# Alaska 2018 Survey of Seat Belt Use

*An Observational Study of Seat Belt Use*


**Prepared by**
**Alaska Injury Prevention Center**
**DBA Center for Safe Alaskans**

**Under contract with**
**Alaska Highway Safety Office**

# ABSTRACT

This observational study assessed 2018 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 2018. The 2018 observations took place from August 6-29, 2018 in the Anchorage, Juneau, Kenai, and Matanuska-Susitna Boroughs; while the Fairbanks North Star Borough observations took place September 10 and September 24-28, 2018. 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 2018 study period, a total of 59,129 vehicles were observed (59,030 vehicles were observed excluding unknowns n = 99). Excluding total unknowns ($n$ = 106), seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs, and vans for a total of 73,787 occupants observed. Of those observed, 80.00% ($n$ = 59,030) were drivers and 19.99% ($n$ = 14,747) were passengers. The results of this study indicate that 91.6% 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 2018 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

A total of four observers were hired and trained to complete the seat belt observations. 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 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

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. Using NHTSA-approved site locations across Alaska, coordinates were identified, documented and submitted to IN3. Similar to other States, Safe Alaskans chose to run this App on iPads.

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 August 6, 2018 – August 29, 2018. 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. Due to personnel challenges, the Fairbanks North Star Borough observations were conducted September 10, 2018 and September 24, 2018 – September 28, 2018.

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 2018 study, all observations were to be completed in June. Due to multiple challenges including: delays in development and testing of the App, a significant flood in the Safe Alaskans office, theft of iPads during flood restoration, and personnel issues in Fairbanks, observations were slightly delayed. Anchorage, Matanuska-Susitna, Kenai Peninsula and Juneau Boroughs observations were conducted in August 2018 and the Fairbanks North Star Borough observations were conducted in September 2018.

### 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.*

Alternate sites were not needed during the 2018 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. The overall seat belt use rate was calculated using weighted data. All numerical results reported were calculated using the unweighted dataset. Percentages of use by borough and vehicle type were analyzed using unweighted data. Safe

Alaskans analyzed the data using IBM SPSS Statistics Version 25. 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 ($n$ = 106), a total of 73,787 vehicle occupants were observed. Of those observations, 80.00% ($n$ = 59,030) were drivers and 19.99% ($n$ = 14,757) were passengers. Over one third (36.6%) of the observed vehicles were SUVs followed by trucks at 29.7% and cars at 26.1%. Over half (58.67%) of all vehicles observed were in the Municipality of Anchorage.

**Table 1. Characteristics of 2018 Study Sample (*N* = 59,030 Vehicles, *N* = 73,787 occupants excluding unknowns)**

| | Observed | |
|---|---|---|
| Characteristic | *n* | % |
| Seating Position | | |
| Driver | 59,030 | 80.0 |
| Passenger | 14,757 | 20.0 |
| Vehicle Type | | |
| Car | 15,404 | 26.1 |
| SUV | 21,615 | 36.6 |
| Truck | 17,507 | 29.7 |
| Van | 4,504 | 7.6 |
| Borough | | |
| Anchorage | 34,627 | 58.7 |
| Fairbanks North Star | 8,029 | 13.6 |
| Juneau | 3,048 | 5.1 |
| Kenai | 7,646 | 12.9 |
| Matanuska Susitna | 5,680 | 9.6 |

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 2018 weighted seat belt rate was measured at 91.6%. The standard error was determined to be 0.9%, well within the standard error of 2.5% as required by NHTSA guidelines.

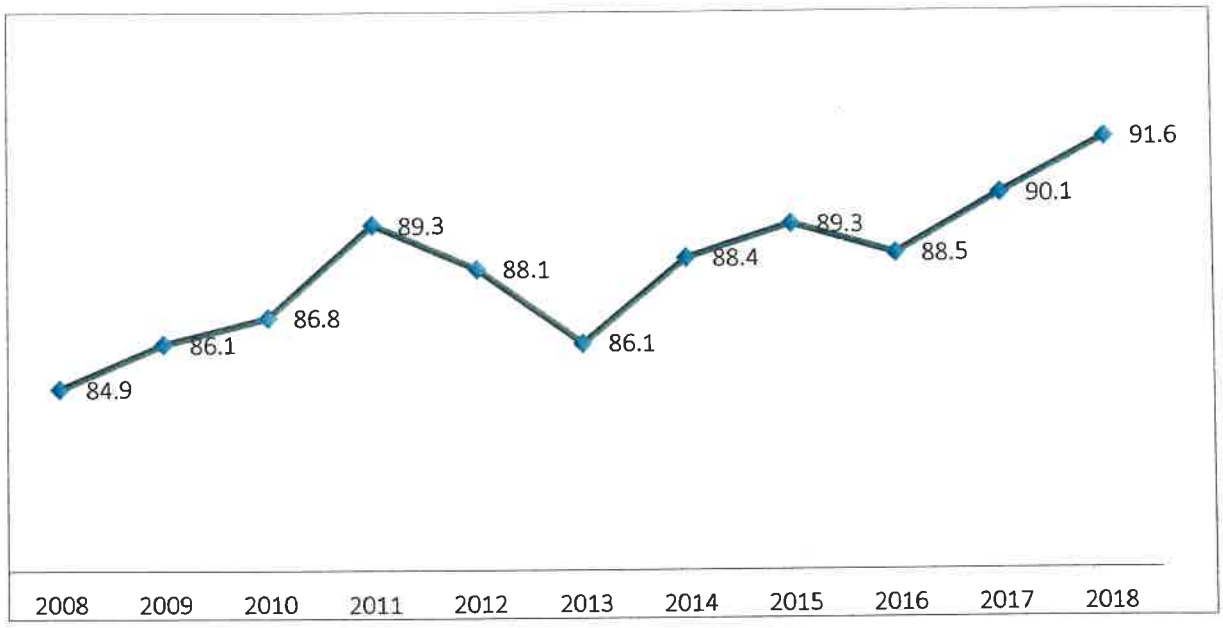


Table 2 displays crosstab results for unweighted seat belt use in Alaska by vehicle type between 2014 and 2018. SUV vehicle occupants had the greatest unweighted percent of observed seat belt use between 2015 and 2018. Truck occupants had the lowest percent of observed seat belt use across all four years during the same time-period.

