TECHNICAL ASSISTANCE REPORT

SAFETY BELT AND MOTORCYCLE HELMET USE IN VIRGINIA: THE 2002 UPDATE

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EXECUTIVE SUMMARY

Safety belt use data were first collected in Virginia in 1974. Early data (1974-77 and 1983-86) were collected from only the four metropolitan areas (Northern Virginia, Tidewater, Richmond, and Roanoke) of the state. Between 1987 and 1992, data were also collected in nine communities with a population under 15,000. In 1991 and 1992, data were collected in four communities with a population between 50,000 and 100,000. It was only with the initiation of this project in 1992 that the state had a true statewide survey.

This report describes the methodology used for site selection and data collection and adds the results of the 2002 survey to those of the previous years. It should be noted that the dates of the 2002 survey were different than those of previous surveys. From 1992 to 2001, surveys began the last Thursday in May and generally ended the second week in July, depending on the number of sites "rained out" and rescheduled. This year, at the request of the National Highway Traffic Safety Administration, the survey was begun the fourth week of April so that the results would be available before the end of June. Thus, differences between use rates in 2002 and other years may be attributable to seasonal differences in travel patterns and restraint/helmet use, rather than solely to changes in driver and occupant behavior.

The results show that Virginia's 2002 safety belt use rate was 70.4% and its motorcycle helmet use rate was 100%. In each of the 10 years of the survey, virtually all of the motorcycle drivers and passengers were using a helmet. For the passenger car drivers and right-front passengers in the 10 years of the study, use rates varied from a low of 67.1% in 1997 to a high of 73.6% in 1998. The 2002 use rate of 70.4% is a decrease from the 72.3% use rate in 2001 (see Figure ES-1).

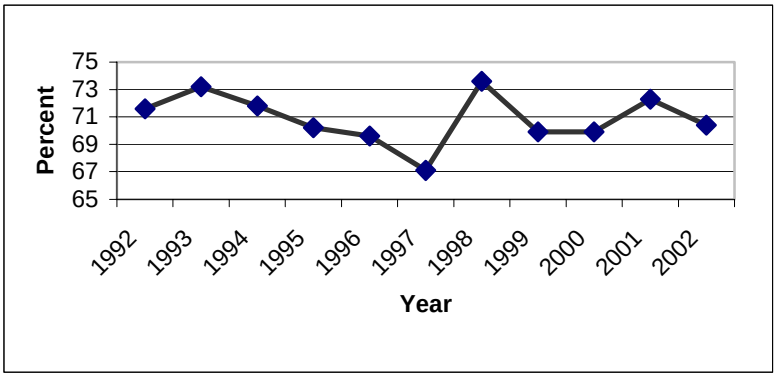

Figure ES-1. Trends in Safety Belt Use

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INTRODUCTION

The Intermodal Surface Transportation Efficiency Act of 1991 added a section (153) to Title 23 of the U.S. Code. The section authorized the U.S. Secretary of Transportation to establish a grant program to support states in adopting and implementing laws governing the use of safety belts and motorcycle helmets. To qualify for first-year funds, a state was required to have laws requiring the use of a helmet by all motorcycle riders and the use of a belt or child safety seat by all front-seat occupants in passenger vehicles. To qualify for second- and third-year funding, a state was required to have mandatory use laws *and* demonstrate a specified level of compliance.

On January 23, 1997, President Clinton directed the U.S. Secretary of Transportation to develop a plan to increase safety belt use in the United States. On April 16, 1997, a plan was presented to the president that established a goal of 85% use by the year 2000 and 90% use by 2005. As part of the Transportation Efficiency Act for the 21st Century, Section 157 of Title 23 was added, which established a new grant program for allocating funds to the states. The National Highway Traffic Safety Administration (NHTSA) published new guidelines to become effective September 1, 1998, for conducting safety belt use surveys. The new guidelines were essentially the same as the previous guidelines except they required that data for occupants of passenger cars, pickup trucks, vans, minivans, and sport utility vehicles be included.

On June 29, 1992, NHTSA published the final guidelines for conducting surveys of belt and helmet use in the states.[1] The guidelines required that the selection of survey samples be based on a single probability-based survey design and that only direct observational data be used to demonstrate compliance. The sample design had to include predetermined protocols for (1) determining sample size; (2) selecting sites; (3) selecting alternate sites when necessary; (4) determining which route, lane, and direction of traffic flow were to be observed; (5) collecting the observational data; and (6) beginning and concluding an observation period. The guidelines further stated that the relative error of the estimate could be no more than ±5% and that all drivers, outboard front-seat passengers, and motorcycle drivers and passengers had to be eligible for observation. The guidelines also required that at least 85% of the state's population be eligible for inclusion and that only the smallest counties, based on population, could be eliminated from the sampling frame. Finally, data for all daylight hours and all days of the week had to be eligible for inclusion in the sample, and the scheduling of the time and day for each sample site had to be done randomly.

In 1992, 28 states (with 73% of the U.S. population) conducted probability-based surveys that had been reviewed by NHTSA and met the minimum standards.[2] Another 11 states conducted probability-based surveys but did not demonstrate compliance with the guidelines. In 1997, 43 states conducted safety belt use surveys. NHTSA used these data to calculate a population-weighted national average of 69%. The 1997 average usage rate for states with primary enforcement (11) was 79% and that for states with secondary enforcement (32) was 62%. The rate in New Hampshire, the only state without a mandatory usage law, was 58%.

PURPOSE AND SCOPE

The purpose of this project was to conduct a survey of safety belt and motorcycle helmet use in Virginia in accordance with NHTSA's guidelines. Even though the Section 153 funding program ended in 1994, safety belt and motorcycle helmet data have continued to be collected at the request of Virginia's Department of Motor Vehicle's Transportation Safety Services.

