

Alaska 2017 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 2017 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 2017. The 2017 observations took place from August 7-16, 2017 in the Anchorage, Juneau, Kenai, and Matanuska-Susitna regions. The observations in the Fairbanks North Star Borough took place September 5-11, 2017. 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 44,739 vehicles were observed during the 2017 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 56,015 occupants observed, excluding unknowns ($n = 172$). The results of this study indicate that 90.1% 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. AIPC 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 2017 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. 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

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.

Data Collection

Each observer recorded seat belt use at three to eight predetermined road segment locations per day between August 7, 2017 and August 16, 2017. The Fairbanks North Star Borough observations were conducted September 5-11, 2017. 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 and DM-720 digital recorders to record their observations. 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 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

At the onset of the study, all observations were to be completed August 7-16, 2017. Due to personnel problems, the Fairbanks North Star Borough observations were conducted September 5-11, 2017.

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.

Alternate sites were selected in Anchorage and Fairbanks at site numbers 47, 92, 93, 94, 122, and 151 due to construction. Alternate site selections are noted in Part B of the Appendix included within this report.

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 ($n = 172$), a total of 56,015 vehicle occupants were observed. Of those observations, 79.9% ($n = 44,739$) were drivers and 20.1% ($n = 11,276$) were passengers. Over one third (32.7%) of the 44,739 observed vehicles were cars. SUVs and trucks made up 29.9% and 29.9% of the vehicles observed, respectively. Over half (54.1%) of all vehicles observed were located in the Municipality of Anchorage.

Table 1. Characteristics of 2017 Study Sample ($n = 44,739$ Vehicles, $n = 56,015$ occupants)

Characteristic	Observed	
	<i>n</i>	%
Seating Position		
Driver	44,739	79.9
Passenger	11,276	20.1
Vehicle Type		
Car	14,639	32.7
SUV	13,363	29.9
Truck	13,361	29.9
Van	3,375	7.5
Borough		
Anchorage	23,813	53.2
Fairbanks North Star	6,501	14.5
Juneau	2,127	4.8
Kenai	6,544	14.6
Matanuska Susitna	5,754	12.9

Figure 1 shows the trend line for the total weighted seat belt use rate by year since 2007. 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 2017 weighted seat belt rate was measured at 90.1%. The standard error was determined to be 0.61%, well within the standard error of 2.5% as required by NHTSA guidelines.

