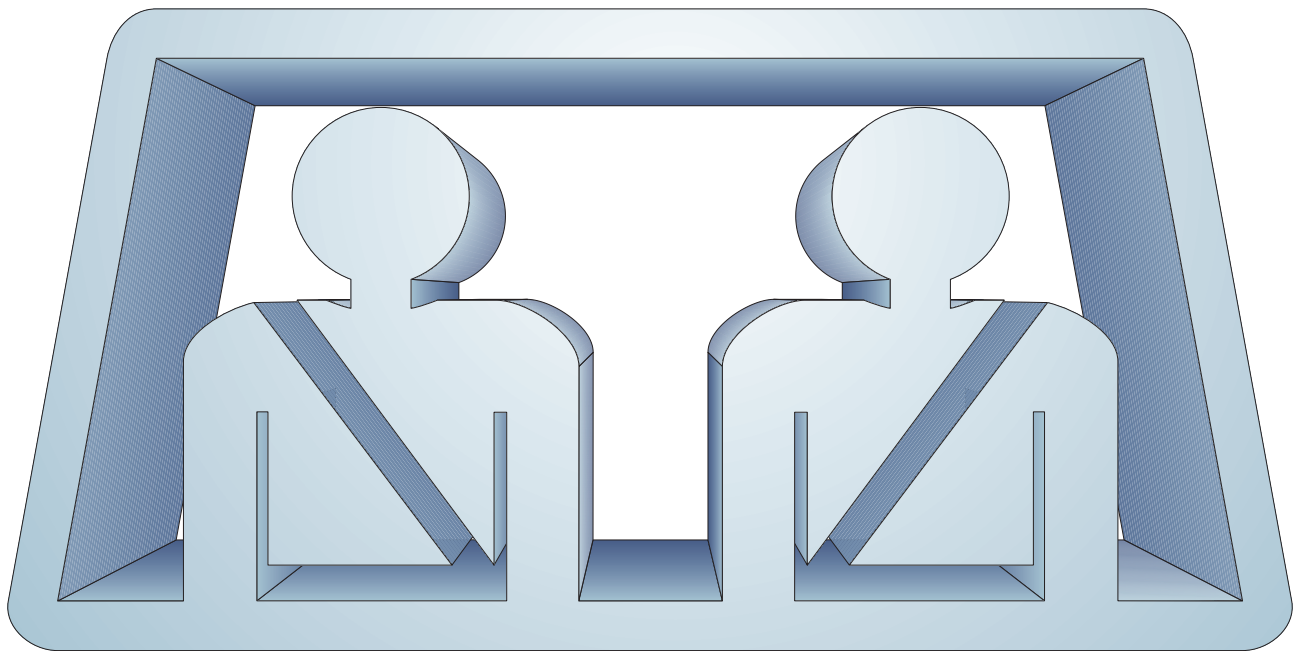


2000 Seat Belt Usage Survey



**Site surveys conducted by troopers of the
Iowa State Patrol, Department of Public Safety**

**Statistics compiled and survey written by the
Office of Driver Services, Iowa Department of Transportation**

List of Charts

Survey Results

1. Seat Belt Usage.....	2
2. Percentage of Restraint Usage by Year and Road System	3
3. Usage Percent by Year – All Road Systems (Chart).....	3
4. Usage Percent by Year – Municipal (Chart)	4
5. Usage Percent by Year – Interstate (Chart)	4
6. Usage Percent by Year – Primary (Chart)	4
7. Usage Percent by Year – Secondary (Chart)	4
8. Survey Results by County and Road System.....	5
9. Survey Results by Population Category and Road System	6
10. Survey Results by Road System and Population	6
11. Survey Results by Time of Day and Road System.....	7
12. Survey Results by Area and Road System.....	8
13. Survey Results by Day of Week and Road System.....	8

Seat Belt/Child Restraint Citations Issued

14. Seat Belt/Child Restraint Citations Issued by Month and Year.....	9
15. Seat Belt/Child Restraint Citations Issued by Year (Chart).....	9
16. Seat Belt/Child Restraint Citations Issued by County of Residence (Map)	10

Site Selection

17. Site Selection Listing	11
18. Site Selection by County Including County Populations and Number of Sites per County	12
19. Site Selection by Area of State	13
20. Site Selection by Population Categories	13
21. Statewide Vehicle Miles Traveled	13

2000 SEAT BELT USAGE SURVEY

During October, 2000, 77.95 percent of motorists surveyed on all Iowa roadways were wearing seat belts, a decrease of 0.07 percent from last year (see Chart 1-Seat Belt Usage).

The good news is that safety belt usage on municipal road systems (city streets) increased 1.07 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.

Usage on the primary system (U.S. or state highways) rose 1.01 percent from the previous year. This is also welcome news because almost half of all fatalities (49 percent) occur on the primary road system. There was a decline in interstate belt use (-1.45 percent). Despite this decrease interstate usage is still traditionally the highest of all roadway categories presumably because the longer trips, higher travel speeds and large number of vehicles cause drivers to assume there is greater risk.

Safety belt usage on the secondary system (county roads) showed a 2.50 percent decrease over last year. When taking into account that approximately one-third (33.59 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.

Belt usage for 20,402 front seat occupants of cars, vans and pickups was observed at 99* locations. Of these front seat occupants, 80.41 percent of drivers (12,346 out of 15,354) and 71.37 percent of passengers (3,603 out of 5,048) were observed using seat belts. For 848 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 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 law requires front seat occupants, age 6 and older, to properly wear a seat belt in 1966 or newer model motor 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.

*Site # 44 was not surveyed due to road construction

1 Iowa Department of Transportation, 1995 Iowa Crash Facts, Roadway & Environment Conditions, p. 71.

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

Chart 1 - Seat Belt Usage

Road Type	1999			2000			Percent Change
	Observed	Used	Percentage Used	Observed	Used	Percentage Used	
Statewide Total*	19,789	15,501	78.02%	20,402	15,949	77.95%	-0.07%
Municipal	5,451	3,917	71.86%	5,730	4,179	72.93%	1.07%
Interstate	6,821	5,715	83.79%	6,840	5,632	82.34%	-1.45%
Primary	5,842	4,535	77.63%	6,454	5,075	78.63%	1.01%
Secondary	1,675	1,334	79.64%	1,378	1,063	77.14%	-2.50%

*Estimated statewide total usage weighted by vehicle miles traveled (see Chart 21) and 95% confidence intervals for the estimated variance are +/-0.29%

Enforcement

The seat belt law has been actively enforced in the state. There were 70,377 seat belt citations and 3,722 child restraint citations issued in 1999 through law enforcement efforts, a decrease from 76,538 and 4,057, respectively, in 1998 (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 78 percent.

