

Vermont 2011 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

July 2011

Vermont 2011 Safety Belt Usage Survey

2011 represents the twenty-fourth annual safety belt observational survey conducted under the auspices of the Vermont Governor’s Highway Safety Program and the thirteenth 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 April and May, 2011 (pre-enforcement), and June, 2011 (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	86.6%	79.8%	n/a	85.7%
Bennington/Addison	79.1%	82.4%	84.0%	82.1%
Franklin/Grand Isle	81.5%	83.7%	76.9%	82.2%
Northeast Kingdom	n/a	71.3%	70.9%	71.2%
Rutland County	89.3%	80.9%	87.0%	84.7%
Washington/Lamoille	83.7%	83.3%	71.4%	82.7%
Windham/Orange/Windsor	83.5%	82.5%	84.2%	83.2%
Statewide				82.3%
Stats	Var(P) =	6.1E-05	std err =	0.010

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

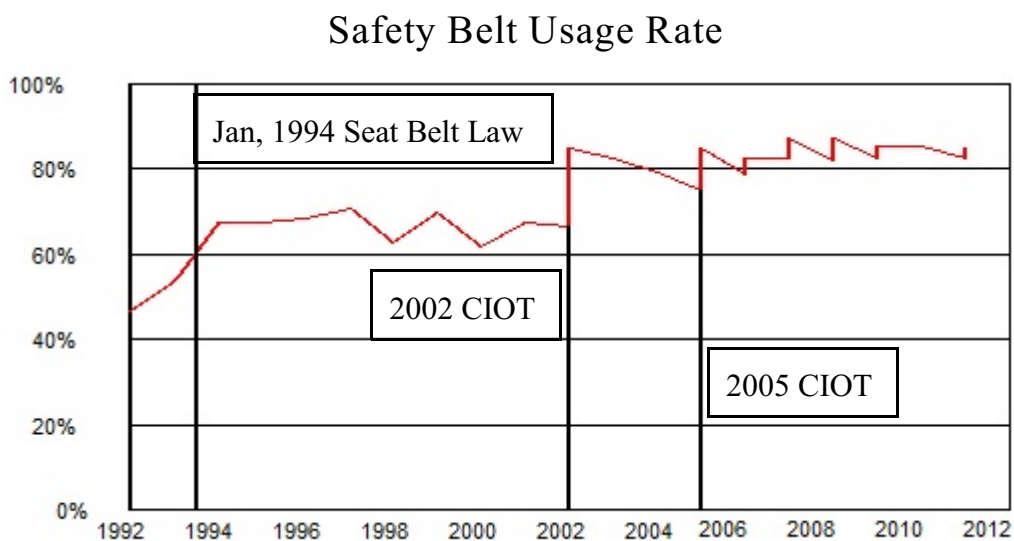
Region \ Volume Class	High	Medium	Low	Total
Chittenden County	86.9%	80.5%	n/a	86.0%
Bennington/Addison	77.6%	81.6%	90.3%	82.2%
Franklin/Grand Isle	90.9%	88.2%	93.5%	89.6%
Northeast Kingdom	n/a	76.6%	80.1%	77.7%
Rutland County	91.2%	83.8%	78.6%	86.2%
Washington/Lamoille	85.7%	86.8%	87.1%	86.4%
Windham/Orange/Windsor	84.8%	85.9%	80.6%	84.7%
Statewide				84.7%
	Var(P) =	3.6E-05	std err =	0.007

The post-enforcement rate of 84.7% safety belt usage is the first time in four years (since 2007) that this rate has fallen below the nationally recognized critical level of 85%. Consistent with most other years, the rate exhibited a slight (~2.5%) “bump” between the pre- and post-enforcement surveys, presumably due to the CIOT “enforcement” program. However, this year, this gain was insufficient to raise the level above 85%. As in most previous survey cycles, this pre-enforcement rate has shown a small decline between a post-enforcement environment in the previous year to the pre-enforcement environment of the current year, although this year, this decline has been slightly smaller than in previous years

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 drifted down gradually 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 are 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.

