

2001 Seat Belt Usage Survey



Site surveys were conducted by Iowa Department of Public Safety's
Iowa State Patrol Troopers

Statistics compiled and report written by the
Iowa Department of Transportation's Office of Driver Services

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2001 SEAT BELT USAGE SURVEY

During October, 2001, 80.92 percent of motorists surveyed on all Iowa roadways were wearing seat belts, a increase of nearly 3 percent from last year (see Chart 1-Seat Belt Usage).

The good news is that safety belt usage on three of the four road systems studied increased this year. Safety belt usage on the secondary road system (county roads) lead the way with a 5.65 percent increase over last year. This is very good news

because 30.20 percent of all motor vehicle crash fatalities occur on the secondary road system¹. Continued efforts toward increased enforcement and public education for the motoring public concerning the importance of safety belt and child safety seat usage on the secondary road system (county roads), even for short-distance trips, must be maintained.

Usage on the primary system (U.S. or state highways) rose 4.28 percent from the previous year. This makes safety belt usage on primary roads the highest in the state and is also welcome news because almost half of all fatalities (47 percent) occur on the primary road system. Municipal road systems (city streets) safety belt usage increased 3.00 percent. This is encouraging since more than 45 percent of all motor vehicle crashes occur on city streets, and usage on the municipal road system has consistently been the lowest of the road systems studied. In communities where usage is good, enforcement and public education must be maintained in order to improve usage further; in communities where usage is still low, enforcement and public education must both be increased.

There was a decline in interstate belt use (-0.90 percent). This is a disappointment because it is the third decline since it hit its highest rate in 1995. This is the first year that interstate belt usage has not been the highest of any road system since these surveys began. This trend is worrisome to safety officials because of the increasing traffic density and higher travel speeds on these roadways. Increased enforcement on Iowa's freeways and interstates and increased public education could restore these roadways to their highest usage status.

Belt usage for 22,597 front seat occupants of cars, vans and pickups was observed at 99* locations. Of these front seat occupants, 82.52 percent of drivers (14,147 out of 17,143) and 73.78 percent of passengers (4,024 out of 5,454) were observed using seat belts. For 1214 front seat occupants, belt usage or non-usage could not be determined.

Methodology

The methodology of this survey follows prior surveys by using a sample of 100* sites that were selected on the basis of population, geographical location, and statewide vehicle miles traveled by road system. (See Chart 17—Site Selection Listing, and Chart 18—Site Selection by County.) The surveys have primarily been conducted at the same sites since 1988. The development of the survey follows specifications of the National Highway Traffic Safety Administration². The survey was conducted by troopers of the Iowa State Patrol, Department of Public Safety, between the hours of 6 a.m. and 6 p.m., Monday through Sunday. Observations were made for approximately one hour at each site.

Belt Law Background

The Iowa law mandating seat belt usage went into effect July 1, 1986. A \$10 fine, plus court costs, was effective January 1, 1987. The fine was increased to \$25 plus court costs effective July 1, 2001. The law requires front seat occupants, age 6 and older, to properly wear a seat belt in 1966 or newer model motor

Chart 1 - Seat Belt Usage

Road Type	2000			2001			Percent Change
	Observed	Used	Percentage Used	Observed	Used	Percentage Used	
Statewide Total*	20,402	15,949	77.95%	22,597	18,171	80.92%	2.97%
Municipal	5,730	4,179	72.93%	6,753	5,128	75.94%	3.00%
Interstate	6,840	5,632	82.34%	6,217	5,063	81.44%	-0.90%
Primary	6,454	5,075	78.63%	7,831	6,493	82.91%	4.28%
Secondary	1,378	1,063	77.14%	1,796	1,487	82.80%	5.65%

*Estimated statewide total usage weighted by vehicle miles traveled (see Chart 21) and 95% confidence intervals for the estimated variance are +/-0.24%

¹ Iowa Department of Transportation, 1999 Iowa Crash Facts, Roadway and Environment Conditions, p. 51.

² "Guidelines for State Observational Surveys of Safety Belt and Motorcycles Helmet Use, *Federal Register*," Vol. 57, No. 125, June 29, 1992, p. 28903.

vehicles. The law allows primary enforcement (i.e., officers can stop a vehicle when non-use of belts is observed). Medical exemptions and other exemptions are allowed. Children under the age of 6 are covered by the child restraint law, which went into effect January 1, 1985. The child restraint usage law requires children under age 3 to be in an approved safety seat, and children ages 3 to 6 must be in a safety seat or seat belt in any position in the vehicle. Copies of the annual child restraint survey results are also available through the Iowa Department of Transportation.

Enforcement

The seat belt law has been actively enforced in the state. There were 62,432 seat belt citations and 2,893 child restraint citations issued in 2000 through law enforcement efforts, a decrease from 70,377 and 3,722, respectively, in 1999 (See Charts 14 through 16 for seat belt/child restraint citations issued). Iowa's seat belt usage rates followed trends similar to those in other states, showing a large increase after fines were first imposed (increasing from 27 percent in June 1986 to 63 percent in April 1987). In September 1987, usage dropped to 56 percent, but enforcement and public education has steadily increased usage to the current 81 percent.

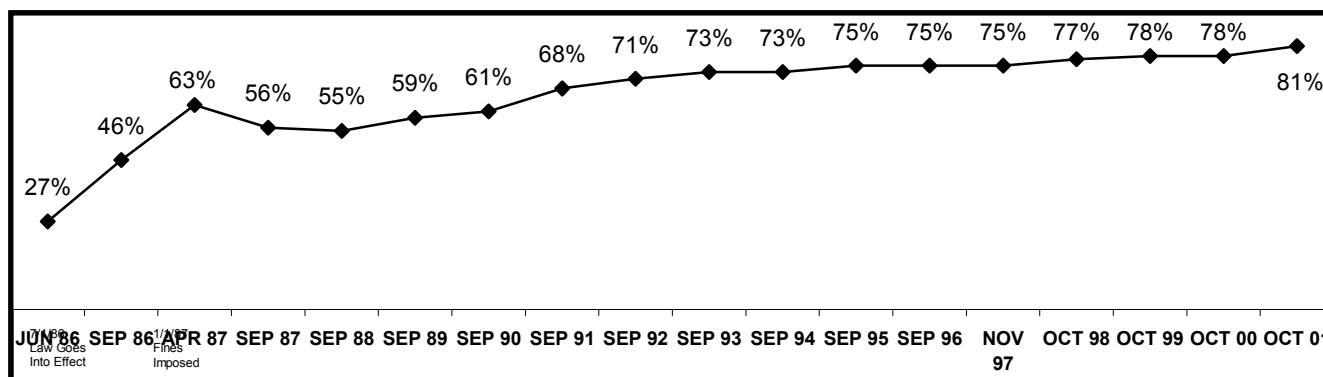
Summary

The 81 percent seat belt usage rate in 2001 (up 10 percent since 1992) reflects active enforcement and education efforts that have occurred in Iowa during the last few years. Through continuing education of the public, an active "Life Toll" campaign, seat belt enforcement, and other cooperative efforts between state and local law enforcement, Iowa will strive to increase the use of seat belts and save more lives on Iowa roadways.