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%

NOTE: For easier comparison, percentages have been rounded to the nearest full digit.
digit

Summary

The 78 percent seat belt usage rate in 2000 (up 7 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 3

Usage Percent by Year- ALL ROAD TYPES

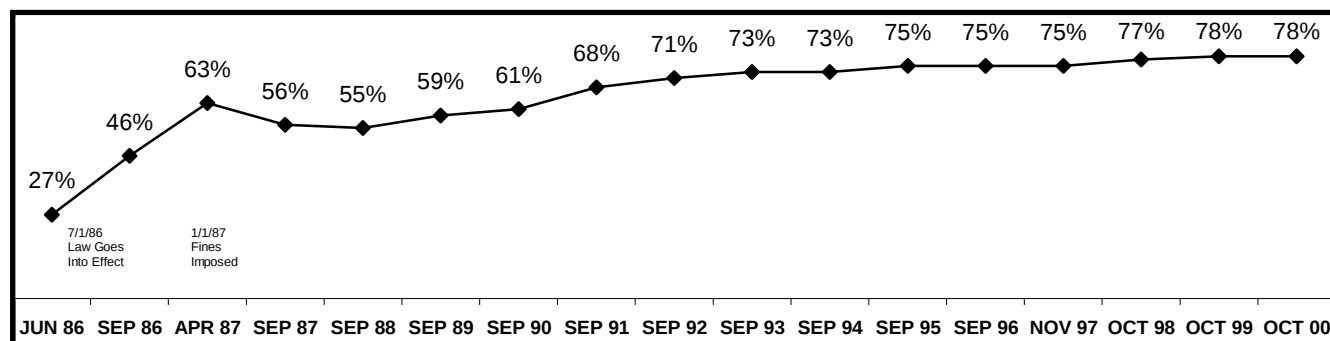


Chart 4
Usage Percent by Year - CITY

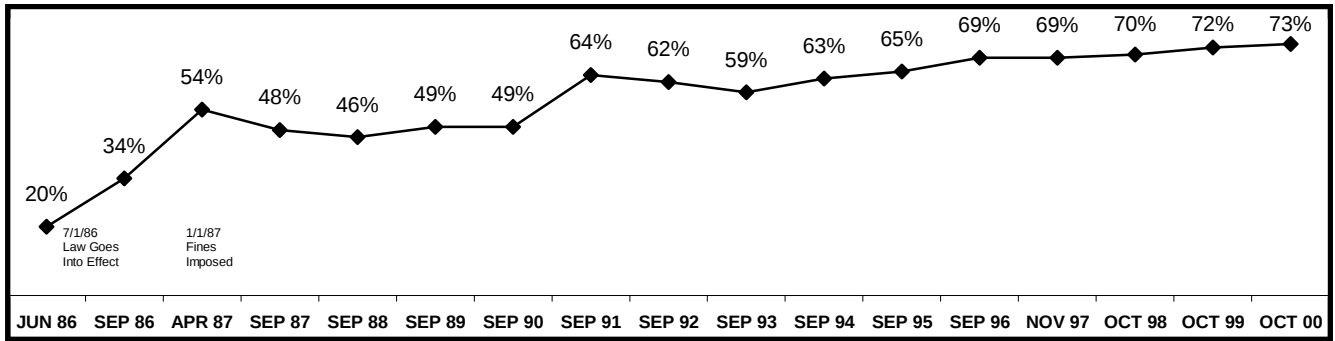


Chart 5
Usage Percent by Year - INTERSTATE

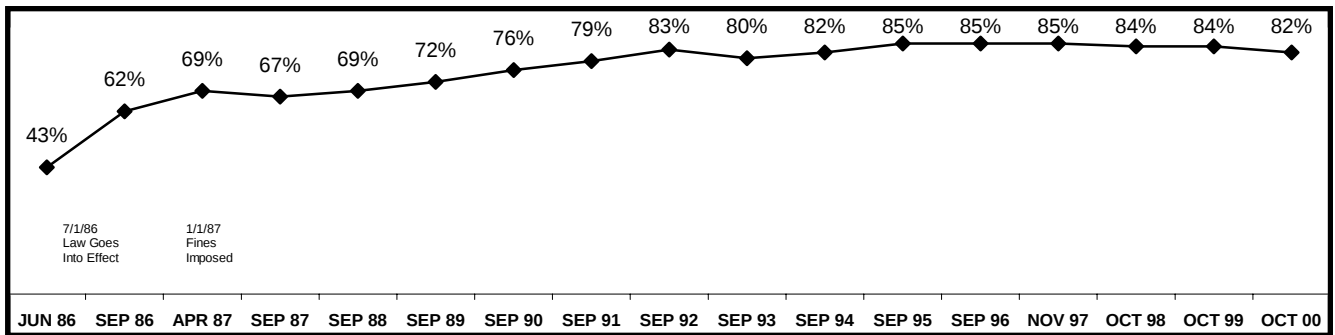


Chart 6
Usage Percent by Year - PRIMARY

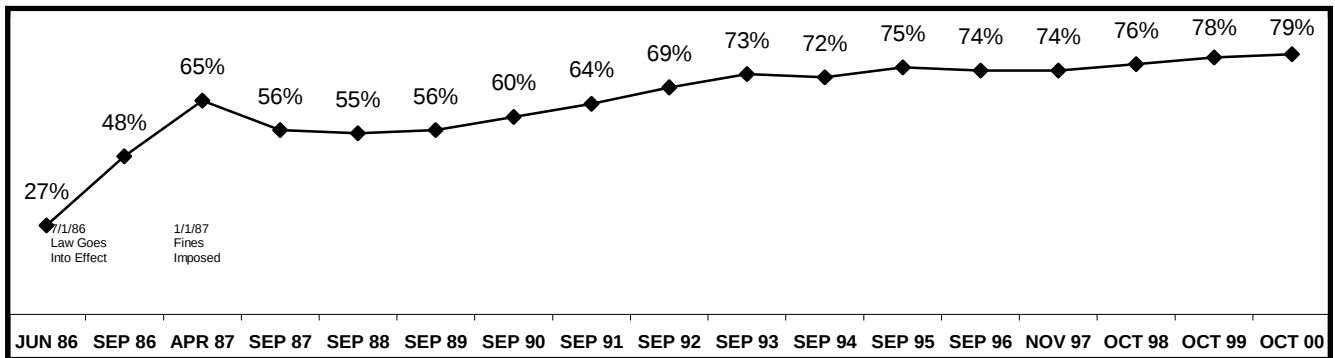


Chart 7
Usage Percent by Year - SECONDARY

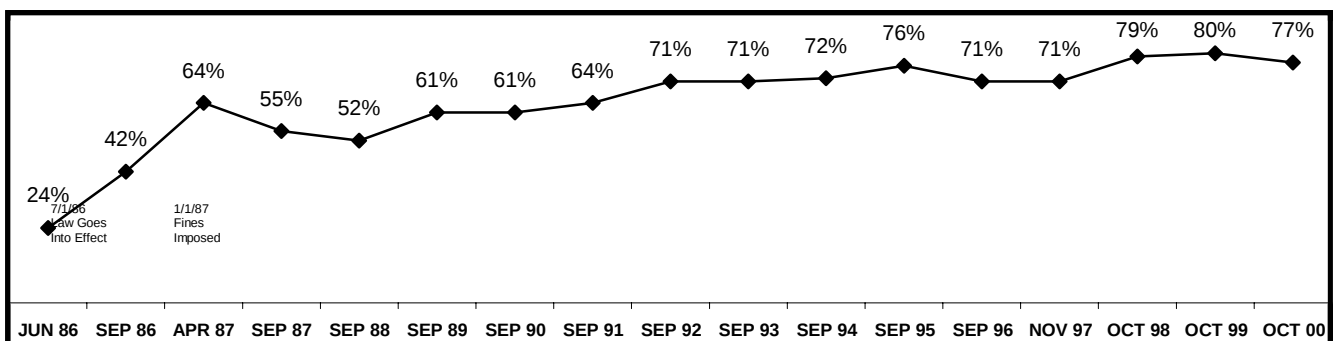


Chart 8
Survey Results by County & Road System

County & Road System	Drivers			Passengers			Total		
	Number	Belted	Percent	Number	Belted	Percent	Number	Belted	Percent
	Observed	Number		Observed	Number		Observed	Number	
BUENA VISTA	372	335	90.05%	77	55	71.43%	449	390	86.86%
Municipal	89	77	86.52%	19	10	52.63%	108	87	80.56%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	170	148	87.06%	43	33	76.74%	213	181	84.98%
Secondary	113	110	97.35%	15	12	80.00%	128	122	95.31%
BUTLER	292	250	85.62%	92	83	90.22%	384	333	86.72%
Municipal	124	98	79.03%	22	18	81.82%	146	116	79.45%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	161	145	90.06%	69	64	92.75%	230	209	90.87%
Secondary	7	7	100.00%	1	1	100.00%	8	8	100.00%
CLARKE	549	392	71.40%	179	110	61.45%	728	502	68.96%
Municipal	267	166	62.17%	74	42	56.76%	341	208	61.00%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	282	226	80.14%	105	68	64.76%	387	294	75.97%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CLAY	618	454	73.46%	168	74	44.05%	786	528	67.18%
Municipal	389	285	73.26%	96	29	30.21%	485	314	64.74%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	181	134	74.03%	58	36	62.07%	239	170	71.13%
Secondary	48	35	72.92%	14	9	64.29%	62	44	70.97%
DALLAS	424	378	89.15%	109	80	73.39%	533	458	85.93%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	313	280	89.46%	79	60	75.95%	392	340	86.73%
Primary	111	98	88.29%	30	20	66.67%	141	118	83.69%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DECATUR	737	570	77.34%	345	246	71.30%	1,082	816	75.42%
Municipal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interstate	479	387	80.79%	160	109	68.13%	639	496	77.62%
Primary	160	107	66.88%	58	38	65.52%	218	145	66.51%
Secondary	98	76	77.55%	127	99	77.95%	225	175	77.78%
FRANKLIN	847	785	92.68%	307	281	91.53%	1,154	1,066	92.37%
Municipal	113	101	89.38%	25	22	88.00%	138	123	89.13%
Interstate	441	423	95.92%	187	178	95.19%	628	601	95.70%
Primary	268	238	88.81%	93	79	84.95%	361	317	87.81%
Secondary	25	23	92.00%	2	2	100.00%	27	25	92.59%
KEOKUK	67	47	70.15%	20	15	75.00%	87	62	71.26%
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	67	47	70.15%	20	15	75.00%	87	62	71.26%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LINN	1,194	1,064	89.11%	482	358	74.27%	1,676	1,422	84.84%
Municipal	226	193	85.40%	88	69	78.41%	314	262	83.44%
Interstate	520	471	90.58%	219	152	69.41%	739	623	84.30%
Primary	331	295	89.12%	116	93	80.17%	447	388	86.80%
Secondary	117	105	89.74%	59	44	74.58%	176	149	84.66%
LOUISA	180	132	73.33%	27	19	70.37%	207	151	72.95%