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	81.2%	91.3%	87.6%	88.7%	88.7%	71.0%
Bennington/Addison	76.0%	90.7%	86.6%	88.1%	87.3%	65.7%
Franklin/Grand Isle	83.1%	94.7%	91.1%	90.0%	97.1%	79.0%
Northeast Kingdom	69.5%	87.8%	81.3%	70.0%	86.8%	64.3%
Rutland County	82.0%	93.6%	93.3%	91.5%	83.9%	72.0%
Washington/Lamoille	82.1%	89.9%	89.6%	79.1%	86.7%	73.8%
Windham/Orange/Windsor	78.7%	93.0%	88.9%	92.4%	90.5%	67.5%
Statewide	78.9%	91.7%	88.3%	87.0%	88.8%	69.6%

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

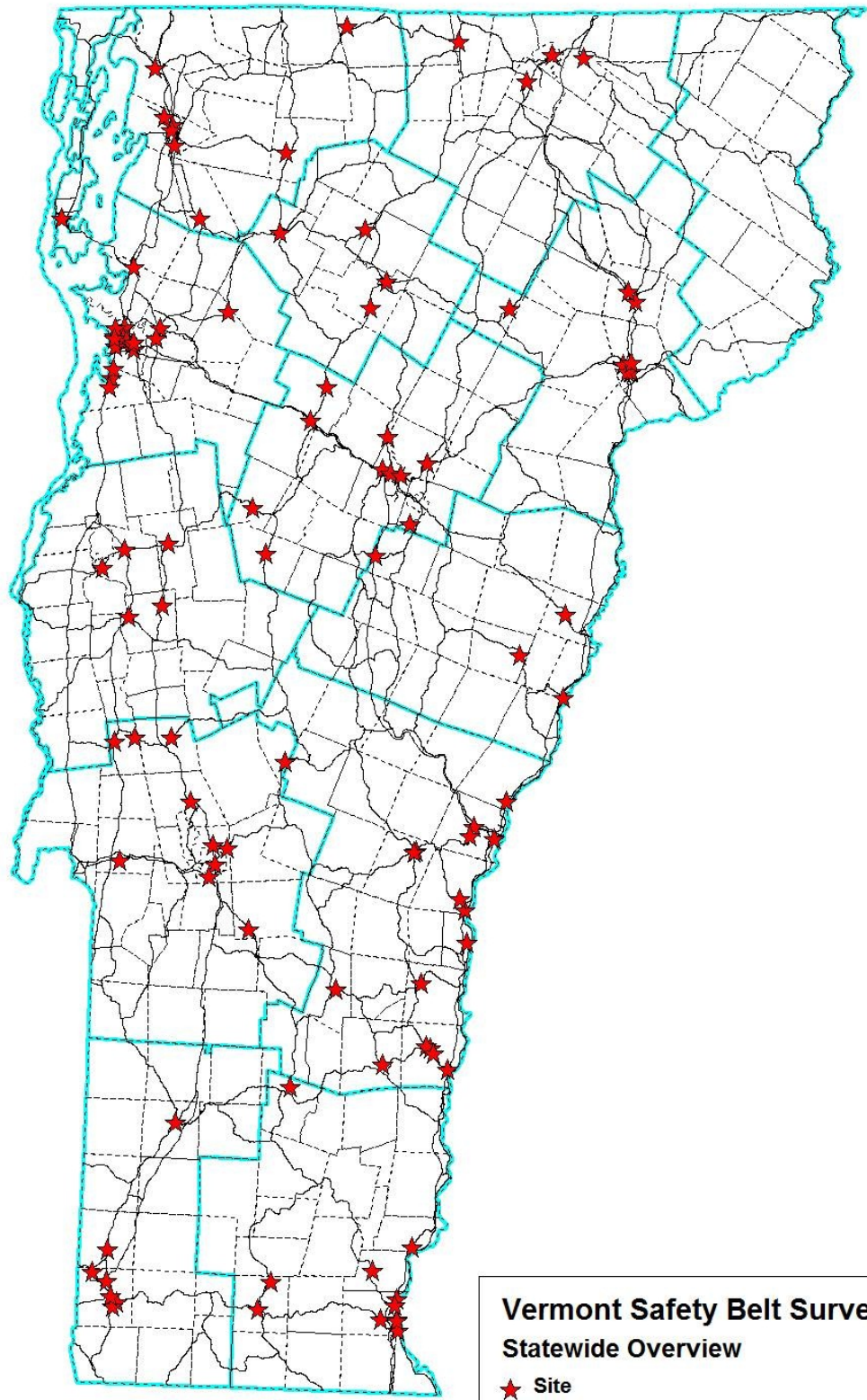
Site Counting Record						Raw Usage Rates								
SID	DATE	TIME	DIR	LNS	INIT	OccBltRt	MBltRt	FBltRt	CarBltRt	VanBltRt	SUVBltRt	PUBlRt	AADT	Cls
1101	05/06/11	1400	E	1	zht	0.860	0.870	0.880	0.900	0.750	0.780	0.870	27000	11
1102	05/02/11	1048	N	1	mo	0.950	0.910	0.950	0.970	0.920	0.940	0.930	13100	11
1103	04/28/11	1435	N	1	zht	0.750	0.690	0.860	0.790	0.670	0.680	0.700	10400	11
1104	05/02/11	1330	S	2	zht	0.860	0.810	0.930	0.910	0.770	0.850	0.650	17700	11
1105	05/06/11	1240	W	2	zht	0.870	0.890	0.890	0.870	0.870	0.940	0.710	40300	11
1106	05/02/11	1220	N	1	zht	0.880	0.860	0.910	0.910	0.810	0.940	0.710	17700	11
1107	05/06/11	1155	W	2	zht	0.890	0.860	0.940	0.900	0.920	0.910	0.670	42200	11
1108	05/02/11	1420	S	2	zht	0.800	0.740	0.890	0.810	0.950	0.740	0.620	26900	11
1109	05/04/11	1455	E	1	zht	0.840	0.790	0.880	0.830	0.950	0.850	0.690	11300	11
1110	05/05/11	1510	N	1	zht	0.870	0.810	0.980	0.890	0.830	0.900	0.760	11300	11
1111	05/02/11	1450	N	1	mo	0.950	0.860	1.000	0.960	1.000	0.950	0.880	10300	11
1112	05/06/11	1450	S	1	zht	0.860	0.770	0.940	0.860	1.000	0.920	0.580	12900	11
1113	05/02/11	1610	N	1	zht	0.860	0.780	0.950	0.870	0.690	0.920	0.780	17800	11
1201	05/05/11	1425	N	1	zht	0.870	0.870	0.980	0.870	0.940	0.930	0.710	8000	12
1202	04/28/11	1350	S	1	zht	0.710	0.560	0.880	0.760	0.750	0.700	0.460	9500	12
