

**EVALUATION OF 2006
“BUCKLE UP IN YOUR TRUCK”**

for

**The Law Enforcement/Traffic Safety Division of
The Alabama Department of Economic and Community Affairs**

By

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Section 5.0 Background

Introduction

The “Click It or Ticket” program was introduced in the state of Alabama in 2001 as a Selective Traffic Enforcement Program (STEP). This program has proved to be very successful over the past six years in the state. In each year that this program was implemented there was an improvement in the safety belt use in the state. Figures 1-1, 1-2 and Table 3-1 in the Click It or Ticket section of the report gives more information on the actual results of the Click It or Ticket campaigns and the increase in safety belt usage seen in Alabama.

As a part of these Click It or Ticket studies, analysis on drivers of different vehicles was performed. Through this analysis it was determined that drivers of certain vehicles were less likely to use their safety belts. These findings will be discussed further in Section 7.0. However, the most important finding is that drivers of pickup trucks were less likely to wear their safety belt.

This data combined with other national data led to the introduction of the “Buckle Up in Your Truck” (BUIYT) campaign in Alabama in 2005. This new program was found to be effective, and was repeated in 2006. The BUIYT campaign was primarily aimed at increasing public awareness of the problem, thereby increasing safety belt usage among those driving and riding in pick up trucks.

National Data

Safety belts are proven to save lives. According to national statistics provided by the National Highway Traffic Safety Administration (NHTSA) 73% of passenger vehicle occupants who were in traffic crashes in 2003 and were restrained survived. However, pickup truck drivers and their passengers, particular those in the rural areas, are the least likely group to buckle up. As will be shown in Section 7.0 the drivers of pickup trucks are the least likely to wear their safety belts in Alabama. This proves to be true on a national level as well.

Not only are those driving pickup trucks a problem in the country as a whole, they are shown to be a particular problem in southeastern section of the United States. According to NHTSA, there were 1,782 fatalities from pickup truck crashes in the southeast alone. Of these fatalities, 74% were not buckled up. Based on these statistics and others, eight states in the Southeast launched the “Buckle Up in Your Truck” (BUIYT) campaign in 2005. The participating states in 2005 were Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee. This campaign was proven successful and was repeated as part of the 2006 CIOT campaign.

This program was conducted in conjunction with the 2006 Click It or Ticket campaign and ran between April 12 and June 20, 2006. The agencies and organization from across

the state that were involved with the BUIYT program were the same as those involved with 2006 CIOT. The types of activities and the dates associated with the BUIYT campaign are set out in Table 5-1.

Table 5-1: Timeline of Events for 2006 Alabama “Buckle Up in Your Truck”

Week	Dates	Activity Description
Weeks 1-2	April 12 – 25	Statewide Observational Survey (Baseline), Motorist Survey (Baseline)
Week 3-8	April 26 – June 4	Earned Truck Media
Week 4-5	April 30 – May 12	Paid Truck Media
Week 6	May 14 – 21	Enforcement
Week 9-10	June 5 – 20	Statewide Observational, DMV Survey, Statewide Telephone Survey (All Post Surveys)

Public Education Program The public education conducted for the BUIYT program followed closely with the plans developed by NHTSA. These plans included three primary types of public information: “public relations,” “earned media,” and “paid advertising.” Public relations involved explaining program details and results in a way that made them newsworthy events that could be circulated to the public by press conferences, broadcasts, and newspapers. These public relations events thereby resulted in earned media. The second type of publicity, paid media, involved purchase of airtime at selected times in selected markets. Both radio and TV advertising were used. These earned and paid efforts were targeted at key at-risk groups and were aired in priority markets. Groups targeted included 18 to 34 year old males who drive pickups, and their passengers. The earned and paid media efforts are explained in more detail below.

Public Relations As a part of the public relations efforts, ADO prepared press material and Op Ed articles that were distributed across the state in order to help get the message out to media outlets throughout the state.

Paid Advertising Public relations efforts were coupled with paid ads to increase program awareness. Radio and television public service announcements were aired extensively. The paid media effort was sponsored and paid for by LETS, with ADO administering it. Both television and radio spots ran statewide from April 30th through May 13th. These spots were aired in priority markets in order to target key groups of individuals. These ads were in addition to and ran prior to the start of the regular Click It or Ticket ads.

Statewide Observational Surveys

The Injury Prevention Division of the Alabama Department of Public Health coordinated statewide surveys of vehicle safety belt usage. The surveys for the “Buckle Up in Your Truck” campaign focused on those driving and riding in pickup trucks. These surveys were performed in conjunction with the surveys for the “Click It or Ticket” campaign. A total of two surveys were conducted between April and June. The first was conducted at the start of the program to establish a baseline usage rate, and the final was conducted following the completion of the BUIYT program to measure the overall effectiveness of the program. These surveys included results from 15 counties throughout the state. A total of 28,258 motorists were observed over the course of these two surveys in order to determine and record their safety belt usage.