**Table 2. Seat Belt Use Rates in Alaska by Vehicle Type, 2014-2018**

| | 2018 | | 2017 | | 2016 | | 2015 | |
|---|---|---|---|---|---|---|---|---|
| Occupants | *n* | % | *n* | % | *N* | % | *n* | % |
| Car | 17,512 | 92.4 | 16,419 | 91.6 | 12,052 | 90.6 | 10,974 | 91.0 |
| SUV | 26,007 | 94.7 | 15,657 | 92.4 | 12,940 | 91.7 | 9,472 | 91.1 |
| Truck | 19,102 | 88.2 | 14,306 | 86.6 | 12,454 | 86.3 | 8,564 | 84.9 |
| Van | 5,381 | 92.0 | 4,012 | 90.2 | 3,265 | 88.5 | 2,430 | 89.5 |

Seat belt use rates by Borough between 2015 and 2018 are shown in Table 3. Seat belt use continues to be the highest in the Matanuska Susitna Borough with 97.6% of occupants observed wearing a seat belt. Fairbanks North Star Borough reflects a downward trend with 2018 seat belt use rate at 84.9%.

**Table 3. Unweighted Seat Belt Use Rates for Occupants in Alaska by Region, 2015-2018**

| | 2018 | | 2017 | | 2016 | | 2015 | |
|---|---|---|---|---|---|---|---|---|
| **Borough** | *n* | % | *n* | % | *n* | % | *n* | % |
| Anchorage | 40,108 | 93.5 | 26,427 | 90.1 | 22,013 | 89.4 | 16,677 | 90.6 |
| Fairbanks | 8,163 | 84.9 | 7,005 | 88.5 | 6,099 | 89.0 | 5,846 | 91.9 |
| Juneau | 3,437 | 89.4 | 2,268 | 86.6 | 3,495 | 86.9 | 3,061 | 90.0 |
| Kenai | 9,548 | 90.6 | 8,055 | 90.7 | 2,566 | 81.3 | 1,774 | 82.6 |
| Matanuska Susitna | 6,746 | 97.6 | 6,639 | 93.4 | 6,538 | 95.0 | 4,082 | 82.5 |

Table 4 provides the results for crosstab analyses of observed seat belt use by vehicle type and borough from 2014 to 2018. With an observed seat belt use rate of 98.7% in 2018, SUV occupants observed in the Matanuska Susitna area had the highest restraint use by vehicle type and borough; while truck occupants in the Fairbanks North Star Borough had the lowest seat belt use rates at 78.2%.

Table 4. Unweighted Seat Belt Use Rates by Vehicle Type and Borough, 2014-2018

| | 2018 | | 2017 | | 2016 | | 2015 | |
|---|---|---|---|---|---|---|---|---|
| **Borough** | *n* | % | *n* | % | *n* | % | *n* | % |
| Anchorage | | | | | | | | |
| Car | 10,789 | 93.6 | 9,727 | 91.3 | 6,081 | 89.9 | 6,013 | 92.0 |
| SUV | 16,142 | 95.5 | 8,185 | 91.7 | 7,865 | 91.5 | 5,457 | 92.0 |
| Truck | 9,982 | 90.6 | 6,416 | 86.5 | 6,301 | 86.8 | 3,914 | 86.7 |
| Van | 3145 | 92.7 | 2,099 | 90.4 | 1,766 | 87.7 | 1,293 | 90.9 |
| Fairbanks | | | | | | | | |
| Car | 2,296 | 86.3 | 1,854 | 90.7 | 2,326 | 91.1 | 2,302 | 93.6 |
| SUV | 2,783 | 90.2 | 2,410 | 92.4 | 1,266 | 90.5 | 1,139 | 96.2 |
| Truck | 2,570 | 78.2 | 2,265 | 83.5 | 2,080 | 85.4 | 1,992 | 87.8 |
| Van | 514 | 88.9 | 476 | 86.7 | 427 | 91.6 | 413 | 92.4 |
| Juneau | | | | | | | | |
| Car | 925 | 88.4 | 744 | 91.1 | 1,093 | 88.5 | 977 | 91.3 |
| SUV | 1,288 | 93.3 | 776 | 91.1 | 1,138 | 91.0 | 1,082 | 92.2 |
| Truck | 799 | 83.8 | 555 | 77.9 | 941 | 81.9 | 721 | 85.0 |
| Van | 425 | 92.4 | 193 | 80.8 | 323 | 83.0 | 281 | 90.9 |
| Kenai | | | | | | | | |
| Car | 1,695 | 91.3 | 2,099 | 92.0 | 596 | 86.4 | 445 | 81.1 |
| SUV | 3,754 | 93.6 | 2,411 | 93.3 | 774 | 85.0 | 559 | 87.6 |
| Truck | 3,304 | 86.8 | 2,837 | 87.3 | 969 | 75.7 | 642 | 79.2 |
| Van | 795 | 91.8 | 708 | 92.2 | 227 | 82.8 | 128 | 85.9 |
| MatanuskanSusitna | | | | | | | | |
| Car | 1,807 | 98.2 | 1,995 | 93.7 | 1,956 | 95.1 | 1,237 | 85.1 |
| SUV | 1,990 | 98.7 | 1,875 | 94.7 | 1,897 | 96.5 | 1,235 | 84.4 |
| Truck | 2,447 | 96.6 | 2,233 | 91.9 | 2,163 | 93.5 | 1,295 | 78.9 |
| Van | 502 | 97.1 | 536 | 94.0 | 522 | 95.6 | 2,430 | 89.5 |

## Cell Phone Use

Observers were asked to record driver cell phone use. For the 2018 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 2018, 6.9% of drivers were observed using a cell phone, which reflects an increase over the 5.1% observed rate in 2017. Driver cell phone use between 2012 and 2018 is shown in Table 5.

