

Vermont 2010 Safety Belt Use Study

Prepared by:

William Clements, Ph.D.
Michael Oman, P.E.
Vermont Center for Justice Research
Northfield, Vermont 05663

For the Governor's Highway Safety Program
Vermont Department of Public Safety
103 S. Main Street
Waterbury, Vermont 05671

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The year 2010 represents the twenty-third annual safety belt observational survey conducted under the auspices of the Vermont Governor’s Highway Safety Program and the twelfth under the revised methodology. In a procedure initiated in 2002, and then followed each year since 2005, this year included a 3 step process: an initial survey (herein referred to as “pre-enforcement”), an awareness and enforcement program based on the “click it or ticket” approach, followed by a post-enforcement survey of the same sites intended to assess the effectiveness of the usage enhancement program.

This survey methodology was initially developed by the Institute for Traffic Safety Management and Research, University at Albany, State University of New York to be consistent with the National Highway Traffic Safety Administration’s 1998 guidelines for state observational surveys. The current design is reviewed and updated regularly and complies with current NHTSA guidelines for sampling and precision.

This year’s field surveys were conducted during May, 2010 (pre-enforcement), and June, 2010 (post-enforcement). The “click it or ticket” program was conducted in May, 2009 and included the Memorial Day weekend. Data were collected on laptop computers for front seat occupants of all vehicles wearing safety belts at the 82 sample sites used in last year’s survey.

Survey Results

Data were collected for all days of the week. The results are displayed in Tables 1 and 2.

Table 1. Safety Belt Usage Rate for: Total Occupants (pre-enforcement)

Region \ Volume Class	High	Medium	Low	Total
Chittenden County	90.5%	80.1%	NA	89.1%
Bennington/Addison	82.9%	83.9%	94.4%	85.2%
Franklin/Grand Isle	86.1%	88.7%	81.5%	87.1%
Northeast Kingdom	NA	79.2%	79.7%	79.4%
Rutland County	90.9%	83.2%	81.5%	86.0%
Washington/Lamoille	87.6%	89.3%	96.9%	89.0%
Windham/Orange/Windsor	81.6%	83.0%	87.2%	82.8%
Statewide				85.2%
Stats	Var(P) =	0.00005	std err =	0.0085

Table 2. Safety Belt Usage Rate for: Total Occupants (post-enforcement)

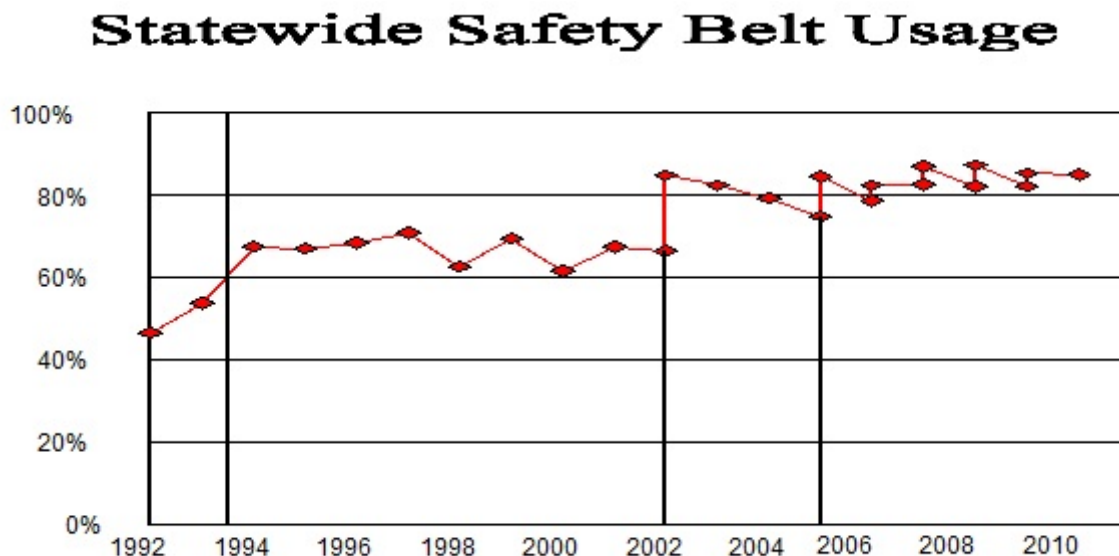
Region \ Volume Class	High	Medium	Low	Total
Chittenden County	89.0%	81.7%	NA	88.0%
Bennington/Addison	75.7%	86.0%	85.7%	84.5%
Franklin/Grand Isle	88.9%	88.4%	89.5%	88.7%
Northeast Kingdom	NA	77.7%	83.9%	79.7%
Rutland County	90.7%	85.6%	95.8%	88.5%
Washington/Lamoille	86.5%	85.9%	80.3%	85.8%
Windham/Orange/Windsor	82.3%	86.2%	81.0%	83.6%
Statewide				85.2%
Stats	Var(P) =	0.00004	std err =	0.0072

