	748	22	3
ANCHORAGE	ORIGINAL	10	1	7/13/19	1.0056	56	33	87	2	0
ANCHORAGE	ORIGINAL	11	1	7/17/19	1.0000	269	58	313	13	1
ANCHORAGE	ORIGINAL	12	1	7/10/19	1.1382	360	36	367	22	7
ANCHORAGE	ORIGINAL	13	1	7/9/19	1.4505	139	29	161	7	0
ANCHORAGE	ORIGINAL	14	1	7/9/19	4.6596	431	78	486	23	0
ANCHORAGE	ORIGINAL	15	1	7/13/19	6.9581	59	18	73	3	1
ANCHORAGE	ORIGINAL	16	1	7/9/19	1.3443	163	22	173	10	2
ANCHORAGE	ORIGINAL	17	1	7/9/19	3.3586	277	57	311	23	0
ANCHORAGE	ORIGINAL	18	1	7/10/19	2.8014	247	79	305	20	1
ANCHORAGE	ORIGINAL	19	1	7/10/19	2.6167	412	111	492	30	1
ANCHORAGE	ORIGINAL	20	1	7/11/19	2.7819	161	38	195	2	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

ANCHORAGE	ORIGINAL	21	1	7/17/19	1.8147	304	47	337	9	5
ANCHORAGE	ORIGINAL	22	1	7/16/19	5.5883	348	110	440	16	2
ANCHORAGE	ORIGINAL	23	1	7/17/19	1.6092	315	50	351	14	0
ANCHORAGE	ORIGINAL	24	1	7/13/19	2.3579	305	81	353	31	2
ANCHORAGE	ORIGINAL	25	1	7/15/19	10.2772	203	53	241	15	0
ANCHORAGE	ORIGINAL	26	1	7/11/19	4.1542	277	36	305	8	0
ANCHORAGE	ORIGINAL	27	1	7/11/19	4.8511	136	12	143	4	1
ANCHORAGE	ORIGINAL	28	1	7/15/19	2.5597	134	21	150	5	0
ANCHORAGE	ORIGINAL	29	1	7/15/19	4.0557	202	29	219	10	2
ANCHORAGE	ORIGINAL	30	1	7/15/19	3.7218	130	32	160	0	2
ANCHORAGE	ORIGINAL	31	1	7/10/19	39.9849	51	8	54	4	1
ANCHORAGE	ORIGINAL	32	1	7/10/19	1.4466	264	62	302	24	0
ANCHORAGE	ORIGINAL	33	1	7/10/19	2.0468	382	89	444	20	7
ANCHORAGE	ORIGINAL	34	1	6/3/19	3.4406	150	22	168	3	1
ANCHORAGE	ORIGINAL	35	1	7/9/19	1.6335	242	71	299	14	0
ANCHORAGE	ORIGINAL	36	1	7/9/19	3.5543	444	109	531	17	5
ANCHORAGE	ORIGINAL	37	1	7/9/19	1.0484	389	114	486	15	2
ANCHORAGE	ORIGINAL	38	1	7/9/19	1.0000	523	95	587	29	2
ANCHORAGE	ORIGINAL	39	1	6/3/19	1.0242	289	53	326	15	1
ANCHORAGE	ORIGINAL	40	1	6/3/19	1.0780	270	66	315	17	4
ANCHORAGE	ORIGINAL	41	1	6/3/19	2.1118	307	49	326	26	4
ANCHORAGE	ORIGINAL	42	1	6/10/19	4.0225	403	143	520	25	1
ANCHORAGE	ORIGINAL	43	1	6/10/19	4.1792	546	107	639	14	0
ANCHORAGE	ORIGINAL	44	1	6/10/19	4.2821	529	136	643	22	0
ANCHORA	ORIGIN	45	1	7/10/19	4.2342	157	23	168	10	2