Figure 1: Alaska Weighted Seat Belt Use Rates by Percent, 2007-2017

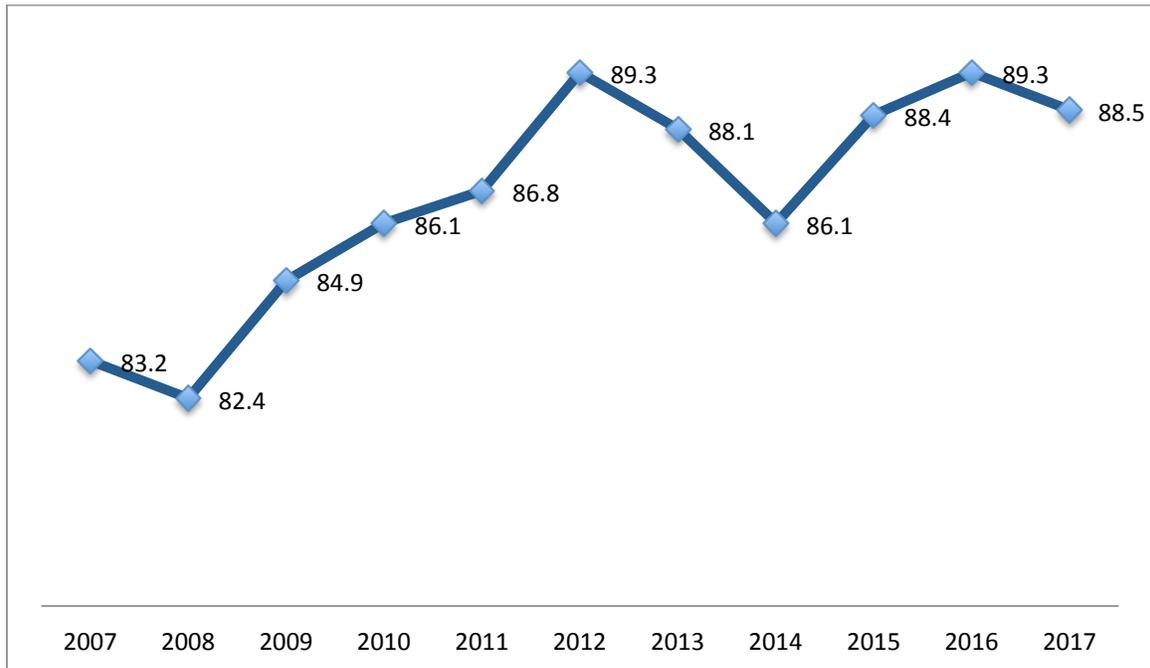


Table 2 displays crosstab results for raw seat belt use in Alaska by vehicle type between 2014 and 2017. SUV vehicle occupants had the greatest raw rate of observed seat belt use between 2014 and 2017. Truck occupants had the lowest rates of observed seat belt use across all four years during the same time period.

Table 2. Raw Seat Belt Use Rates in Alaska by Vehicle Type, 2014-2017

Vehicle Occupants	2017		2016		2015		2014	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Car	16,419	91.6	12,052	90.6	10,974	91.0	10,116	90.3
SUV	15,657	92.4	12,940	91.7	9,472	91.1	9,244	91.8
Truck	14,306	86.6	12,454	86.3	8,564	84.9	8,259	84.1
Van	4,012	90.2	3,265	88.5	2,430	89.5	2,388	89.3

Raw seat belt use rates by borough between 2014 and 2017 are shown in Table 3. Seat belt use was observed to be the highest in the Matanuska Susitna borough with 93.4% (*n* = 6,639) of occupants observed wearing a seat belt. The Juneau borough had the lowest seat belt use rate at 86.6%.

Table 3. Raw Seat Belt Use Rates for Vehicle Occupants in Alaska by Region, 2014-2017

Borough	2017		2016		2015		2014	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Anchorage	26,427	90.1	22,013	89.4	16,677	90.6	14,376	89.1
Fairbanks	7,005	88.5	6,099	89.0	5,846	91.9	6,309	92.0
Juneau	2,268	86.6	3,495	86.9	3,061	90.0	2,316	85.6
Kenai	8,055	90.7	2,566	81.3	1,774	82.6	2,935	85.2
Matanuska Susitna	6,639	93.4	6,538	95.0	4,082	82.5	4,071	88.0

Table 4 provides the results for crosstab analyses of observed seat belt use using raw data by vehicle type and borough from 2014 to 2017. With an observed seat belt use rate of 94.7% (*n* = 1,875) in 2017, 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 77.9% (*n* = 555).

Table 4. Raw Seat Belt Use Rates by Vehicle Type and Borough, 2014-2017

Borough	2017		2016		2015		2014	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Anchorage								
Car	9,727	91.3	6,081	89.9	6,013	92.0	4,883	90.7
SUV	8,185	91.7	7,865	91.5	5,457	92.0	5,141	91.6
Truck	6,416	86.5	6,301	86.8	3,914	86.7	3,433	84.0
Van	2,099	90.4	1,766	87.7	1,293	90.9	919	87.8
Fairbanks								
Car	1,854	90.7	2,326	91.1	2,302	93.6	2,183	93.1
SUV	2,410	92.4	1,266	90.5	1,139	96.2	1,512	95.6
Truck	2,265	83.5	2,080	85.4	1,992	87.8	2,095	88.4
Van	476	86.7	427	91.6	413	92.4	519	92.0
Juneau								
Car	744	91.1	1,093	88.5	977	91.3	773	87.3
SUV	776	91.1	1,138	91.0	1,082	92.2	717	90.5
Truck	555	77.9	941	81.9	721	85.0	507	76.6
Van	193	80.8	323	83.0	281	90.9	319	87.2
Kenai								
Car	2,099	92.0	596	86.4	445	81.1	686	81.8
SUV	2,411	93.3	774	85.0	559	87.6	847	89.3
Truck	2,837	87.3	969	75.7	642	79.2	1,102	83.4
Van	708	92.2	227	82.8	128	85.9	300	89.6
Matanuska Susitna								
Car	1,995	93.7	1,956	95.1	1,237	85.1	1,591	90.6
SUV	1,875	94.7	1,897	96.5	1,235	84.4	1,027	90.9
Truck	2,233	91.9	2,163	93.5	1,295	78.9	1,122	81.4
Van	536	94.0	522	95.6	2,430	89.5	331	91.2

Cell Phone Use

Observers were asked to record driver cell phone use. For the 2017 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 2017, 5.1% ($n = 2,326$) of drivers were observed using a cell phone. Of drivers using a cell phone, 593 or 1.3% of cell phone users were observed to be visibly manipulating a hand-held device, or texting. Driver cell phone use between 2011 and 2017 is shown in Table 5.