The post-enforcement rate of 85.2% safety belt usage represents the third consecutive year that this rate has exceeded the nationally recognized critical level of 85%. The initial (pre-enforcement) statewide percentage of total occupants with belts was also 85.2%. Unlike in most previous survey cycles, this pre-enforcement rate has shown a negligible decline between a post-enforcement environment in the previous year to the pre-enforcement environment of the current year. Nor has the post-enforcement rate shown any increase over pre-enforcement rates, unlike in all previous cycles.

The statistical methods used to evaluate the observational data are in conformance with those developed by NHTSA and the Institute for Traffic Safety Management and Research, University at Albany, State University of New York. They were described in complete detail in the 1999 report.

Historical Trends

Historical usage rates are displayed in the following graph.



Historically, it may be seen that usage rates increased significantly between the enactment of Vermont’s safety belt law in January of 1994 and the 1994 observational study by over 10 percentage points from 54% to 68%. This increase is preceded by a more gradual rise prior to 1994, although this may be the result of increased public awareness due to the publicity surrounding the discussion of the law in addition to the effect of the law itself.

After the enactment of the law, safety belt usage remained fairly constant, varying slightly around about 65% until the public education and awareness campaign associated with the “Click-It-Or-Ticket” program in 2002. Directly associated with this program there was an increase of nearly 20 percentage points (from 66% to 85%). It may reasonably be inferred that these two events are causally related.

Prior to the 2005 enforcement effort, the rate continued to drift down despite some effort at increased awareness and enforcement. The reasons for this are unclear. It is possible that the public was getting used to the low level awareness campaigns as they became more part of the normal background to living and generating little new awareness. For years, the rate had hovered between roughly 65 - 70%, suggesting a kind of “natural level” in the neighborhood of 2/3. Prior to 2005, each enforcement effort

showed apparently diminishing returns with a subsequent drift toward lower rates immediately prior to the enforcement campaign. It is unclear whether this represented lower effectiveness of the campaigns when conducted from a higher base level, a gradual inuring of the public to the campaigns' methods or message, some quality of the campaign itself, or some other factor or combination of factors. This year, the pre-enforcement rate barely dropped at all, but it did not rise subsequent to the CIOT campaign either.

Usage Rate: Additional Factors

In addition to the overall usage rate, the annual survey has collected information on potentially correlated factors such as sex of the subject (driver or passenger) and type of vehicle, including standard auto, van, SUV, and pickup. Data on these factors are included below in Table 3.

Table 3. Detailed Usage Rates (post-enforcement)

Safety Belt Usage Rate for:	Males	Females	Cars	Vans	SUVs	Pickups
Chittenden County	83.9%	93.9%	89.1%	93.0%	90.4%	74.8%
Bennington/Addison	81.9%	90.5%	84.8%	94.4%	87.2%	77.2%
Franklin/Grand Isle	82.4%	93.7%	89.6%	78.0%	94.3%	81.3%
Northeast Kingdom	72.7%	86.0%	82.7%	81.2%	80.5%	67.1%
Rutland County	84.3%	92.7%	91.8%	97.3%	93.1%	72.5%
Washington/Lamoille	79.1%	90.3%	90.4%	88.7%	88.0%	69.6%
Windham/Orange/Windsor	78.4%	91.3%	87.3%	86.2%	89.6%	67.8%
Statewide	80.1%	91.3%	87.8%	88.6%	89.0%	71.6%

Detailed usage rates continue to show notable variations. Highest rates continue to be found among females, while the lowest rates continue to be found among males and pickup trucks.