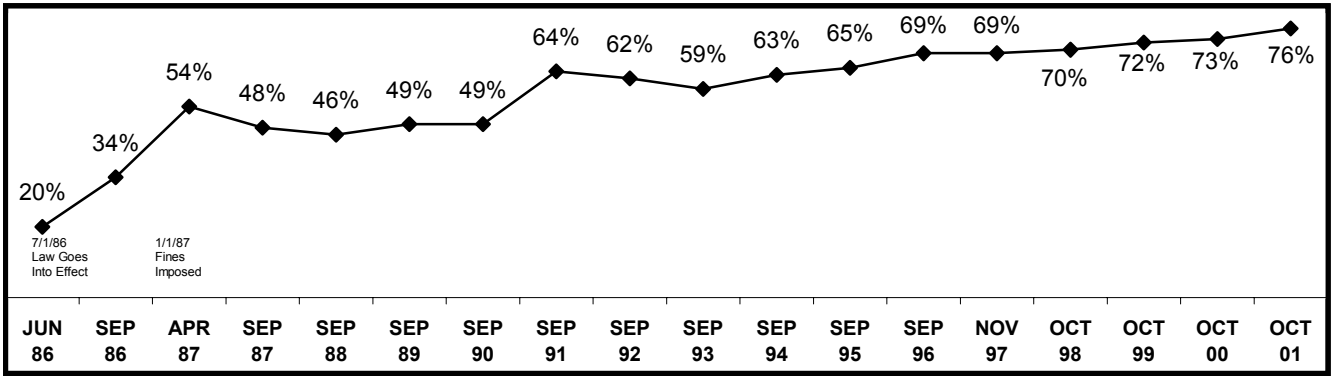
Chart 2
Percentage of Restraint Usage by Year & Road Type

Survey	All	Municipal	Interstate	Primary	Secondary
JUN 86	27%	20%	43%	27%	24%
SEP 86	46%	34%	62%	48%	42%
APR 87	63%	54%	69%	65%	64%
SEP 87	56%	48%	67%	56%	55%
SEP 88	55%	46%	69%	55%	52%
SEP 89	59%	49%	72%	56%	61%
SEP 90	61%	49%	76%	60%	61%
SEP 91	68%	64%	79%	64%	64%
SEP 92	71%	62%	83%	69%	71%
SEP 93	73%	59%	80%	73%	71%
SEP 94	73%	63%	82%	72%	72%
SEP 95	75%	65%	85%	75%	76%
SEP 96	75%	69%	85%	74%	71%
NOV 97	75%	69%	85%	74%	71%
OCT 98	77%	70%	84%	76%	79%
OCT 99	78%	72%	84%	78%	80%
OCT 00	78%	73%	82%	79%	77%

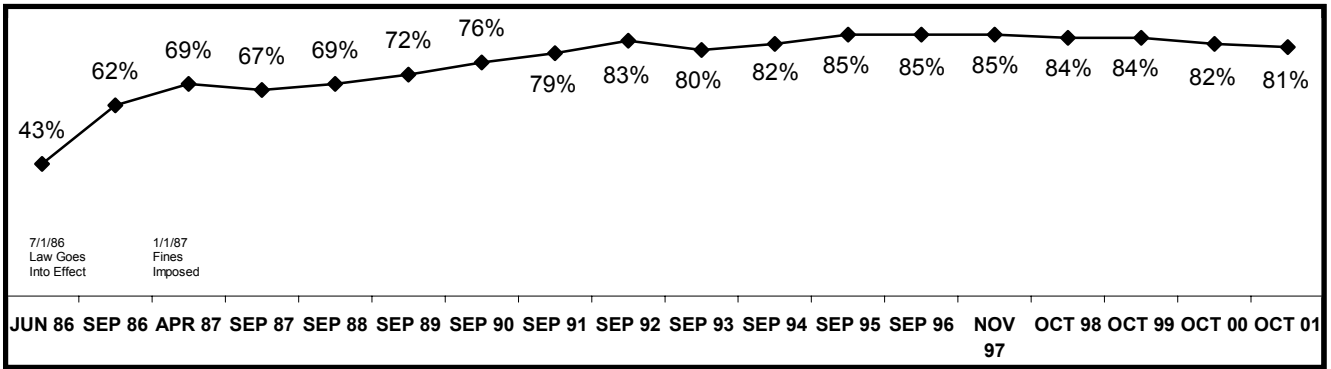
Chart 3
Usage Percent by Year- ALL ROAD TYPES



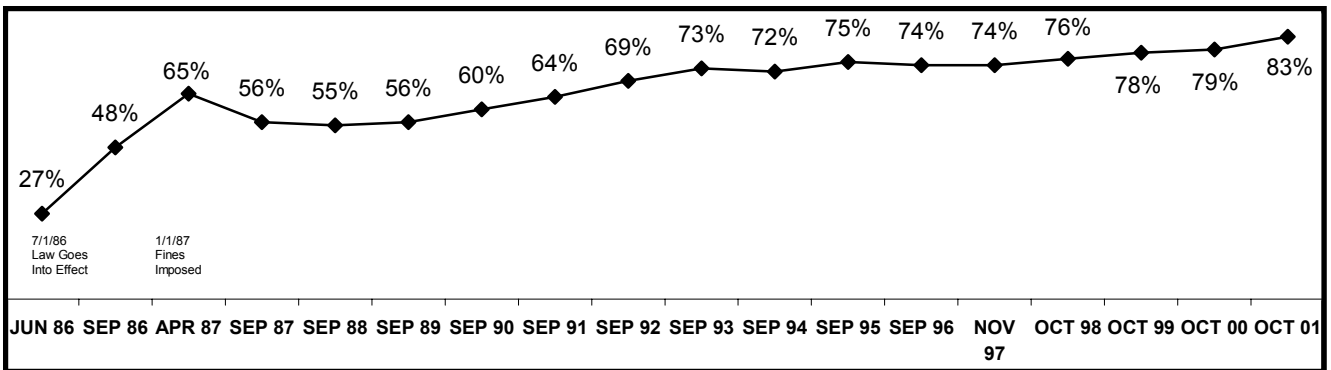
**Chart 4
Usage Percent by Year - MUNICIPAL**



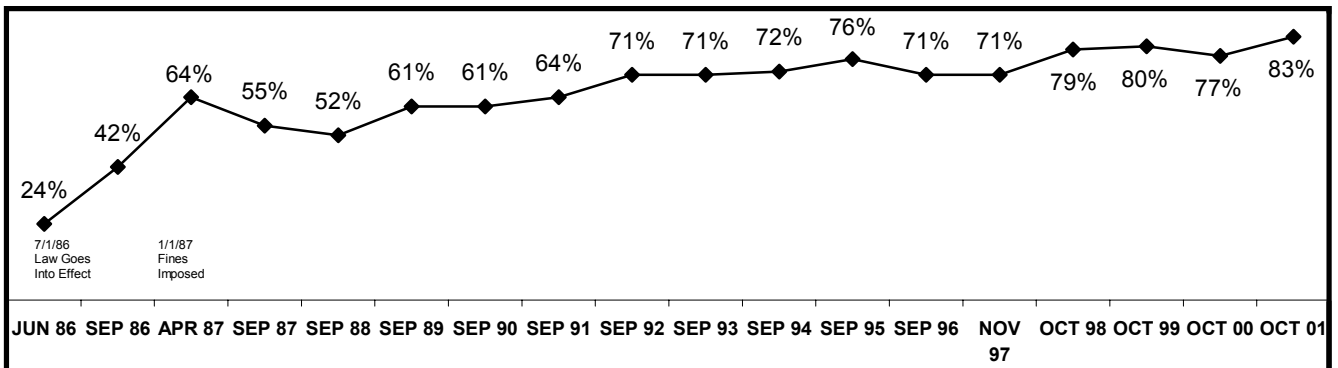
**Chart 5
Usage Percent by Year - INTERSTATE**