Municipal	67	43	64.18%	5	3	60.00%	72	46	63.89%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	100	79	79.00%	17	12	70.59%	117	91	77.78%
Secondary	13	10	76.92%	5	4	80.00%	18	14	77.78%
POLK	2,734	2,189	80.07%	690	493	71.45%	3,424	2,682	78.33%
Municipal	1,360	1,008	74.12%	355	243	68.45%	1,715	1,251	72.94%
Interstate	1,058	937	88.56%	244	177	72.54%	1,302	1,114	85.56%
Primary	316	244	77.22%	91	73	80.22%	407	317	77.89%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
POTTAWATTAMIE	1,689	1,170	69.27%	667	389	58.32%	2,356	1,559	66.17%
Municipal	327	221	67.58%	146	92	63.01%	473	313	66.17%
Interstate	944	644	68.22%	373	206	55.23%	1,317	850	64.54%
Primary	302	223	73.84%	106	65	61.32%	408	288	70.59%
Secondary	116	82	70.69%	42	26	61.90%	158	108	68.35%
SCOTT	1,997	1,638	82.02%	815	638	78.28%	2,812	2,276	80.94%
Municipal	473	378	79.92%	171	125	73.10%	644	503	78.11%
Interstate	646	531	82.20%	288	224	77.78%	934	755	80.84%
Primary	819	683	83.39%	342	278	81.29%	1,161	961	82.77%
Secondary	59	46	77.97%	14	11	78.57%	73	57	78.08%
STORY	2,169	1,758	81.05%	655	501	76.49%	2,824	2,259	79.99%
Municipal	445	350	78.65%	107	77	71.96%	552	427	77.36%
Interstate	771	670	86.90%	218	183	83.94%	989	853	86.25%
Primary	834	649	77.82%	271	196	72.32%	1,105	845	76.47%
Secondary	119	89	74.79%	59	45	76.27%	178	134	75.28%
WAPELLO	1,144	867	75.79%	308	191	62.01%	1,452	1,058	72.87%
Municipal	506	381	75.30%	149	99	66.44%	655	480	73.28%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	516	401	77.71%	112	66	58.93%	628	467	74.36%
Secondary	122	85	69.67%	47	26	55.32%	169	111	65.68%
WARREN	167	117	70.06%	53	35	66.04%	220	152	69.09%
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	53	28	52.83%	11	8	72.73%	64	36	56.25%
Secondary	114	89	78.07%	42	27	64.29%	156	116	74.36%
WASHINGTON	274	200	72.99%	54	35	64.81%	328	235	71.65%
Municipal	74	46	62.16%	13	3	23.08%	87	49	56.32%
Interstate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	200	154	77.00%	41	32	78.05%	241	186	77.18%
Secondary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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	4,177	3,292	78.81%	811	19.42%	74	1.77%
Municipal	1,715	1,251	72.94%	443	25.83%	21	1.22%
Interstate	1,694	1,454	85.83%	207	12.22%	33	1.95%
Primary	612	471	76.96%	121	19.77%	20	3.27%
Secondary	156	116	74.36%	40	25.64%	-	0.00%
B 150,000 to 199,999	4,488	3,698	82.40%	573	12.77%	217	4.84%
Municipal	958	765	79.85%	140	14.61%	53	5.53%
Interstate	1,673	1,378	82.37%	201	12.01%	94	5.62%
Primary	1,608	1,349	83.89%	201	12.50%	58	3.61%
Secondary	249	206	82.73%	31	12.45%	12	4.82%
C 75,000 to 149,999	2,256	1,559	69.10%	552	24.47%	145	6.43%
Municipal	473	313	66.17%	135	28.54%	25	5.29%
Interstate	1,217	850	69.84%	247	20.30%	120	9.86%
Primary	408	288	70.59%	120	29.41%	-	0.00%
Secondary	158	108	68.35%	50	31.65%	-	0.00%
D 25,000 to 74,999	4,121	3,194	77.51%	811	19.68%	116	2.81%
Municipal	965	722	74.82%	221	22.90%	22	2.28%
Interstate	989	853	86.25%	114	11.53%	22	2.22%
Primary	1,820	1,374	75.49%	393	21.59%	53	2.91%
Secondary	347	245	70.61%	83	23.92%	19	5.48%
E Under 25,000	5,360	4,206	78.47%	858	16.01%	296	5.52%
Municipal	1,619	1,128	69.67%	340	21.00%	151	9.33%
Interstate	1,267	1,097	86.58%	133	10.50%	37	2.92%
Primary	2,006	1,593	79.41%	331	16.50%	82	4.09%
Secondary	468	388	82.91%	54	11.54%	26	5.56%