Appendix A1: Individual Sites: Counting Record and Raw Belt Usage Rates: Pre-enforcement

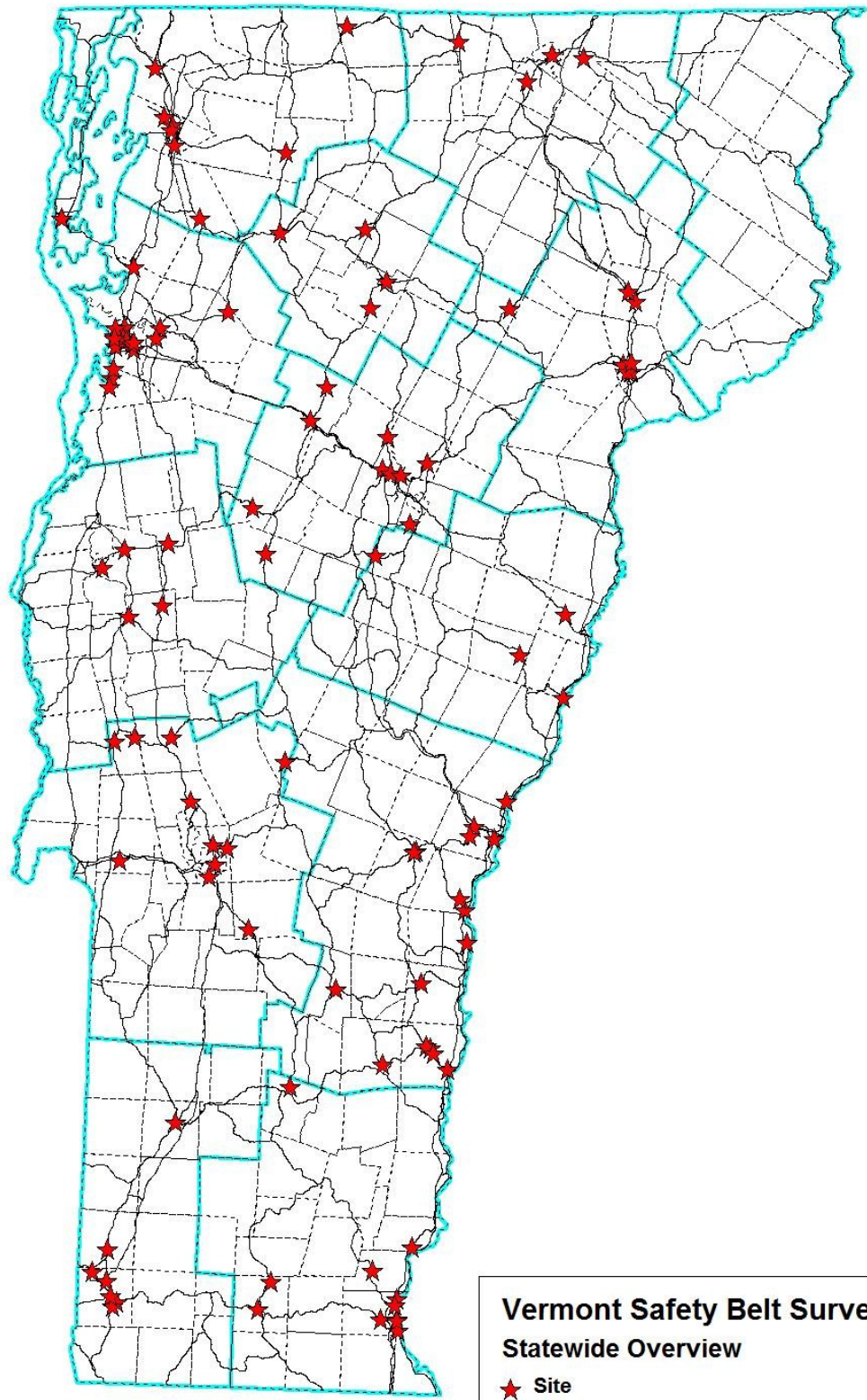
Site Counting Record							Raw Usage Rates								
SID	DATE	TIME	DIR	LNS	INIT	OccBltrt	MBltrt	FBltrt	CarBltrt	VanBltrt	SUVBltrt	PUBltrt	AADT	Cls	
1101	05/06/10	1235	E	1	at	0.89	0.89	0.94	0.89	0.73	0.93	0.90	27000	11	
1102	05/05/10	1003	W	1	mo	0.94	0.97	0.90	0.90	1.00	1.00	0.91	13100	11	
1103	05/06/10	1842	S	1	at	0.85	0.81	0.90	0.87	0.80	0.92	0.76	10400	11	
1104	05/07/10	1555	N	2	at	0.93	0.91	0.98	0.95	0.95	0.94	0.72	17700	11	
1105	05/06/10	1346	W	2	at	0.93	0.92	0.96	0.93	0.97	0.97	0.88	40300	11	
1106	05/07/10	1703	S	2	at	0.92	0.91	0.97	0.92	0.97	0.94	0.76	17700	11	
1107	05/06/10	1522	E	2	at	0.87	0.88	0.91	0.87	0.94	0.92	0.78	42200	11	
1108	05/06/10	1705	E	2	at	0.94	0.94	0.96	0.94	0.96	0.96	0.92	26900	11	
1109	05/04/10	1645	W	1	zht	0.90	0.82	0.95	0.90	0.93	0.98	0.71	11300	11	
1110	05/10/10	1830	N	1	at	0.83	0.82	0.88	0.86	0.76	0.86	0.64	11300	11	
1111	05/05/10	900	N	1	mo	0.90	0.80	1.00	0.92	0.92	0.92	0.81	10300	11	
1112	05/06/10	1130	S	1	at	0.87	0.82	0.91	0.88	0.85	0.86	0.88	12900	11	
1113	05/09/10	1154	S	1	at	0.92	0.91	0.94	0.91	0.92	0.96	0.85	17800	11	
1201	05/07/10	1232	N	1	at	0.93	0.91	0.98	0.93	0.92	0.95	0.90	8000	12	
1202	05/07/10	1015	S	1	at	0.69	0.65	0.76	0.71	0.74	0.77	0.48	9500	12	
2102	04/26/10	1025	S	1	dm	0.83	0.76	0.89	0.87	0.79	0.85	0.70	25300	21	
2201	04/26/10	1400	E	1	dm	0.79	0.79	0.82	0.82	1.00	0.83	0.57	9800	22	
2202	04/26/10	1130	N	1	dm	0.85	0.81	0.97	0.93	0.88	0.79	0.79	4900	22	