Table 5: Statewide Driver Cell Phone Use, 2011-2018

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

## SUMMARY

This observational study assessed 2018 driver and front row outboard passenger seat belt use in Alaska. Excluding unknowns (n = 99), a total of 59,030 vehicles were observed during the 2018 study period. Seat belt use was recorded for drivers and front seat outboard passengers in cars, trucks, SUVs and vans. There were 73,787 occupants observed, excluding unknowns ($n$ = 106), and the results of this study found that 91.6% 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: 2018

Statewide Seat Belt Use Rate: 91.6%

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

10/2/2018

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 | 8/25/18 | 1 | 86 | 57 | 137 | 6 | 0 |
| ANCHORAGE | Original | 2 | 1 | 8/25/18 | 1.283161 | 103 | 31 | 132 | 1 | 1 |
| ANCHORAGE | Original | 3 | 1 | 8/28/18 | 1 | 162 | 59 | 207 | 14 | 0 |
| ANCHORAGE | Original | 5 | 1 | 8/15/18 | 1.134585 | 130 | 12 | 130 | 12 | 0 |
| ANCHORAGE | Original | 6 | 1 | 8/25/18 | 1.247543 | 115 | 41 | 137 | 19 | 0 |
| ANCHORAGE | Original | 7 | 1 | 8/25/18 | 1.283161 | 64 | 17 | 77 | 3 | 1 |
| ANCHORAGE | Original | 8 | 1 | 8/28/18 | 1.134585 | 229 | 48 | 247 | 30 | 0 |
| ANCHORAGE | Original | 9 | 1 | 8/28/18 | 1 | 697 | 88 | 777 | 8 | 0 |
| ANCHORAGE | Original | 10 | 1 | 8/25/18 | 1.005637 | 155 | 38 | 187 | 6 | 0 |
| ANCHORAGE | Original | 11 | 1 | 8/15/18 | 1 | 270 | 54 | 285 | 35 | 4 |
| ANCHORAGE | Original | 12 | 1 | 8/29/18 | 1.13815 | 315 | 33 | 313 | 33 | 2 |
| ANCHORAGE | Original | 13 | 1 | 8/28/18 | 1.450455 | 166 | 43 | 194 | 15 | 0 |
| ANCHORAGE | Original | 14 | 1 | 8/14/18 | 4.659577 | 497 | 84 | 565 | 16 | 0 |
| ANCHORAGE | Original | 15 | 1 | 8/25/18 | 6.958129 | 60 | 13 | 67 | 6 | 0 |
| ANCHORAGE | Original | 16 | 1 | 8/14/18 | 1.344332 | 206 | 38 | 228 | 16 | 0 |
| ANCHORAGE | Original | 17 | 1 | 8/14/18 | 3.358574 | 294 | 69 | 328 | 35 | 0 |
| ANCHO | Original | 18 | 1 | 8/29/18 | 2.80139 | 400 | 93 | 458 | 35 | 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