**Chart 6
Usage Percent by Year - PRIMARY**



**Chart 7
Usage Percent by Year - SECONDARY**



**Chart 8
Survey Results by County & Road System**

County & Road System	Drivers			Passengers			Total		
	Number Observed	Belted		Number Observed	Belted		Number Observed	Belted	
		Number	Percent		Number	Percent		Number	Percent
BUENA VISTA	342	302	88.30%	118	102	86.44%	460	404	87.83%
Municipal	92	70	76.09%	18	14	77.78%	110	84	76.36%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	192	179	93.23%	70	61	87.14%	262	240	91.60%
Secondary	58	53	91.38%	30	27	90.00%	88	80	90.91%
BUTLER	292	264	90.41%	87	77	88.51%	379	341	89.97%
Municipal	115	93	80.87%	24	17	70.83%	139	110	79.14%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	170	164	96.47%	61	58	95.08%	231	222	96.10%
Secondary	7	7	100.00%	2	2	100.00%	9	9	100.00%
CLARKE	592	430	72.64%	203	118	58.13%	795	548	68.93%
Municipal	323	230	71.21%	107	53	49.53%	430	283	65.81%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	269	200	74.35%	96	65	67.71%	365	265	72.60%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CLAY	711	512	72.01%	153	59	38.56%	864	571	66.09%
Municipal	470	317	67.45%	95	29	30.53%	565	346	61.24%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	193	158	81.87%	47	25	53.19%	240	183	76.25%
Secondary	48	37	77.08%	11	5	45.45%	59	42	71.19%
DALLAS	166	133	80.12%	51	24	47.06%	217	157	72.35%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	102	79	77.45%	18	13	72.22%	120	92	76.67%
Primary	64	54	84.38%	33	11	33.33%	97	65	67.01%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DECATUR	979	861	87.95%	382	324	84.82%	1,361	1,185	87.07%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	699	621	88.84%	295	246	83.39%	994	867	87.22%
Primary	174	148	85.06%	50	45	90.00%	224	193	86.16%
Secondary	106	92	86.79%	37	33	89.19%	143	125	87.41%
FRANKLIN	691	656	94.93%	274	257	93.80%	965	913	94.61%
Municipal	152	144	94.74%	32	31	96.88%	184	175	95.11%
Interstate	353	345	97.73%	153	141	92.16%	506	486	96.05%
Primary	173	154	89.02%	84	80	95.24%	257	234	91.05%
Secondary	13	13	100.00%	5	5	100.00%	18	18	100.00%
KEOKUK	90	73	81.11%	49	41	83.67%	139	114	82.01%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	90	73	81.11%	49	41	83.67%	139	114	82.01%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LINN	1,537	1,344	87.44%	439	359	81.78%	1,976	1,703	86.18%
Municipal	314	234	74.52%	146	116	79.45%	460	350	76.09%
Interstate	660	603	91.36%	160	133	83.13%	820	736	89.76%
Primary	492	445	90.45%	107	87	81.31%	599	532	88.81%
Secondary	71	62	87.32%	26	23	88.46%	97	85	87.63%
LOUISA	217	161	74.19%	56	47	83.93%	273	208	76.19%
Municipal	48	28	58.33%	14	10	71.43%	62	38	61.29%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	145	113	77.93%	31	27	87.10%	176	140	79.55%
Secondary	24	20	83.33%	11	10	90.91%	35	30	85.71%
POLK	2,340	1,980	84.62%	554	438	79.06%	2,894	2,418	83.55%
Municipal	995	836	84.02%	259	201	77.61%	1,254	1,037	82.70%
Interstate	748	649	86.76%	176	144	81.82%	924	793	85.82%
Primary	597	495	82.91%	119	93	78.15%	716	588	82.12%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
POTTAWATTAMIE	1,804	1,327	73.56%	622	408	65.59%	2,426	1,735	71.52%
Municipal	337	219	64.99%	144	86	59.72%	481	305	63.41%
Interstate	1,008	745	73.91%	330	220	66.67%	1,338	965	72.12%
Primary	351	283	80.63%	118	84	71.19%	469	367	78.25%
Secondary	108	80	74.07%	30	18	60.00%	138	98	71.01%
SCOTT	2,107	1,748	82.96%	776	580	74.74%	2,883	2,328	80.75%
Municipal	506	408	80.63%	211	159	75.36%	717	567	79.08%
Interstate	648	558	86.11%	293	222	75.77%	941	780	82.89%
Primary	819	669	81.68%	242	179	73.97%	1,061	848	79.92%
Secondary	134	113	84.33%	30	20	66.67%	164	133	81.10%
STORY	2,719	2,185	80.36%	602	388	64.45%	3,321	2,573	77.48%
Municipal	491	363	73.93%	95	59	62.11%	586	422	72.01%
Interstate	1,141	935	81.95%	296	211	71.28%	1,437	1,146	79.75%
Primary	990	818	82.63%	184	97	52.72%	1,174	915	77.94%
Secondary	97	69	71.13%	27	21	77.78%	124	90	72.58%
WAPELLO	1,387	1,170	84.35%	572	459	80.24%	1,959	1,629	83.15%
Municipal	757	634	83.75%	289	224	77.51%	1,046	858	82.03%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	492	423	85.98%	225	187	83.11%	717	610	85.08%
Secondary	138	113	81.88%	58	48	82.76%	196	161	82.14%
WARREN	205	190	92.68%	76	68	89.47%	281	258	91.81%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	149	140	93.96%	63	55	87.30%	212	195	91.98%
Secondary	56	50	89.29%	13	13	100.00%	69	63	91.30%
WASHINGTON	964	811	84.13%	440	275	62.50%	1,404	1,086	77.35%
Municipal	134	102	76.12%	39	19	48.72%	173	121	69.94%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	520	423	81.35%	239	113	47.28%	759	536	70.62%
Secondary	310	286	92.26%	162	143	88.27%	472	429	90.89%

Chart 9
Survey Results by Population Category & Road System

Population & Road System	Total Observed	Restraint Used		Restraint Not Used		Restraint Unknown	
A Over 200,000	3,031	2,395	79.02%	455	15.01%	181	5.97%
Municipal	795	600	75.47%	167	21.01%	28	3.52%
Interstate	1,710	1,367	79.94%	195	11.40%	148	8.65%
Primary	433	352	81.29%	81	18.71%	-	0.00%
Secondary	93	76	81.72%	12	12.90%	5	5.38%
B 150,000 to 199,999	4,859	4,031	82.96%	679	13.97%	149	3.07%
Municipal	1,177	917	77.91%	208	17.67%	52	4.42%
Interstate	1,761	1,516	86.09%	206	11.70%	39	2.21%
Primary	1,660	1,380	83.13%	222	13.37%	58	3.49%
Secondary	261	218	83.52%	43	16.48%	-	0.00%
C 75,000 to 149,999	2,426	1,735	71.52%	530	21.85%	161	6.64%
Municipal	481	305	63.41%	141	29.31%	35	7.28%
Interstate	1,338	965	72.12%	247	18.46%	126	9.42%
Primary	469	367	78.25%	102	21.75%	-	0.00%
Secondary	138	98	71.01%	40	28.99%	-	0.00%
D 25,000 to 74,999	5,338	4,366	81.79%	785	14.71%	187	3.50%
Municipal	2,091	1,717	82.11%	342	16.36%	32	1.53%
Interstate	771	664	86.12%	86	11.15%	21	2.72%
Primary	2,180	1,747	80.14%	310	14.22%	123	5.64%
Secondary	296	238	80.41%	47	15.88%	11	3.72%
E Under 25,000	6,943	5,644	81.29%	763	10.99%	536	7.72%
Municipal	1,663	1,157	69.57%	315	18.94%	191	11.49%
Interstate	1,500	1,353	90.20%	122	8.13%	25	1.67%
Primary	2,956	2,401	81.22%	281	9.51%	274	9.27%
Secondary	824	733	88.96%	45	5.46%	46	5.58%

NOTE: Includes both passengers and drivers.