GE	AL									
ANCHORAGE	ORIGINAL	46	1	7/11/19	4.2640	141	25	162	3	1
ANCHORAGE	ORIGINAL	47	1	7/11/19	2.8246	116	42	147	11	0
ANCHORAGE	ORIGINAL	48	1	7/11/19	5.8257	180	34	202	11	1
ANCHORAGE	ORIGINAL	49	1	7/10/19	2.1935	366	40	385	18	3
ANCHORAGE	ORIGINAL	50	1	6/8/19	3.2588	488	230	700	17	1
ANCHORAGE	ORIGINAL	51	1	6/12/19	1.4723	560	141	684	15	2
ANCHORAGE	ORIGINAL	52	1	7/8/19	1.1124	338	74	401	8	3
ANCHORAGE	ORIGINAL	53	1	7/8/19	1.9144	282	82	351	10	3
ANCHORAGE	ORIGINAL	54	1	7/8/19	1.0964	386	119	492	12	1
ANCHORAGE	ORIGINAL	55	1	7/8/19	1.4927	413	111	492	32	0
ANCHORAGE	ORIGINAL	56	1	7/8/19	1.0000	203	45	228	20	0
ANCHORAGE	ORIGINAL	57	1	7/15/19	1.1321	162	25	181	4	2
ANCHORAGE	ORIGINAL	58	1	7/16/19	1.8933	298	84	366	13	3
ANCHORAGE	ORIGINAL	59	1	7/15/19	1.6670	174	40	206	5	3
ANCHORAGE	ORIGINAL	60	1	7/16/19	1.5113	57	17	73	1	0
ANCHORAGE	ORIGINAL	61	1	7/8/19	15.4037	306	111	399	18	0
ANCHORAGE	ORIGINAL	62	1	7/8/19	118.9083	287	80	360	6	1
ANCHORAGE	ORIGINAL	63	1	6/12/19	2.7996	191	46	227	8	2
ANCHORAGE	ORIGINAL	64	1	6/11/19	8.6830	332	67	380	19	0
ANCHORAGE	ORIGINAL	65	1	6/11/19	2.6218	363	86	436	11	2
ANCHORAGE	ORIGINAL	66	1	6/12/19	4.1770	373	72	435	10	0
ANCHORAGE	ORIGINAL	67	1	6/10/19	3.8038	488	116	582	20	2
ANCHORAGE	ORIGINAL	68	1	6/10/19	1.4970	508	109	576	40	1
ANCHORAGE	ORIGINAL	69	1	6/10/19	3.5440	370	77	440	5	2

ANCHORAGE	ORIGINAL	70	1	7/16/19	5.8875	95	15	102	5	3
ANCHORAGE	ORIGINAL	71	1	6/11/19	1.7925	314	76	379	9	2
ANCHORAGE	ORIGINAL	72	1	6/11/19	2.2175	389	104	480	12	1
ANCHORAGE	ORIGINAL	73	1	6/8/19	1.4994	607	265	847	23	2
ANCHORAGE	ORIGINAL	74	1	6/8/19	1.4752	394	134	501	26	1
ANCHORAGE	ORIGINAL	75	1	6/8/19	5.9802	179	72	237	14	0
ANCHORAGE	ORIGINAL	76	1	6/8/19	14.1658	284	104	367	17	4
ANCHORAGE	ORIGINAL	77	1	6/8/19	7.0559	219	72	273	18	0
ANCHORAGE	ORIGINAL	78	1	6/11/19	14.4596	422	119	524	16	1
ANCHORAGE	ORIGINAL	79	1	6/11/19	6.9034	339	74	410	3	0
ANCHORAGE	ORIGINAL	80	1	6/11/19	5.3229	335	82	411	5	1
ANCHORAGE	ORIGINAL	81	1	6/6/19	3.5997	362	79	410	29	2
ANCHORAGE	ORIGINAL	82	1	6/6/19	1.8561	400	91	447	42	2
ANCHORAGE	ORIGINAL	83	1	6/3/19	2.7146	226	49	262	12	1
ANCHORAGE	ORIGINAL	84	1	6/10/19	3.6237	503	117	607	12	1
ANCHORAGE	ORIGINAL	85	1	6/10/19	1.8697	431	119	527	20	3
ANCHORAGE	ORIGINAL	86	1	6/3/19	1.1478	166	40	183	19	4
ANCHORAGE	ORIGINAL	87	1	6/3/19	1.4462	184	48	221	9	2
ANCHORAGE	ORIGINAL	88	1	6/3/19	6.4575	161	40	177	23	1
ANCHORAGE	ORIGINAL	89	1	6/8/19	1.0000	553	230	760	21	2
ANCHORAGE	ORIGINAL	90	1	6/6/19	1.0000	177	54	221	10	0
ANCHORAGE	ORIGINAL	91	1	6/6/19	1.0000	126	37	152	11	0
ANCHORAGE	ORIGINAL	92	1	6/6/19	1.0000	254	59	296	17	0
ANCHORAGE	ORIGINAL	93	1	6/6/19	1.0000	254	36	275	10	5
ANCHORA	ORIGIN	94	1	6/6/19	1.0000	227	33	251	4	5