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	5,730	4,179	72.93%	1,279	22.32%	272	4.75%
Over 200,000	1,715	1,251	72.94%	443	25.83%	21	1.22%
150,000 to 199,999	958	765	79.85%	140	14.61%	53	5.53%
75,000 to 149,999	473	313	66.17%	135	28.54%	25	5.29%
25,000 to 74,999	965	722	74.82%	221	22.90%	22	2.28%
Under 25,000	1,619	1,128	69.67%	340	21.00%	151	9.33%
Interstate	6,840	5,632	82.34%	902	13.19%	306	4.47%
Over 200,000	1,694	1,454	85.83%	207	12.22%	33	1.95%
150,000 to 199,999	1,673	1,378	82.37%	201	12.01%	94	5.62%
75,000 to 149,999	1,217	850	69.84%	247	20.30%	120	9.86%
25,000 to 74,999	989	853	86.25%	114	11.53%	22	2.22%
Under 25,000	1,267	1,097	86.58%	133	10.50%	37	2.92%
Primary	6,454	5,075	78.63%	1,166	18.07%	213	3.30%
Over 200,000	612	471	76.96%	121	19.77%	20	3.27%
150,000 to 199,999	1,608	1,349	83.89%	201	12.50%	58	3.61%
75,000 to 149,999	408	288	70.59%	120	29.41%	-	0.00%
25,000 to 74,999	1,820	1,374	75.49%	393	21.59%	53	2.91%
Under 25,000	2,006	1,593	79.41%	331	16.50%	82	4.09%
Secondary	1,378	1,063	77.14%	258	18.72%	57	4.14%
Over 200,000	156	116	74.36%	40	25.64%	-	0.00%
150,000 to 199,999	249	206	82.73%	31	12.45%	12	4.82%
75,000 to 149,999	158	108	68.35%	50	31.65%	-	0.00%
25,000 to 74,999	347	245	70.61%	83	23.92%	19	5.48%
Under 25,000	468	388	82.91%	54	11.54%	26	5.56%