The methods and procedures that qualified the state for incentive funds in 1992 through 1994 were used in all 10 surveys. From 1992 to 2001, surveys had begun the last Thursday in May and generally ended the second week in July. In 2002, at the request of NHTSA, the survey was begun the fourth week of April so that the results would be available before the end of June. The time and day of week to be surveyed remained the same as in previous years. Thus, differences between use rates in 2002 and in other years may be attributable to seasonal differences in travel patterns and restraint/helmet use, rather than solely to changes in driver and occupant behavior.

In this way, longitudinal data could be compared between years and over a period of years. When methods of data collection change, comparisons are compromised to the extent that differences in collection procedures affect the results.

METHODS

This survey required five tasks: (1) defining the population from which the sample was drawn, (2) determining the number of survey sites, (3) developing the sampling plan, (4) developing procedures and collecting data, and (5) determining how estimates would be weighted to approximate statewide figures.

Population

According to federal guidelines, localities with the smallest populations and that made up less than 15% of the state's total population could be removed from the study population. In Virginia, determining which localities made up 15% of the population was difficult. In most states, a city is a part of the surrounding county. In Virginia, although towns are considered to

be a part of the surrounding county, the 41 independent cities are not. To accommodate this arrangement of political jurisdictions, both counties and independent cities were considered in establishing the sampling population.

Table 1 shows the 136 counties and independent cities in Virginia ranked by population. According to 1990 census figures (the data available when the study sites were first selected), Virginia's total population was about 6.2 million. However, most of the population is located in the four population centers: Northern Virginia, Tidewater, Richmond, and Roanoke. Thus, there is a great disparity between the populations of rural and urban areas. For instance, the least populated county, Highland County, had fewer than 2,700 residents, and the least populated city, Norton, had fewer than 4,300. Twenty-seven of the 136 political jurisdictions had a population less than 10,000, and another 40 had a population between 10,000 and 20,000. Nearly 50% (49.3%) of the jurisdictions had fewer than 20,000 residents and accounted for 12.2% of the state's total population. On the other hand, 13 jurisdictions had a population of more than 100,000 and accounted for more than 48% of the total population of the state. Because of this disparity in population, the 74 least populated jurisdictions (the non-shaded portion of Table 1) made up just under 15% of the state's population; thus, they were excluded from sampling. Figure 1 shows the jurisdictions that were excluded (the shaded portion). All other locations in the state were equally eligible for inclusion in the sample.

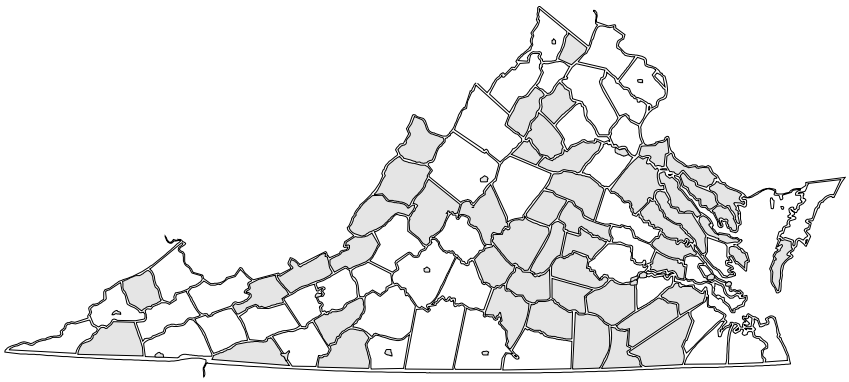

Figure 1. Areas Excluded from Sampling Procedures (Shaded)

Number of Survey Sites

The next step in the project was to determine the number of statewide sites necessary to fulfill NHTSA's requirements of a relative error of ±5% and 95% confidence. When computations were carried out to determine the number of sites necessary to meet these requirements, it was found that 78 sites would be adequate. After reviewing the project work plan, NHTSA wrote (September 4, 1992) that they would require Virginia to use 120 sites that were to be allocated to urban and rural areas based on population. Two of the 84 urban sites were moved in 1998 to safer locations along the same roadway and within the adjacent intersections (procedures meeting the original guidelines), and the other 82 sites have been used for every survey. In previous years, it was necessary to move 2 of the 36 rural sites. One was