Table 5: Statewide Driver Cell Phone Use, 2011-2017

	2017	2016	2015	2014	2013	2012	2011
% Of Cell Phone Use	5.1%	7.4%	3.6%	5.4%	7.0%	6.5%	6.5%

SUMMARY

This observational study assessed 2017 driver and front row outboard passenger seat belt use in Alaska. A total of 44,739 vehicles were observed during the 2017 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 56,015 occupants observed, excluding unknowns ($n = 172$). The results of this study found that 90.1% 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: **2017**

Statewide Seat Belt Use Rate: **90.1%**

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 2, 2017
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
ANCHO RAGE	Original	1	1	12AUG 2017	1	217	130	299	28	20
ANCHO RAGE	Original	2	1	12AUG 2017	1.283161	33	10	33	8	2
ANCHO RAGE	Original	3	1	15AUG 2017	1	131	32	146	15	2
ANCHO RAGE	Original	4	1	15AUG 2017	1.005637	186	50	211	18	7
ANCHO RAGE	Original	5	1	16AUG 2017	1.134585	74	15	80	9	0
ANCHO RAGE	Original	6	1	12AUG 2017	1.247543	136	61	168	15	14
ANCHO RAGE	Original	7	1	12AUG 2017	1.283161	17	3	19	1	0
ANCHO RAGE	Original	8	1	15AUG 2017	1.134585	129	29	140	15	3
ANCHO RAGE	Original	9	1	15AUG 2017	1	255	41	269	25	2
ANCHO RAGE	Original	10	1	12AUG 2017	1.005637	82	48	119	5	6
ANCHO RAGE	Original	11	1	16AUG 2017	1	222	40	232	28	2
ANCHO RAGE	Original	12	1	09AUG 2017	1.13815	156	15	153	17	1
ANCHO RAGE	Original	13	1	08AUG 2017	1.450455	126	30	135	18	3
ANCHO RAGE	Original	14	1	08AUG 2017	4.659577	232	38	247	20	3
ANCHO RAGE	Original	15	1	12AUG 2017	6.958129	44	10	51	2	1
ANCHO RAGE	Original	16	1	08AUG 2017	1.344332	100	17	105	10	2
ANCHO	Original	17	1	08AUG	3.35857	154	34	168	19	1

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

² Occupants refer to both drivers and passengers

RAGE				2017	4					
ANCHO RAGE	Original	18	1	09AUG 2017	2.801398	149	31	161	15	4
ANCHO RAGE	Original	19	1	09AUG 2017	2.616653	160	35	179	15	1
ANCHO RAGE	Original	20	1	10AUG 2017	2.781876	121	36	136	21	0
ANCHO RAGE	Original	21	1	16AUG 2017	1.814654	206	29	203	31	1
ANCHO RAGE	Original	22	1	15AUG 2017	5.58828	344	89	390	38	5
ANCHO RAGE	Original	23	1	16AUG 2017	1.609185	197	27	197	23	4
ANCHO RAGE	Original	24	1	14AUG 2017	2.357885	313	95	346	59	3
ANCHO RAGE	Original	25	1	14AUG 2017	10.27719	85	19	91	13	0
ANCHO RAGE	Original	26	1	10AUG 2017	4.154222	195	13	189	16	3
ANCHO RAGE	Original	27	1	10AUG 2017	4.851136	152	17	155	13	1
ANCHO RAGE	Original	28	1	14AUG 2017	2.55968	130	25	128	26	1
ANCHO RAGE	Original	29	1	14AUG 2017	4.055666	191	29	188	28	4
ANCHO RAGE	Original	30	1	14AUG 2017	3.721759	152	27	160	17	2
ANCHO RAGE	Original	31	1	09AUG 2017	39.98489	60	6	62	4	0
ANCHO RAGE	Original	32	1	09AUG 2017	1.446621	137	31	146	20	2
ANCHO RAGE	Original	33	1	09AUG 2017	2.046824	164	24	162	23	3
ANCHO RAGE	Original	34	1	07AUG 2017	3.440584	162	12	139	35	0
ANCHO RAGE	Original	35	1	08AUG 2017	1.633464	195	52	216	26	5
ANCHO RAGE	Original	36	1	08AUG 2017	3.554291	288	49	301	33	3
ANCHO RAGE	Original	37	1	08AUG 2017	1.048391	268	54	287	27	8
ANCHO RAGE	Original	38	1	08AUG 2017	1	313	69	338	39	5