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.	1,362	1,001	73.49%	262	19.24%	99	7.27%
Municipal	-	-	0.00%	-	0.00%	-	0.00%
Interstate	962	663	68.92%	221	22.97%	78	8.11%
Primary	222	173	77.93%	36	16.22%	13	5.86%
Secondary	178	165	92.70%	5	2.81%	8	4.49%
8:00-8:59 a.m.	1,259	1,073	85.23%	147	11.68%	39	3.10%
Municipal	180	133	73.89%	33	18.33%	14	7.78%
Interstate	683	601	87.99%	67	9.81%	15	2.20%
Primary	396	339	85.61%	47	11.87%	10	2.53%
Secondary	-	-	0.00%	-	0.00%	-	0.00%
9:00-9:59 a.m.	792	537	67.80%	221	27.90%	34	4.29%
Municipal	492	345	70.12%	128	26.02%	19	3.86%
Interstate	-	-	0.00%	-	0.00%	-	0.00%
Primary	261	166	63.60%	90	34.48%	5	1.92%
Secondary	39	26	66.67%	3	7.69%	10	25.64%
10:00-10:59 a.m.	1,880	1,485	78.99%	277	14.73%	118	6.28%
Municipal	366	240	65.57%	39	10.66%	87	23.77%
Interstate	-	-	0.00%	-	0.00%	-	0.00%
Primary	1,335	1,100	82.40%	208	15.58%	27	2.02%
Secondary	179	145	81.01%	30	16.76%	4	2.23%
11:00-11:59 a.m.	887	758	85.46%	113	12.74%	16	1.80%
Municipal	146	116	79.45%	27	18.49%	3	2.05%
Interstate	397	381	95.97%	15	3.78%	1	0.25%
Primary	242	188	-	42	17.36%	12	4.96%
Secondary	102	73	71.57%	29	28.43%	-	0.00%
12:00-12:59 p.m.	1,489	1,182	79.38%	207	13.90%	100	6.72%
Municipal	126	107	84.92%	9	7.14%	10	7.94%
Interstate	549	400	72.86%	90	16.39%	59	10.75%
Primary	758	633	83.51%	94	12.40%	31	4.09%
Secondary	56	42	75.00%	14	25.00%	-	0.00%
1:00-1:59 p.m.	2,321	1,829	78.80%	392	16.89%	100	4.31%
Municipal	751	555	73.90%	157	20.91%	39	5.19%
Interstate	859	741	86.26%	93	10.83%	25	2.91%
Primary	443	321	72.46%	94	21.22%	28	6.32%
Secondary	268	212	79.10%	48	17.91%	8	2.99%
2:00-2:59 p.m.	1,685	1,313	77.92%	291	17.27%	81	4.81%
Municipal	597	432	72.36%	113	18.93%	52	8.71%
Interstate	723	614	84.92%	89	12.31%	20	2.77%
Primary	286	206	72.03%	79	27.62%	1	0.35%
Secondary	79	61	77.22%	10	12.66%	8	10.13%
3:00-3:59 p.m.	2,413	1,858	77.00%	468	19.39%	87	3.61%
Municipal	652	452	69.33%	183	28.07%	17	2.61%
Interstate	1,009	848	84.04%	116	11.50%	45	4.46%
Primary	583	447	76.67%	130	22.30%	6	1.03%
Secondary	169	111	65.68%	39	23.08%	19	11.24%
4:00-4:59 p.m.	1,970	1,488	75.53%	442	22.44%	40	2.03%
Municipal	1,295	942	72.74%	335	25.87%	18	1.39%
Interstate	475	395	83.16%	70	14.74%	10	2.11%
Primary	200	151	75.50%	37	18.50%	12	6.00%
Secondary	-	-	0.00%	-	0.00%	-	0.00%
5:00-5:59 p.m.	1,909	1,467	76.85%	404	21.16%	38	1.99%
Municipal	427	316	74.00%	107	25.06%	4	0.94%
Interstate	-	-	0.00%	-	0.00%	-	0.00%
Primary	1,247	980	78.59%	233	18.68%	34	2.73%
Secondary	235	171	72.77%	64	27.23%	-	0.00%
6:00-6:59 p.m.	2,390	1,958	81.92%	381	15.94%	96	4.02%
Municipal	698	541	77.51%	148	21.20%	9	1.29%
Interstate	1,138	989	86.91%	141	12.39%	53	4.66%
Primary	481	371	77.13%	76	15.80%	34	7.07%
Secondary	73	57	78.08%	16	21.92%	-	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	3,214	2,821	87.77%	246	7.65%	147	4.57%
Municipal	598	501	83.78%	62	10.37%	35	5.85%
Interstate	1,367	1,224	89.54%	73	5.34%	70	5.12%
Primary	1,038	914	88.05%	95	9.15%	29	2.79%
Secondary	211	182	86.26%	16	7.58%	13	6.16%
Northwest	4,059	3,177	78.27%	641	15.79%	241	5.94%
Municipal	1,145	828	72.31%	188	16.42%	129	11.27%
Interstate	989	853	86.25%	114	11.53%	22	2.22%
Primary	1,557	1,196	76.81%	288	18.50%	73	4.69%
Secondary	368	300	81.52%	51	13.86%	17	4.62%
Southeast	4,886	3,782	77.40%	919	18.81%	185	3.79%
Municipal	1,458	1,078	73.94%	329	22.57%	51	3.50%
Interstate	934	755	80.84%	148	15.85%	31	3.32%
Primary	2,234	1,767	79.10%	383	17.14%	84	3.76%
Secondary	260	182	70.00%	59	22.69%	19	7.31%
Southwest	8,243	6,169	74.84%	1,799	21.82%	275	3.34%
Municipal	2,529	1,772	70.07%	700	27.68%	57	2.25%
Interstate	3,550	2,800	78.87%	567	15.97%	183	5.15%
Primary	1,625	1,198	73.72%	400	24.62%	27	1.66%
Secondary	539	399	74.03%	132	24.49%	8	1.48%

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	2,572	2,061	80.13%	354	13.76%	157	6.10%
Municipal	491	359	73.12%	93	18.94%	39	7.94%
Interstate	1,305	1,107	84.83%	139	10.65%	59	4.52%
Primary	697	534	76.61%	112	16.07%	51	7.32%
Secondary	79	61	77.22%	10	12.66%	8	10.13%
Monday	3,500	2,780	79.43%	621	17.74%	99	2.83%
Municipal	1,115	861	77.22%	223	20.00%	31	2.78%
Interstate	1,166	989	84.82%	149	12.78%	28	2.40%
Primary	950	700	73.68%	221	23.26%	29	3.05%
Secondary	269	230	85.50%	28	10.41%	11	4.09%
Tuesday	2,212	1,710	77.31%	459	20.75%	43	1.94%
Municipal	851	598	70.27%	238	27.97%	15	1.76%
Interstate	385	332	86.23%	45	11.69%	8	2.08%
Primary	902	724	80.27%	158	17.52%	20	2.22%
Secondary	74	56	75.68%	18	24.32%	-	0.00%
Wednesday	2,759	2,019	73.18%	539	19.54%	201	7.29%
Municipal	1,392	955	68.61%	308	22.13%	129	9.27%
Interstate	884	698	78.96%	136	15.38%	50	5.66%
Primary	82	68	82.93%	5	6.10%	9	10.98%
Secondary	401	298	74.31%	90	22.44%	13	3.24%
Thursday	1,261	1,033	81.92%	197	15.62%	31	2.46%
Municipal	144	105	72.92%	39	27.08%	-	0.00%
Interstate	730	622	85.21%	90	12.33%	18	2.47%
Primary	241	186	77.18%	50	20.75%	5	2.07%
Secondary	146	120	82.19%	18	12.33%	8	5.48%
Friday	2,221	1,669	75.15%	413	18.60%	139	6.26%
Municipal	636	480	75.47%	123	19.34%	33	5.19%
Interstate	790	603	76.33%	119	15.06%	68	8.61%
Primary	740	558	75.41%	157	21.22%	25	3.38%
Secondary	55	28	50.91%	14	25.45%	13	23.64%
Saturday	5,877	4,677	79.58%	1,022	17.39%	178	3.03%
Municipal	1,101	821	74.57%	255	23.16%	25	2.27%
Interstate	1,580	1,281	81.08%	224	14.18%	75	4.75%
Primary	2,842	2,305	81.10%	463	16.29%	74	2.60%
Secondary	354	270	76.27%	80	22.60%	4	1.13%