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RAGE | | | | | 8 | | | | | |
| ANCHO RAGE | Original | 19 | 1 | 8/29/18 | 2.616653 | 529 | 81 | 588 | 21 | 1 |
| ANCHO RAGE | Original | 20 | 1 | 8/16/18 | 2.781876 | 230 | 52 | 253 | 29 | 0 |
| ANCHO RAGE | Original | 21 | 1 | 8/15/18 | 1.814654 | 477 | 112 | 515 | 74 | 0 |
| ANCHO RAGE | Original | 22 | 1 | 8/28/18 | 5.58828 | 529 | 99 | 583 | 45 | 0 |
| ANCHO RAGE | Original | 23 | 1 | 8/15/18 | 1.609185 | 391 | 133 | 451 | 72 | 1 |
| ANCHO RAGE | Original | 24 | 1 | 8/20/18 | 2.357885 | 304 | 46 | 303 | 47 | 0 |
| ANCHO RAGE | Original | 25 | 1 | 8/13/18 | 10.27719 | 187 | 51 | 223 | 15 | 0 |
| ANCHO RAGE | Original | 26 | 1 | 8/16/18 | 4.154222 | 283 | 29 | 277 | 33 | 2 |
| ANCHO RAGE | Original | 27 | 1 | 8/16/18 | 4.851136 | 197 | 9 | 192 | 14 | 0 |
| ANCHO RAGE | Original | 28 | 1 | 8/13/18 | 2.55968 | 230 | 55 | 266 | 19 | 0 |
| ANCHO RAGE | Original | 29 | 1 | 8/20/18 | 4.055666 | 243 | 37 | 238 | 41 | 1 |
| ANCHO RAGE | Original | 30 | 1 | 8/13/18 | 3.721759 | 196 | 40 | 220 | 15 | 1 |
| ANCHO RAGE | Original | 31 | 1 | 8/29/18 | 39.98489 | 166 | 32 | 177 | 20 | 1 |
| ANCHO RAGE | Original | 32 | 1 | 8/29/18 | 1.446621 | 449 | 100 | 514 | 34 | 1 |
| ANCHO RAGE | Original | 34 | 1 | 8/13/18 | 3.440584 | 45 | 4 | 48 | 1 | 0 |
| ANCHO RAGE | Original | 35 | 1 | 8/28/18 | 1.633464 | 300 | 60 | 317 | 42 | 1 |
| ANCHO RAGE | Original | 36 | 1 | 8/14/18 | 3.554291 | 374 | 82 | 408 | 48 | 0 |
| ANCHO RAGE | Original | 37 | 1 | 8/14/18 | 1.048391 | 407 | 104 | 469 | 42 | 0 |
| ANCHO RAGE | Original | 38 | 1 | 8/28/18 | 1 | 521 | 101 | 552 | 70 | 0 |
| ANCHO RAGE | Original | 39 | 1 | 8/13/18 | 1.024235 | 371 | 48 | 394 | 20 | 5 |
| ANCHO RAGE | Original | 40 | 1 | 8/13/18 | 1.077956 | 324 | 74 | 388 | 10 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ANCHO RAGE | Original | 41 | 1 | 8/13/18 | 2.111839 | 443 | 103 | 514 | 29 | 3 |
| ANCHO RAGE | Original | 42 | 1 | 8/20/18 | 4.022456 | 429 | 137 | 536 | 28 | 2 |
| ANCHO RAGE | Original | 43 | 1 | 8/20/18 | 4.179197 | 565 | 135 | 657 | 43 | 0 |
| ANCHO RAGE | Original | 44 | 1 | 8/20/18 | 4.282085 | 515 | 109 | 584 | 40 | 0 |
| ANCHO RAGE | Original | 45 | 1 | 8/29/18 | 4.234246 | 291 | 40 | 320 | 11 | 0 |
| ANCHO RAGE | Original | 46 | 1 | 8/16/18 | 4.264022 | 165 | 37 | 176 | 26 | 0 |
| ANCHO RAGE | Original | 47 | 1 | 8/16/18 | 2.824634 | 142 | 36 | 157 | 21 | 0 |
| ANCHO RAGE | Original | 48 | 1 | 8/16/18 | 5.825678 | 168 | 19 | 157 | 30 | 0 |
| ANCHO RAGE | Original | 50 | 1 | 8/18/18 | 3.25875 | 524 | 233 | 701 | 55 | 1 |
| ANCHO RAGE | Original | 51 | 1 | 8/21/18 | 1.472253 | 669 | 137 | 754 | 52 | 0 |
| ANCHO RAGE | Original | 52 | 1 | 8/06/18 | 1.112436 | 552 | 139 | 674 | 17 | 0 |
| ANCHO RAGE | Original | 53 | 1 | 8/06/18 | 1.914442 | 615 | 174 | 759 | 30 | 0 |
| ANCHO RAGE | Original | 54 | 1 | 8/06/18 | 1.096366 | 592 | 179 | 733 | 36 | 2 |
| ANCHO RAGE | Original | 55 | 1 | 8/06/18 | 1.492671 | 479 | 150 | 604 | 22 | 3 |
| ANCHO RAGE | Original | 56 | 1 | 8/06/18 | 1 | 333 | 108 | 415 | 25 | 1 |
| ANCHO RAGE | Original | 57 | 1 | 8/13/18 | 1.132071 | 157 | 30 | 174 | 12 | 1 |
| ANCHO RAGE | Original | 58 | 1 | 8/28/18 | 1.893341 | 355 | 65 | 402 | 18 | 0 |
| ANCHO RAGE | Original | 59 | 1 | 8/13/18 | 1.666969 | 153 | 14 | 155 | 12 | 0 |
| ANCHO RAGE | Original | 60 | 1 | 8/28/18 | 1.51133 | 130 | 28 | 153 | 5 | 0 |
| ANCHO RAGE | Original | 61 | 1 | 8/6/18 | 15.40368 | 471 | 125 | 568 | 28 | 0 |
| ANCHO RAGE | Original | 62 | 1 | 8/06/18 | 118.9083 | 477 | 103 | 561 | 19 | 0 |
| ANCHO | Original | 63 | 1 | 8/21/18 | 2.79962 | 179 | 43 | 206 | 16 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RAGE | | | | | 7 | | | | | |
| ANCHO RAGE | Original | 64 | 1 | 8/21/18 | 8.683007 | 344 | 89 | 403 | 30 | 0 |
| ANCHO RAGE | Original | 65 | 1 | 8/21/18 | 2.621819 | 427 | 83 | 484 | 26 | 0 |
| ANCHO RAGE | Original | 66 | 1 | 8/21/18 | 4.177017 | 796 | 216 | 984 | 26 | 2 |
| ANCHO RAGE | Original | 67 | 1 | 8/20/18 | 3.803778 | 564 | 132 | 647 | 49 | 0 |
| ANCHO RAGE | Original | 68 | 1 | 8/20/18 | 1.496974 | 515 | 110 | 581 | 44 | 0 |
| ANCHO RAGE | Original | 69 | 1 | 8/20/18 | 3.54402 | 366 | 72 | 383 | 54 | 1 |