ANCHO RAGE	Original	39	1	07AUG 2017	1.024235	267	45	257	55	0
ANCHO RAGE	Original	40	1	07AUG 2017	1.077956	181	37	190	28	0
ANCHO RAGE	Original	41	1	07AUG 2017	2.111839	262	56	257	61	0
ANCHO RAGE	Original	42	1	14AUG 2017	4.022456	300	82	317	65	0
ANCHO RAGE	Original	43	1	14AUG 2017	4.179197	402	110	444	68	0
ANCHO RAGE	Original	44	1	14AUG 2017	4.282085	348	84	378	54	0
ANCHO RAGE	Original	45	1	09AUG 2017	4.234246	106	24	112	18	0
ANCHO RAGE	Original	46	1	10AUG 2017	4.264022	139	29	149	19	0
ANCHO RAGE	Alternative	47	1	10AUG 2017	2.824634	47	12	56	3	0
ANCHO RAGE	Original	48	1	10AUG 2017	5.825678	158	21	158	16	5
ANCHO RAGE	Original	49	1	09AUG 2017	2.193486	80	3	73	10	0
ANCHO RAGE	Original	50	1	12AUG 2017	3.25875	523	205	651	77	0
ANCHO RAGE	Original	51	1	16AUG 2017	1.472253	428	109	507	30	0
ANCHO RAGE	Original	52	1	07AUG 2017	1.112436	130	21	144	7	0
ANCHO RAGE	Original	53	1	07AUG 2017	1.914442	141	31	164	6	2
ANCHO RAGE	Original	54	1	07AUG 2017	1.096366	248	65	291	18	4
ANCHO RAGE	Original	55	1	07AUG 2017	1.492671	170	36	192	12	2
ANCHO RAGE	Original	56	1	07AUG 2017	1	80	15	89	5	1
ANCHO RAGE	Original	57	1	14AUG 2017	1.132071	96	10	97	8	1
ANCHO RAGE	Original	58	1	15AUG 2017	1.893341	273	65	289	45	4
ANCHO RAGE	Original	59	1	14AUG 2017	1.666969	95	21	105	11	0
ANCHO RAGE	Original	60	1	15AUG 2017	1.51133	71	16	78	6	3

RAGE				2017						
ANCHO RAGE	Original	61	1	07AUG 2017	15.40368	151	42	172	20	1
ANCHO RAGE	Original	62	1	07AUG 2017	118.9083	184	35	199	13	7
ANCHO RAGE	Original	63	1	16AUG 2017	2.799627	236	57	267	26	0
ANCHO RAGE	Original	64	1	15AUG 2017	8.683007	328	88	358	58	0
ANCHO RAGE	Original	65	1	15AUG 2017	2.621819	406	107	453	60	0
ANCHO RAGE	Original	66	1	16AUG 2017	4.177017	255	53	277	31	0
ANCHO RAGE	Original	67	1	14AUG 2017	3.803778	478	125	556	47	0
ANCHO RAGE	Original	68	1	14AUG 2017	1.496974	382	78	420	40	0
ANCHO RAGE	Original	69	1	14AUG 2017	3.54402	316	45	331	30	0
ANCHO RAGE	Original	70	1	15AUG 2017	5.887512	186	37	193	27	3
ANCHO RAGE	Original	71	1	15AUG 2017	1.792547	325	58	349	34	0
ANCHO RAGE	Original	72	1	15AUG 2017	2.217459	373	110	426	57	0
ANCHO RAGE	Original	73	1	12AUG 2017	1.499441	455	207	578	84	0
ANCHO RAGE	Original	74	1	12AUG 2017	1.47517	269	98	337	30	0
ANCHO RAGE	Original	75	1	12AUG 2017	5.98023	118	43	144	17	0
ANCHO RAGE	Original	76	1	12AUG 2017	14.16579	207	80	258	29	0
ANCHO RAGE	Original	77	1	12AUG 2017	7.05591	188	71	244	15	0
ANCHO RAGE	Original	78	1	15AUG 2017	14.45956	362	52	349	65	0
ANCHO RAGE	Original	79	1	15AUG 2017	6.903396	278	76	304	50	0
ANCHO RAGE	Original	80	1	15AUG 2017	5.322887	263	61	292	32	0
ANCHO RAGE	Original	81	1	10AUG 2017	3.599739	300	66	302	64	0