Table 1
POPULATION BY POLITICAL JURISDICTION

Jurisdiction	Jurisdiction Population	Cumulative Population	Cumulative Percent	Jurisdiction	Jurisdiction Population	Cumulative Population	Cumulative Percent
Highland County	2,635	2,635	0.04	Orange County	21,421	818,373	13.23
Norton	4,247	6,882	0.11	Page County	21,690	840,063	13.58
Craig County	4,372	11,254	0.18	Winchester	21,947	862,010	13.93
Clifton Forge	4,679	15,933	0.26	Hopewell	23,101	885,111	14.31
Bath County	4,799	20,732	0.34	Scott County	23,204	908,315	14.68
Emporia	5,306	26,038	0.42	Salem	23,756	932,071	15.06
Bedford	6,073	32,111	0.52	Staunton	24,461	956,532	15.46
Surrey County	6,145	38,256	0.62	Lee County	24,496	981,028	15.86
Charles City County	6,282	44,538	0.72	Botetourt County	24,992	1,006,020	16.26
King and Queen County	6,289	50,827	0.82	Isle of Wight County	25,053	1,031,073	16.66
Buena Vista	6,406	57,233	0.92	Wythe County	25,466	1,056,539	17.08
Bland County	6,514	63,747	1.03	Warren County	26,142	1,082,681	17.50
Rappahannock County	6,622	70,369	1.14	Carroll County	26,594	1,109,275	17.93
Galax	6,670	77,039	1.25	Prince George County	27,394	1,136,669	18.37
Manassas Park	6,734	83,773	1.35	Culpeper County	27,791	1,164,460	18.82
Lexington	6,959	90,732	1.47	Manassas	27,957	1,192,417	19.27
Covington	6,991	97,723	1.58	Amherst County	28,578	1,220,995	19.73
South Boston	6,997	104,720	1.69	Russell County	28,667	1,249,662	20.20
Richmond County	7,273	111,993	1.81	Halifax County	29,033	1,278,695	20.67
Cumberland County	7,825	119,818	1.94	Mecklenburg County	29,241	1,307,936	21.14
Franklin	7,864	127,682	2.06	Gloucheater County	30,131	1,338,067	21.63
Mathews County	8,348	136,030	2.20	Harrisonburg	30,707	1,368,774	22.12
Middlesex County	8,653	144,683	2.34	Buchanan County	31,333	1,400,107	22.63
Essex County	8,689	153,372	2.48	Shenandoah County	31,636	1,431,743	23.14
Amelia County	8,787	162,159	2.62	Accomack County	31,703	1,463,446	23.65
Greensville County	8,853	171,012	2.76	Smyth County	32,370	1,495,816	24.18
Falls Church	9,578	180,590	2.92	Pulaski County	34,496	1,530,312	24.73
Sussex County	10,248	190,838	3.08	James City County	34,859	1,565,171	25.30
Greene County	10,297	201,135	3.25	Petersburg	38,386	1,603,557	25.92
New Kent County	10,445	211,580	3.42	Franklin County	39,549	1,643,106	26.56
Northumberland County	10,524	222,104	3.59	Wise County	39,573	1,682,679	27.20
Lancaster County	10,896	233,000	3.77	Charlottesville	40,341	1,723,020	27.85
King William County	10,913	243,913	3.94	York County	42,422	1,765,442	28.53
Poquoson	11,005	254,918	4.12	Bedford County	45,656	1,811,098	29.27
Lunenburg County	11,419	266,337	4.30	Frederick County	45,723	1,856,821	30.01
Williamsburg	11,530	277,867	4.49	Washington County	45,887	1,902,708	30.75
Charlotte County	11,688	289,555	4.68	Tazewell County	45,960	1,948,668	31.49
Madison County	11,949	301,504	4.87	Campbell County	47,572	1,996,240	32.26
Floyd County	12,005	313,509	5.07	Fauquier County	48,741	2,044,981	33.05
Clarke County	12,101	325,610	5.26	Suffolk	52,141	2,097,122	33.89
Appomattox County	12,298	337,908	5.46	Danville	53,056	2,150,178	34.75
Fluvanna County	12,429	350,337	5.66	Augusta County	54,677	2,204,855	35.63
Nelson County	12,778	363,115	5.87	Pittsylvania County	55,655	2,260,510	36.53
Buckingham County	12,873	375,988	6.08	Henry County	56,942	2,317,452	37.45
Northampton County	13,061	389,049	6.29	Spotsylvania County	57,403	2,374,855	38.38
Alleghany County	13,176	402,225	6.50	Rockingham County	57,482	2,432,337	39.31
King George County	13,527	415,752	6.72	Stafford County	61,236	2,493,573	40.30
Goochland County	14,163	429,915	6.95	Hanover County	63,306	2,556,879	41.32
Nottoway County	14,993	444,908	7.19	Lynchburg	66,049	2,622,928	42.39
Powhatan County	15,328	460,236	7.44	Albemarle County	68,040	2,690,968	43.49
Westmoreland County	15,480	475,716	7.69	Montgomery County	73,913	2,764,881	44.69
Radford	15,940	491,656	7.95	Roanoke County	79,332	2,844,213	45.97
Brunswick County	15,987	507,643	8.20	Loudoun County	86,129	2,930,342	47.36
Colonial Heights	16,064	523,707	8.46	Roanoke	96,397	3,026,739	48.92
Martinsville	16,162	539,869	8.73	Portsmouth	103,907	3,130,646	50.60
Grayson County	16,278	556,147	8.99	Alexandria	111,183	3,241,829	52.39
Giles County	16,366	572,513	9.25	Hampton	133,793	3,375,622	54.56
Prince Edward County	17,320	589,833	9.53	Chesapeake	151,976	3,527,598	57.01
Patrick County	17,473	607,306	9.82	Newport News	170,045	3,697,643	59.76
Southampton County	17,550	624,856	10.10	Arlington County	170,936	3,868,579	62.52
Dickenson County	17,620	642,476	10.38	Richmond	203,056	4,071,635	65.81
Rockbridge County	18,350	660,826	10.68	Chesterfield County	209,274	4,280,909	69.19
Bristol	18,426	679,252	10.98	Prince William County	215,686	4,496,595	72.67
Waynesboro	18,549	697,801	11.28	Henrico County	217,881	4,714,476	76.20
Fredericksburg	19,027	716,828	11.59	Norfolk	261,229	4,975,705	80.42
Caroline County	19,217	736,045	11.90	Virginia Beach	393,069	5,368,774	86.77
Fairfax	19,622	755,667	12.21	Fairfax County	818,584	6,187,358	100.00
Louisa County	20,325	775,992	12.54				
Dinwiddie County	20,960	796,952	12.88	**Total Population**	6,187,358		

moved to a safer location just down the road before the next intersection, and the other was moved to an alternate site within the same grid box (see "Sampling Plan"). In addition, data were collected on the same day of the week and the same hour of the day at each site during the 10 years.

Sampling Plan

To select the sample of sites, a grid with sections measuring 1/4 by 1/4 in was placed over a standard map of Virginia issued by the Virginia Department of Transportation (VDOT) and drawn to a scale of 1 in = 13 mi. Figure 2 is a sample section of the map. Each grid box contained an area of approximately 10.5 mi^2. This procedure produced a system of 144 sections across the vertical axis. However, because Virginia is not perfectly rectangular and because political jurisdictions representing the smallest 15% of the population were excluded from the