GE	AL									
ANCHORAGE	ORIGINAL	95	1	6/7/19	1.0000	71	25	95	1	0
ANCHORAGE	ORIGINAL	96	1	6/7/19	1.0000	475	99	557	14	3
ANCHORAGE	ORIGINAL	97	1	6/7/19	1.0000	267	67	320	12	2
ANCHORAGE	ORIGINAL	98	1	6/7/19	1.0000	36	12	46	2	0
ANCHORAGE	ORIGINAL	99	1	6/4/19	1.0000	173	37	194	14	2
ANCHORAGE	ORIGINAL	100	1	6/4/19	1.0000	108	25	127	4	2
ANCHORAGE	ORIGINAL	101	1	6/4/19	1.0000	116	28	132	11	1
ANCHORAGE	ORIGINAL	102	1	6/4/19	1.0000	10	6	16	0	0
ANCHORAGE	ORIGINAL	103	1	6/4/19	1.0000	7	3	9	1	0
ANCHORAGE	ORIGINAL	104	1	6/7/19	1.4606	302	92	381	7	6
ANCHORAGE	ORIGINAL	105	1	6/4/19	3.7993	327	55	371	10	1
ANCHORAGE	ORIGINAL	106	1	6/7/19	3.3247	155	32	183	4	0
ANCHORAGE	ORIGINAL	107	1	6/7/19	1.4606	210	63	261	11	1
ANCHORAGE	ORIGINAL	108	1	6/4/19	68.5252	62	15	73	4	0
ANCHORAGE	ORIGINAL	109	1	6/4/19	273.8587	15	5	19	1	0
ANCHORAGE	ORIGINAL	110	6	7/17/19	48.0199	25	8	32	1	0
ANCHORAGE	ORIGINAL	111	6	7/11/19	51.2057	177	50	219	7	1
ANCHORAGE	ORIGINAL	112	6	7/11/19	8.9263	84	33	111	5	1
ANCHORAGE	ORIGINAL	113	6	7/15/19	9.5208	140	33	166	5	2
ANCHORAGE	ORIGINAL	114	6	6/6/19	4.7285	413	95	474	31	3
ANCHORAGE	ORIGINAL	115	6	7/8/19	7.9284	166	26	172	20	0
ANCHORAGE	ORIGINAL	116	6	6/11/19	51.4238	310	35	333	10	2
ANCHORAGE	ORIGINAL	117	6	6/8/19	24.4446	46	15	53	8	0
ANCHORAGE	ORIGINAL	118	9	6/7/19	8.5058	45	23	65	2	1

FAIRBANKS	ORIGINAL	119	1	6/22/19	34.2528	38	5	34	9	0
FAIRBANKS	ORIGINAL	120	1	6/22/19	32.5071	134	40	149	22	3
FAIRBANKS	ORIGINAL	121	1	6/21/19	4.5442	341	133	426	47	1
FAIRBANKS	ORIGINAL	122	1	6/22/19	4.0743	135	38	165	7	1
FAIRBANKS	ORIGINAL	123	1	6/21/19	1.3012	179	50	219	8	2
FAIRBANKS	ORIGINAL	124	1	6/24/19	2.4662	137	30	145	21	1
FAIRBANKS	ORIGINAL	125	1	6/18/19	1.9418	30	5	30	5	0
FAIRBANKS	ORIGINAL	126	1	6/18/19	1.4076	206	63	235	31	3
FAIRBANKS	ORIGINAL	127	1	6/24/19	2.3501	104	30	125	9	0
FAIRBANKS	ORIGINAL	128	1	6/18/19	48.4515	100	31	123	7	1
FAIRBANKS	ORIGINAL	129	1	6/24/19	23.4417	282	52	306	28	0
FAIRBANKS	ORIGINAL	130	1	6/24/19	2.5954	368	44	372	37	3
FAIRBANKS	ORIGINAL	131	1	6/24/19	5.8435	185	52	224	11	2
FAIRBANKS	ORIGINAL	132	1	6/20/19	4.0376	159	45	198	6	0
FAIRBANKS	ORIGINAL	133	1	6/20/19	6.5891	252	66	286	31	1
FAIRBANKS	ORIGINAL	134	1	6/20/19	4.5320	277	55	308	23	1
FAIRBANKS	ORIGINAL	135	1	6/24/19	4.3177	281	59	304	35	1
FAIRBANKS	ORIGINAL	136	1	6/20/19	1.7776	175	31	185	19	2
FAIRBANKS	ORIGINAL	137	1	6/20/19	12.9227	151	36	178	9	0
FAIRBANKS	ORIGINAL	138	1	6/22/19	1.8418	147	59	196	9	1
FAIRBANKS	ORIGINAL	139	1	6/21/19	3.5603	307	104	374	36	1
FAIRBANKS	ORIGINAL	140	1	6/21/19	40.5054	165	63	211	17	0
FAIRBANKS	ORIGINAL	141	1	6/19/19	3.5520	193	53	219	26	1
FAIRBANKS	ORIGINAL	142	1	6/19/19	4.5069	103	17	107	9	4
FAIRBAN	ORIGIN	143	1	6/21/19	5.2351	262	87	321	25	3