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

Chart 15
Seat Belt/Child Restraint Citations Issued by Year

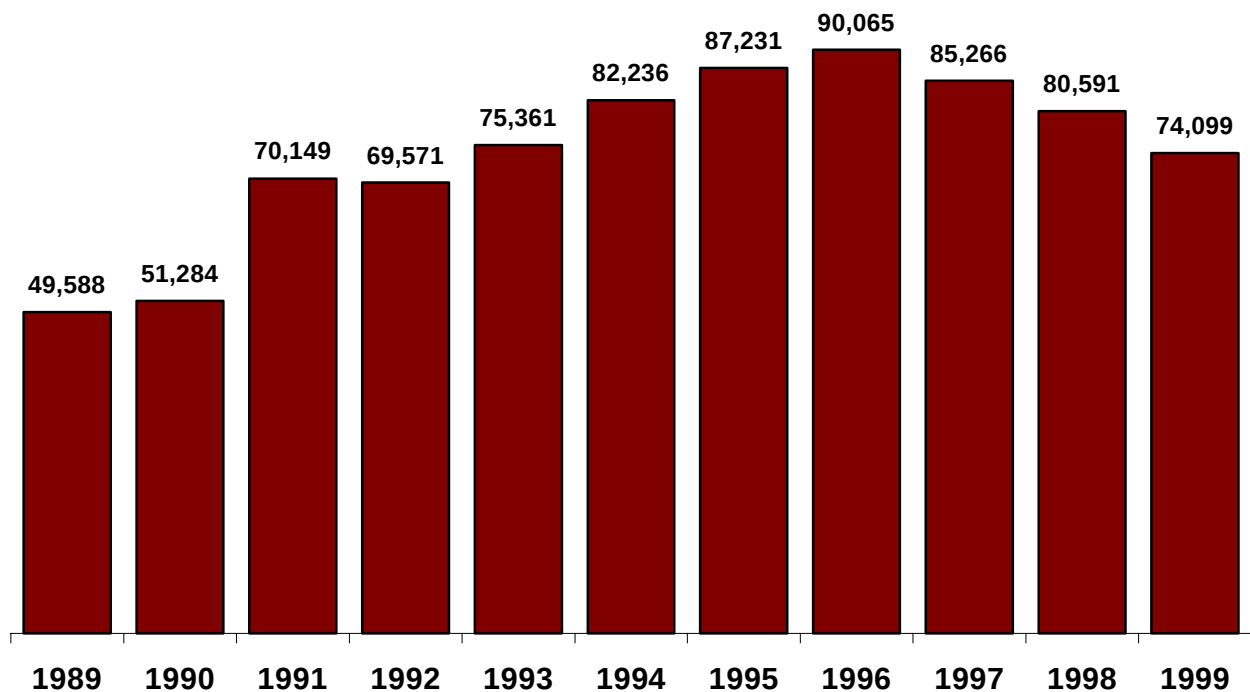


Chart 16

1999 Seat Belt/Child Restraint Citations Issued by County of Residence

Total Child Restraint Citations: 3,722

Total Seat Belt Citations: 70,377

Other County Child Restraint Citations: 28

Other County Seat Belt Citations: 187

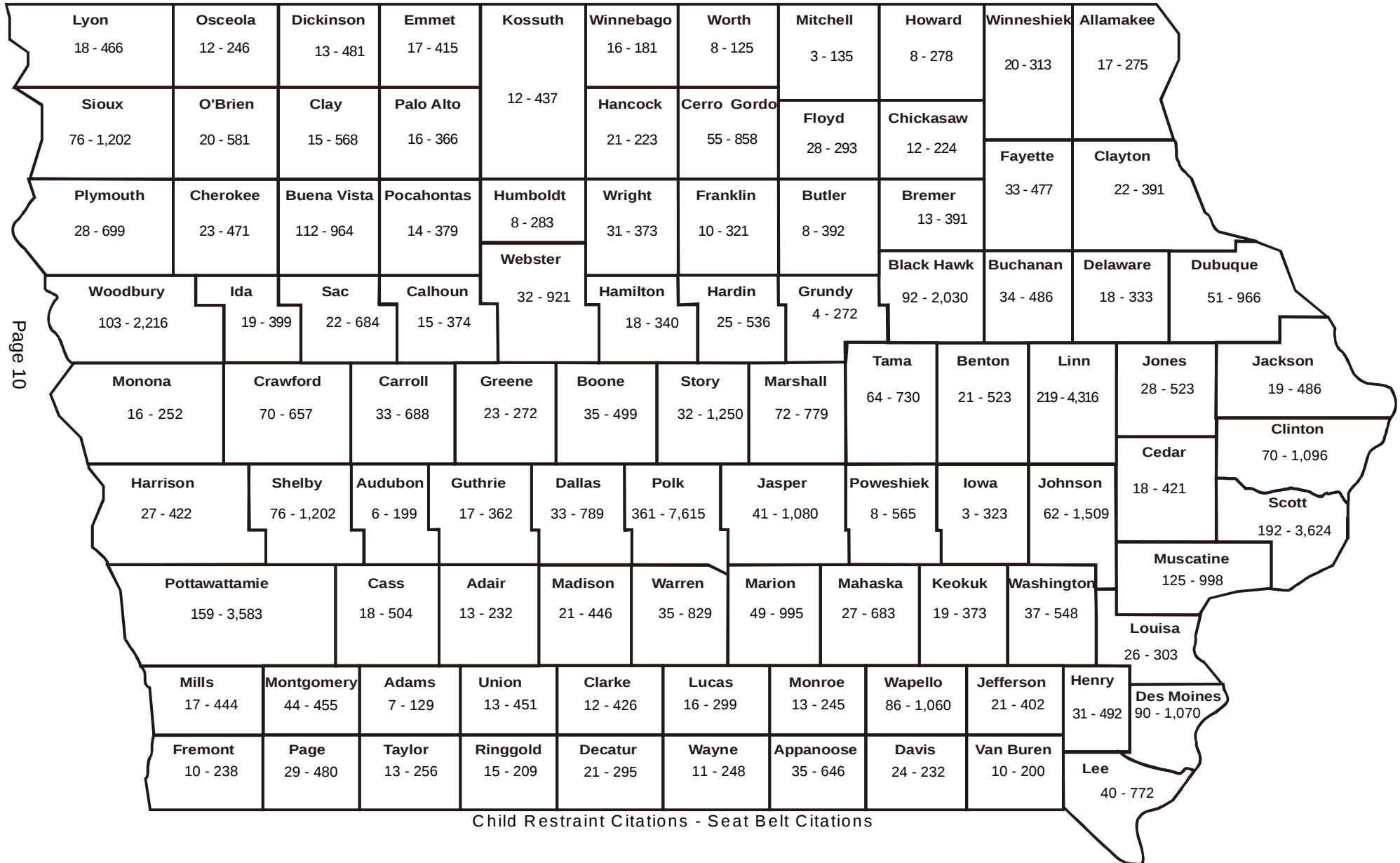


Chart 17 Site Selection Listing

Site	Total Observed	Total Belted	Usage Rate	County	Area	Population Category	Day	Time	Road System	Location	City
1	128	122	95.31%	Buena Vista	NW	E	Mon	7 A M	Secondary	C 49 @ Hwy 71	
2	57	48	84.21%	Buena Vista	NW	E	Mon	10 A M	Primary	Hwy 7 @ Hwy 71	
3	100	82	82.00%	Buena Vista	NW	E	Mon	12 P M	Primary	Hwy 110 @ Hwy 7	
4	108	87	80.56%	Buena Vista	NW	E	Mon	8 A M	City	Thir d @ Lake	Storm Lake
5	56	51	91.07%	Buena Vista	NW	E	Mon	11 A M	Primary	Hwy 7 @ Hwy 71	
6	8	8	100.00%	Butler	NE	E	Wed	10 A M	Secondary	C 55 @ Hwy 14	
7	146	116	79.45%	Butler	NE	E	Wed	11 A M	City	Thir d St. @ Main	Allison
8	105	96	91.43%	Butler	NE	E	Sat	8 A M	Primary	Hwy 14 @ Hwy 20	
9	25	22	88.00%	Butler	NE	E	Wed	7 A M	Primary	Hwy 188 @ Hwy 3	
10	100	91	91.00%	Butler	NE	E	Sat	12 P M	Primary	Hwy 14 @ Hwy 3	
11	387	294	75.97%	Clarke	SW	E	Sat	3 P M	Primary	Hwy 34 @ Hwy 69	
12	341	208	61.00%	Clarke	SW	E	Wed	3 P M	City	E Washington @ Main St	Osceola
13	179	124	69.27%	Clay	NW	E	Sun	6 P M	Primary	Hwy 18 @ Hwy 71	
14	40	31	77.50%	Clay	NW	E	Wed	11 A M	Primary	Hwy 240 @ Hwy 71	
15	119	74	62.18%	Clay	NW	E	Sun	2 P M	City	4th @ Grand	Spencer
16	20	15	75.00%	Clay	NW	E	Sun	4 P M	Primary	Hwy 10 @ Hwy 71	
17	366	240	65.57%	Clay	NW	E	Wed	10 A M	City	Grand @ 18th	Spencer
18	39	26	66.67%	Clay	NW	E	Wed	9 A M	Secondary	N 14 @ Hwy 18	
19	23	18	78.26%	Clay	NW	E	Wed	7 A M	Secondary	B 53 @ Hwy 71	
20	141	118	83.69%	Dallas	SW	A	Tue	8 A M	Primary	Hwy 141 @ Hwy 210	
21	392	340	86.73%	Dallas	SW	A	Thu	6 P M	Interstate	I-80 Exit #110	
22	110	79	71.82%	Decatur	SW	E	Mon	11 A M	Primary	Hwy 266 @ Hwy 69	Weldon
23	146	120	82.19%	Decatur	SW	E	Thu	1 P M	Secondary	J 66 @ Hwy 69	Davis City
24	294	213	72.45%	Decatur	SW	E	Mon	7 A M	Interstate	I-35 Exit #12	
25	108	66	61.11%	Decatur	SW	E	Mon	9 A M	Primary	West Jct. Hwy 69 @ Hwy 2	Leon
26	345	283	82.03%	Decatur	SW	E	Wed	1 P M	Interstate	I-35 Exit #22	
27	79	55	69.62%	Decatur	SW	E	Sat	5 P M	Secondary	J 20 @ Hwy 204	Garden Grove
28	231	220	95.24%	Franklin	NE	E	Wed	8 A M	Interstate	I-35 Exit #165	
29	138	123	89.13%	Franklin	NE	E	Mon	9 A M	City	1st @ 1st Ave	Hampton
30	17	15	88.24%	Franklin	NE	E	Wed	12 P M	Primary	Hwy 107 @ Hwy 3	