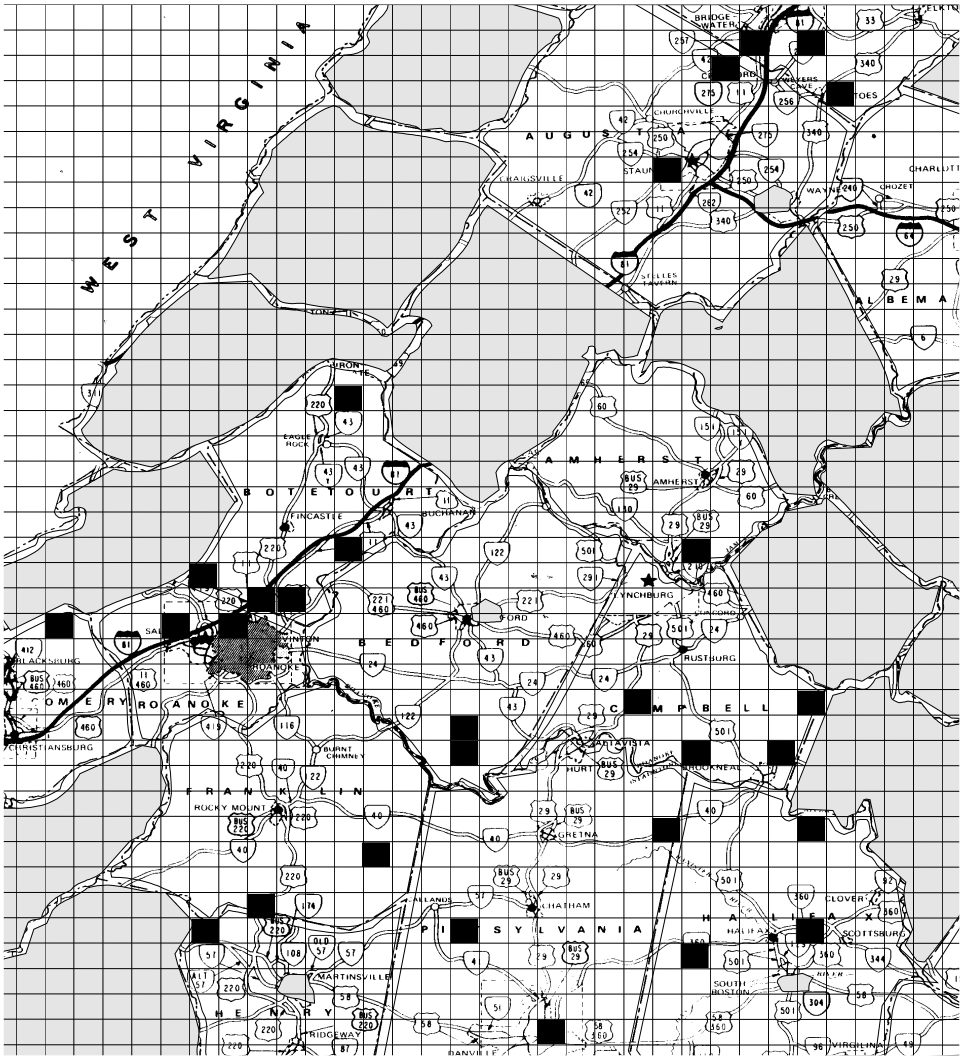

Figure 2. Sample Section of State Map Showing Grid Boxes

sample, some boxes fell outside the geographical area or were wholly within excluded areas. To keep these boxes from affecting the random nature of the sample, they were not defined as part of the study population. Each valid grid box containing at least one intersection in an included part of Virginia was numbered. Random numbers were generated to select 120 of the 2,572 valid grid boxes, without replacement, from which specific intersections were selected. Grid box selection was the first stage of the site selection process.

To respond to a concern expressed by NHTSA that a pure statewide random sample of 120 sites would overrepresent the nonurban areas of Virginia, the originally proposed procedures were changed. The selection of sites was based on the proportion of the population in the urban and rural areas of the state. Excluding the lowest 15% of the population, the urban areas had about 68% of the remaining population and the rural areas had about 32%. Of the 120 total sites, 84 were randomly selected from the four metropolitan areas and 36 were randomly selected from the remainder of the state.

By the use of detailed maps of urban areas available in book form from ADC of Alexandria, Inc.[3-7] and county maps prepared by VDOT, each intersection in a selected grid box was numbered and a random number was generated to select the specific intersection to be sampled. Two alternate sites were also selected randomly from the box. For each primary and alternate site, random numbers were used to select which route and direction of travel and whether traffic entering or exiting the selected intersection would be observed. This was the second stage in the process. Figures 3 and 4 are examples of urban and rural grid boxes and potential sites.

Staff of the Virginia Transportation Research Council visited and evaluated each site to determine whether data could be safely and adequately collected. The safety of the observer was the primary criterion for evaluating each site, followed by the ability to observe traffic. If an intersection was found to be inadequate, attempts were made to find an adequate observation point downstream if traffic exiting the intersection was to be observed and upstream if entering traffic was to be observed. In either case, if an adequate site could not be found before the next intersection was reached, an alternate site was investigated. Choosing a point before the next intersection ensured that the same traffic characteristics would be present at the upstream or downstream sites as would have been present at the original intersection. Very few original sites were discarded in favor of alternates. Those that were discarded had no safe area for the observer to stand or park or necessitated that the observer be below the level of the roadway, making observation impossible.

After selection, the sites were sorted geographically into seven groups. The days of the week were randomly assigned, without replacement, to each geographic group. Data were collected for 1 hour at each site all 10 years. From 1992 to 2001, surveys began the last Thursday in May and ended the second week in July. In 2002, at the request of NHTSA, the survey was begun the fourth week of April so that the results would be available before the end of June. For each day, the sites in a geographic group were assigned a random hour to begin, without replacement, from 7 A.M. to 6 P.M. When inclement weather precluded the collection of data at a site, data were collected at that site at a later date but at the originally specified time and on the same day of the week.