2101	05/06/11	810	S	2	dm	0.790	0.720	0.870	0.830	0.850	0.870	0.570	12000	21
2201	05/06/11	1145	W	1	dm	0.750	0.700	0.860	0.760	0.850	0.810	0.630	9800	22
2202	05/06/11	915	S	1	dm	0.870	0.790	0.970	0.920	1.000	0.870	0.680	4900	22
2203	04/25/11	1215	S	1	zht	0.900	0.900	0.900	0.940	1.000	0.850	0.740	7900	22
2204	05/06/11	1000	S	1	dm	0.860	0.800	0.910	0.890	0.940	0.970	0.620	6600	22
2205	04/25/11	1310	E	1	zht	0.740	0.710	0.860	0.720	1.000	0.800	0.500	5900	22
2206	05/06/11	1100	N	1	dm	0.840	0.830	0.880	0.890	0.670	0.910	0.690	8200	22
2301	04/25/11	1620	N	1	zht	0.840	0.670	1.000	0.950	0.750	1.000	0.400	2400	23
3101	05/03/11	750	N	1	mo	0.820	0.710	0.900	0.850	0.880	0.880	0.620	17400	31
3201	05/03/11	948	N	1	mo	0.760	0.680	0.850	0.720	0.800	0.830	0.880	4800	32
3202	05/02/11	1142	E	1	mo	0.890	0.840	1.000	0.930	1.000	0.910	0.640	2800	32
3203	05/03/11	653	N	1	mo	0.840	0.700	0.950	0.910	0.750	0.840	0.700	6100	32
3204	05/03/11	839	W	1	mo	0.860	0.810	0.910	0.850	0.860	0.950	0.810	8600	32
3301	05/03/11	1151	E	1	mo	0.770	0.710	0.830	0.860	0.000	0.670	0.670	1300	33
4201	05/03/11	1425	S	1	zht	0.630	0.540	0.720	0.610	0.750	0.780	0.520	3000	42
4202	05/03/11	1235	E	1	zht	0.610	0.620	0.650	0.670	0.880	0.610	0.330	5700	42
4203	05/03/11	1105	W	2	zht	0.810	0.740	0.910	0.880	0.400	1.000	0.540	5000	42
4204	05/03/11	1150	N	1	zht	0.780	0.730	0.870	0.800	0.740	0.910	0.630	4200	42
4206	05/07/11	1058	W	1	mo	0.740	0.650	0.800	0.730	0.790	0.860	0.650	8300	42
4208	05/03/11	1323	N	1	zht	0.680	0.610	0.800	0.730	0.600	0.740	0.440	7100	42
4301	05/03/11	1555	S	1	zht	0.680	0.600	0.870	0.670	0.500	0.720	0.710	2000	43
4302	05/07/11	955	N	1	mo	0.590	0.590	1.000	0.670	0.670	0.000	0.250	1300	43
4303	05/07/11	1155	S	1	mo	0.850	0.900	0.750	0.810	1.000	1.000	0.830	1500	43
5101	05/01/11	1215	N	2	dm	0.880	0.800	0.920	0.900	0.960	0.920	0.650	17000	51
5102	05/01/11	1345	W	2	dm	0.910	0.880	0.950	0.950	1.000	0.930	0.760	11100	51