31	27	25	92.59%	Franklin	NE	E	Mon	7 A M	Secondary	C 25 @ Hwy 65	
32	344	302	87.79%	Franklin	NE	E	Sat	10 A M	Primary	Hwy 3 @ Hwy 65	
33	397	381	95.97%	Franklin	NE	E	Mon	11 A M	Interstate	I-35 Exit #170	
34	72	46	63.89%	Louisa	SE	E	Tue	8 A M	City	South 4th	Wapello
35	188	155	82.45%	Linn	NE	B	Fri	1 P M	City	First Ave @ 29th	Cedar Rapids
36	430	348	80.93%	Linn	NE	B	Fri	3 P M	Interstate	I-380 @ Mile Marker 5	
37	126	107	84.92%	Linn	NE	B	Sat	12 P M	City	8th Ave @ 2nd	Cedar Rapids
38	97	88	90.72%	Linn	NE	B	Sat	10 A M	Secondary	E 34 @ Hwy 13	
39	121	98	80.99%	Linn	NE	B	Sun	4 P M	Primary	Hwy 1 @ Hwy 30	
40	79	61	77.22%	Linn	NE	B	Sun	2 P M	Secondary	E 70 @ Hwy 151	
41	309	275	89.00%	Linn	NE	B	Sun	6 P M	Interstate	I-380 @ Mile Marker 13	
42	84	71	84.52%	Linn	NE	B	Sat	8 A M	Primary	Hwy 30 @ Hwy 1	
43	242	219	90.50%	Linn	NE	B	Fri	5 P M	Primary	Hwy 13 @ Hwy 151	
44	0	0	0.00%	Washington	SE	E	Sat	11 A M	Secondary	G6W @ Hwy 92	
45	242	185	76.45%	Wapello	SE	E	Fri	6 P M	City	Wapello St @ Albia Rd	Ottumwa
46	87	49	56.32%	Washington	SE	E	Sat	9 A M	City	East 7th @ North 4th	Washington
47	456	356	78.07%	Polk	SW	A	Mon	6 P M	City	7th @ Grand	Des Moines
48	150	105	70.00%	Polk	SW	A	Sat	1 P M	City	Aurora @ Beaver	Des Moines
49	779	552	70.86%	Polk	SW	A	Tue	4 P M	City	Meredith @ Merle Hay	Des Moines
50	330	238	72.12%	Polk	SW	A	Sat	5 P M	City	Indianola Ave @ SE 8th	Des Moines
51	326	248	76.07%	Polk	SW	A	Tue	10 A M	Primary	Hwy 160 Exit #92	Ankeny
52	579	500	86.36%	Polk	SW	A	Sat	3 P M	Interstate	I-80 Exit #143	
53	338	282	83.43%	Polk	SW	A	Thu	2 P M	Interstate	I-35 Exit #92	
54	385	332	86.23%	Polk	SW	A	Tue	2 P M	Interstate	I-35 Rest Area	
55	81	69	85.19%	Polk	SW	A	Sat	3 P M	Primary	Hwy 46 @ Hwy 5	
56	206	140	67.96%	Pottawattamie	SW	C	Fri	2 P M	City	9th Ave. @ S 16th	Council Bluffs
57	59	38	64.41%	Pottawattamie	SW	C	Fri	4 P M	Primary	Hwy 59 @ Hwy 83	
58	308	195	63.31%	Pottawattamie	SW	C	Wed	7 A M	Interstate	I-29 Exit #47	
59	360	255	70.83%	Pottawattamie	SW	C	Fri	7 A M	Interstate	I-80 Rest Area	
60	56	35	62.50%	Pottawattamie	SW	C	Sat	10 A M	Secondary	M 16 @ Hwy 92	
61	102	73	71.57%	Pottawattamie	SW	C	Wed	11 A M	Secondary	L 55 @ Hwy 6	
62	267	173	64.79%	Pottawattamie	SW	C	Wed	9 A M	City	Ave A @ 25th	Council Bluffs
63	66	54	81.82%	Pottawattamie	SW	C	Sat	8 A M	Primary	Hwy 6 @ Hwy 191	
64	36	27	75.00%	Pottawattamie	SW	C	Fri	11 A M	Primary	Hwy 83 @ Hwy 191	
65	94	69	73.40%	Pottawattamie	SW	C	Fri	6 P M	Primary	Hwy 59 @ Hwy 92	
66	153	100	65.36%	Pottawattamie	SW	C	Fri	9 A M	Primary	Hwy 6 @ Hwy 59	
67	549	400	72.86%	Pottawattamie	SW	C	Sat	12 P M	Interstate	I-80 Exit #40	