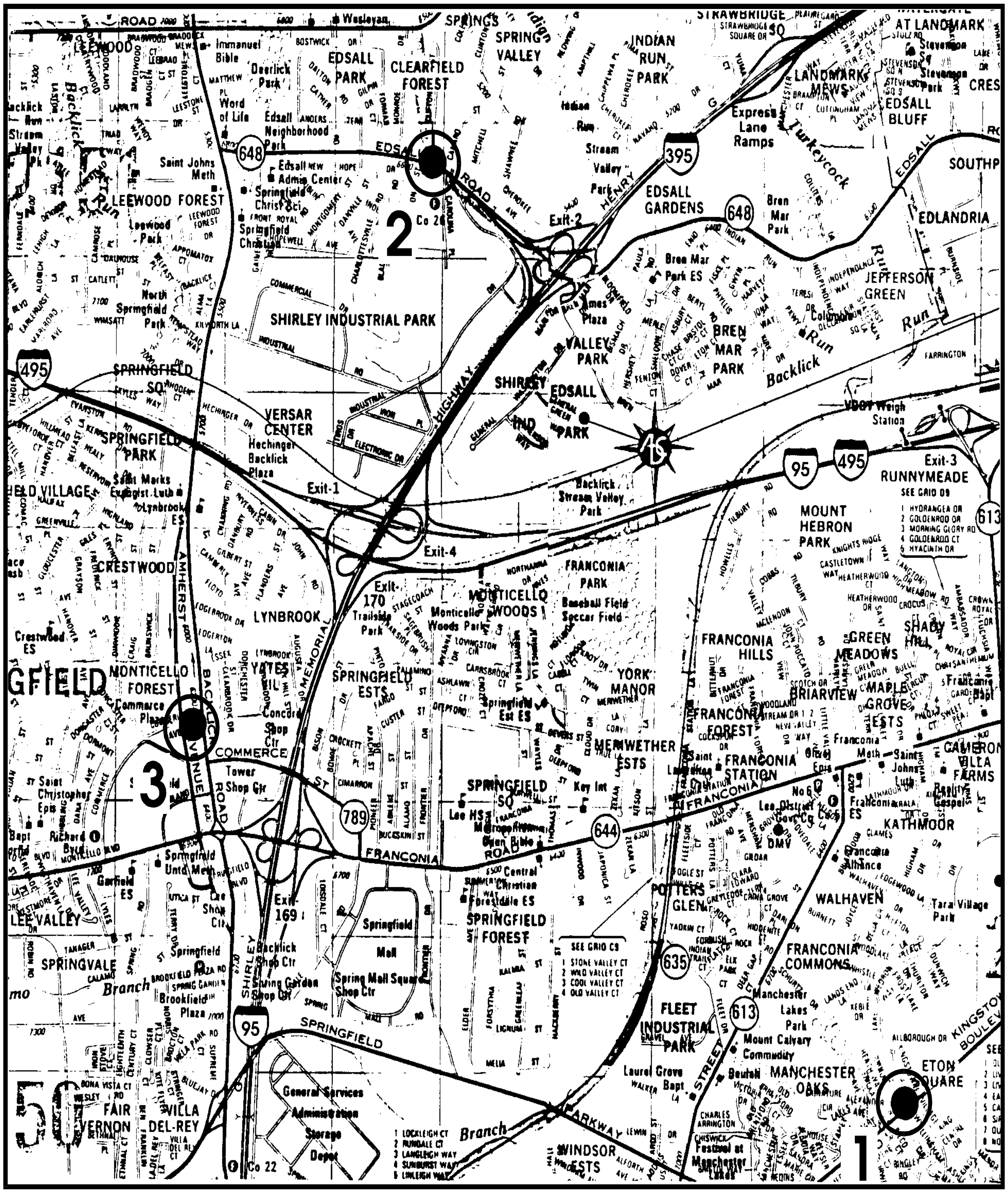

Figure 3. Detail of Urban Grid Showing Intersection Choices

Figure 4. Detail of Rural Grid Showing Intersection Choices

It should be noted that because of the change in survey dates, differences between use rates in 2002 and in other years may be attributable to seasonal differences in travel patterns and restraint/helmet use, rather than solely to changes in driver and occupant behavior.

Data Collection Procedures

All passenger cars in the curb lane were observed for shoulder belt use by the specified passengers. The designation "passenger car" included vans, minivans, sport utility vehicles, and pickup trucks. Observations began precisely on the hour and ended on the hour. If a momentary interruption occurred, the observer was instructed to resume observing vehicles, but to ensure that the beginning observation was not a nonrandom selection by the observer, data collection resumed with the third vehicle to pass the site after the observer was ready.

Observations were recorded using eight counters mounted on a hand-held board. A "yes" or "no" count was made for shoulder belt use for drivers and outboard front-seat passengers for each passenger car in the curb travel lane and for motorcycle driver and passenger helmet use in any lane at the intersection. The data collectors were required to complete a training program on the use of the counter board and how the data were to be collected and recorded. The data collectors were checked for inter-rater reliability in training sessions before they began the survey. Since observation points were preselected at each site, the data collectors were instructed to use intersection diagrams and photographs to locate the point at which observations were to be made (see Figures 5 and 6).