| ANCHO RAGE | Original | 70 | 1 | 8/28/18 | 5.887512 | 352 | 59 | 391 | 20 | 0 |
| ANCHO RAGE | Original | 71 | 1 | 8/21/18 | 1.792547 | 291 | 54 | 328 | 16 | 1 |
| ANCHO RAGE | Original | 72 | 1 | 8/21/18 | 2.217459 | 481 | 128 | 567 | 42 | 0 |
| ANCHO RAGE | Original | 73 | 1 | 8/18/18 | 1.499441 | 536 | 260 | 769 | 27 | 0 |
| ANCHO RAGE | Original | 74 | 1 | 8/18/18 | 1.47517 | 403 | 119 | 489 | 33 | 0 |
| ANCHO RAGE | Original | 75 | 1 | 8/18/18 | 5.98023 | 201 | 58 | 242 | 17 | 0 |
| ANCHO RAGE | Original | 76 | 1 | 8/18/18 | 14.16579 | 288 | 142 | 379 | 51 | 0 |
| ANCHO RAGE | Original | 77 | 1 | 8/18/18 | 7.05591 | 253 | 98 | 323 | 28 | 0 |
| ANCHO RAGE | Original | 78 | 1 | 8/21/18 | 14.45956 | 407 | 101 | 484 | 24 | 0 |
| ANCHO RAGE | Original | 79 | 1 | 8/21/18 | 6.903396 | 373 | 91 | 433 | 31 | 0 |
| ANCHO RAGE | Original | 80 | 1 | 8/21/18 | 5.322887 | 363 | 60 | 408 | 15 | 0 |
| ANCHO RAGE | Original | 81 | 1 | 8/16/18 | 3.599739 | 416 | 87 | 467 | 36 | 0 |
| ANCHO RAGE | Original | 82 | 1 | 8/16/18 | 1.856146 | 440 | 94 | 494 | 39 | 1 |
| ANCHO RAGE | Original | 83 | 1 | 8/13/18 | 2.714587 | 342 | 70 | 398 | 11 | 3 |
| ANCHO RAGE | Original | 84 | 1 | 8/20/18 | 3.623661 | 482 | 101 | 548 | 35 | 0 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ANCHO RAGE | Original | 85 | 1 | 8/20/18 | 1.86969 | 478 | 115 | 569 | 23 | 1 |
| ANCHO RAGE | Original | 86 | 1 | 8/13/18 | 1.147768 | 437 | 100 | 495 | 41 | 1 |
| ANCHO RAGE | Original | 87 | 1 | 8/13/18 | 1.446179 | 330 | 72 | 379 | 22 | 1 |
| ANCHO RAGE | Original | 88 | 1 | 8/13/18 | 6.457468 | 210 | 65 | 250 | 23 | 2 |
| ANCHO RAGE | Original | 89 | 1 | 8/18/18 | 1 | 516 | 229 | 698 | 47 | 0 |
| ANCHO RAGE | Original | 90 | 1 | 8/16/18 | 1 | 158 | 40 | 188 | 10 | 0 |
| ANCHO RAGE | Original | 91 | 1 | 8/16/18 | 1 | 159 | 31 | 182 | 7 | 1 |
| ANCHO RAGE | Original | 92 | 1 | 8/16/18 | 1 | 205 | 61 | 256 | 10 | 0 |
| ANCHO RAGE | Original | 93 | 1 | 8/16/18 | 1 | 267 | 31 | 280 | 18 | 0 |
| ANCHO RAGE | Original | 94 | 1 | 8/16/18 | 1 | 654 | 63 | 684 | 33 | 0 |
| ANCHO RAGE | Original | 95 | 1 | 8/17/18 | 1 | 68 | 23 | 88 | 2 | 1 |
| ANCHO RAGE | Original | 96 | 1 | 8/17/18 | 1 | 393 | 99 | 467 | 24 | 1 |
| ANCHO RAGE | Original | 97 | 1 | 8/17/18 | 1 | 254 | 51 | 280 | 22 | 3 |
| ANCHO RAGE | Original | 98 | 1 | 8/17/18 | 1 | 43 | 18 | 54 | 7 | 0 |
| ANCHO RAGE | Original | 99 | 1 | 8/14/18 | 1 | 230 | 79 | 296 | 9 | 4 |
| ANCHO RAGE | Original | 100 | 1 | 8/14/18 | 1 | 109 | 32 | 130 | 10 | 1 |
| ANCHO RAGE | Original | 101 | 1 | 8/14/18 | 1 | 126 | 38 | 153 | 11 | 0 |
| ANCHO RAGE | Original | 102 | 1 | 8/14/18 | 1 | 10 | 4 | 13 | 1 | 0 |
| ANCHO RAGE | Original | 103 | 1 | 8/14/18 | 1 | 11 | 6 | 16 | 1 | 0 |
| ANCHO RAGE | Original | 104 | 1 | 8/17/18 | 1.460578 | 219 | 59 | 266 | 12 | 0 |
| ANCHO RAGE | Original | 106 | 1 | 8/17/18 | 3.324727 | 124 | 41 | 155 | 10 | 0 |
| ANCHO | Original | 107 | 1 | 8/17/18 | 1.46057 | 189 | 58 | 226 | 21 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| RAGE | | | | | 8 | | | | | |
| ANCHO RAGE | Original | 108 | 1 | 8/14/18 | 68.52517 | 102 | 36 | 128 | 6 | 4 |
| ANCHO RAGE | Original | 109 | 1 | 8/14/18 | 273.8587 | 18 | 6 | 21 | 3 | 0 |
| ANCHO RAGE | Original | 110 | 6 | 8/15/18 | 48.01985 | 38 | 7 | 36 | 9 | 0 |
| ANCHO RAGE | Original | 111 | 6 | 8/16/18 | 51.20573 | 201 | 45 | 214 | 31 | 1 |
| ANCHO RAGE | Original | 112 | 6 | 8/16/18 | 8.926289 | 97 | 18 | 106 | 9 | 0 |
| ANCHO RAGE | Original | 113 | 6 | 8/13/18 | 9.520823 | 159 | 42 | 194 | 7 | 0 |
| ANCHO RAGE | Original | 114 | 6 | 8/16/18 | 4.728455 | 411 | 110 | 482 | 39 | 0 |
| ANCHO RAGE | Original | 115 | 6 | 8/27/18 | 7.92844 | 157 | 36 | 161 | 29 | 3 |
| ANCHO RAGE | Original | 116 | 6 | 8/21/18 | 51.42376 | 388 | 66 | 422 | 32 | 0 |
| ANCHO RAGE | Original | 117 | 6 | 8/18/18 | 24.4446 | 67 | 16 | 65 | 14 | 4 |
| ANCHO RAGE | Original | 118 | 9 | 8/17/18 | 8.505794 | 80 | 19 | 96 | 2 | 1 |
| FAIRBANKS | Original | 119 | 1 | 9/26/18 | 34.25276 | 185 | 28 | 174 | 39 | 0 |
| FAIRBANKS | Original | 120 | 1 | 9/26/18 | 32.50707 | 200 | 41 | 204 | 37 | 0 |