Chart 10
Survey Results by Road System & Population

Road System Population	Total Observed	Restraint Used		Restraint Not Used		Restraint Unknown	
Municipal	6,207	4,696	75.66%	1,173	18.90%	338	5.45%
Over 200,000	795	600	75.47%	167	21.01%	28	3.52%
150,000 to 199,999	1,177	917	77.91%	208	17.67%	52	4.42%
75,000 to 149,999	481	305	63.41%	141	29.31%	35	7.28%
25,000 to 74,999	2,091	1,717	82.11%	342	16.36%	32	1.53%
Under 25,000	1,663	1,157	69.57%	315	18.94%	191	11.49%
Interstate	7,080	5,865	82.84%	856	12.09%	359	5.07%
Over 200,000	1,710	1,367	79.94%	195	11.40%	148	8.65%
150,000 to 199,999	1,761	1,516	86.09%	206	11.70%	39	2.21%
75,000 to 149,999	1,338	965	72.12%	247	18.46%	126	9.42%
25,000 to 74,999	771	664	86.12%	86	11.15%	21	2.72%
Under 25,000	1,500	1,353	90.20%	122	8.13%	25	1.67%
Primary	7,698	6,247	81.15%	996	12.94%	455	5.91%
Over 200,000	433	352	81.29%	81	18.71%	-	0.00%
150,000 to 199,999	1,660	1,380	83.13%	222	13.37%	58	3.49%
75,000 to 149,999	469	367	78.25%	102	21.75%	-	0.00%
25,000 to 74,999	2,180	1,747	80.14%	310	14.22%	123	5.64%
Under 25,000	2,956	2,401	81.22%	281	9.51%	274	9.27%
Secondary	1,612	1,363	84.55%	187	11.60%	62	3.85%
Over 200,000	93	76	81.72%	12	12.90%	5	5.38%
150,000 to 199,999	261	218	83.52%	43	16.48%	-	0.00%
75,000 to 149,999	138	98	71.01%	40	28.99%	-	0.00%
25,000 to 74,999	296	238	80.41%	47	15.88%	11	3.72%
Under 25,000	824	733	88.96%	45	5.46%	46	5.58%

NOTE: Includes both passengers and drivers.

**Chart 11
Survey Results by Time of Day & Road System**

Time & Road System	Total Observed	Restraint Used			Restraint Not Used		Restraint Unknown	
7:00-7:59 a.m.	1,475	1,184	80.27%	222	15.05%	69	4.68%	
Municipal	305	192	62.95%	92	30.16%	21	6.89%	
Interstate	686	615	89.65%	39	5.69%	32	4.66%	
Primary	484	377	77.89%	91	18.80%	16	3.31%	
Secondary	-	-	0.00%	-	0.00%	-	0.00%	
8:00-8:59 a.m.	938	760	81.02%	151	16.10%	27	2.88%	
Municipal	176	113	64.20%	49	27.84%	14	7.95%	
Interstate	300	289	96.33%	11	3.67%	-	0.00%	
Primary	360	271	75.28%	85	23.61%	4	1.11%	
Secondary	102	87	85.29%	6	5.88%	9	8.82%	
9:00-9:59 a.m.	2,445	1,927	78.81%	400	16.36%	118	4.83%	
Municipal	1,152	945	82.03%	194	16.84%	13	1.13%	
Interstate	1,277	969	75.88%	203	15.90%	105	8.22%	
Primary	-	-	0.00%	-	0.00%	-	0.00%	
Secondary	16	13	81.25%	3	18.75%	-	0.00%	
10:00-10:59 a.m.	1,038	872	84.01%	135	13.01%	31	2.99%	
Municipal	540	461	85.37%	69	12.78%	10	1.85%	
Interstate	35	22	62.86%	10	28.57%	3	8.57%	
Primary	290	254	87.59%	25	8.62%	11	3.79%	
Secondary	173	135	78.03%	31	17.92%	7	4.05%	
11:00-11:59 a.m.	1,489	1,271	85.36%	169	11.35%	49	3.29%	
Municipal	-	-	0.00%	-	0.00%	-	0.00%	
Interstate	616	550	89.29%	61	9.90%	5	0.81%	
Primary	615	505	82.11%	72	11.71%	38	6.18%	
Secondary	258	216	83.72%	36	13.95%	6	2.33%	
12:00-12:59 p.m.	1,523	1,122	73.67%	232	15.23%	169	11.10%	
Municipal	891	607	68.13%	137	15.38%	147	16.50%	
Interstate	-	-	0.00%	-	0.00%	-	0.00%	
Primary	514	420	81.71%	74	14.40%	20	3.89%	
Secondary	118	95	80.51%	21	17.80%	2	1.69%	
1:00-1:59 p.m.	1,931	1,594	82.55%	223	11.55%	114	5.90%	
Municipal	110	84	76.36%	23	20.91%	3	2.73%	
Interstate	1,167	973	83.38%	109	9.34%	85	7.28%	
Primary	654	537	82.11%	91	13.91%	26	3.98%	
Secondary	-	-	0.00%	-	0.00%	-	0.00%	
2:00-2:59 p.m.	3,057	2,460	80.47%	449	14.69%	148	4.84%	
Municipal	931	757	81.31%	148	15.90%	26	2.79%	
Interstate	796	619	77.76%	133	16.71%	44	5.53%	
Primary	765	586	76.60%	129	16.86%	50	6.54%	
Secondary	565	498	88.14%	39	6.90%	28	4.96%	
3:00-3:59 p.m.	1,750	1,434	81.94%	232	13.26%	84	4.80%	
Municipal	-	-	0.00%	-	0.00%	-	0.00%	
Interstate	-	-	0.00%	-	0.00%	-	0.00%	
Primary	1,662	1,354	81.47%	229	13.78%	79	4.75%	
Secondary	88	80	90.91%	3	3.41%	5	5.68%	
4:00-4:59 p.m.	2,685	2,117	78.85%	495	18.44%	73	2.72%	
Municipal	1,425	1,040	72.98%	334	23.44%	51	3.58%	
Interstate	891	767	86.08%	110	12.35%	14	1.57%	
Primary	310	267	86.13%	40	12.90%	3	0.97%	
Secondary	59	43	72.88%	11	18.64%	5	8.47%	
5:00-5:59 p.m.	1,314	1,104	84.02%	123	9.36%	87	6.62%	
Municipal	-	-	0.00%	-	0.00%	-	0.00%	
Interstate	730	583	79.86%	76	10.41%	71	9.73%	
Primary	420	388	92.38%	16	3.81%	16	3.81%	
Secondary	164	133	81.10%	31	18.90%	-	0.00%	
6:00-6:59 p.m.	2,952	2,326	78.79%	381	12.91%	245	8.30%	
Municipal	677	497	73.41%	127	18.76%	53	7.83%	
Interstate	582	478	82.13%	104	17.87%	-	0.00%	
Primary	1,624	1,288	79.31%	144	8.87%	192	11.82%	
Secondary	69	63	91.30%	6	8.70%	-	0.00%	

NOTE: Includes both passengers and drivers.