SID	DATE	TIME	DIR	LNS	INIT	OccBltrt	MBltrt	FBltrt	CarBltrt	VanBltrt	SUVBltrt	PUBltrt	AADT	Cls
5103	05/01/11	1300	N	2	dm	0.900	0.850	0.950	0.920	0.940	0.950	0.670	18900	51
5201	05/01/11	1130	S	1	dm	0.870	0.820	0.960	0.880	0.880	0.900	0.770	9900	52
5202	05/01/11	1020	S	1	dm	0.860	0.840	0.900	0.880	0.870	0.960	0.580	3400	52
5203	05/01/11	1435	W	1	dm	0.790	0.740	0.840	0.810	1.000	0.800	0.670	4400	52
5204	04/25/11	1510	W	1	zht	0.560	0.370	0.750	0.500	0.780	0.690	0.420	2600	52
5301	04/25/11	1415	S	1	zht	0.870	0.820	1.000	1.000	0.000	0.670	0.330	1900	53
6101	04/29/11	1210	N	1	zht	0.760	0.710	0.840	0.760	0.500	0.800	0.760	12100	61
6102	04/29/11	1255	W	1	zht	0.770	0.690	0.840	0.830	0.560	0.900	0.490	14100	61
6103	04/24/11	1445	N	1	zht	0.910	0.840	0.980	0.950	0.940	0.850	0.780	12000	61
6104	04/29/11	1125	E	2	zht	0.910	0.840	0.980	0.920	0.930	1.000	0.800	12500	61
6201	04/29/11	1340	W	1	zht	0.900	0.810	0.990	0.930	1.000	0.930	0.780	5000	62
6202	04/29/11	1015	E	1	zht	0.810	0.710	0.950	0.840	1.000	0.830	0.580	4700	62
6203	05/02/11	1357	E	1	mo	0.830	0.750	0.860	0.830	1.000	0.740	0.880	6000	62
6204	04/24/11	1700	W	1	zht	0.820	0.700	0.960	0.830	1.000	0.870	0.690	2600	62
6205	04/24/11	1545	N	1	zht	0.810	0.710	0.920	0.850	0.600	0.930	0.620	6900	62
6301	04/24/11	1330	S	1	zht	0.710	0.670	0.870	0.760	1.000	0.800	0.400	1200	63
7101	04/28/11	1200	W	2	dm	0.830	0.860	0.860	0.850	0.750	0.860	0.690	13900	71
7102	04/29/11	1100	E	1	dm	0.880	0.850	0.920	0.920	0.850	0.930	0.720	12600	71
7103	04/28/11	850	S	1	dm	0.780	0.740	0.840	0.820	0.790	0.790	0.610	14900	71
7104	04/29/11	1150	E	1	dm	0.840	0.770	0.910	0.900	0.950	0.890	0.560	12000	71
7105	05/02/11	1020	S	2	dm	0.860	0.760	0.970	0.920	1.000	0.890	0.540	11900	71
7106	04/28/11	800	W	1	dm	0.860	0.790	0.950	0.880	0.980	0.960	0.540	16700	71
7107	04/26/11	940	1	0	dm	0.840	0.760	0.930	0.870	0.940	0.960	0.680	11600	71
7108	05/04/11	750	N	1	dm	0.880	0.830	0.950	0.900	1.000	0.860	0.780	10200	71
7109	05/02/11	1110	N	2	dm	0.790	0.780	0.850	0.830	0.880	0.850	0.600	14100	71
7110	05/04/11	1030	W	1	dm	0.790	0.720	0.910	0.890	0.200	0.920	0.590	10000	71
7111	04/26/11	715	E	1	dm	0.860	0.770	0.930	0.880	0.950	0.940	0.680	10100	71