2203	05/05/10	1110	S	1	zht	0.89	0.78	0.98	0.96	0.93	0.96	0.57	7900	22	
2204	04/26/10	1215	S	1	dm	0.85	0.81	0.93	0.83	0.94	0.95	0.78	6600	22	
2205	05/05/10	1210	W	1	zht	0.83	0.83	0.87	0.84	1.00	0.80	0.82	5900	22	
2206	04/26/10	1315	N	1	dm	0.84	0.81	0.94	0.89	0.78	0.95	0.68	8200	22	
2301	05/06/10	848	N	1	mo	0.94	0.94	0.93	1.00	0.67	0.80	1.00	2400	23	
3101	04/30/10	1010	N	1	mo	0.86	0.76	0.91	0.86	0.94	0.93	0.73	17400	31	
3201	05/01/10	805	N	1	mo	0.84	0.78	0.82	0.88	0.89	0.88	0.73	4800	32	
3202	05/05/10	1050	E	1	mo	0.98	0.96	1.00	1.00	1.00	1.00	0.80	2800	32	
3203	04/30/10	912	N	1	mo	0.91	0.86	0.96	0.94	1.00	0.87	0.86	6100	32	
3204	04/30/10	1112	E	1	mo	0.87	0.81	0.86	0.90	1.00	0.90	0.75	8600	32	
3301	04/30/10	1245	E	1	mo	0.81	0.73	0.91	0.85	0.00	1.00	0.33	1300	33	
4201	05/08/10	1640	E	1	at	0.72	0.59	0.81	0.73	0.74	0.76	0.50	3000	42	
4202	05/08/10	1500	W	1	at	0.86	0.81	0.90	0.88	1.00	0.92	0.74	5700	42	
4203	05/08/10	1215	W	1	at	0.88	0.89	0.88	0.90	0.89	0.89	0.73	5000	42	
4204	05/08/10	1345	W	1	at	0.80	0.72	0.86	0.84	0.83	0.87	0.66	4200	42	
4205	05/08/10	1818	S	1	at	0.66	0.60	0.70	0.67	0.63	0.68	0.62	9000	42	
4206	05/01/10	1050	W	1	mo	0.82	0.72	0.82	0.79	1.00	0.85	0.63	8300	42	
4301	05/07/10	1132	N	1	mo	0.75	0.74	0.67	0.68	0.86	0.86	0.74	2000	43	
4302	05/01/10	914	N	1	mo	0.83	0.77	0.00	0.85	1.00	1.00	0.50	1300	43	
4303	05/01/10	1143	N	1	mo	0.83	0.67	0.93	0.85	0.80	1.00	0.71	1500	43	
5101	04/25/10	925	N	2	dm	0.90	0.86	0.96	0.88	1.00	0.98	0.87	17000	51	
5102	04/25/10	650	E	2	dm	0.90	0.88	0.94	0.82	1.00	1.00	0.89	11100	51	