| FAIRBANKS | Original | 121 | 1 | 9/28/18 | 4.544164 | 257 | 56 | 263 | 50 | 0 |
| FAIRBANKS | Original | 122 | 1 | 9/10/18 | 4.074277 | 536 | 68 | 522 | 78 | 4 |
| FAIRBANKS | Original | 123 | 1 | 9/28/18 | 1.301226 | 108 | 16 | 114 | 10 | 0 |
| FAIRBANKS | Original | 124 | 1 | 9/24/18 | 2.466176 | 350 | 54 | 353 | 51 | 0 |
| FAIRBANKS | Original | 125 | 1 | 9/25/18 | 1.941783 | 77 | 14 | 78 | 13 | 0 |
| FAIRBANKS | Original | 126 | 1 | 9/25/18 | 1.407637 | 98 | 27 | 108 | 17 | 0 |
| FAIRBANKS | Original | 127 | 1 | 9/24/18 | 2.350058 | 390 | 58 | 404 | 44 | 0 |
| FAIRBANKS | Original | 129 | 1 | 9/25/18 | 23.44171 | 289 | 50 | 280 | 59 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| FAIRBANKS | Original | 130 | 1 | 9/25/18 | 2.595433 | 189 | 35 | 185 | 38 | 1 |
| FAIRBANKS | Original | 131 | 1 | 9/24/18 | 5.843451 | 250 | 55 | 260 | 43 | 2 |
| FAIRBANKS | Original | 132 | 1 | 9/10/18 | 4.037647 | 622 | 150 | 654 | 116 | 2 |
| FAIRBANKS | Original | 133 | 1 | 9/27/18 | 6.589068 | 161 | 48 | 186 | 23 | 0 |
| FAIRBANKS | Original | 134 | 1 | 9/27/18 | 4.531994 | 201 | 43 | 200 | 44 | 0 |
| FAIRBANKS | Original | 135 | 1 | 9/24/18 | 4.317746 | 311 | 91 | 338 | 63 | 1 |
| FAIRBANKS | Original | 136 | 1 | 9/10/18 | 1.777599 | 392 | 90 | 382 | 100 | 0 |
| FAIRBANKS | Original | 137 | 1 | 9/10/18 | 12.92266 | 436 | 104 | 470 | 70 | 0 |
| FAIRBANKS | Original | 138 | 1 | 9/27/18 | 1.841787 | 189 | 12 | 181 | 20 | 0 |
| FAIRBANKS | Original | 139 | 1 | 9/28/18 | 3.560302 | 316 | 90 | 344 | 62 | 0 |
| FAIRBANKS | Original | 140 | 1 | 9/28/18 | 40.50537 | 172 | 31 | 180 | 23 | 0 |
| FAIRBANKS | Original | 141 | 1 | 9/26/18 | 3.552043 | 208 | 40 | 214 | 34 | 0 |
| FAIRBANKS | Original | 142 | 1 | 9/26/18 | 4.506873 | 112 | 21 | 106 | 27 | 0 |
| FAIRBANKS | Original | 143 | 1 | 9/27/18 | 5.235057 | 251 | 62 | 268 | 45 | 0 |
| FAIRBANKS | Original | 144 | 1 | 9/27/18 | 5.098438 | 211 | 37 | 200 | 48 | 0 |
| FAIRBANKS | Original | 145 | 1 | 9/26/18 | 1.666073 | 39 | 9 | 38 | 10 | 0 |
| FAIRBANKS | Original | 146 | 1 | 9/26/18 | 1.883616 | 59 | 7 | 61 | 5 | 0 |
| FAIRBANKS | Original | 147 | 1 | 9/26/18 | 1 | 75 | 12 | 75 | 12 | 0 |
| FAIRBANKS | Original | 148 | 1 | 9/26/18 | 1 | 104 | 24 | 99 | 29 | 0 |
| FAIRBANKS | Original | 149 | 1 | 9/27/18 | 1.026294 | 58 | 6 | 42 | 22 | 0 |
| FAIRBANKS | Original | 150 | 1 | 9/27/28 | 1.519254 | 62 | 6 | 66 | 2 | 0 |
| FAIRBA | Original | 151 | 6 | 9/10/18 | 6.64668 | 152 | 24 | 166 | 10 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| NKS | | | | | 4 | | | | | |
| FAIRBANKS | Original | 152 | 6 | 9/28/18 | 2.528946 | 139 | 35 | 142 | 32 | 0 |
| FAIRBANKS | Original | 153 | 6 | 9/28/18 | 1 | 72 | 18 | 83 | 7 | 0 |
| FAIRBANKS | Original | 154 | 6 | 9/27/18 | 4.142931 | 142 | 21 | 135 | 28 | 0 |
| FAIRBANKS | Original | 155 | 6 | 9/28/18 | 2.99834 | 240 | 48 | 238 | 50 | 0 |
| FAIRBANKS | Original | 156 | 6 | 9/25/18 | 18.10128 | 25 | 2 | 20 | 7 | 0 |
| FAIRBANKS | Original | 157 | 6 | 9/25/18 | 4.567229 | 83 | 15 | 71 | 27 | 0 |
| FAIRBANKS | Original | 158 | 6 | 9/25/18 | 4.928961 | 111 | 9 | 103 | 17 | 0 |
| FAIRBANKS | Original | 159 | 6 | 9/27/18 | 79.01008 | 75 | 13 | 74 | 14 | 0 |
| FAIRBANKS | Original | 160 | 6 | 9/26/18 | 19.12296 | 33 | 1 | 22 | 12 | 0 |
| FAIRBANKS | Original | 161 | 9 | 9/25/18 | 21.5508 | 15 | 4 | 15 | 4 | 0 |
| FAIRBANKS | Original | 162 | 9 | 9/25/18 | 8.009838 | 44 | 6 | 45 | 5 | 0 |
| JUNEAU | Original | 163 | 1 | 8/10/18 | 1.937527 | 322 | 76 | 364 | 34 | 0 |
| JUNEAU | Original | 164 | 1 | 8/10/18 | 1.101806 | 299 | 86 | 355 | 30 | 0 |
| JUNEAU | Original | 165 | 1 | 8/10/18 | 1.379715 | 358 | 95 | 408 | 41 | 4 |
| JUNEAU | Original | 166 | 1 | 8/09/10 | 1.192664 | 245 | 64 | 284 | 25 | 0 |
| JUNEAU | Original | 167 | 1 | 8/09/10 | 2.660022 | 463 | 127 | 559 | 31 | 0 |
| JUNEAU | Original | 168 | 1 | 8/09/10 | 6.062125 | 398 | 96 | 454 | 39 | 1 |
| JUNEAU | Original | 169 | 1 | 8/09/10 | 6.173477 | 153 | 32 | 162 | 21 | 2 |
| JUNEAU | Original | 170 | 6 | 8/10/18 | 25.39356 | 126 | 38 | 130 | 34 | 0 |
| JUNEAU | Original | 171 | 6 | 8/10/18 | 10.45249 | 370 | 90 | 389 | 71 | 0 |
| JUNEAU | Original | 172 | 9 | 8/09/10 | 20.85641 | 324 | 89 | 332 | 78 | 3 |