Chart 12
Survey Results by Area & Road System

Area of State & Road System	Total Observed	Restraint Used		Restraint Not Used		Restraint Unknown	
Northeast	3,320	2,957	89.07%	273	8.22%	90	2.71%
Municipal	783	635	81.10%	112	14.30%	36	4.60%
Interstate	1,326	1,222	92.16%	65	4.90%	39	2.94%
Primary	1,087	988	90.89%	84	7.73%	15	1.38%
Secondary	124	112	90.32%	12	9.68%	-	0.00%
Northwest	4,645	3,548	76.38%	627	13.50%	470	10.12%
Municipal	1,261	852	67.57%	225	17.84%	184	14.59%
Interstate	1,437	1,146	79.75%	155	10.79%	136	9.46%
Primary	1,676	1,338	79.83%	215	12.83%	123	7.34%
Secondary	271	212	78.23%	32	11.81%	27	9.96%
Southeast	6,658	5,365	80.58%	935	14.04%	358	5.38%
Municipal	1,998	1,584	79.28%	365	18.27%	49	2.45%
Interstate	941	780	82.89%	161	17.11%	-	0.00%
Primary	2,852	2,248	78.82%	329	11.54%	275	9.64%
Secondary	867	753	86.85%	80	9.23%	34	3.92%
Southwest	7,974	6,301	79.02%	1,377	17.27%	296	3.71%
Municipal	2,165	1,625	75.06%	471	21.76%	69	3.19%
Interstate	3,376	2,717	80.48%	475	14.07%	184	5.45%
Primary	2,083	1,673	80.32%	368	17.67%	42	2.02%
Secondary	350	286	81.71%	63	18.00%	1	0.29%

NOTE: Includes both passengers and drivers.

Chart 13
Survey Results by Day of Week & Road System

Day of Week/Road System	Total Observed	Restraint Used		Restraint Not Used		Restraint Unknown	
Sunday	2,325	1,941	83.48%	316	13.59%	68	2.92%
Municipal	628	485	77.23%	127	20.22%	16	2.55%
Interstate	693	602	86.87%	66	9.52%	25	3.61%
Primary	722	609	84.35%	97	13.43%	16	2.22%
Secondary	282	245	86.88%	26	9.22%	11	3.90%
Monday	5,018	4,103	81.77%	661	13.17%	254	5.06%
Municipal	783	635	81.10%	130	16.60%	18	2.30%
Interstate	2,178	1,813	83.24%	231	10.61%	134	6.15%
Primary	1,876	1,528	81.45%	255	13.59%	93	4.96%
Secondary	181	127	70.17%	45	24.86%	9	4.97%
Tuesday	1,491	1,143	76.66%	299	20.05%	49	3.29%
Municipal	979	775	79.16%	176	17.98%	28	2.86%
Interstate	-	-	0.00%	-	0.00%	-	0.00%
Primary	479	346	72.23%	117	24.43%	16	3.34%
Secondary	33	22	66.67%	6	18.18%	5	15.15%
Wednesday	1,817	1,455	80.08%	265	14.58%	97	5.34%
Municipal	415	276	66.51%	115	27.71%	24	5.78%
Interstate	838	675	80.55%	108	12.89%	55	6.56%
Primary	564	504	89.36%	42	7.45%	18	3.19%
Secondary	-	-	0.00%	-	0.00%	-	0.00%
Thursday	2,631	1,996	75.86%	327	12.43%	308	11.71%
Municipal	800	505	63.13%	117	14.63%	178	22.25%
Interstate	694	543	78.24%	99	14.27%	52	7.49%
Primary	861	711	82.58%	82	9.52%	68	7.90%
Secondary	276	237	85.87%	29	10.51%	10	3.62%
Friday	5,747	4,688	81.57%	874	15.21%	185	3.22%
Municipal	1,885	1,453	77.08%	374	19.84%	58	3.08%
Interstate	1,736	1,452	83.64%	191	11.00%	93	5.36%
Primary	1,793	1,510	84.22%	251	14.00%	32	1.78%
Secondary	333	273	81.98%	58	17.42%	2	0.60%
Saturday	3,568	2,845	79.74%	470	13.17%	253	7.09%
Municipal	717	567	79.08%	134	18.69%	16	2.23%
Interstate	941	780	82.89%	161	17.11%	-	0.00%
Primary	1,403	1,039	74.06%	152	10.83%	212	15.11%
Secondary	507	459	90.53%	23	4.54%	25	4.93%

NOTE: Includes both passengers and drivers.

Chart 14
Seat Belt/Child Restraint Citations Issued by Month & Year

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
January	4,058	4,381	3,529	5,163	4,470	4,790	6,334	5,038	4,673	5,244	4,623	4,503
February	3,445	4,605	6,014	6,465	5,236	6,558	7,452	6,778	6,391	5,820	6,578	5,272
March	4,598	5,235	6,950	6,765	6,292	8,071	7,806	10,403	9,785	8,188	6,822	6,657
April	5,110	4,723	7,277	6,920	6,793	8,379	7,263	8,634	8,387	7,260	6,249	7,185
May	5,115	5,666	8,272	7,517	8,457	9,090	8,826	11,266	9,131	10,205	10,075	8,268
June	4,380	4,625	9,029	7,043	7,015	8,070	8,727	9,416	8,367	7,138	6,148	5,292
July	4,452	5,169	6,108	6,556	7,016	8,023	8,504	8,646	9,039	7,489	6,962	5,795
August	4,206	4,241	5,865	5,798	6,017	6,801	7,284	8,887	7,931	6,553	7,143	5,847
September	4,410	4,127	6,215	5,740	6,889	6,381	7,773	6,458	6,489	6,827	5,540	5,382
October	3,504	3,476	4,146	4,095	6,235	5,360	5,399	5,036	5,737	4,774	3,920	3,613
November	3,560	3,186	3,253	3,804	5,499	5,522	6,430	5,387	4,991	6,192	6,048	5,205
December	2,750	1,850	3,491	3,705	5,442	5,191	5,433	4,116	4,345	4,901	3,987	2,306
Total	49,588	51,284	70,149	69,571	75,361	82,236	87,231	90,065	85,266	80,591	74,099	65,325