SID	DATE	TIME	DIR	LNS	INIT	OccBltRt	MBltRt	FBltRt	CarBltRt	VanBltRt	SUVBltRt	PUBlRt	AADT	Cls
5103	04/25/10	840	N	2	dm	0.92	0.86	0.97	0.93	0.97	0.92	0.80	18900	51
5201	04/25/10	1010	S	1	dm	0.85	0.77	0.93	0.86	0.88	0.92	0.76	9900	52
5202	04/25/10	1115	S	1	dm	0.81	0.74	0.87	0.88	0.92	0.80	0.65	3400	52
5203	04/25/10	745	S	1	dm	0.81	0.75	0.95	0.87	0.89	0.83	0.69	4400	52
5204	05/06/10	1042	N	1	mo	0.82	0.78	1.00	0.89	1.00	0.71	0.67	2600	52
5301	05/06/10	955	N	1	mo	0.81	0.74	1.00	1.00	1.00	0.80	0.57	1900	53
6101	05/05/10	1315	W	1	at	0.88	0.80	0.93	0.91	0.81	0.85	0.84	12100	61
6102	05/09/10	1408	E	1	at	0.87	0.84	0.93	0.86	0.89	0.96	0.74	14100	61
6103	05/06/10	1630	S	1	eeh	0.85	0.83	0.88	0.84	0.72	0.91	0.87	12000	61
6104	05/10/10	1617	E	1	at	0.91	0.85	0.96	0.92	0.95	0.96	0.73	12500	61
6201	05/05/10	1435	E	1	at	0.85	0.80	0.92	0.89	1.00	0.78	0.75	5000	62
6202	05/05/10	1605	E	2	at	0.92	0.89	0.98	0.95	0.77	1.00	0.79	4700	62
6203	04/30/10	1340	E	1	mo	0.89	0.84	0.93	0.92	0.90	0.90	0.80	6000	62
6204	05/07/10	930	N	1	mo	0.94	0.88	1.00	0.96	0.83	1.00	0.91	2600	62
6205	05/07/10	1019	N	1	mo	0.88	0.89	0.93	0.87	0.93	1.00	0.88	6900	62
6301	05/06/10	1205	N	1	mo	0.97	0.95	1.00	1.00	1.00	1.00	0.80	1200	63
7101	04/24/10	1045	S	2	dm	0.91	0.88	0.94	0.94	1.00	0.92	0.81	13900	71
7102	04/29/10	1515	W	1	dm	0.80	0.72	0.88	0.83	0.89	0.89	0.60	12600	71
7103	04/24/10	745	S	1	dm	0.81	0.76	0.85	0.85	0.89	0.77	0.73	14900	71
7104	04/29/10	1235	E	1	dm	0.83	0.72	0.97	0.89	0.87	0.90	0.55	12000	71
7105	04/28/10	1020	S	2	dm	0.84	0.68	0.97	0.88	0.90	0.88	0.54	11900	71
7106	04/24/10	700	W	1	dm	0.85	0.78	0.93	0.83	0.88	0.95	0.81	16700	71
7107	04/27/10	1230	S	1	dm	0.79	0.73	0.91	0.84	0.88	0.96	0.58	11600	71
7108	04/24/10	1135	S	1	dm	0.86	0.75	0.96	0.87	1.00	0.95	0.70	10200	71
7109	04/28/10	1105	S	2	dm	0.80	0.77	0.90	0.83	0.86	0.88	0.66	14100	71
7110	04/27/10	1000	E	1	dm	0.79	0.76	0.88	0.82	0.63	0.90	0.66	10000	71
7111	04/27/10	1315	S	1	dm	0.74	0.69	0.82	0.75	0.88	0.80	0.61	10100	71
7112	04/24/10	830	E	1	dm	0.76	0.68	0.83	0.82	0.73	0.76	0.61	13600	71
7113	04/24/10	1000	N	1	dm	0.81	0.72	0.95	0.86	0.90	0.84	0.65	16500	71
7201	04/28/10	825	S	1	dm	0.80	0.74	0.95	0.83	1.00	1.00	0.50	3400	72
7202	04/29/10	1145	W	1	dm	0.85	0.78	0.93	0.91	0.88	0.93	0.43	4700	72
7203	04/28/10	1205	E	1	dm	0.74	0.67	0.89	0.80	0.86	0.91	0.51	4000	72
7204	04/27/10	1145	N	2	dm	0.91	0.89	0.94	0.93	0.90	0.98	0.75	7800	72
7205	04/27/10	815	S	1	dm	0.88	0.85	0.92	0.92	0.80	0.90	0.71	6500	72
7206	04/27/10	915	S	1	dm	0.77	0.74	0.88	0.84	0.50	1.00	0.61	7100	72
7207	04/25/10	1230	S	1	dm	0.81	0.74	0.88	0.85	0.95	0.86	0.67	9300	72
7208	04/26/10	925	S	1	dm	0.87	0.81	0.96	0.92	0.80	1.00	0.68	3700	72
7209	04/24/10	1245	N	1	dm	0.80	0.78	0.86	0.83	0.75	0.88	0.70	4500	72
7210	04/27/10	1410	N	1	dm	0.83	0.75	1.00	0.83	0.86	1.00	0.70	3100	72
7301	05/05/10	1800	E	1	at	0.86	0.76	0.98	0.92	0.88	0.95	0.60	1600	73
7302	04/28/10	920	S	1	dm	0.82	0.79	0.93	0.83	1.00	0.86	0.71	1700	73
7303	04/24/10	915	N	1	dm	0.92	0.86	1.00	0.96	1.00	0.92	0.82	2200	73