ANCHO RAGE	Original	82	1	10AUG 2017	1.856146	369	77	397	49	0
ANCHO RAGE	Original	83	1	07AUG 2017	2.714587	303	53	331	25	0
ANCHO RAGE	Original	84	1	14AUG 2017	3.623661	417	100	482	35	0
ANCHO RAGE	Original	85	1	14AUG 2017	1.86969	334	111	399	46	0
ANCHO RAGE	Original	86	1	07AUG 2017	1.147768	236	55	257	34	0
ANCHO RAGE	Original	87	1	07AUG 2017	1.446179	256	60	278	37	1
ANCHO RAGE	Original	88	1	07AUG 2017	6.457468	139	45	141	43	0
ANCHO RAGE	Original	89	1	12AUG 2017	1	542	234	702	74	0
ANCHO RAGE	Original	90	1	10AUG 2017	1	170	52	215	7	0
ANCHO RAGE	Original	91	1	10AUG 2017	1	214	48	247	15	0
ANCHO RAGE	Alternative	92	1	10AUG 2017	1	204	35	227	12	0
ANCHO RAGE	Alternative	93	1	10AUG 2017	1	265	37	288	14	0
ANCHO RAGE	Alternative	94	1	10AUG 2017	1	287	32	302	17	0
ANCHO RAGE	Original	95	1	11AUG 2017	1	41	11	49	3	0
ANCHO RAGE	Original	96	1	11AUG 2017	1	300	58	354	4	0
ANCHO RAGE	Original	97	1	11AUG 2017	1	257	49	288	18	0
ANCHO RAGE	Original	98	1	11AUG 2017	1	34	8	42	0	0
ANCHO RAGE	Original	99	1	08AUG 2017	1	185	48	222	11	0
ANCHO RAGE	Original	100	1	08AUG 2017	1	100	32	126	5	1
ANCHO RAGE	Original	101	1	08AUG 2017	1	84	13	93	4	0
ANCHO RAGE	Original	102	1	08AUG 2017	1	9	3	11	1	0
ANCHO	Original	103	1	08AUG	1	11	3	13	1	0

RAGE				2017						
ANCHO RAGE	Original	104	1	11AUG 2017	1.460578	183	37	208	12	0
ANCHO RAGE	Original	105	1	08AUG 2017	3.799267	383	70	428	25	0
ANCHO RAGE	Original	106	1	11AUG 2017	3.324727	89	21	103	7	0
ANCHO RAGE	Original	107	1	11AUG 2017	1.460578	164	42	188	18	0
ANCHO RAGE	Original	108	1	08AUG 2017	68.52517	102	31	126	6	1
ANCHO RAGE	Original	109	1	08AUG 2017	273.8587	13	1	14	0	0
ANCHO RAGE	Original	110	6	16AUG 2017	48.01985	22	6	25	3	0
ANCHO RAGE	Original	111	6	10AUG 2017	51.20573	204	47	219	27	5
ANCHO RAGE	Original	112	6	10AUG 2017	8.926289	98	27	115	9	1
ANCHO RAGE	Original	113	6	14AUG 2017	9.520823	120	26	133	12	1
ANCHO RAGE	Original	114	6	10AUG 2017	4.728455	293	73	315	51	0
ANCHO RAGE	Original	115	6	07AUG 2017	7.92844	99	19	104	13	1
ANCHO RAGE	Original	116	6	15AUG 2017	51.42376	273	40	294	19	0
ANCHO RAGE	Original	117	6	12AUG 2017	24.4446	45	5	43	7	0
ANCHO RAGE	Original	118	9	11AUG 2017	8.505794	87	5	92	0	0
FAIRBA NKS	Original	119	1	09SEP2 017	34.25276	42	7	40	9	0
FAIRBA NKS	Original	120	1	09SEP2 017	32.50707	129	28	132	25	0
FAIRBA NKS	Original	121	1	08SEP2 017	4.544164	160	42	174	28	0
FAIRBA NKS	Alternative	122	1	09SEP2 017	4.074277	178	61	220	19	0
FAIRBA NKS	Original	123	1	08SEP2 017	1.301226	133	28	142	19	0
FAIRBA NKS	Original	124	1	11SEP2 017	2.466176	174	42	189	27	0