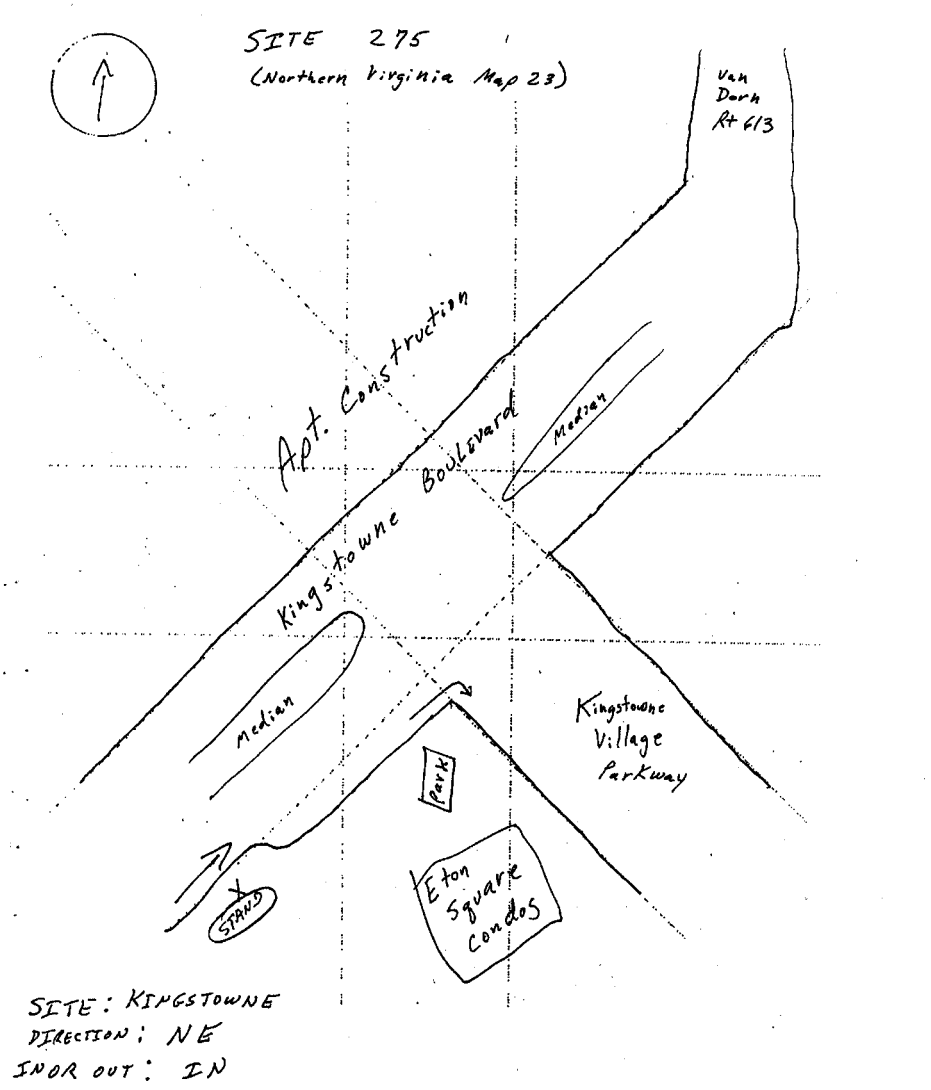

Figure 5. Urban Site Intersection Diagram

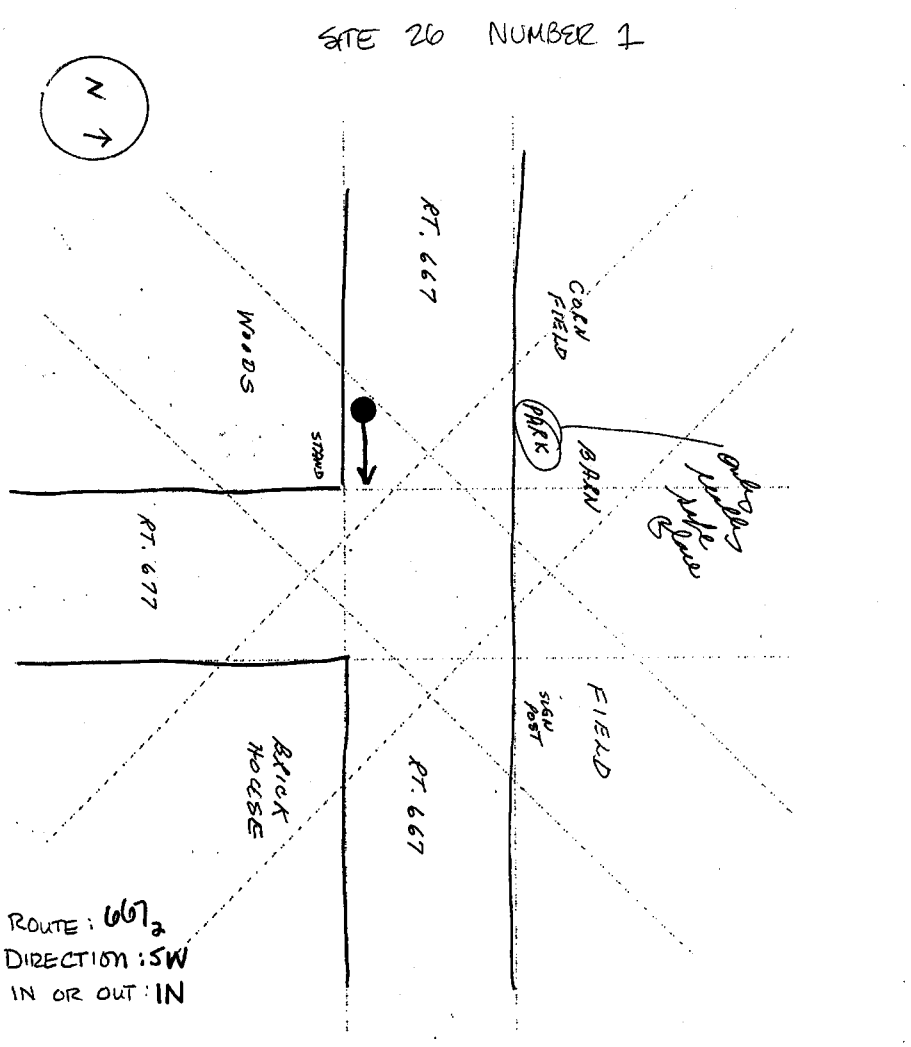

Figure 6. Rural Site Intersection Diagram

Calculation of Use and Error Rates

Because safety belt use was observed only in the curb lane, NHTSA's guidelines required that the observations on multilane highways be weighted by the number of lanes of travel. However, no such weighting was necessary for motorcycles, which were observed in all lanes of travel. For passenger cars at each site, the number of driver and passenger observations was multiplied by the number of lanes in the observed direction of travel. Thus, at a site with two lanes in the travel direction, the number of observations was doubled to estimate the total number of drivers and passengers who crossed the site. This was the third stage.

As previously discussed, the selection of sites was stratified to represent urban and rural areas in proportion to their populations. Thus, more than two thirds of the sites were in urban areas.