Appendix A2: Individual Sites: Counting Record and Raw Belt Usage Rates: Post-enforcement

Site Counting Record						Raw Usage Rates								
SID	DATE	TIME	DIR	LNS	INIT	OccBltRt	MBltRt	FBltRt	CarBltRt	VanBltRt	SUVBltRt	PUBltRt	AADT	Cls
1101	06/13/10	1200	E	1	zht	0.91	0.90	0.91	0.90	1.00	0.93	0.82	27000	11
1102	06/08/10	944	W	1	mo	0.88	0.81	0.91	0.89	0.75	1.00	0.80	13100	11
1103	06/12/10	1155	N	1	zht	0.81	0.72	0.91	0.83	0.83	0.83	0.62	10400	11
1104	06/11/10	1415	S	2	zht	0.82	0.78	0.92	0.83	0.96	0.88	0.52	17700	11
1105	06/13/10	1100	W	2	zht	0.90	0.87	0.95	0.92	0.86	0.95	0.65	40300	11
1106	06/11/10	1330	N	1	zht	0.85	0.79	0.91	0.84	0.67	0.92	0.86	17700	11
1107	06/13/10	1010	E	2	zht	0.93	0.89	0.96	0.93	1.00	0.92	0.90	42200	11
1108	06/13/10	1330	N	2	zht	0.91	0.87	0.94	0.91	1.00	0.89	0.91	26900	11
1109	06/09/10	1220	W	1	zht	0.79	0.72	0.97	0.83	1.00	0.86	0.47	11300	11
1110	06/09/10	1045	N	1	zht	0.90	0.85	0.98	0.94	1.00	0.94	0.62	11300	11
1111	06/08/10	1324	N	1	mo	0.89	0.80	1.00	0.91	1.00	0.92	0.67	10300	11
1112	06/13/10	1245	S	1	zht	0.93	0.93	0.93	0.93	1.00	0.89	1.00	12900	11
1113	06/09/10	1135	N	1	zht	0.91	0.83	0.99	0.93	0.94	0.96	0.78	17800	11
1201	06/09/10	955	N	1	zht	0.88	0.83	0.97	0.92	1.00	0.91	0.67	8000	12
1202	06/12/10	1240	S	1	zht	0.76	0.74	0.85	0.78	0.87	0.73	0.60	9500	12
2101	06/08/10	855	S	2	dm	0.76	0.66	0.92	0.78	0.94	0.82	0.61	12000	21
2201	06/08/10	1230	W	1	dm	0.84	0.83	0.89	0.82	0.89	0.96	0.77	9800	22
2202	06/08/10	1000	N	1	dm	0.78	0.77	0.83	0.86	0.80	0.83	0.61	4900	22
2203	06/08/10	1130	S	1	zht	0.88	0.83	0.98	0.86	1.00	0.94	0.80	7900	22
2204	06/08/10	1050	E	1	dm	0.90	0.91	0.89	0.94	0.92	0.87	0.86	6600	22
2205	06/08/10	1230	W	1	zht	0.84	0.84	0.91	0.82	1.00	0.92	0.72	5900	22
2206	06/08/10	1145	N	1	dm	0.90	0.89	0.93	0.91	0.95	0.87	0.87	8200	22
2301	06/08/10	1545	N	1	zht	0.86	0.84	0.88	0.82	1.00	0.75	0.88	2400	23
3101	06/10/10	937	N	1	mo	0.89	0.83	0.92	0.92	0.93	0.85	0.82	17400	31
3201	06/14/10	850	N	1	mo	0.82	0.70	0.93	0.78	0.00	1.00	0.80	4800	32
3202	06/08/10	1035	E	1	mo	0.94	0.91	1.00	1.00	1.00	1.00	0.60	2800	32
3203	06/10/10	836	N	1	mo	0.93	0.90	1.00	0.96	0.71	0.86	1.00	6100	32
3204	06/10/10	1029	W	1	mo	0.87	0.84	0.85	0.84	0.92	1.00	0.79	8600	32
3301	06/10/10	1143	E	1	mo	0.89	0.78	1.00	0.92	1.00	1.00	0.75	1300	33
4201	06/15/10	1540	N	1	zht	0.72	0.64	0.88	0.77	0.70	0.85	0.55	3000	42
4202	06/15/10	1400	E	1	zht	0.80	0.71	0.83	0.83	0.88	0.89	0.61	5700	42
4203	06/15/10	1230	E	1	zht	0.79	0.73	0.93	0.79	1.00	0.84	0.70	5000	42
4204	06/15/10	1315	E	1	zht	0.75	0.76	0.80	0.79	0.94	0.75	0.48	4200	42
4205	06/13/10	1445	S	1	zht	0.74	0.71	0.79	0.76	0.70	0.77	0.63	9000	42
4206	06/14/10	1057	W	1	mo	0.83	0.78	0.83	0.84	0.92	0.79	0.79	8300	42
4301	06/15/10	1125	S	1	zht	0.77	0.58	0.89	0.79	1.00	1.00	0.50	2000	43
4302	06/14/10	950	N	1	mo	0.93	0.86	1.00	1.00	0.00	0.83	1.00	1300	43
4303	06/14/10	1155	S	1	mo	0.85	0.80	0.88	0.92	1.00	0.50	0.75	1500	43
5101	06/06/10	935	N	2	dm	0.90	0.87	0.92	0.92	1.00	0.95	0.75	17000	51
5102	06/07/10	655	E	2	dm	0.86	0.75	1.00	0.93	1.00	0.92	0.58	11100	51