7112	04/28/11	935	E	1	dm	0.850	0.830	0.900	0.880	0.950	0.840	0.780	13600	71
7113	04/28/11	1110	N	1	dm	0.810	0.750	0.890	0.860	0.760	0.860	0.610	16500	71
7201	05/02/11	830	W	1	dm	0.820	0.740	1.000	0.950	0.500	1.000	0.690	3400	72
7202	04/29/11	1235	W	1	dm	0.880	0.830	0.920	0.920	0.710	0.980	0.700	4700	72
7203	05/02/11	1215	E	1	dm	0.740	0.670	0.870	0.800	1.000	0.820	0.550	4000	72
7204	04/26/11	855	W	2	dm	0.900	0.860	0.940	0.850	1.000	1.000	0.820	7800	72
7205	05/04/11	845	S	1	dm	0.890	0.810	0.970	0.910	1.000	0.920	0.720	6500	72
7206	05/04/11	945	S	1	dm	0.730	0.660	0.960	0.900	0.500	1.000	0.450	7100	72
7207	04/27/11	900	S	1	dm	0.790	0.720	0.930	0.830	0.780	0.880	0.640	9300	72
7208	05/04/11	1200	S	1	dm	0.880	0.770	1.000	1.000	0.670	1.000	0.550	3700	72
7209	04/28/11	1325	W	1	dm	0.810	0.790	0.850	0.910	0.770	0.860	0.660	4500	72
7210	04/27/11	955	W	1	dm	0.840	0.780	0.960	0.950	1.000	1.000	0.550	3100	72
7301	04/29/11	915	W	1	zht	0.860	0.770	0.950	0.940	0.860	0.850	0.560	1600	73
7302	05/02/11	920	S	1	dm	0.780	0.760	0.880	0.850	0.780	0.860	0.680	1700	73
7303	04/28/11	1020	N	1	dm	0.880	0.840	0.970	0.920	0.600	1.000	0.740	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	06/17/11	950	W	1	zht	0.860	0.800	0.910	0.870	0.830	0.930	0.670	27000	11
1102	06/07/11	651	N	1	mo	0.940	0.930	0.980	0.950	1.000	0.960	0.880	13100	11
1103	06/17/11	1040	N	1	zht	0.790	0.760	0.850	0.840	0.800	0.790	0.560	10400	11
1104	06/10/11	1300	S	2	zht	0.870	0.830	0.920	0.880	0.890	0.890	0.760	17700	11
1105	06/14/11	919	W	2	zht	0.850	0.790	0.900	0.860	0.940	0.830	0.720	40300	11
1106	06/05/11	1040	N	1	zht	0.940	0.920	0.990	0.940	1.000	0.970	0.900	17700	11
1107	06/14/11	1010	W	2	zht	0.880	0.850	0.940	0.910	0.900	0.930	0.620	42200	11
1108	06/10/11	1400	S	2	zht	0.830	0.760	0.910	0.830	0.940	0.880	0.640	26900	11
1109	06/17/11	1245	W	1	zht	0.840	0.790	0.880	0.850	0.880	0.920	0.580	11300	11
1110	06/06/11	1105	N	1	zht	0.860	0.830	0.900	0.900	0.820	0.860	0.690	11300	11
1111	06/07/11	1109	N	1	mo	0.920	0.920	0.920	0.910	1.000	1.000	0.900	10300	11
1112	06/10/11	1450	N	1	zht	0.870	0.760	0.950	0.860	0.910	0.960	0.630	12900	11