Questionnaire Surveys of Motorists

As a part of the CIOT campaign, NHTSA engaged the Preusser Research Group (PRG) to conduct various motorists’ surveys throughout the country. In order to gather information for the BUIYT campaign, certain questions specific to pick up truck drivers were added to the questionnaire. Analysis was performed on the questionnaire results to highlight answers by those who drive pick up trucks.

The *CARE* Research & Development Laboratory (CRDL) also played an important role in these surveys by coordinating the efforts of surveyors in the state of Alabama and distributing the surveys throughout the state. These questionnaires helped to gather belt use input as the questionnaires were distributed at locations where motorists obtained or renewed their drivers’ licenses. An additional task completed by PRG was data basing and analyzing all data generated by BUIYT states. In Alabama, various Highway Safety Coordinators, through the use of surveyors distributed questionnaires at Probate Judges’ offices and ADPS drivers’ license offices in six counties. The exact same surveys were distributed at two points during the CIOT/BUIYT campaigns. The surveys were distributed before the program and after the program was completed. A copy of the questionnaire may be found in Appendix D, and the results gathered with it may be found in Section 7.0 of this report.

Statewide Telephone Survey

Schulman, Ronca & Bucuvalas, Inc. (SRBI) was engaged to perform telephone surveys after the CIOT/BUIYT campaigns. Additional questions specific to safety belt use among those in pickup trucks were added to the standard phone survey used for CIOT.

SRBI interviewed 500 persons in Alabama via telephone after the completion of the program. The interview script may be found in Appendix E of this report, and the results and conclusions resulting from the survey may be found in Section 7.0.

Section 6.0 Evaluation Methods

Observations of Safety Belt Use

Field observation surveys were performed to measure shoulder safety belt use rates by drivers and front seat outboard passengers in pickup trucks. The observation surveys were performed in 15 Alabama counties. These counties are identified in Table 6-1.

Table 6-1: Pickup truck safety belt observation counties

Pre and Post Surveys		
Blount	Jefferson	Mobile
Colbert	Lawrence	Montgomery
Escambia	Lee	Shelby
Etowah	Madison	Tuscaloosa
Houston	Marshall	Walker

Observation Study Design The statewide survey of vehicle safety belt usage was coordinated by the Injury Prevention Division of the Alabama Department of Public Health (ADPH). The surveys for pickup truck drivers in the BUIYT campaign were conducted in conjunction with the observational surveys performed by ADPH for the CIOT program.

The survey sample included the four counties with the largest metropolitan areas (Jefferson, Madison, Mobile, Montgomery), plus 11 additional counties selected at random from a pool of 37 large counties. Consequently, more than 85% of the state's population was represented by the study sample, so it was not necessary to survey every county in the state.

In each county, 23 sites were selected at random from three traffic volume categories: low (0 - 4,999 vehicles per day), medium (5,000 -10,499) and high (10,500 - 75,000). For any county, the number of sites selected in each volume category reflected the total number of miles in that volume class. At least one site was selected from each volume category for each county in the survey sample.

In conducting the survey, each site was observed for one hour, using the curbside lane as the reference position. The observer determined driver's use or non-use of safety belts, whether there was a person in the front outboard seat of each vehicle, and whether the outboard person was wearing a safety belt. Additional data was captured to help categorize the gender and race of observed occupants and the type of vehicle.

A full study was conducted prior to BUIYT to estimate the “baseline” seatbelt usage rate. The full study was repeated after the BUIYT campaign to estimate the “post” seatbelt usage rate. The same design, sites, and observation methods were used in both studies.

Extrapolation to Represent Entire State The guidelines for the survey stratified the state by traffic volume. This enabled the data to be extrapolated (i.e., to scientifically assign each site an appropriate “weight” to represent a certain portion of the state) to estimate each county’s overall seatbelt rate, and the state’s overall usage rate using the formulas in Table 6-2:

Table 6-2: Formulas used by ADPH in determining BUIYT belt use rates

Estimate a County’s or the State’s Overall Use Rate	$P = \frac{\sum_{i=1}^2 [(N_i / n_i) \sum_{k=1}^{m_{ij}} (W_{ijk} * P_{ijk})]}{\sum [(N_i / n_i) \sum_{k=1}^{m_{ij}} W_{ijk}]}$ <p style="text-align: center;">where $W_{ij} = \sum_{k=1}^{M_{ij}} W_{ijk}$</p>
Variance	$V = \sum_{i=1}^{345} [W_{ijk} / (\sum_{i=1}^{345} W_{ijk})]^2 * [P_{ijk} * (1 - P_{ijk})]$
Standard Error of Estimate	$SE = \sqrt{V}$
<p>Where, i = County stratum (certainty or non-certainty) j = County designation k = Site designation N_i = Total number of counties in stratum i, where N₁ = 4 and N₂ = 33 n_j = Total number of counties in sample from stratum i, where n₁ = 4 and n₂ = 11 M_{ij} = Total number of road segments* in sampling frame for county j in stratum i m_{ij} = Total number of road segments in sample for county j, stratum i, (m_{ij} = 23 for all i,j) W_{ijk} = VMT** for road segments k, in county j, in stratum i P_{ijk} = Usage rate for road segment k, county j, in stratum i</p> <p>* Road segments were selected with equal probability within each county. ** VMT represents vehicle miles traveled.</p>	

Questionnaire Surveys of Motorists

As a part of the CIOT campaign, six counties were selected for driver surveys in order to gather additional feedback about motorist awareness regarding seatbelt use. A one-page questionnaire was prepared by PRG, and distributed at ADPS driver’s license offices and Probate Judge’s offices in six counties (Houston, Jefferson, Lee, Mobile, Montgomery, and Tuscaloosa). These surveys were modified to include additional questions that were designed to gather data for the BUIYT campaign. Individuals were asked to complete the questionnaire when they came to take the driver’s exam for their initial license, or when they came to renew their existing license. To increase the likelihood that sufficient

copies of the questionnaire would be completed, CRDL with the help of the CTSPs engaged temporary staff members to distribute and collect them at each site.

In order to help provide information about the effectiveness of the Buckle Up in Your Truck campaign in Alabama, the questionnaire results were broken down by type of drivers (all vehicles, cars and trucks) and additional questions were added regarding pickup truck safety belt use and the BUIYT program. The purpose of the survey was to assess motorists' knowledge about the Buckle Up in Your Truck campaign (as well as other safety belt usage campaigns employed in the state), whether pickup truck drivers had altered their seatbelt use behavior, how rigorously they thought that police agencies would enforce the law, and whether they thought it was likely that police might stop them. A copy of the questionnaire is located in Appendix D.

The survey was conducted two times (before and after the BUIYT campaign) in order to measure the overall effectiveness of the program. The timeline for the BUIYT project and the Motorist Surveys is illustrated in Table 6-3, below. Questionnaires were distributed two times: once during the baseline period and once after the enforcement was complete.

Table 6-3: Motorist Questionnaire Distribution Periods

Week	Activity Description
Week 1-2	Statewide Observational Survey (Baseline)
Week 2	Motorist Survey (Baseline)
Week 3-8	Earned Media
Week 4-5	Paid Media
Week 6	Enforcement
Week 9-10	Statewide Observational Survey, <i>Motorist Survey</i> , and Telephone Survey (all post survey)

Telephone Surveys

SRBI interviewed 500 persons about the "Click It or Ticket" seatbelt enforcement program following the campaign. In conjunction with these interviews, additional questions were added to assess the effectiveness of the "Buckle Up in Your Truck" campaign and to gather more information on safety belt usage among those driving or riding in pickup trucks.

The sample was a statewide cross section of telephone households in Alabama, and telephone numbers were randomly generated by computer to avoid any stratification. The surveyors asked 41 questions to bring out respondents' attitudes about the safety belt law, safety belt wearing habits, and personality traits. The telephone script used by the callers is shown in Appendix E of this report.

It is important to note that telephone surveys (and motorist questionnaires) gather self-reported information. Typically, belt use is overstated. Thus the phone survey (and motorist questionnaire) use rates would not be as accurate as field observations.