SID	DATE	TIME	DIR	LNS	INIT	OccBltrt	MBltrt	FBltrt	CarBltrt	VanBltrt	SUVBltrt	PUBltrt	AADT	Cls
5103	06/06/10	850	N	2	dm	0.95	0.95	0.94	0.94	1.00	0.98	0.89	18900	51
5201	06/06/10	1025	S	1	dm	0.87	0.84	0.90	0.91	0.97	0.89	0.71	9900	52
5202	06/06/10	1135	S	1	dm	0.89	0.90	0.89	0.92	0.92	0.92	0.78	3400	52
5203	06/06/10	750	N	1	dm	0.85	0.79	0.90	0.89	1.00	1.00	0.67	4400	52
5204	06/08/10	1430	E	1	zht	0.77	0.62	0.91	0.82	0.83	0.73	0.55	2600	52
5301	06/08/10	1335	S	1	zht	0.96	0.92	1.00	1.00	1.00	1.00	0.75	1900	53
6101	06/17/10	1045	W	1	zht	0.83	0.70	0.90	0.85	0.93	0.91	0.52	12100	61
6102	06/17/10	1130	N	1	zht	0.83	0.72	0.90	0.91	0.75	0.81	0.59	14100	61
6103	06/16/10	1515	N	1	zht	0.92	0.86	0.98	0.92	1.00	0.97	0.78	12000	61
6104	06/17/10	1000	W	2	zht	0.89	0.84	0.94	0.96	1.00	0.77	0.74	12500	61
6201	06/17/10	1225	E	1	zht	0.82	0.75	0.87	0.88	0.79	0.83	0.67	5000	62
6202	06/17/10	1325	E	1	zht	0.89	0.86	0.88	0.84	1.00	0.94	0.90	4700	62
6203	06/10/10	1238	E	1	mo	0.91	0.82	1.00	0.95	0.92	0.96	0.72	6000	62
6204	06/16/10	1300	W	1	zht	0.75	0.81	0.69	0.88	0.50	1.00	0.50	2600	62
6205	06/16/10	1420	N	1	zht	0.87	0.77	0.94	0.89	0.88	0.84	0.81	6900	62
6301	06/17/10	1520	N	1	zht	0.80	0.81	0.70	0.96	1.00	0.83	0.55	1200	63
7101	06/07/10	1205	S	2	dm	0.84	0.76	0.92	0.83	0.82	0.97	0.71	13900	71
7102	06/10/10	740	E	1	dm	0.82	0.75	0.93	0.89	0.95	0.87	0.62	12600	71
7103	06/07/10	900	S	1	dm	0.84	0.82	0.89	0.85	0.77	0.86	0.81	14900	71
7104	06/10/10	830	E	1	dm	0.84	0.75	0.95	0.94	0.86	0.79	0.63	12000	71
7105	06/12/10	1035	S	2	dm	0.90	0.84	0.95	0.87	0.97	0.95	0.77	11900	71