In December 1992 correspondence, NHTSA's Washington Headquarters staff recommended that Virginia use the following formulas to compute the state's safety belt use rate. The use rate, P_B, is the estimated proportion of drivers and passengers using safety belts and is calculated by the formula:

$$P_B = \frac{\sum_{t=1}^{2} \frac{N_t}{n_t} \sum_{i=1}^{n_t} N_{ti} B_{ti}}{\sum_{t=1}^{2} \frac{N_t}{n_t} \sum_{i=1}^{n_t} N_{ti} O_{ti}}$$

where t = stratum (1 = urban, 2 = rural)
ti = each site within a stratum
N_t = total number of grid boxes within stratum t
n_t = number of grid boxes selected from each stratum t
N_{ti} = total number of intersections within each sampled grid box
B_{ti} = number of belted occupants observed at site ti (weighted by lanes)
O_{ti} = total number of occupants observed at site ti (weighted by lanes).

The variance of the estimated belt use, $V(P_B)$, was approximated by the formula:

$$V(P_B) = \frac{1}{\bar{O}^2}[V(B) + P_B^2 V(O) - 2P_B COV(B, O)]$$

where $\bar{O}$ is the weighted average number of occupants observed per site and is computed by the formula:

$$\bar{O} = \frac{1}{2} \sum_{t=1}^{2} \frac{\sum_{i=1}^{n_t} N_{ti} O_{ti}}{n_t}$$

and where $V(B)$ is the variance of the number of belted occupants and is computed by the formula:

$$V(B) = \frac{1}{(N_1 + N_2)^2} \sum_{t=1}^{2} \frac{N_t^2}{n_t(n_t - 1)} \sum_{i=1}^{n_t} (N_{ti}B_{ti} - \bar{B}_t)^2$$

$$\text{where } \bar{B}_t = \frac{\sum_{i=1}^{n_t} N_{ti}B_{ti}}{n_t}$$

and where *V(O)* is the variance of the number of observed occupants and is computed by the formula:

$$V(O) = \frac{1}{(N_1 + N_2)^2} \sum_{t=1}^{2} \frac{N_t^2}{n_t(n_t - 1)} \sum_{i=1}^{n_t} (N_{ti}O_{ti} - \bar{O}_t)^2$$

$$\text{where } \bar{O}_t = \frac{\sum_{i=1}^{n_t} N_{ti}O_{ti}}{n_t}$$

and where *COV(B, O)* is the covariance of the number of belted and observed occupants and is computed by the formula:

$$COV(B, O) = \frac{1}{(N_1 + N_2)^2} \sum_{t=1}^{2} \frac{N_t^2}{n_t(n_t - 1)} \sum_{i=1}^{n_t} (N_{ti}B_{ti} - \bar{B}_t)(N_{ti}O_{ti} - \bar{O}_t)$$

The standard error of the estimate was calculated by the formula[8]:

$$SE = \frac{SD}{\sqrt{n-1}}$$

where *SE* = standard error of the estimate
n = total number of sites sampled

SD = square root of variance.

The relative error of the estimate was calculated by the formula:

$$RE = \frac{SE}{P_B}$$

where *RE* = relative error of the estimate.

RESULTS

The survey team observed 16,775 drivers and 4,134 right-front passengers for the use of a shoulder belt. Because the survey data were collected from moving traffic, the use of the lap portion of a belt system could not be observed. For computing a statewide use rate, the observations were weighted by the number of traffic lanes in the direction of traffic flow at the site where the data were collected (see Tables A-1 and A-2 in the Appendix for the complete data counts).

As can be seen from the 2002 data in Table 2, there were 21,375 weighted observations of occupants in passenger cars. There were 11,718 drivers and 2,577 right-front passengers observed to be using a shoulder belt. Passenger car occupants had a weighted safety belt use rate of 70.4%. The relative error of the estimate was 1.01%.

There were also 87 motorcycle riders observed (77 drivers and 10 passengers). The sample size for motorcycle drivers and passengers was considerably smaller than in 2001, probably because the survey was begun earlier in the year and a significant portion of the observations were made before the weather became warm enough to encourage motorcycle use. The rate of helmet use was 100%, and because the use rate was 100%, there was no relative error of the estimate.

The results of the 1992 to 2002 surveys are summarized in Table 2. In each of the 10 years of the survey, virtually all of the motorcycle drivers and passengers observed were using a helmet. For the passenger car drivers and right-front passengers observed in the 10 years of the study, use rates varied from a low of 67.1% in 1997 to a high of 73.6% in 1998. The 2002 use rate of 70.4% is a decrease from the 72.3% use rate in 2001. It should be remembered, however, that these differences may be attributable to seasonal differences in travel patterns and restraint use, rather than solely to changes in driver and occupant behavior.

Table 2. Survey Results for 1992 Through 2002

Year	Vehicle Type	Weighted Observations	Drivers Protected	Passengers Protected	Use Rate (%)	Variance (%)	Standard Error (%)	Relative Error (%)
2002	Cars	20,911	11,718	2,577	70.4	0.60	0.71	1.01
	Motorcycles	87	77	10	100.0	0.00	0.00	0.00
2001	Cars	37,393	21,056	5,583	72.3	1.10	0.96	1.33
	Motorcycles	387	332	55	100.0	0.00	0.00	0.00
2000	Cars	38,668	21,014	5,539	69.9	0.47	0.63	0.89
	Motorcycles	222	201	20	99.9	0.00	0.004	0.004
1999	Cars	37,869	20,213	5,445	69.9	0.49	0.64	0.92
	Motorcycles	198	169	28	99.1	0.27	0.47	0.48
1998	Cars	31,877	17,987	4,686	73.6	1.33	1.06	1.44
	Motorcycles	229	205	23	99.6	0.00	0.04	0.04
1997	Cars	35,508	18,544	5,013	67.1	1.88	1.26	1.87
	Motorcycles	134	121	11	98.7	0.04	0.18	0.18
1996	Cars	26,975	14,278	4,577	69.6	1.63	1.17	1.68
	Motorcycles	99	85	14	100.0	0	0	0
1995	Cars	29,584	15,632	4,521	70.2	1.52	1.13	1.61
	Motorcycles	247	208	39	100.0	0	0	0
1994	Cars	25,291	14,146	4,271	71.8	0.74	0.79	1.10
	Motorcycles	105	90	15	100.0	0	0	0
1993	Cars	24,299	13,045	4,396	73.2	0.89	0.86	1.18
	Motorcycles	236	208	28	100.0	0	0	0
1992	Cars	26,320	14,701	4,233	71.6	1.11	0.97	1.35
	Motorcycles	53	47	6	100.0	0	0	0