FAIRBA NKS	Original	125	1	05SEP2 017	1.94178 3	46	11	48	9	0
FAIRBA NKS	Original	126	1	05SEP2 017	1.40763 7	127	26	141	12	0
FAIRBA NKS	Original	127	1	11SEP2 017	2.35005 8	235	45	233	47	0
FAIRBA NKS	Original	128	1	05SEP2 017	48.4515 4	119	33	129	23	0
FAIRBA NKS	Original	129	1	11SEP2 017	23.4417 1	264	43	268	39	0
FAIRBA NKS	Original	130	1	11SEP2 017	2.59543 3	372	46	391	27	0
FAIRBA NKS	Original	131	1	11SEP2 017	5.84345 1	198	47	220	25	0
FAIRBA NKS	Original	132	1	07SEP2 017	4.03764 7	165	39	175	29	0
FAIRBA NKS	Original	133	1	07SEP2 017	6.58906 8	179	37	193	23	0
FAIRBA NKS	Original	134	1	07SEP2 017	4.53199 4	198	48	221	25	0
FAIRBA NKS	Original	135	1	11SEP2 017	4.31774 6	256	63	273	46	0
FAIRBA NKS	Original	136	1	07SEP2 017	1.77759 9	198	52	214	36	0
FAIRBA NKS	Original	137	1	07SEP2 017	12.9226 6	100	18	107	11	0
FAIRBA NKS	Original	138	1	09SEP2 017	1.84178 7	190	63	236	17	0
FAIRBA NKS	Original	139	1	08SEP2 017	3.56030 2	253	64	283	34	0
FAIRBA NKS	Original	140	1	08SEP2 017	40.5053 7	187	42	207	22	0
FAIRBA NKS	Original	141	1	06SEP2 017	3.55204 3	322	87	349	60	0
FAIRBA NKS	Original	142	1	06SEP2 017	4.50687 3	108	19	105	22	0
FAIRBA NKS	Original	143	1	08SEP2 017	5.23505 7	305	84	342	47	0
FAIRBA NKS	Original	144	1	09SEP2 017	5.09843 8	125	31	151	5	0
FAIRBA NKS	Original	145	1	06SEP2 017	1.66607 3	36	3	34	5	0
FAIRBA	Original	146	1	06SEP2	1.88361	68	14	71	11	0

NKS				017	6					
FAIRBA NKS	Original	147	1	06SEP2 017	1	98	25	111	12	0
FAIRBA NKS	Original	148	1	06SEP2 017	1	32	9	38	3	0
FAIRBA NKS	Original	149	1	07SEP2 017	1.02629 4	334	28	330	32	0
FAIRBA NKS	Original	150	1	07SEP2 017	1.51925 4	87	11	88	10	0
FAIRBA NKS	Alternat e	151	6	09SEP2 017	6.64668 4	73	27	92	8	0
FAIRBA NKS	Original	152	6	08SEP2 017	2.52894 6	168	33	181	20	0
FAIRBA NKS	Original	153	6	08SEP2 017	1	127	21	124	24	0
FAIRBA NKS	Original	154	6	09SEP2 017	4.14293 1	81	29	98	12	0
FAIRBA NKS	Original	155	6	08SEP2 017	2.99834	184	43	201	26	0
FAIRBA NKS	Original	156	6	05SEP2 017	18.1012 8	22	5	25	2	0
FAIRBA NKS	Original	157	6	05SEP2 017	4.56722 9	96	18	107	6	1
FAIRBA NKS	Original	158	6	11SEP2 017	4.92896 1	81	7	79	9	0
FAIRBA NKS	Original	159	6	07SEP2 017	79.0100 8	135	25	129	31	0
FAIRBA NKS	Original	160	6	06SEP2 017	19.1229 6	72	6	72	6	0
FAIRBA NKS	Original	161	9	05SEP2 017	21.5508	9	1	9	1	0
FAIRBA NKS	Original	162	9	05SEP2 017	8.00983 8	35	5	33	7	0
JUNEAU	Original	163	1	11AUG 2017	1.93752 7	222	45	234	33	0
JUNEAU	Original	164	1	11AUG 2017	1.10180 6	243	37	259	21	0
JUNEAU	Original	165	1	11AUG 2017	1.37971 5	252	42	279	15	0
JUNEAU	Original	166	1	10AUG 2017	1.19266 4	252	70	265	57	0
JUNEAU	Original	167	1	10AUG 2017	2.66002 2	220	57	241	36	0