68	73	57	78.08%	Scott	SE	B	Wed	6 P M	Secondary	Y 48 @ Hwy 61	
69	424	354	83.49%	Scott	SE	B	Sat	12 P M	Primary	Hwy 61 @ Long Grove Exit	
70	129	105	81.40%	Scott	SE	B	Sun	2 P M	Primary	Hwy 61 @ Hwy 22	
71	608	502	82.57%	Scott	SE	B	Sat	10 A M	Primary	Hwy 61 @ F 55 Exit	
72	272	218	80.15%	Scott	SE	B	Wed	2 P M	City	Kimberly @ Harrison	Davenport
73	372	285	76.61%	Scott	SE	B	Sun	4 P M	City	Locust @ Brady	Davenport
74	452	381	84.29%	Scott	SE	B	Sat	8 A M	Interstate	I-80 @ Exit #284 (Y40)	
75	482	374	77.59%	Scott	SE	B	Sun	6 P M	Interstate	I-280 @ Hwy 61 Exit	
76	97	78	80.41%	Story	NW	D	Sat	5 P M	City	6th @ J Ave.	Nevada
77	248	192	77.42%	Story	NW	D	Sun	5 P M	Primary	Hwy 30 @ Duff Exit	Ames
78	144	105	72.92%	Story	NW	D	Thu	4 P M	City	6th @ Grand	Ames
79	208	178	85.58%	Story	NW	D	Tue	6 P M	Primary	Hwy 210 @ Hwy 65	
80	311	244	78.46%	Story	NW	D	Sat	3 P M	City	Man @ Clark	Ames
81	475	395	83.16%	Story	NW	D	Mon	4 P M	Interstate	I-35 Rest Area	
82	56	42	75.00%	Story	NW	D	Tue	12 P M	Secondary	E 23 @ Hwy 69	
83	514	458	89.11%	Story	NW	D	Sun	1 P M	Interstate	I-35 Exit #123	
84	157	101	64.33%	Story	NW	D	Mon	2 P M	Primary	Hwy 133 @ Hwy 30	
85	223	180	80.72%	Story	NW	D	Sat	1 P M	Primary	Hwy 210 @ Hwy 69	
86	269	194	72.12%	Story	NW	D	Sat	5 P M	Primary	Hwy 65 @ Hwy 30	
87	122	92	75.41%	Story	NW	D	Sat	1 P M	Secondary	E 63 @ Hwy 65	
88	55	28	50.91%	Wapello	SE	D	Fri	3 P M	Secondary	T 61 @ Hwy 34	Blakesburg
89	110	89	80.91%	Wapello	SE	D	Tue	7 A M	Primary	Hwy 16 @ Hwy 34	
90	362	273	75.41%	Wapello	SE	D	Mon	5 P M	Primary	East Jct. Hwy 34 @ Hwy 63	
91	413	295	71.43%	Wapello	SE	D	Mon	1 P M	City	Church @ Richmond	Ottumwa
92	87	62	71.26%	Keokuk	SE	D	Sat	7 A M	Primary	Hwy 149 @ Hwy 23	
93	156	105	67.31%	Wapello	SE	D	Fri	1 P M	Primary	Hwy 137 @ Hwy 63	
94	114	83	72.81%	Wapello	SE	D	Mon	3 P M	Secondary	V 37 (College St) @ Hwy 34	A gency
95	64	36	56.25%	Warren	SW	A	Sat	1 P M	Primary	Hwy 28 @ Hwy 92	Martensdale
96	156	116	74.36%	Warren	SW	A	Wed	5 P M	Secondary	R 57 @ Hwy 92	
97	126	102	80.95%	Washington	SE	E	Thu	5 P M	Primary	Hwy 218 @ Hwy 92	
98	115	84	73.04%	Washington	SE	E	Thu	3 P M	Primary	Hwy 1 @ Hwy 92	
99	18	14	77.78%	Louisa	SE	E	Tue	10 A M	Secondary	X 43 @ Hwy 92	
100	117	91	77.78%	Louisa	SE	E	Tue	12 P M	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 1999	Municipal	Interstate	Primary	Secondary	Totals
Miles	573	562	981	435	2,551
Percentage	22.46%	22.03%	38.46%	17.05%	100.00%

October 2000	Municipal	Interstate	Primary	Secondary	Totals
Miles	566	576	936	422	2,500
Percentage	22.64%	23.04%	37.44%	16.88%	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