1113	06/17/11	1335	N	1	zht	0.850	0.710	0.980	0.880	0.850	0.890	0.670	17800	11
1201	06/06/11	1020	N	1	zht	0.840	0.780	0.870	0.800	0.950	0.900	0.760	8000	12
1202	06/17/11	1140	S	1	zht	0.760	0.740	0.790	0.850	0.530	0.670	0.790	9500	12
2101	06/11/11	810	S	2	dm	0.780	0.760	0.890	0.840	1.000	0.850	0.610	12000	21
2201	06/11/11	1145	W	1	dm	0.750	0.660	0.840	0.810	0.900	0.840	0.430	9800	22
2202	06/11/11	915	S	1	dm	0.830	0.770	0.900	0.850	1.000	0.910	0.690	4900	22
2203	06/07/11	1100	S	1	zht	0.870	0.750	0.960	0.890	0.890	0.980	0.640	7900	22
2204	06/11/11	1000	W	1	dm	0.820	0.770	0.870	0.850	0.930	0.790	0.740	6600	22
2205	06/07/11	1155	W	1	zht	0.740	0.700	0.880	0.820	0.450	0.960	0.470	5900	22
2206	06/11/11	1055	N	1	dm	0.890	0.860	0.920	0.890	0.800	0.940	0.820	8200	22
2301	06/07/11	1520	N	1	zht	0.900	0.820	1.000	0.970	1.000	0.750	0.880	2400	23
3101	06/08/11	713	N	1	mo	0.910	0.790	0.990	0.930	0.930	0.940	0.810	17400	31
3201	06/08/11	922	N	1	mo	0.790	0.690	0.890	0.870	0.780	1.000	0.500	4800	32
3202	06/07/11	744	W	1	mo	0.990	0.970	1.000	0.980	1.000	1.000	1.000	2800	32
3203	06/07/11	910	N	1	mo	0.870	0.870	0.870	0.850	1.000	1.000	0.640	6100	32
3204	06/08/11	758	W	1	mo	0.910	0.810	1.000	0.930	0.880	0.940	0.850	8600	32
3301	06/08/11	1029	E	1	mo	0.940	0.930	0.910	0.920	0.830	1.000	1.000	1300	33
4201	06/14/11	1020	E	1	zht	0.780	0.690	0.890	0.850	1.000	0.630	0.680	3000	42
4202	06/14/11	920	E	1	zht	0.770	0.690	0.810	0.840	0.800	0.790	0.530	5700	42
4203	06/15/11	705	E	2	zht	0.730	0.620	0.880	0.780	0.500	0.730	0.590	5000	42
4204	06/15/11	837	N	1	zht	0.710	0.620	0.850	0.720	0.750	0.780	0.630	4200	42
4205	06/15/11	750	E	2	zht	0.800	0.730	0.900	0.750	1.000	0.940	0.690	9000	42
4206	06/16/11	737	W	1	mo	0.770	0.700	0.850	0.850	0.730	0.790	0.630	8300	42
4301	06/14/11	1140	S	1	zht	0.740	0.620	0.940	0.760	0.800	1.000	0.500	2000	43
4302	06/16/11	622	N	1	mo	0.900	0.930	0.940	0.880	0.000	1.000	1.000	1300	43
4303	06/16/11	828	N	1	mo	0.790	0.670	0.830	0.930	0.500	1.000	0.640	1500	43
5101	06/05/11	1005	N	2	dm	0.910	0.860	0.970	0.960	1.000	0.890	0.790	17000	51
5102	06/05/11	725	W	2	dm	0.870	0.890	0.870	0.930	1.000	1.000	0.640	11100	51