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|---|---|---|---|---|---|---|---|---|---|---|
| KENAI | Original | 173 | 1 | 8/08/18 | 1.689602 | 127 | 77 | 196 | 8 | 0 |
| KENAI | Original | 174 | 1 | 8/08/18 | 4.221041 | 159 | 103 | 256 | 6 | 0 |
| KENAI | Original | 175 | 1 | 8/08/18 | 1 | 159 | 50 | 197 | 9 | 3 |
| KENAI | Original | 176 | 1 | 8/08/18 | 1.238802 | 203 | 106 | 299 | 10 | 0 |
| KENAI | Original | 177 | 1 | 8/08/18 | 2.128304 | 207 | 63 | 246 | 24 | 0 |
| KENAI | Original | 178 | 1 | 8/09/18 | 1.431715 | 394 | 56 | 433 | 17 | 0 |
| KENAI | Original | 179 | 1 | 8/09/18 | 2.022121 | 315 | 124 | 403 | 36 | 0 |
| KENAI | Original | 180 | 1 | 8/07/18 | 1.799577 | 75 | 28 | 95 | 8 | 0 |
| KENAI | Original | 181 | 1 | 8/07/18 | 1.607867 | 133 | 26 | 138 | 21 | 0 |
| KENAI | Original | 182 | 1 | 8/10/18 | 1.175953 | 71 | 36 | 99 | 8 | 0 |
| KENAI | Original | 183 | 1 | 8/10/18 | 1.886071 | 49 | 21 | 65 | 5 | 0 |
| KENAI | Original | 184 | 1 | 8/10/18 | 4.51665 | 136 | 68 | 186 | 18 | 0 |
| KENAI | Original | 185 | 1 | 8/10/18 | 1.168087 | 115 | 77 | 183 | 9 | 0 |
| KENAI | Original | 186 | 1 | 8/10/18 | 3.329885 | 160 | 76 | 188 | 48 | 0 |
| KENAI | Original | 187 | 1 | 8/10/18 | 1.665853 | 134 | 68 | 193 | 9 | 0 |
| KENAI | Original | 188 | 1 | 8/10/18 | 2.060888 | 334 | 136 | 397 | 67 | 6 |
| KENAI | Original | 189 | 1 | 8/07/18 | 1.176477 | 339 | 117 | 391 | 65 | 0 |
| KENAI | Original | 190 | 1 | 8/07/18 | 1.97135 | 35 | 12 | 45 | 2 | 0 |
| KENAI | Original | 191 | 1 | 8/07/18 | 3.482537 | 367 | 76 | 401 | 42 | 0 |
| KENAI | Original | 192 | 1 | 8/09/18 | 1 | 369 | 116 | 422 | 63 | 0 |
| KENAI | Original | 193 | 1 | 8/09/18 | 2.261743 | 321 | 92 | 378 | 34 | 1 |
| KENAI | Original | 194 | 1 | 8/09/18 | 1.895409 | 290 | 94 | 361 | 23 | 0 |
| KENAI | Original | 195 | 1 | 8/09/18 | 1.109954 | 254 | 92 | 311 | 35 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| KENAI | Original | 196 | 1 | 8/07/18 | 1.80358 | 284 | 88 | 347 | 25 | 0 |
| KENAI | Original | 197 | 1 | 8/06/18 | 1.63744 | 598 | 218 | 706 | 110 | 0 |
| KENAI | Original | 198 | 1 | 8/06/18 | 1.234773 | 60 | 48 | 106 | 2 | 0 |
| KENAI | Original | 199 | 1 | 8/06/18 | 1 | 374 | 230 | 580 | 22 | 2 |
| KENAI | Original | 200 | 1 | 8/09/18 | 6.787603 | 360 | 99 | 433 | 26 | 0 |
| KENAI | Original | 201 | 1 | 8/06/18 | 1.405883 | 180 | 88 | 246 | 20 | 2 |
| KENAI | Original | 202 | 6 | 8/10/18 | 8.318311 | 316 | 113 | 351 | 78 | 0 |
| KENAI | Original | 203 | 6 | 8/07/18 | 3.234929 | 169 | 46 | 204 | 11 | 0 |
| KENAI | Original | 204 | 6 | 8/07/18 | 2.349358 | 134 | 41 | 145 | 30 | 0 |
| KENAI | Original | 205 | 6 | 8/08/10 | 15.12504 | 39 | 14 | 49 | 4 | 0 |
| KENAI | Original | 206 | 6 | 8/06/18 | 1.738817 | 146 | 102 | 236 | 12 | 0 |
| KENAI | Original | 207 | 6 | 8/06/18 | 23.59912 | 190 | 74 | 194 | 70 | 0 |
| KENAI | Original | 208 | 9 | 8/10/18 | 2.936664 | 60 | 24 | 68 | 16 | 0 |
| MATANUSKA | Original | 209 | 1 | 8/11/18 | 1 | 42 | 11 | 51 | 2 | 0 |
| MATANUSKA | Original | 210 | 1 | 8/10/18 | 1 | 160 | 49 | 205 | 4 | 0 |
| MATANUSKA | Original | 211 | 1 | 8/08/18 | 5.027985 | 126 | 23 | 145 | 4 | 0 |
| MATANUSKA | Original | 212 | 1 | 8/09/18 | 5.85752 | 135 | 33 | 163 | 5 | 0 |
| MATANUSKA | Original | 213 | 1 | 8/08/18 | 1.25248 | 122 | 28 | 145 | 5 | 0 |
| MATANUSKA | Original | 214 | 1 | 8/11/18 | 4.630863 | 96 | 16 | 110 | 2 | 0 |
| MATANUSKA | Original | 215 | 1 | 8/11/18 | 3.768813 | 94 | 17 | 111 | 0 | 0 |