Section 7.0 Results

Observed Safety Belt Use

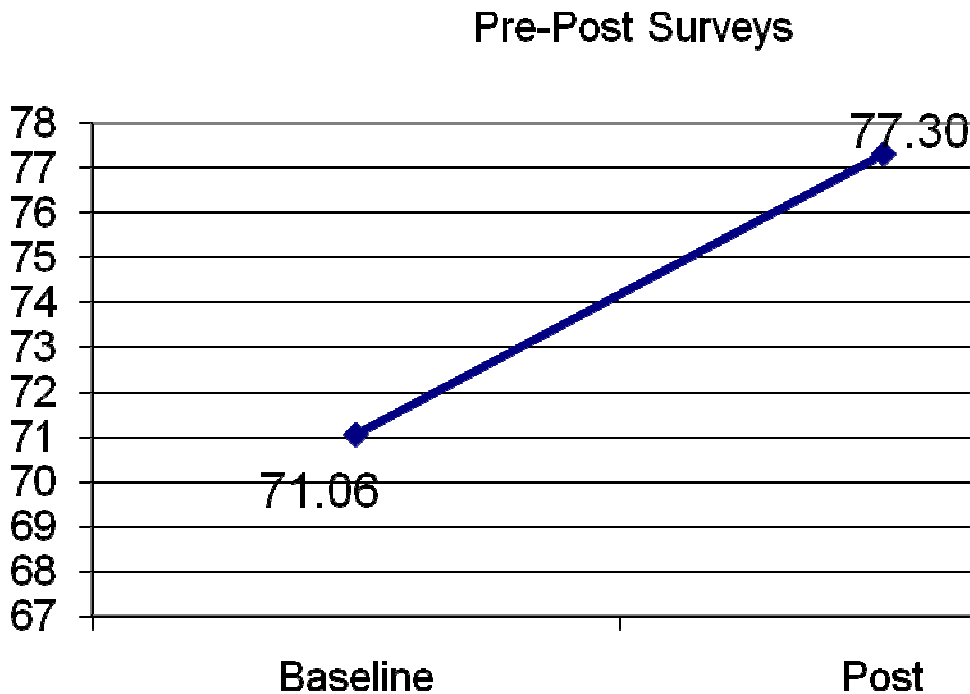
The ADPH survey team observed a total of 14,939 front seat pickup occupants in 23 randomly selected sites in the 15 selected counties during the pre-BUIYT period. An additional 13,319 were observed during the post- BUIYT period. A total of 28,258 pickup truck occupants were observed during the observational studies.

Using the procedures presented in Table 6-2, ADPH established the Alabama pickup truck safety belt use rates at 71.06% for baseline and 77.30% for the post period. The estimated usage rates for both the statewide observations in 2006 are reflected in Table 7-1.

Table 7-1: Pickup Truck Observation Surveys of Belt Use

	Pre "BUIYT" April 12-25	Post "BUIYT" June 5-20
Statewide – 2006	71.06%	77.30%

Figure 7-1: Baseline and Post % pickup truck belt use rates for 2006



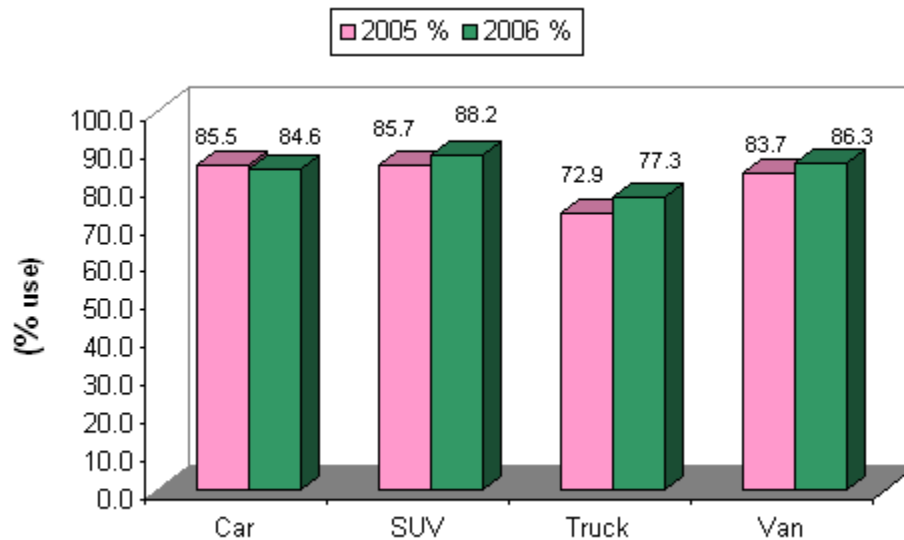
The following conclusions can be drawn about the data gathered in the 2006 BUIYT campaign:

- The BUIYT campaign had a noticeable effect on the use of safety belts among pickup truck occupants bringing the percentage of use from 71.06% at the beginning of the campaign to 77.30% at the end of the BUIYT campaign.
- The safety belt usage rate among pickup truck occupants remained below the usage rate among “all” drivers observed and reported in the “Click It or Ticket” report (Table 3-1 and Figure 3-1). The rate for pickup truck occupants was approximately 7.6% below the rate seen for “all” drivers during the pre-survey and 5.6% lower during the post-survey.