Chart 15
Seat Belt/Child Restraint Citations Issued by Year

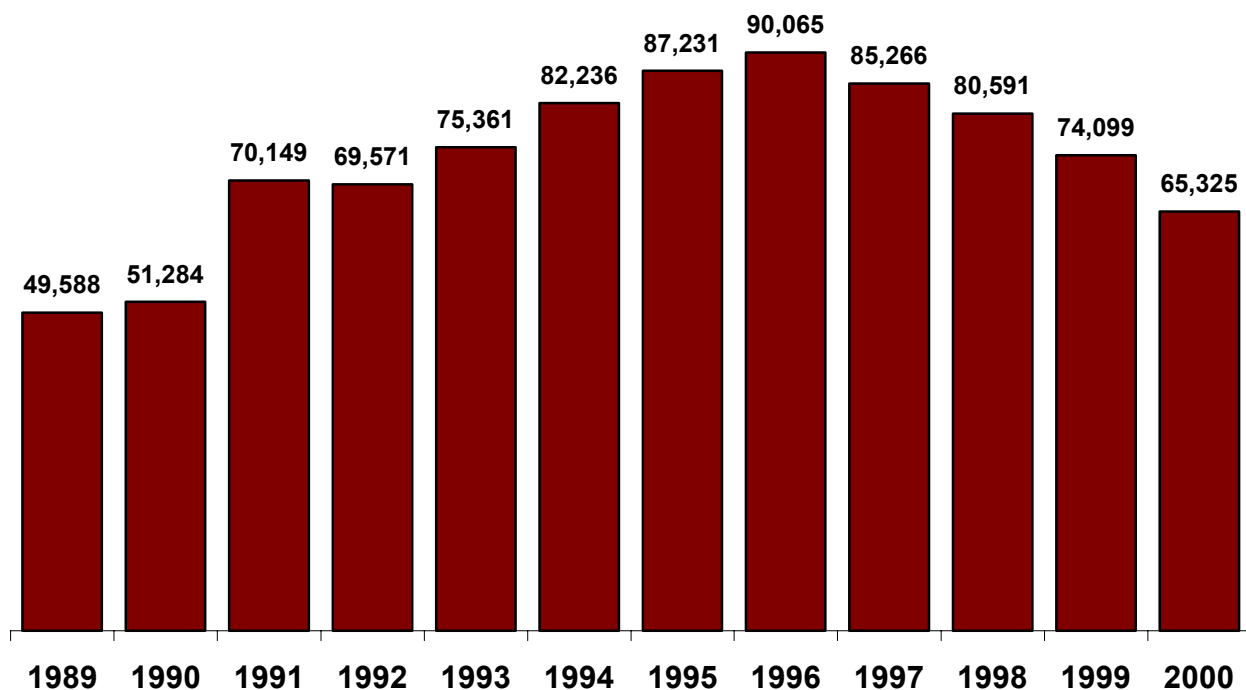
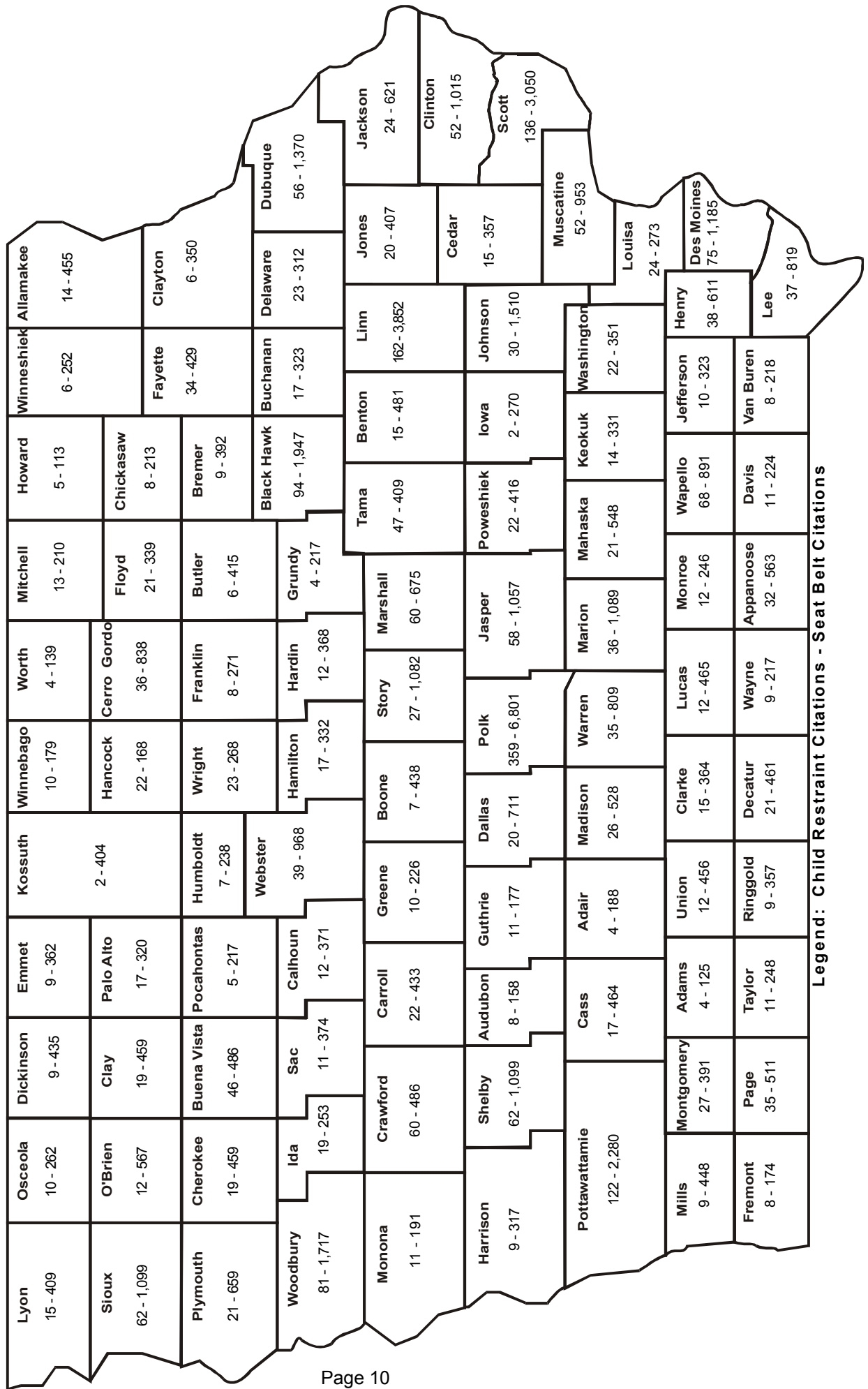