KS	AL									
FAIRBANKS	ORIGINAL	144	1	6/22/19	5.0984	196	72	245	22	1
FAIRBANKS	ORIGINAL	145	1	6/19/19	1.6661	38	8	43	3	0
FAIRBANKS	ORIGINAL	146	1	6/19/19	1.8836	76	15	85	6	0
FAIRBANKS	ORIGINAL	147	1	6/19/19	1.0000	101	33	124	10	0
FAIRBANKS	ORIGINAL	148	1	6/19/19	1.0000	36	8	44	0	0
FAIRBANKS	ORIGINAL	149	1	6/20/19	1.0263	302	31	309	18	6
FAIRBANKS	ORIGINAL	150	1	6/20/19	1.5193	40	2	40	1	1
FAIRBANKS	ORIGINAL	151	6	6/22/19	6.6467	18	10	26	2	0
FAIRBANKS	ORIGINAL	152	6	6/21/19	2.5289	188	60	228	19	1
FAIRBANKS	ORIGINAL	153	6	6/21/19	1.0000	140	51	177	14	0
FAIRBANKS	ORIGINAL	154	6	6/22/19	4.1429	134	57	178	13	0
FAIRBANKS	ORIGINAL	155	6	6/21/19	2.9983	205	69	248	24	2
FAIRBANKS	ORIGINAL	156	6	6/18/19	18.1013	30	6	32	4	0
FAIRBANKS	ORIGINAL	157	6	6/18/19	4.5672	78	19	87	10	0
FAIRBANKS	ORIGINAL	158	6	6/24/19	4.9290	111	20	123	7	1
FAIRBANKS	ORIGINAL	159	6	6/18/19	79.0101	132	24	139	17	0
FAIRBANKS	ORIGINAL	160	6	6/19/19	19.1230	14	2	15	1	0
FAIRBANKS	ORIGINAL	161	9	6/18/19	21.5508	8	3	10	1	0
FAIRBANKS	ORIGINAL	162	9	6/18/19	8.0098	31	7	36	2	0
JUNEAU	ORIGINAL	163	1	6/28/19	1.9375	258	61	279	40	0
JUNEAU	ORIGINAL	164	1	6/28/19	1.1018	299	34	286	47	0
JUNEAU	ORIGINAL	165	1	6/28/19	1.3797	355	44	363	36	0
JUNEAU	ORIGINAL	166	1	6/27/19	1.1927	244	60	263	41	0
JUNEAU	ORIGINAL	167	1	6/27/19	2.6600	457	119	493	82	1