| MATANUSKA | Original | 216 | 1 | 8/11/18 | 20.34668 | 128 | 35 | 162 | 1 | 0 |
| MATANUSKA | Original | 217 | 1 | 8/08/18 | 3.229419 | 131 | 24 | 152 | 3 | 0 |
| MATANUSKA | Original | 218 | 1 | 8/08/18 | 2.145509 | 129 | 40 | 168 | 1 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| MATANUSKA | Original | 219 | 1 | 8/08/18 | 1.202209 | 126 | 30 | 155 | 1 | 0 |
| MATANUSKA | Original | 220 | 1 | 8/10/18 | 1.272819 | 119 | 28 | 143 | 4 | 0 |
| MATANUSKA | Original | 221 | 1 | 8/10/18 | 1 | 155 | 42 | 192 | 5 | 0 |
| MATANUSKA | Original | 222 | 1 | 8/10/18 | 1 | 149 | 34 | 173 | 10 | 0 |
| MATANUSKA | Original | 223 | 1 | 8/10/18 | 1 | 142 | 29 | 170 | 1 | 0 |
| MATANUSKA | Original | 224 | 1 | 8/07/18 | 1.445482 | 106 | 9 | 113 | 2 | 0 |
| MATANUSKA | Original | 226 | 1 | 8/13/18 | 1.658648 | 112 | 33 | 142 | 3 | 0 |
| MATANUSKA | Original | 227 | 1 | 8/07/18 | 1 | 182 | 27 | 203 | 6 | 0 |
| MATANUSKA | Original | 229 | 1 | 8/13/18 | 1 | 178 | 44 | 222 | 0 | 0 |
| MATANUSKA | Original | 230 | 1 | 8/13/18 | 4.138642 | 109 | 35 | 142 | 2 | 0 |
| MATANUSKA | Original | 231 | 1 | 8/07/18 | 3.731235 | 226 | 38 | 259 | 5 | 0 |
| MATANUSKA | Original | 232 | 1 | 8/08/18 | 2.023344 | 124 | 32 | 154 | 2 | 0 |
| MATANUSKA | Original | 233 | 1 | 8/13/18 | 1.253821 | 144 | 30 | 167 | 7 | 0 |
| MATANUSKA | Original | 234 | 1 | 8/07/18 | 3.985215 | 203 | 32 | 227 | 8 | 0 |
| MATANUSKA | Original | 235 | 1 | | 3.727644 | 252 | 64 | 308 | 8 | 0 |
| MATANUSKA | Original | 236 | 1 | 8/08/18 | 3.985317 | 141 | 38 | 172 | 7 | 0 |
| MATANUSKA | Original | 237 | 1 | 8/07/18 | 3.957757 | 156 | 41 | 191 | 6 | 0 |
| MATANUSKA | Original | 238 | 1 | 8/07/18 | 1.84292 | 205 | 37 | 236 | 6 | 0 |
| MATANUSKA | Original | 239 | 1 | 8/07/18 | 1 | 136 | 27 | 161 | 2 | 0 |
| MATANUSKA | Original | 240 | 1 | 8/07/18 | 2.438151 | 184 | 44 | 218 | 10 | 0 |
| MATANUSKA | Original | 241 | 1 | 8/08/18 | 4.182412 | 95 | 14 | 102 | 7 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|
| MATANUSKA | Original | 242 | 1 | 8/08/18 | 39.06691 | 157 | 11 | 158 | 10 | 0 |
| MATANUSKA | Original | 243 | 1 | 8/08/18 | 4.638477 | 99 | 9 | 106 | 2 | 0 |
| MATANUSKA | Original | 244 | 1 | 8/08/18 | 2.918019 | 125 | 29 | 149 | 5 | 0 |
| MATANUSKA | Original | 245 | 1 | 8/10/18 | 5.335932 | 135 | 8 | 141 | 2 | 0 |
| MATANUSKA | Original | 246 | 1 | 8/10/18 | 5.684221 | 79 | 14 | 93 | 0 | 0 |
| MATANUSKA | Original | 247 | 6 | 8/11/18 | 3.227202 | 49 | 15 | 63 | 1 | 0 |
| MATANUSKA | Original | 248 | 6 | 8/11/18 | 4.228309 | 51 | 16 | 67 | 0 | 0 |
| MATANUSKA | Original | 249 | 6 | 8/11/18 | 4.887161 | 123 | 33 | 154 | 2 | 0 |
| MATANUSKA | Original | 250 | 6 | 8/11/18 | 12.48052 | 52 | 18 | 68 | 2 | 0 |
| MATANUSKA | Original | 251 | 6 | 8/09/18 | 30.20804 | 30 | 3 | 32 | 1 | 0 |
| MATANUSKA | Original | 252 | 6 | 8/13/18 | 15.32242 | 23 | 5 | 27 | 1 | 0 |
| MATANUSKA | Original | 253 | 6 | 8/08/18 | 10.53334 | 66 | 3 | 65 | 4 | 0 |
| MATANUSKA | Original | 254 | 6 | 8/10/18 | 4.548373 | 124 | 38 | 160 | 2 | 0 |
| MATANUSKA | Original | 255 | 6 | 8/13/18 | 74.58077 | 123 | 31 | 153 | 1 | 0 |
| MATANUSKA | Original | 256 | 9 | 8/13/18 | 173.5538 | 79 | 23 | 99 | 3 | 0 |
| **TOTAL** | | | | | | **59,129** | **14,764** | **68,002** | **5,785** | **106** |

**Standard Error of Statewide Belt Use Rate**[3]: 0.9%

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

Nonresponse rate for the survey variable seat belt use: 0.14%

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