Additional study in future years will be needed to determine the lasting effect of programs such as BUIYT. The data for this year indicates that there was at least a short term positive effect on the safety belt usage among pickup truck drivers. However, experience with the CIOT program over a number of years tells us that continued repetition of a program similar to the BUIYT program in future years is likely to have a continued effect on the safety belt usage among pickup truck occupants.

Safety belt usage rates at the end of the CIOT and BUIYT campaigns for various types of vehicles are given below in Figure 7-2. This figure serves to further emphasize the safety belt usage rates over the past two years for different types of vehicles. In Figure 7-2 it is obvious that usage rates among pickup truck occupants is much lower than any other type of vehicle for 2005 and 2006.

Figure 7-2: Restraint use by vehicle type



The information included in Figure 7-2 was gathered from the Alabama Department of Public Health Observational studies performed during the Click It or Ticket and Buckle Up in Your Truck campaigns.

Figure 7-2 explores the safety belt usage rates based on the type of car driven. This figure shows that the lowest usage came in the Truck category (72.92%) in 2005 at the end of the Click It or Ticket campaign. The result seen by the end of the CIOT and BUIYT campaigns in 2006 was an improvement as the rate reached 77.30%. However this rate was still the lowest usage rate seen among any vehicle types in either 2005 or 2006.

Motorist Questionnaire Survey

CRDL distributed questionnaires to motorists at Probate Judge's offices and ADPS drivers' license offices in Houston, Jefferson, Lee, Mobile, Montgomery, and Tuscaloosa Counties. The questionnaires were distributed and collected at two different times (baseline prior to BUIYT in April 2006 and immediately after the BUIYT program in June 2006) to measure the effect of the BUIYT program as a whole. 1,298 surveys were collected in the period prior to BUIYT and 1,267 surveys were collected in the period after the BUIYT program, with a total of 2,565 surveys collected overall.

The surveys that were distributed and collected are the same surveys that were collected for the CIOT program. However, the survey was modified to include questions specific to pickup truck drivers and the BUIYT program. Additionally, the answers to all questions were analyzed based on the type of vehicle the respondent answered as the vehicle they drive most often. By doing this, the answers provided by those who drive pickup trucks can be compared to the answers provided by drivers of all types of vehicles. A full discussion of the responses provided by all drivers can be found in the "Click It or Ticket" section of the report.

The survey purpose was to provide information to assist in evaluating three issues:

- Public knowledge of the Buckle Up in Your Truck campaign;
- Whether motorists had altered their safety belt use behavior;
- The differences between drivers of pickup truck drivers when compared to all other drivers.

Motorist Survey Results Appropriate portions of the survey results are displayed in Tables 7-2 and 7-3. In each of these tables, responses are limited to those who said that the type of vehicle they drive most often is a pickup truck. These results can be compared to the results given in Tables 3-2, 3-3 and 3-4 to see the differences in responses given by those who drive pickup trucks versus those who drive all types of vehicles. In each table, comparison rates are displayed for the baseline and final phases of the 2006 BUIYT/CIOT campaigns. The tables also show the number of respondents during each of the survey periods.

The most important topic in the questionnaire involves motorists' commitment to wear restraints. Responses are reflected in Table 7-2. Table 3-2 reflects the restraint usage among all types of vehicles while Table 7-2 focuses on drivers who replied that a pickup truck was the type of vehicle they drove most often. In Table 7-2, the responses are limited to those who said a pickup truck was the type of vehicle they drive most often, however that subset of surveys was broken down into responses when asked about driving cars, pickups and trucks.

The responses seen in Table 7-2 are interesting in that the highest rate of belt usage occurred when those that are primarily pickup truck drivers are in their pickup trucks. While these percentages are troubling due to the fact that they are lower than the usage rates seen in Table 3-2, it is also troubling that those who most often drive pickup trucks are even less likely to wear their safety belts when driving or riding in a car or van/SUV.

An encouraging result seen from these statistics is the fact that belt usage for all vehicle types increased over the course of the program. The pick-up truck drivers reported they "Always" wore a safety belt 54% of the time prior to the BUIYT campaign. This percentage increased to 67% after the campaign was completed. The increase in all categories could indicate that pickup truck drivers are getting the message. Please see Section 8.0 of this report for more summary information from all of the surveys performed.

Table 7-2: Pickup Truck Drivers' responses to "always used a seatbelt" question

	2005*			2006**	
	Baseline n=1183	Mid-Point n=1176	Post BUIYT Campaign n=1113	Baseline n = 1298	Post BUIYT Campaign n = 1267
Reported "Always" Used a Seatbelt When Driving a Car	63.30%	63.20%	60.50%	45%	54%
When Driving a Pickup Truck	66.50%	68.00%	62.40%	54%	67%
When Driving a SUV/van	58.10%	50.00%	52.00%	41%	44%

* - The n values represent the total number of surveys. Responses in this table are limited to those who responded that a pickup truck was the type of vehicle that they drive most often. These responses for both surveys totaled 514.