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APPENDIX: 2002 RAW DATA BY SITE

Table A-1. 2002 Urban Raw Data by Site[a]

Site ID	Lanes	N_{ti}	B_{ti}	O_{ti}	MC B_{ti}	MC O_{ti}
2	1	10	18	29	0	0
7	1	408	72	107	0	0
8	1	7	3	4	0	0
11	1	82	44	67	0	0
15	3	6	226	350	1	1
17	3	115	165	348	0	0
19	1	10	119	179	0	0
20	1	7	56	78	0	0
21	1	148	149	201	0	0
28	1	3	17	26	0	0
30	2	3	169	277	0	0
32	1	244	75	90	0	0
40	3	254	168	236	0	0
41	1	211	221	277	1	1
42	1	36	27	44	0	0
46	1	5	36	68	0	0
49	1	6	0	0	0	0
54	2	504	757	950	3	3
58	1	15	123	184	0	0
67	1	5	9	12	0	0
68	1	24	3	6	0	0
69	1	721	595	826	0	0
81	1	6	45	69	0	0
86	2	7	132	196	1	1
90	1	17	100	153	0	0
92	3	142	293	361	2	2
105	1	24	88	134	0	0
118	1	7	60	96	0	0
119	3	32	506	682	9	9
120	1	546	93	140	0	0
121	1	7	305	430	3	3
136	1	23	88	136	1	1
140	3	3	459	604	0	0
154	1	8	72	97	0	0
169	2	4	102	196	0	0
170	1	19	0	1	0	0
173	2	331	349	491	4	4
183	1	8	17	31	0	0
202	1	59	77	131	0	0
206	1	17	18	21	0	0
210	2	73	353	508	7	7
211	1	253	598	794	1	1
213	1	376	254	366	0	0
234	1	197	0	1	0	0
236	1	87	74	119	0	0
250	1	16	2	6	0	0
259	3	532	91	121	1	1
275	2	526	176	223	0	0

Site ID	Lanes	N_{ti}	B_{ti}	O_{ti}	MC B_{ti}	MC O_{ti}
280	1	104	19	25	0	0
290	1	3	216	329	4	4
300	1	110	11	17	0	0
306	1	12	0	3	0	0
313	3	186	404	581	4	4
315	1	9	262	360	2	2
317	2	444	71	119	0	0
322	1	1	35	60	0	0
324	2	82	140	173	0	0
330	1	16	32	48	0	0
332	3	8	176	279	2	2
353	1	11	115	182	0	0
359	1	9	87	116	0	0
371	2	64	25	36	0	0
372	3	5	237	367	3	3
374	1	26	23	47	0	0
375	1	12	204	297	0	0
385	3	30	186	332	0	0
388	1	10	2	3	0	0
400	1	385	6	7	0	0
403	2	341	172	268	0	0
406	2	374	413	593	0	0
411	1	19	90	141	4	4
420	1	223	134	178	0	0
425	1	365	39	54	0	0
426	2	626	307	464	1	1
434	1	25	9	14	0	0
450	1	15	120	199	1	1
458	2	180	82	145	0	0
464	1	21	16	30	0	0
471	1	13	3	4	0	0
476	1	13	564	781	5	5
477	1	11	28	35	0	0
483	1	2	128	183	1	1
508	2	628	342	545	1	1
512	1	15	134	176	3	3

[a]Site ID = identifier of site sampled.
Lanes = number of lanes in sampled direction at site.
N_{ti} = number of intersections within sample grid.
B_{ti} = number of belted occupants observed at site.
O_{ti} = number of occupants observed at site.
MC B_{ti} = number of motorcycle occupants with helmets at site.
MC O_{ti} = number of motorcycle occupants observed at site.

Table A-2. 2002 Rural Raw Data by Site[a]

Site ID	Lanes	N_{ti}	B_{ti}	O_{ti}	MC B_{ti}	MC O_{ti}
1	1	15	32	56	0	0
4	1	9	6	9	0	0
5	1	9	2	2	0	0
6	1	16	58	84	1	1
9	1	6	3	14	0	0
10	1	5	8	11	0	0
12	1	4	386	590	1	1
13	1	17	20	43	0	0
16	1	4	7	7	1	1
18	1	8	4	11	0	0
22	1	12	13	25	0	0
23	1	7	86	171	0	0
25	1	6	47	78	0	0
26	1	9	9	15	0	0
27	1	13	0	0	0	0
29	1	6	7	21	0	0
31	1	7	11	19	0	0
33	1	15	216	256	3	3
35	1	9	30	67	1	1
36	1	12	36	68	0	0
37	1	1	68	83	1	1
39	1	10	30	46	0	0
44	1	7	5	9	0	0
45	1	7	121	209	6	6
47	3	18	270	412	4	4
48	1	15	3	9	0	0
50	1	8	59	113	1	1
51	1	11	2	2	0	0
52	1	3	31	49	0	0
53	1	2	14	26	0	0
55	1	12	25	50	0	0
56	2	5	59	102	0	0
57	1	13	5	6	0	0
59	1	7	0	2	0	0
62	2	13	256	372	3	3
63	1	15	130	215	0	0

[a]Site ID = identifier of site sampled.
Lanes = number of lanes in sampled direction at site.
N_{ti} = number of intersections within sample grid.
B_{ti} = number of belted occupants observed at site.
O_{ti} = number of occupants observed at site.
MC B_{ti} = number of motorcycle occupants with helmets at site.
MC O_{ti} = number of motorcycle occupants observed at site.