7106	06/07/10	810	W	1	dm	0.85	0.79	0.90	0.87	0.85	0.92	0.63	16700	71
7107	06/09/10	1225	W	1	dm	0.80	0.76	0.87	0.81	0.69	0.89	0.73	11600	71
7108	06/07/10	1255	S	1	dm	0.82	0.78	0.88	0.88	0.87	0.84	0.64	10200	71
7109	06/12/10	1125	S	2	dm	0.82	0.76	0.87	0.79	0.95	0.94	0.73	14100	71
7110	06/09/10	1000	W	1	dm	0.79	0.71	0.89	0.87	0.54	0.90	0.60	10000	71
7111	06/09/10	1320	W	1	dm	0.73	0.66	0.82	0.77	0.87	0.82	0.54	10100	71
7112	06/07/10	945	E	1	dm	0.82	0.77	0.90	0.86	0.77	0.79	0.72	13600	71
7113	06/07/10	1120	N	1	dm	0.82	0.74	0.91	0.87	0.80	0.90	0.64	16500	71
7201	06/12/10	835	W	1	dm	0.84	0.78	0.96	0.92	1.00	0.94	0.69	3400	72
7202	06/10/10	915	W	1	dm	0.90	0.85	1.00	0.96	0.93	0.97	0.70	4700	72
7203	06/10/10	1010	E	1	dm	0.85	0.77	0.92	0.95	1.00	0.92	0.50	4000	72
7204	06/09/10	1140	W	2	dm	0.88	0.80	0.96	0.92	0.95	0.89	0.71	7800	72
7205	06/09/10	810	S	1	dm	0.91	0.93	0.90	0.93	0.95	0.92	0.80	6500	72
7206	06/09/10	910	S	1	dm	0.83	0.80	0.89	0.88	0.67	0.93	0.67	7100	72
7207	06/06/10	1250	S	1	dm	0.86	0.84	0.94	0.90	0.89	0.89	0.74	9300	72
7208	06/08/10	750	S	1	dm	0.85	0.81	0.91	0.85	1.00	1.00	0.67	3700	72
7209	06/07/10	1400	W	1	dm	0.83	0.77	0.89	0.85	0.88	0.91	0.69	4500	72
7210	06/09/10	1445	N	1	dm	0.81	0.77	0.91	0.83	0.92	0.88	0.69	3100	72
7301	06/17/10	1410	E	1	zht	0.86	0.79	0.97	0.93	0.80	0.95	0.59	1600	73
7302	06/12/10	935	S	1	dm	0.81	0.79	0.86	0.81	1.00	0.86	0.68	1700	73
7303	06/07/10	1030	N	1	dm	0.77	0.72	0.91	0.84	0.86	0.81	0.57	2200	73



**Vermont Safety Belt Survey
Statewide Overview**

★ Site