** - The n values represent the total number of surveys. Responses in this table are limited to those who responded that a pickup truck was the type of vehicle that they drive most often. These responses for both surveys totaled 383.

Source: 2006 PRG Motorist Surveys

A second important issue involved motorists' awareness of the media program associated with "Buckle Up in Your Truck." Table 7-3 reflects this information.

Table 7-3: Pickup Truck Drivers' responses to "media awareness" questions related to BUIYT

	2005*			2006**	
	Baseline n=1183	Mid-Point n=1176	Post BUIYT Campaign n=1113	Baseline n = 1298	Post BUIYT Campaign n = 1267
All Drivers					
Heard about seatbelt use when riding in a pickup truck	12.20%	21.60%	20.50%	13%	39%
Aware of BUIYT program	3.40%	7.20%	6.50%	3%	27%
Pickup Truck Drivers					
Heard about seatbelt use when riding in a pickup truck	13.80%	23.80%	26.40%	19%	45%
Aware of BUIYT program	5.00%	12.60%	11.70%	5%	30%

* - The n values represent the total number of surveys. Responses in this table listed as "Pickup Truck Drivers" are limited to those who responded that a pickup truck was the type of vehicle that they drive most often. These responses for both surveys totaled 514.

** - The n values represent the total number of surveys. Responses in this table listed as "Pickup Truck Drivers" are limited to those who responded that a pickup truck was the type of vehicle that they drive most often. These responses for both surveys totaled 383.

Source: 2006 PRG Motorist Surveys

The initial response to the question, "Have you recently read, seen or heard anything about wearing a seat belt and riding in your pickup truck?" was relatively low for those who primarily drive pickup trucks as well as all respondents to the motorist surveys. The awareness of programs related to pickup trucks grew in both of these categories over the course of the program. For all respondents there were over 26% more people that had heard about a program afterwards than before. For those that identified a pickup truck as the vehicle they drive most often, there was also 26% more people that knew about a program afterwards than before. This increase is particularly encouraging since this was the group targeted in publicity efforts associated with BUIYT.

A second question included in Table 7-3 involves motorists' response to whether they were aware of the "Buckle Up in Your Truck" campaign. As you might expect after only one year of the program, the pre-campaign response to this question was low. However, much growth was seen over the course of the campaign as more drivers became aware of the BUIYT program. For all drivers the awareness of the program grew from 3% to 27%.

For those that noted a pickup truck as the vehicle they drive most often, the response grew from 5% to 30%.

The growth seen in response to these questions is encouraging as the program focusing on pickup trucks was only in its second year of deployment in Alabama. It is expected that these rates would continue to rise in future years if programs similar to this are continued.

Telephone Survey

SRBI conducted telephone interviews after BUIYT. A total of 500 persons were contacted, using random telephone numbers. The responses to the 41-question interview are discussed in the following paragraphs. These surveys are the same surveys that were conducted for CIOT but questions were added to the surveys that applied directly to the BUIYT campaign and safety belt usage among pickup truck occupants.

Interview Results As with the motorist questionnaire survey, the most important questions dealt with the respondent’s use or non use of safety belts. Also important in the BUIYT campaign is the comparison of the use of safety belts among those in pickup trucks versus all other types of vehicles. Information collected in the phone surveys (after campaign surveys) for those who primarily drive pickup trucks is given in Table 7-4. This data can be compared to data for all drivers given in Table 3-6 of the CIOT report.

Table 7-4: Telephone survey, frequency of safety belt usage among pickup truck drivers

Respondents	All of the time	Most of the time	Some of the time	Rarely	Never
Total N = 88	86.1%	4.9%	4.3%	1.8%	2.9%

Source: 2006 Schulman, Ronca and Bucuvalas, Inc. Phone Survey Results

Results were not bad; the most frequent answer was “All the Time.” It was given 86.1% of the time after the campaign. There is more encouraging news here, as 91% of respondents reported that they used their safety belts “all the time” or “most of the time” at the end of the campaign.

Because the sample size of those who identified pickup trucks as the vehicle they drive most often is relatively small it is important to compare these results to results gathered in other parts of the BUIYT campaign. More comparison information is given in Section 8.0 of this report.

The SRBI survey response for one additional topic is given in Table 7-5. One of the questions added to the phone survey in 2006 questioned whether or not the respondents had seen or heard messages within the past 30 days encouraging pickup truck drivers to

buckle up. The information given in Table 7-5 includes information for all drivers as well as for those who identified trucks as the vehicle they drive most often. A second question addressed whether drivers were more or less likely to buckle up when in a truck as compared to when they are in other vehicles.