JUNEAU	Original	168	1	10AUG 2017	6.06212 5	179	44	174	49	0
JUNEAU	Original	169	1	10AUG 2017	6.17347 7	144	49	170	22	1
JUNEAU	Original	170	6	11AUG 2017	25.3935 6	73	24	77	20	0
JUNEAU	Original	171	6	11AUG 2017	10.4524 9	239	54	255	38	0
JUNEAU	Original	172	9	10AUG 2017	20.8564 1	303	72	314	61	0
KENAI	Original	173	1	09AUG 2017	1.68960 2	148	93	220	21	0
KENAI	Original	174	1	09AUG 2017	4.22104 1	143	101	232	12	0
KENAI	Original	175	1	09AUG 2017	1	120	54	162	12	0
KENAI	Original	176	1	09AUG 2017	1.23880 2	134	59	176	17	0
KENAI	Original	177	1	09AUG 2017	2.12830 4	80	22	95	7	0
KENAI	Original	178	1	10AUG 2017	1.43171 5	328	52	349	31	0
KENAI	Original	179	1	10AUG 2017	2.02212 1	273	84	325	32	0
KENAI	Original	180	1	08AUG 2017	1.79957 7	282	77	325	34	0
KENAI	Original	181	1	08AUG 2017	1.60786 7	167	30	181	16	0
KENAI	Original	182	1	11AUG 2017	1.17595 3	285	56	312	29	0
KENAI	Original	183	1	11AUG 2017	1.88607 1	89	52	134	7	0
KENAI	Original	184	1	11AUG 2017	4.51665	152	100	236	16	0
KENAI	Original	185	1	11AUG 2017	1.16808 7	105	63	158	10	0
KENAI	Original	186	1	11AUG 2017	3.32988 5	112	62	159	15	0
KENAI	Original	187	1	11AUG 2017	1.66585 3	135	78	209	4	0
KENAI	Original	188	1	11AUG 2017	2.06088 8	381	159	455	85	0
KENAI	Original	189	1	08AUG	1.17647	352	111	404	59	0

				2017	7					
KENAI	Original	190	1	08AUG 2017	1.97135	241	42	246	35	2
KENAI	Original	191	1	08AUG 2017	3.48253 7	325	86	364	47	0
KENAI	Original	192	1	10AUG 2017	1	292	88	352	28	0
KENAI	Original	193	1	10AUG 2017	2.26174 3	296	85	352	29	0
KENAI	Original	194	1	10AUG 2017	1.89540 9	307	109	381	35	0
KENAI	Original	195	1	10AUG 2017	1.10995 4	231	70	269	32	0
KENAI	Original	196	1	08AUG 2017	1.80358	245	74	300	19	0
KENAI	Original	197	1	07AUG 2017	1.63744	68	28	70	26	0
KENAI	Original	198	1	07AUG 2017	1.23477 3	67	35	96	6	0
KENAI	Original	199	1	07AUG 2017	1	147	105	240	12	0
KENAI	Original	200	1	10AUG 2017	6.78760 3	285	65	333	17	0
KENAI	Original	201	1	07AUG 2017	1.40588 3	14	7	16	5	0
KENAI	Original	202	6	11AUG 2017	8.31831 1	228	83	270	41	0
KENAI	Original	203	6	08AUG 2017	3.23492 9	159	48	194	13	0
KENAI	Original	204	6	08AUG 2017	2.34935 8	120	44	149	15	0
KENAI	Original	205	6	09AUG 2017	15.1250 4	36	5	33	8	0
KENAI	Original	206	6	07AUG 2017	1.73881 7	82	69	142	9	0
KENAI	Original	207	6	07AUG 2017	23.5991 2	59	17	57	19	0
KENAI	Original	208	9	11AUG 2017	2.93666 4	56	26	59	23	0
MATANU SKA	Original	209	1	12AUG 2017	1	62	13	73	2	0
MATANU SKA	Original	210	1	11AUG 2017	1	144	47	187	4	0