JUNEAU	ORIGINAL	168	1	6/27/19	6.0621	286	73	310	48	1
JUNEAU	ORIGINAL	169	1	6/27/19	6.1735	152	35	154	33	0
JUNEAU	ORIGINAL	170	6	6/28/19	25.3936	135	49	158	26	0
JUNEAU	ORIGINAL	171	6	6/28/19	10.4525	127	24	131	20	0
JUNEAU	ORIGINAL	172	9	6/27/19	20.8564	293	74	301	65	1
KENAI	ORIGINAL	173	1	6/12/19	1.6896	127	66	187	3	3
KENAI	ORIGINAL	174	1	6/12/19	4.2210	235	107	320	7	15
KENAI	ORIGINAL	175	1	6/12/19	1.0000	229	85	303	3	8
KENAI	ORIGINAL	176	1	6/12/19	1.2388	274	106	364	8	8
KENAI	ORIGINAL	177	1	6/12/19	2.1283	186	43	215	5	9
KENAI	ORIGINAL	178	1	6/13/19	1.4317	325	88	383	14	16
KENAI	ORIGINAL	179	1	6/13/19	2.0221	192	55	232	6	9
KENAI	ORIGINAL	180	1	6/11/19	1.7996	228	52	261	17	2
KENAI	ORIGINAL	181	1	6/11/19	1.6079	91	22	99	14	0
KENAI	ORIGINAL	182	1	6/14/19	1.1760	99	43	133	2	7
KENAI	ORIGINAL	183	1	6/14/19	1.8861	125	44	160	4	5
KENAI	ORIGINAL	184	1	6/14/19	4.5167	121	36	147	1	9
KENAI	ORIGINAL	185	1	6/14/19	1.1681	152	45	178	5	14
KENAI	ORIGINAL	186	1	6/14/19	3.3299	88	25	108	2	3
KENAI	ORIGINAL	187	1	6/14/19	1.6659	115	58	166	1	6
KENAI	ORIGINAL	188	1	6/14/19	2.0609	105	39	137	2	5
KENAI	ORIGINAL	189	1	6/11/19	1.1765	273	76	321	19	9
KENAI	ORIGINAL	190	1	6/11/19	1.9714	231	68	289	10	0
KENAI	ORIGINAL	191	1	6/11/19	3.4825	250	66	296	16	4
KENAI	ORIGIN	192	1	6/13/19	1.0000	170	74	228	7	9

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KENAI	ORIGINAL	193	1	6/13/19	2.2617	177	56	215	4	14
KENAI	ORIGINAL	194	1	6/13/19	1.8954	210	64	257	8	9
KENAI	ORIGINAL	195	1	6/13/19	1.1100	118	39	149	2	6
KENAI	ORIGINAL	196	1	6/11/19	1.8036	281	84	345	11	9
KENAI	ORIGINAL	197	1	6/17/19	1.6374	272	75	311	13	23
KENAI	ORIGINAL	198	1	6/17/19	1.2348	154	55	199	3	7
KENAI	ORIGINAL	199	1	6/17/19	1.0000	84	24	103	3	2
KENAI	ORIGINAL	200	1	6/13/19	6.7876	172	66	225	6	7
KENAI	ORIGINAL	201	1	6/17/19	1.4059	275	103	353	5	20
KENAI	ORIGINAL	202	6	6/14/19	8.3183	84	25	99	7	3
KENAI	ORIGINAL	203	6	6/11/19	3.2349	274	85	332	25	2
KENAI	ORIGINAL	204	6	6/11/19	2.3494	119	41	154	5	1
KENAI	ORIGINAL	205	6	6/12/19	15.1250	98	32	126	3	1
KENAI	ORIGINAL	206	6	6/17/19	1.7388	91	28	107	3	9
KENAI	ORIGINAL	207	6	6/17/19	23.5991	112	25	124	4	9
KENAI	ORIGINAL	208	9	6/14/19	2.9367	43	15	55	2	1
MATANUSKA	ORIGINAL	209	1	6/22/19	1.0000	25	10	29	1	5
MATANUSKA	ORIGINAL	210	1	6/21/19	1.0000	210	40	227	14	9
MATANUSKA	ORIGINAL	211	1	6/20/19	5.0280	147	32	156	14	9
MATANUSKA	ORIGINAL	212	1	6/20/19	5.8575	105	28	112	12	9
MATANUSKA	ORIGINAL	213	1	6/20/19	1.2525	142	47	171	16	2
MATANUSKA	ORIGINAL	214	1	6/22/19	4.6309	195	66	248	8	5
MATANUSKA	ORIGINAL	215	1	6/22/19	3.7688	188	73	234	16	11
MATANUSKA	ORIGINAL	216	1	6/22/19	20.3467	214	73	265	13	9