Table 7-5: Telephone survey responses regarding awareness of messages encouraging safety belt usage among pickup truck drivers

QUESTIONS	Post- Enforcement 2005	Post- Enforcement 2006
In the past 30 days, have you seen or heard any messages that specifically encouraged drivers of pickup trucks to wear their seat belts?		
All Vehicles: Yes	15.5%	24.4%
Pickup Truck Drivers: Yes	20.7%	32.8%
If you drive a pickup truck, in addition to other vehicles, are you less likely, more likely or about the same to buckle up in your truck than your other vehicles?		
All Vehicles:		
<i>Less Likely to Buckle Up</i>	6.2%	3.5%
<i>More Likely to Buckle Up</i>	10.4%	17.3%
<i>About the Same</i>	76.0%	71.3%
Pickup Truck Drivers:		
<i>Less Likely to Buckle Up</i>	3.3%	4.6%
<i>More Likely to Buckle Up</i>	7.1%	9.2%
<i>About the Same</i>	89.1%	86.2%

Source: 2006 Schulman, Ronca and Bucuvalas, Inc. Phone Survey Results

It is important to note the growth between 2005 and 2006 in awareness of programs aimed at pickup truck drivers seen among those who actually drive pickup trucks. After only the second year of the BUIYT campaign, the awareness grew from 20.7% in 2005, to 32.8% in 2006 in this group. This is good news as these are the drivers who were targeted with the BUIYT publicity efforts. While these numbers may appear to be low, it is important to remember that this was only the second year of the BUIYT program in Alabama.

The answers to the second question are somewhat troubling. When looking at all drivers as well as those who primarily drive pickup trucks, there is still some portion of the drivers who are less likely to buckle up when driving or riding in a pickup truck. Occupants such as these are those that were targeted by the BUIYT campaign. While these numbers are troubling, it is important to note that these results show that the BUIYT campaign had a positive effect by increasing the number of all vehicle and pickup truck respondents who said that they were more likely to wear their safety belts when in a pickup truck.

The results seen in the SRBI surveys show that there is in fact a problem with pickup truck occupants not wearing their safety belts as much as they should. The comparison of the 2005 post surveys and the 2006 post surveys also indicates that the BUIYT was acknowledged by the public and had a positive effect on the safety belt usage among drivers. These results help to support plans for continuing programs similar to the BUIYT campaign in future years.

Public Education

In an effort to make the public more aware of the Buckle Up in Your Truck campaign and the importance of safety belts, a number of measures were taken to get the message out. These efforts were coordinated by the Alabama Development Office and included TV ads, Radio ads, Print ads, and press releases that resulted in a number of news stories running through various media. As a part of the BUIYT campaign, more than 7,400 paid and 8,240 bonus commercials were aired in television and radio markets between April 30 and May 13. Table 7-6 below summarizes the advertising efforts related to the BUIYT campaign.

Table 7-6: Summary of paid and bonus BUIYT media spots

Media	No. of Stories/ Advertisements
Broadcast Television: Paid Media	719
Cable Television: Paid Media	3,416
Radio: Paid Media	3,369
Broadcast Television: Bonus	420
Cable Television: Bonus	7,072
Radio: Bonus	800
TOTAL Commercials	15,796

Section 8.0 Findings and Summary

This report has documented the “Buckle Up in Your Truck,” conducted in Alabama from April 12 to June 20, 2006. This program was a special effort conducted in the southeastern United States focusing specifically on pickup truck occupants and their safety belt usage. Many different agencies and organizations played important roles in this effort to increase safety belt use and save lives. This section of the report will briefly discuss the primary activities and findings from the project.

Findings

Safety Belt Usage Among Pickup Truck Passengers Several important points were outlined in discussing the need for the BUIYT program in Alabama and the other southeastern states.

- Based on Click It or Ticket studies performed in Alabama in recent years, those in pickup trucks are the least likely to wear their safety belts.
- National statistics show that pickup truck drivers and their passengers, particular in rural areas, are the least likely to buckle up.
- 1,782 fatalities from pickup truck crashes in 2004 were in the southeast alone. Of these fatalities, 74% were not buckled up.

Conclusions: The following conclusions may be drawn from historical safety belt use in Alabama: (1) drivers and passengers in pickup trucks are less likely to wear their safety belts, (2) by introducing a targeted plan similar to the successful “Click It or Ticket” campaign; safety belt usage can likely be improved.