Chart 16 2000 Seat Belt/Child Restraint Citations Issued by County of Residence

Total Child Restraint Citations: 2,893 Total Seat Belt Citations: 62,432



Legend: Child Restraint Citations - Seat Belt Citations

Chart 17 Site Selection Listing

Site	Total Observed	Total Belted	Usage Rate	County	Area	Population	Day	Time	Road System	Location	City
1	88	80	90.91%	Buena Vista	NW	E	Sun	3 PM	Secondary	C 49 @ Hwy /1	
2	65	60	92.31%	Buena Vista	NW	E	Wed	5 PM	Primary	Hwy / @ Hwy /1	
3	72	68	94.44%	Buena Vista	NW	E	Wed	3 PM	Primary	Hwy 110 @ Hwy /	
4	110	84	76.36%	Buena Vista	NW	E	Wed	1 PM	City	La ke @ Inhrd	Storm La ke
5	125	112	89.60%	Buena Vista	NW	E	Sun	5 PM	Primary	Hwy / @ Hwy /1	
6	9	9	100.00%	Butler	NE	E	Tue	11 AM	Secondary	C 55 @ Hwy 14	
7	139	110	79.14%	Butler	NE	E	Mon	9 AM	City	Main @ Thrd	Allison
8	68	64	94.12%	Butler	NE	E	Thu	6 PM	Primary	Hwy 14 @ Hwy 20	
9	74	72	97.30%	Butler	NE	E	Inu	2 PM	Primary	Hwy 188 @ Hwy 3	
10	89	86	96.63%	Butler	NE	E	Mon	11 AM	Primary	Hwy 14 @ Hwy 3	
11	365	265	72.60%	Clarke	SW	E	Tue	2 PM	Primary	Hwy 34 @ Hwy 69	
12	430	283	65.81%	Clarke	SW	E	Fri	4 PM	City	E Washington @ Main St	Osceola
13	170	131	77.06%	Clay	NW	E	Thu	6 PM	Primary	Hwy 18 @ Hwy 71	
14	50	36	72.00%	Clay	NW	E	Inu	10 AM	Primary	Hwy 240 @ Hwy /1	
15	129	98	75.97%	Clay	NW	E	Thu	4 PM	City	4th @ Grand	Spencer
16	20	16	80.00%	Clay	NW	E	Inu	2 PM	Primary	Hwy 10 @ Hwy /1	
17	436	248	56.88%	Clay	NW	E	Inu	12 PM	City	Grand @ 18th	Spencer
18	23	15	65.22%	Clay	NW	E	Mon	10 AM	Secondary	N 14 @ Hwy 18	
19	36	27	75.00%	Clay	NW	E	Thu	8 AM	Secondary	B 53 @ Hwy 71	
20	97	65	67.01%	Dallas	SW	A	Tue	2 PM	Primary	Hwy 141 @ Hwy 210	
21	120	92	76.67%	Dallas	SW	A	Sun	7 AM	Interstate	I-80 Exit #110	
22	33	28	84.85%	Decatur	SW	E	Fri	2 PM	Primary	Hwy 266 @ Hwy 69	Weldon
23	77	65	84.42%	Decatur	SW	E	Inu	10 AM	Secondary	J 66 @ Hwy 69	Davis City
24	462	402	87.01%	Decatur	SW	E	Fri	2 PM	Interstate	I-35 Exit #12	
25	191	165	86.39%	Decatur	SW	E	Inu	12 AM	Primary	West Jct. Hwy 69 @ Hwy 2	Leon
26	532	465	87.41%	Decatur	SW	E	Fri	4 PM	Interstate	I-35 Exit #22	
27	66	60	90.91%	Decatur	SW	E	Thu	8 AM	Secondary	J 20 @ Hwy 204	Garden Grove
28	206	197	95.63%	Franklin	NE	E	Mon	7 AM	Interstate	I-35 Exit #165	
29	184	175	95.11%	Franklin	NE	E	Tue	9 AM	City	1st @ 1st Ave	Hampton
30	17	16	94.12%	Franklin	NE	E	Tue	7 AM	Primary	Hwy 107 @ Hwy 3	
31	18	18	100.00%	Franklin	NE	E	Sun	12 PM	Secondary	C 25 @ Hwy 65	
32	240	218	90.83%	Franklin	NE	E	Sun	10 AM	Primary	Hwy 65 @ Hwy 3	
33	300	289	96.33%	Franklin	NE	E	Sun	8 AM	Interstate	I-35 Exit #170	
34	62	38	61.29%	Louisa	SE	E	Thu	4 PM	City	South 4th @ Washington	Wapello
35	215	191	88.84%	Linn	NE	B	Fri	2 PM	City	First Ave @ 29th	Cedar Rapids
36	460	410	89.13%	Linn	NE	B	Wed	1 PM	Interstate	I-380 @ Mile Marker 25	Hawatha
37	245	159	64.90%	Linn	NE	B	Fri	6 PM	City	8th Ave @ 2nd	Cedar Rapids
38	81	72	88.89%	Linn	NE	B	Inu	11 AM	Secondary	E 34 @ Hwy 13	
39	101	82	81.19%	Linn	NE	B	Wed	3 PM	Primary	Hwy 1 @ Hwy 30	
40	16	13	81.25%	Linn	NE	B	Thu	9 AM	Secondary	E 70 @ Hwy 151	
41	360	326	90.56%	Linn	NE	B	Thu	7 AM	Interstate	I-380 @ Mile Marker 13	
42	268	234	87.31%	Linn	NE	B	Fri	4 PM	Primary	Hwy 30 @ Hwy 1	
43	230	216	93.91%	Linn	NE	B	Wed	5 PM	Primary	Hwy 13 @ Hwy 151	
44	472	429	90.89%	Washington	SE	E	Sat	2 PM	Secondary	G 36 @ Hwy 218	
45	452	372	82.30%	Wapello	SE	E	Sun	9 AM	City	Wapello St @ Albia Rd	Utumwa
46	173	121	69.94%	Washington	SE	E	Inu	6 PM	City	East /th @ North 4th	Washington
47	540	461	85.37%	Polk	SW	A	Fri	10 AM	City	Grand @ 7th	Des Moines
48	119	103	86.55%	Polk	SW	A	Tue	6 PM	City	Aurora @ Beaver	Des Moines
49	140	114	81.43%	Polk	SW	A	Tue	6 PM	City	Meredith @ Merle Hay	Des Moines
50	455	359	78.90%	Polk	SW	A	Fri	12 PM	City	Indianola Ave @ SE 8th	Des Moines
51	654	537	82.11%	Polk	SW	A	Mon	1 PM	Primary	Hwy 160 @ Hwy 69	Ankeny
52	616	550	89.29%	Polk	SW	A	Mon	11 AM	Interstate	I-80 Exit #143	
53	273	221	80.95%	Polk	SW	A	Sun	9 AM	Interstate	I-35 Exit #92	
54	35	22	62.86%	Polk	SW	A	Fri	10 AM	Interstate	I-35 Rest Area	
55	62	51	82.26%	Polk	SW	A	Fri	8 AM	Primary	Hwy 46 @ Hwy 5	
56	176	113	64.20%	Pottawattamie	SW	C	Sun	8 AM	City	9th Ave. @ S 16th	Council Bluffs
57	70	54	77.14%	Pottawattamie	SW	C	Inu	6 PM	Primary	Hwy 83 @ Hwy 59	
58	334	217	64.97%	Pottawattamie	SW	C	Inu	2 PM	Interstate	I-29 Exit #47	
59	378	265	70.11%	Pottawattamie	SW	C	Wed	9 AM	Interstate	I-80 Rest Area	
60	65	43	66.15%	Pottawattamie	SW	C	Mon	11 AM	Secondary	M 16 @ Hwy 92	
61	73	55	75.34%	Pottawattamie	SW	C	Sun	10 AM	Secondary	L 55 @ Hwy 6	
62	305	192	62.95%	Pottawattamie	SW	C	Wed	7 AM	City	A Ave & 25th St	Council Bluffs
63	96	78	81.25%	Pottawattamie	SW	C	Wed	11 AM	Primary	Hwy 6 @ Hwy 191	
64	42	35	83.57%	Pottawattamie	SW	C	Inu	4 PM	Primary	Hwy 191 @ Hwy 83	
65	107	86	80.37%	Pottawattamie	SW	C	Mon	7 AM	Primary	Hwy 92 @ Hwy 59	
66	154	116	75.32%	Pottawattamie	SW	C	Sun	12 PM	Primary	Hwy 6 @ Hwy 59	
67	626	483	77.16%	Pottawattamie	SW	C	Mon	9 AM	Interstate	I-80 Exit #40	
68	164	133	81.10%	Scott	SE	B	Fri	5 PM	Secondary	Y 48 @ Hwy 61	
69	430	341	79.30%	Scott	SE	B	Sat	11 AM	Primary	Hwy 61 @ Long Grove Exit	
70	75	48	64.00%	Scott	SE	B	Sat	7 AM	Primary	Hwy 61 @ Hwy 22	
71	556	459	82.55%	Scott	SE	B	Fri	3 PM	Primary	Hwy 61 @ F 55 Exit	
72	390	318	81.54%	Scott	SE	B	Sat	2 PM	City	Kimberly @ Harrison	Davenport
73	327	249	76.15%	Scott	SE	B	Sat	9 AM	City	Locust @ Brady	Davenport
74	582	478	82.13%	Scott	SE	B	Sat	6 PM	Interstate	I-80 @ Exit #284 (Y40)	
75	359	302	84.12%	Scott	SE	B	Sat	4 PM	Interstate	I-280 @ Hwy 61 Exit	
76	50	39	78.00%	Story	NW	D	Mon	9 AM	City	J Ave. @ 6th	Nevada
77	872	696	79.82%	Story	NW	D	Mon	3 PM	Primary	Hwy 30 @ Duff Exit	Ames
78	326	248	76.07%	Story	NW	D	Tue	2 PM	City	6th @ Grand	Ames
79	61	49	80.33%	Story	NW	D	Fri	3 PM	Primary	Hwy 210 @ Hwy 65	
80	210	135	64.29%	Story	NW	D	Tue	4 PM	City	Main @ Clark	Ames
81	707	563	79.63%	Story	NW	D	Fri	1 PM	Interstate	I-35 Rest Area	
82	100	77	77.00%	Story	NW	D	Fri	12 PM	Secondary	E 23 @ Hwy 69	
83	730	583	79.86%	Story	NW	D	Mon	5 PM	Interstate	I-35 Exit #123	
84	159	106	66.67%	Story	NW	D	Fri	8 AM	Primary	Hwy 133 @ Hwy 30	
85	0	0	0.00%	Story	NW	D	Fri	5 PM	Primary	Hwy 210 @ Hwy 69	
86	82	64	78.05%	Story	NW	D	Mon	7 AM	Primary	Hwy 65 @ Hwy 30	
87	24	13	54.17%	Story	NW	D	Tue	4 PM	Secondary	E 63 @ Hwy 65	
88	103	92	89.32%	Wapello	SE	D	Sun	11 AM	Secondary	T 61 @ Hwy 34	Blakesburg
89	72	59	81.94%	Wapello	SE	D	Mon	6 PM	Primary	Hwy 16 @ Hwy 34	
90	203	163	80.30%	Wapello	SE	D	Sun	7 AM	Primary	East Jct. Hwy 34 @ Hwy 63	
91	594	486	81.82%	Wapello	SE	D	Mon	4 PM	City	Church @ Richmond	Utumwa
92	159	114	82.01%	Keokuk	SE	D	Sat	8 AM	Primary	Hwy 149 @ Hwy 23	
93	442	388	87.78%	Wapello	SE	D	Fri	6 PM	Primary	Hwy 137 @ Hwy 63	
94	95	69	74.19%	Wapello	SE	D	Mon	2 PM	Secondary	V 3 / (College St) @ Hwy 34	Agency
95	212	195	91.98%	Warren	SW	A	Fri	6 PM	Primary	Hwy 28 @ Hwy 92	Martinsdale
96	69	63	91.30%	Warren	SW	A	Fri	6 PM	Secondary	R 57 @ Hwy 92	
97	590	397	67.29%	Washington	SE	E	Sat	6 PM	Primary	Hwy 218 @ Hwy 22	
98	169	139	82.25%	Washington	SE	E	Sat	12 PM	Primary	Hwy 1 @ Hwy 92	
99	35	30	85.71%	Louisa	SE	E	Sat	4 PM	Secondary	X 43 @ Hwy 92	
100	176	140	79.55%	Louisa	SE	E	Inu	2 PM	Primary	Hwy 92 @ Hwy 61	