SID	DATE	TIME	DIR	LNS	INIT	OccBltrt	MBltrt	FBltrt	CarBltrt	VanBltrt	SUVBltrt	PUBltrt	AADT	Cls
5103	06/05/11	920	N	2	dm	0.940	0.910	0.960	0.970	0.790	0.940	0.870	18900	51
5201	06/05/11	1050	S	1	dm	0.850	0.800	0.920	0.940	0.830	0.830	0.660	9900	52
5202	06/05/11	1200	E	1	dm	0.9	0.86	0.94	0.99	1	0.8	0.74	3400	52
5203	06/05/11	815	E	1	dm	0.800	0.740	0.860	0.850	1.000	0.780	0.640	4400	52
5204	06/07/11	1403	E	1	zht	0.780	0.620	1.000	0.850	0.890	0.880	0.520	2600	52
5301	06/07/11	1300	S	1	zht	0.790	0.760	1.000	0.920	1.000	0.500	0.830	1900	53
6101	06/16/11	1030	W	1	zht	0.820	0.830	0.820	0.840	0.620	0.840	0.800	12100	61
6102	06/16/11	1115	W	1	zht	0.830	0.750	0.870	0.880	0.790	0.830	0.710	14100	61
6103	06/08/11	1308	S	1	zht	0.910	0.840	0.970	0.930	0.570	0.980	0.830	12000	61
6104	06/16/11	945	E	2	zht	0.870	0.830	0.910	0.890	1.000	0.790	0.790	12500	61
6201	06/16/11	1200	E	1	zht	0.850	0.790	0.890	0.860	0.920	0.900	0.750	5000	62
6202	06/16/11	1325	E	1	zht	0.850	0.850	0.910	0.800	0.860	0.920	0.910	4700	62
6203	06/07/11	1005	E	1	mo	0.930	0.880	0.970	0.980	1.000	1.000	0.770	6000	62
6204	06/08/11	1112	E	1	zht	0.810	0.860	0.830	0.830	1.000	0.880	0.250	2600	62
6205	06/08/11	1215	N	1	zht	0.860	0.740	0.950	0.950	0.860	0.860	0.520	6900	62
6301	06/08/11	1435	S	1	zht	0.870	0.940	0.750	0.950	0.000	0.500	1.000	1200	63
7101	06/10/11	1215	S	2	dm	0.860	0.840	0.900	0.880	0.950	0.910	0.730	13900	71
7102	06/07/11	920	E	1	dm	0.890	0.850	0.940	0.950	1.000	0.910	0.740	12600	71
7103	06/10/11	845	S	1	dm	0.850	0.710	0.960	0.860	0.960	0.930	0.600	14900	71
7104	06/07/11	825	W	1	dm	0.940	0.920	0.940	0.980	0.970	0.950	0.800	12000	71
7105	06/09/11	1215	S	0	dm	0.830	0.750	0.910	0.870	0.890	0.830	0.700	11900	71
7106	06/10/11	800	W	1	dm	0.860	0.770	0.960	0.860	0.920	0.960	0.680	16700	71
7107	06/06/11	815	S	1	dm	0.770	0.710	0.860	0.820	0.910	0.780	0.540	11600	71
7108	06/10/11	1315	S	1	dm	0.850	0.810	0.960	0.900	1.000	0.880	0.710	10200	71
7109	06/15/11	850	S	2	dm	0.810	0.710	0.900	0.860	0.710	0.910	0.650	14100	71
7110	06/10/11	1610	W	1	dm	0.800	0.750	0.930	0.780	1.000	0.900	0.640	10000	71
7111	06/06/11	900	S	2	dm	0.790	0.750	0.870	0.850	0.740	0.860	0.630	10100	71
7112	06/10/11	930	E	1	dm	0.890	0.780	0.970	0.900	1.000	0.980	0.700	13600	71
7113	06/10/11	1105	N	1	dm	0.850	0.800	0.940	0.890	0.890	0.980	0.630	16500	71
7201	06/09/11	1030	S	1	dm	0.800	0.750	0.880	0.880	0.860	0.580	0.750	3400	72
7202	06/07/11	740	W	1	dm	0.890	0.810	0.990	0.990	0.900	0.930	0.540	4700	72
7203	06/15/11	940	W	1	dm	0.850	0.800	0.960	0.880	1.000	0.960	0.680	4000	72
7204	06/06/11	730	S	2	dm	0.880	0.810	0.930	0.890	1.000	0.950	0.740	7800	72
7205	06/10/11	1410	S	1	dm	0.830	0.790	0.950	0.920	0.950	0.930	0.550	6500	72
7206	06/10/11	1515	S	1	dm	0.850	0.830	0.970	0.870	1.000	0.870	0.770	7100	72
7207	06/13/11	850	N	1	dm	0.880	0.810	0.970	0.900	0.940	0.970	0.730	9300	72
7208	06/11/11	1315	N	1	dm	0.930	0.900	0.940	0.970	0.930	0.790	0.900	3700	72
7209	06/13/11	845	E	1	dm	0.820	0.790	0.860	0.850	0.690	0.860	0.750	4500	72
7210	06/06/11	1000	E	1	dm	0.830	0.830	0.890	0.940	0.830	0.800	0.680	3100	72
7301	06/08/11	1545	E	1	zht	0.830	0.710	0.980	0.870	1.000	0.900	0.660	1600	73
7302	06/09/11	1120	S	1	dm	0.740	0.660	0.830	0.840	0.830	0.900	0.540	1700	73
7303	06/10/11	1020	N	1	dm	0.840	0.790	0.890	0.930	1.000	0.950	0.510	2200	73



**Vermont Safety Belt Survey
Statewide Overview**

★ Site