MATANU SKA	Original	211	1	10AUG 2017	5.027985	163	17	168	12	0
MATANU SKA	Original	212	1	10AUG 2017	5.85752	103	24	119	8	0
MATANU SKA	Original	213	1	10AUG 2017	1.25248	114	22	127	9	0
MATANU SKA	Original	214	1	12AUG 2017	4.630863	109	25	123	11	0
MATANU SKA	Original	215	1	12AUG 2017	3.768813	117	47	164	0	0
MATANU SKA	Original	216	1	12AUG 2017	20.34668	124	54	171	7	0
MATANU SKA	Original	217	1	10AUG 2017	3.229419	181	50	217	14	0
MATANU SKA	Original	218	1	10AUG 2017	2.145509	92	22	110	4	0
MATANU SKA	Original	219	1	10AUG 2017	1.202209	156	45	194	7	0
MATANU SKA	Original	220	1	11AUG 2017	1.272819	147	54	194	7	0
MATANU SKA	Original	221	1	11AUG 2017	1	148	36	174	10	0
MATANU SKA	Original	222	1	11AUG 2017	1	144	49	191	2	0
MATANU SKA	Original	223	1	11AUG 2017	1	138	24	153	9	0
MATANU SKA	Original	224	1	08AUG 2017	1.445482	114	20	122	12	0
MATANU SKA	Original	225	1	09AUG 2017	1.327851	162	41	183	20	0
MATANU SKA	Original	226	1	14AUG 2017	1.658648	79	13	85	7	0
MATANU SKA	Original	227	1	08AUG 2017	1	166	29	173	22	0
MATANU SKA	Original	228	1	14AUG 2017	1	111	32	135	8	0
MATANU SKA	Original	229	1	14AUG 2017	1	106	30	131	5	0
MATANU SKA	Original	230	1	14AUG 2017	4.138642	135	37	165	7	0
MATANU SKA	Original	231	1	08AUG 2017	3.731235	94	8	90	12	0
MATANU SKA	Original	232	1	09AUG	2.02334	173	54	212	15	0

SKA				2017	4					
MATANU SKA	Original	233	1	14AUG 2017	1.253821	134	25	154	5	0
MATANU SKA	Original	234	1	08AUG 2017	3.985215	186	33	183	36	0
MATANU SKA	Original	235	1	09AUG 2017	3.727644	152	45	167	30	0
MATANU SKA	Original	236	1	10AUG 2017	3.985317	110	22	123	9	0
MATANU SKA	Original	237	1	08AUG 2017	3.957757	148	10	142	16	0
MATANU SKA	Original	238	1	08AUG 2017	1.84292	253	52	276	29	0
MATANU SKA	Original	239	1	08AUG 2017	1	129	35	144	20	0
MATANU SKA	Original	240	1	08AUG 2017	2.438151	200	29	210	19	0
MATANU SKA	Original	241	1	09AUG 2017	4.182412	52	16	64	4	0
MATANU SKA	Original	242	1	09AUG 2017	39.06691	141	14	136	19	0
MATANU SKA	Original	243	1	09AUG 2017	4.638477	88	9	88	9	0
MATANU SKA	Original	244	1	09AUG 2017	2.918019	99	29	116	12	0
MATANU SKA	Original	245	1	11AUG 2017	5.335932	105	22	126	1	0
MATANU SKA	Original	246	1	11AUG 2017	5.684221	72	4	72	4	0
MATANU SKA	Original	247	6	12AUG 2017	3.227202	54	9	61	2	0
MATANU SKA	Original	248	6	12AUG 2017	4.228309	49	20	69	0	0
MATANU SKA	Original	249	6	12AUG 2017	4.887161	203	65	262	6	0
MATANU SKA	Original	250	6	12AUG 2017	12.48052	72	18	88	2	0
MATANU SKA	Original	251	6	10AUG 2017	30.20804	50	10	55	5	0
MATANU SKA	Original	252	6	14AUG 2017	15.32242	21	5	24	2	0

MATANU SKA	Original	253	6	09AUG 2017	10.5333 4	67	11	67	11	0
MATANU SKA	Original	254	6	11AUG 2017	4.54837 3	149	41	184	6	0
MATANU SKA	Original	255	6	14AUG 2017	74.5807 7	40	8	43	5	0
MATANU SKA	Original	256	9	14AUG 2017	173.553 8	98	30	124	4	0

Standard Error of Statewide Belt Use Rate³: 0.61%

Nonresponse Rate, as provided in § 1340.9(f)

Nonresponse rate for the survey variable seat belt use: 0.31%

³The standard error may not exceed 2.5 percent.