**Chart 18
Site Selection by County**

COUNTY	POPULATION	POPULATION CATEGORY	AREA	NUMBER OF SITES SELECTED	COUNTY	POPULATION	POPULATION CATEGORY	AREA	NUMBER OF SITES SELECTED
Adair	8,409	E	SW		Jefferson	16,310	E	SE	
Adams	4,866	E	SW		Johnson	96,119	C	SE	
Allamakee	13,855	E	NE		Jones	19,444	E	SE	
Appanoose	13,743	E	SE		Keokuk	11,624	E	SE	1
Audubon	7,334	E	SW		Kossuth	18,591	E	NW	
Benton	22,429	E	NE		Lee	38,687	D	SE	
Black Hawk	123,798	B	NE		Linn	168,767	B	NE	9
Boone	25,186	D	NW		Louisa	11,592	E	SE	3
Bremer	22,813	B	NE		Lucas	9,070	E	SE	
Buchanan	20,844	E	NE		Lyon	11,952	E	NW	
Buena Vista	19,965	E	NW	5	Madison	12,483	E	SW	
Butler	15,731	E	NE	5	Mahaska	21,522	E	SE	
Calhoun	11,508	E	NW		Marion	30,001	D	SE	
Carroll	21,423	E	NE		Marshall	38,276	D	NE	
Cass	15,128	E	SW		Mills	13,202	E	SW	
Cedar	17,381	E	SE		Mitchell	10,928	E	NE	
Cerro Gordo	46,733	D	NE		Monona	10,034	E	NW	
Cherokee	14,098	E	NW		Monroe	8,114	E	SE	
Chickasaw	13,295	E	NE		Montgomery	12,076	E	SW	
Clarke	8,287	E	SW	2	Muscatine	39,907	E	SE	
Clay	17,585	E	NW	7	O'Brien	15,444	E	NW	
Clayton	19,054	E	NE		Osceola	7,267	E	NW	
Clinton	51,040	D	SE		Page	16,870	E	SW	
Crawford	16,775	E	NW		Palo Alto	10,669	E	NW	
Dallas	29,755	A	SW	2	Plymouth	23,388	E	NW	
Davis	8,312	E	SE		Pocahontas	9,525	E	NW	
Decatur	8,338	E	SW	6	Polk	327,140	A	SW	9
Delaware	18,035	E	NE		Pottawattamie	82,628	C	SW	12
Des Moines	42,614	D	SE		Poweshiek	19,033	E	SE	
Dickinson	14,909	E	NW		Ringgold	5,420	E	SW	
Dubuque	86,403	C	NE		Sac	12,324	E	NW	
Emmet	11,569	E	NW		Scott	150,979	B	SE	8
Fayette	21,843	D	NE		Shelby	13,230	E	SW	
Floyd	17,058	E	NE		Sioux	29,903	D	NW	
Franklin	11,364	E	NE	6	Story	74,252	D	NW	12
Fremont	8,226	E	SW		Tama	17,419	E	NE	
Greene	10,045	E	NW		Taylor	7,114	E	SW	
Grundy	12,029	E	NE		Union	12,750	E	SW	
Guthrie	10,935	E	NW		Van Buren	7,676	E	SE	
Hamilton	16,071	E	NW		Wapello	35,687	D	SE	7
Hancock	12,638	E	NW		Warren	36,033	A	SW	2
Hardin	19,094	E	NE		Washington	19,612	E	SE	4*
Harrison	14,730	E	SW		Wayne	7,067	E	SE	
Henry	19,226	E	SE		Webster	40,342	D	NW	
Howard	9,809	E	NE		Winnebago	12,122	E	NW	
Humboldt	10,756	E	NW		Winneshiek	20,847	E	NE	
Ida	8,365	E	NW		Woodbury	98,276	C	NW	
Iowa	14,630	E	SE		Worth	7,991	E	NE	
Jackson	19,950	E	NE		Wright	14,269	E	NW	
Jasper	34,795	D	SE		Totals	2,776,755	N/A	N/A	100

NOTE: Population strata determined using 1980 Census data in the original 1986 Seat Belt Usage Survey.
*Site # 44 was unable to be counted due to road construction

Chart 19
Site Selection by Area of State

Area of State	Northeast	Southeast	Northwest	Southwest	Totals
Number of Selected Sites	20	23	24	33	100
Number of Possible Counties	25	25	29	20	99
Number of Selected Counties	3	5	3	6	17
Percentage of Counties Selected	12.00%	16.00%	10.34%	30.00%	17.17%
Total Population in Area	799,788	744,185	588,763	644,019	2,776,755
Percentage of Total State Population	28.80%	26.80%	21.20%	23.19%	100.00%

Chart 20
Site Selection by Population Categories

Population Category	A - Over 200,000	B - 150,000 to 200,000	C - 75,000 to 150,000	D - 25,000 to 75,000	E - Under 25,000	Totals
Number of Selected Sites	13	17	12	19	39	100
Number of Possible Counties	3	4	4	13	75	99
Number of Selected Counties	3	2	1	2	9	17
Percentage of Counties Selected	100.00%	100.00%	20.00%	26.67%	10.53%	17.17%
Total Population in Category	327,140	319,746	487,224	593,211	1,049,434	2,776,755
Percentage of Total State Population	11.78%	11.52%	17.55%	21.36%	37.79%	100.00%

NOTE: Population numbers provided by the 1990 Census, U.S. Department of Commerce.

Chart 21
Statewide Vehicle Miles Traveled

October 2000	Municipal	Interstate	Primary	Secondary	Totals
Miles	566	576	936	422	2,500
Percentage	22.46%	22.03%	38.46%	17.05%	100.00%

October 2001	Municipal	Interstate	Primary	Secondary	Totals
Miles	587	584	964	449	2,584
Percentage	22.72%	22.60%	37.31%	17.38%	100.00%

NOTE: Vehicle miles traveled numbers reported in 1,000,000's and provided by the Office of Transportation Data, Iowa Department of Transportation