MATANUSKA	ORIGINAL	217	1	6/20/19	3.2294	156	35	165	23	3
MATANUSKA	ORIGINAL	218	1	6/20/19	2.1455	238	46	241	31	12
MATANUSKA	ORIGINAL	219	1	6/20/19	1.2022	246	36	249	15	18
MATANUSKA	ORIGINAL	220	1	6/21/19	1.2728	217	43	242	14	4
MATANUSKA	ORIGINAL	221	1	6/21/19	1.0000	117	45	148	8	6
MATANUSKA	ORIGINAL	222	1	6/21/19	1.0000	314	119	403	8	22
MATANUSKA	ORIGINAL	223	1	6/21/19	1.0000	388	126	461	35	18
MATANUSKA	ORIGINAL	224	1	6/18/19	1.4455	200	30	189	33	8
MATANUSKA	ORIGINAL	225	1	6/19/19	1.3279	211	34	201	27	17
MATANUSKA	ORIGINAL	226	1	6/24/19	1.6586	226	59	282	2	1
MATANUSKA	ORIGINAL	227	1	6/18/19	1.0000	235	39	245	20	9
MATANUSKA	ORIGINAL	228	1	6/24/19	1.0000	184	52	217	9	10
MATANUSKA	ORIGINAL	229	1	6/24/19	1.0000	196	82	238	27	13
MATANUSKA	ORIGINAL	230	1	6/24/19	4.1386	227	73	274	16	10
MATANUSKA	ORIGINAL	231	1	6/18/19	3.7312	250	40	259	23	8
MATANUSKA	ORIGINAL	232	1	6/19/19	2.0233	320	81	339	46	16
MATANUSKA	ORIGINAL	233	1	6/24/19	1.2538	290	91	363	11	7
MATANUSKA	ORIGINAL	234	1	6/18/19	3.9852	231	26	227	25	5
MATANUSKA	ORIGINAL	235	1	6/19/19	3.7276	148	50	159	33	6
MATANUSKA	ORIGINAL	236	1	6/20/19	3.9853	141	47	173	11	4
MATANUSKA	ORIGINAL	237	1	6/18/19	3.9578	147	23	141	18	11
MATANUSKA	ORIGINAL	238	1	6/18/19	1.8429	324	112	396	33	7
MATANUSKA	ORIGINAL	239	1	6/18/19	1.0000	218	43	239	13	9
MATANUSKA	ORIGINAL	240	1	6/18/19	2.4382	189	38	204	13	10
MATANUS	ORIGIN	241	1	6/19/19	4.1824	98	23	93	18	10

KA	AL									
MATANUSKA	ORIGINAL	242	1	6/19/19	39.0669	189	19	185	19	4
MATANUSKA	ORIGINAL	243	1	6/19/19	4.6385	113	24	120	15	2
MATANUSKA	ORIGINAL	244	1	6/19/19	2.9180	142	47	158	26	5
MATANUSKA	ORIGINAL	245	1	6/21/19	5.3359	242	51	259	25	9
MATANUSKA	ORIGINAL	246	1	6/21/19	5.6842	268	26	251	30	13
MATANUSKA	ORIGINAL	247	6	6/22/19	3.2272	86	34	107	5	8
MATANUSKA	ORIGINAL	248	6	6/22/19	4.2283	96	52	130	5	13
MATANUSKA	ORIGINAL	249	6	6/22/19	4.8872	242	101	311	15	17
MATANUSKA	ORIGINAL	250	6	6/22/19	12.4805	58	24	71	10	1
MATANUSKA	ORIGINAL	251	6	6/20/19	30.2080	42	8	44	6	0
MATANUSKA	ORIGINAL	252	6	6/24/19	15.3224	23	11	24	9	1
MATANUSKA	ORIGINAL	253	6	6/19/19	10.5333	70	16	75	11	0
MATANUSKA	ORIGINAL	254	6	7/10/19	4.5484	119	28	143	4	0
MATANUSKA	ORIGINAL	255	6	6/24/19	74.5808	6	1	6	1	0
MATANUSKA	ORIGINAL	256	9	6/24/19	173.5538	114	26	122	11	7
Total						**53,998**	**13,955**	**63,460**	**3,615**	**878**

Standard Error of Statewide Belt Use Rate[3]: .57%

Nonresponse rate as provided in § 1340.9(f)

Nonresponse rate for the survey variable seat belt use: 1.29%

[3] The standard error may not exceed 2.5 percent