Based on this data and other data, the “Buckle Up in Your Truck” campaign was introduced in the eight southeastern states in 2005 and was repeated in 2006. The participating states were Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina and Tennessee. This campaign was aimed at improving safety belt usage among pickup truck drivers and passengers.

Safety Belt Observation Study A carefully designed survey led to observation of safety belt use of 103,432 individuals in the front seats of vehicles. Of this total, 28,258 observations of pickup truck drivers and passengers were made. NHTSA guidelines were used to design the study and to process the data to estimate countywide and statewide values. The resulting analysis of the observation data produced the following conclusions:

- The 2006 Alabama safety belt use rate for all drivers rose from 78.62% to 82.90% during the CIOT/BUIYT campaign. The desired result was achieved.
- The 2006 Alabama safety belt use rate for those in pickup trucks rose from 71.06% to 77.30%. While these numbers are not as high as the usage rates for all drivers, a

significant increase was seen over the course of the program, and the desired result was still achieved.

- The overall percentage increase for those in pickup trucks (6.24%) was actually higher than the percentage increase observed for all drivers (4.28%).
- While the rate for those in pickup trucks did increase, the use among those in pickup trucks is still the lowest of any type of vehicle.

Conclusions: The observations found further demonstrate the need for programs such as the Buckle Up in Your Truck campaign. The usage rate among those in pickup trucks was the lowest of any type of vehicle in both 2005 and 2006. In just the second year of implementation, the BUIYT program appears to have been successful in improving safety belt usage among pickup truck passengers.

With only two years worth of data it is impossible to measure the long term effects that a program such as BUIYT will have. However, when comparing the increase seen with the BUIYT campaign in 2006 to that seen with the CIOT in 2006, the increase was actually slightly higher. This increase is encouraging and supports the need for future programs focusing on particular sets of drivers such as pickup truck drivers.

Motorist Questionnaire Survey Questionnaires were distributed to motorists at Probate Judge's offices and ADPS drivers' license offices two times over the course of the BUIYT campaign, once "before," and once "after" BUIYT. A total of 2,565 questionnaires were received from motorists and evaluated, yielding the following observations. Of this total, 383 surveys were returned by drivers who said that a pickup truck was the vehicle they drive most often. Use of this subset is important in determining the effect of the BUIYT program on the target group of pickup truck occupants.

- Overall self-reported use of safety belts (sample size of 2,565) increased for all three types of vehicles recorded. For cars the use went from 67% to 71%, for trucks it went from 57% to 61%, and for the SUV/Van category it went from 59% to 64%. Typically, the self reported rate is higher than the observed.
- For self-reported use among those who most often drive pickup trucks (sample size of 383), there was also an increase in the usage rate from the beginning of the BUIYT to the end. The increase seen among the group of drivers who most often drive pickup trucks was from 54% to 67% while driving pickup trucks.
- When motorists were asked if they had recently heard about safety belt use in your trucks, the overall response was fairly low before the campaign. However an impressive increase was seen among all drivers, and particularly among those who primarily drive pickup trucks. For all drivers, the knowledge of these programs grew from 13% to 39% over the course of the campaign. For those that drive pickup trucks, the knowledge of these programs grew from 19% to 45%.
- When initially asked whether or not they had heard of the "Buckle Up in Your Truck" program specifically, the response was very low. However, the increase seen over the course of the campaign was positive and indicates that the message was understood

by the public. Knowledge of the program among all drivers went from 3% to 27% over the course of the BUIYT campaign. For pickup truck drivers, knowledge of the program went from 5% to 30%.

Conclusions Self-reported safety belt use among pickup truck passengers is lower than the use for any other type of vehicle. The BUIYT program, as well as any message regarding safety belt usage in trucks, was initially recognized by very few of the survey respondents. However, this is to be expected with a program that is only in its second year of deployment. The growth in recognition over the course of the program, particularly among the main target group of pickup truck occupants, was encouraging and indicates that continuing the BUIYT program might produce more recognition and increased safety belt use in the future.

Telephone Survey A total of 500 persons were selected randomly for telephone interviews about their safety belt attitude and use. They were interviewed after the CIOT campaign. Among the group of surveyed individuals, 85 in the study identified a pickup truck as the vehicle they drove the most often. Several conclusions were drawn from this data.

- A high percentage of those interviewees who also said that they primarily drive pickup trucks self-reported “all the time” use of their seatbelts. 86.1% answered “yes” during the “post” period. This is less than the rates for all drivers where 90% answered “yes” during the “post” period.
- 91% of pickup truck occupants self-reported the use of seatbelts “all the time” or “most of the time” during the “post” period. When comparing this to all drivers, this is equal to or less than the rates seen for all drivers. During the “post” period, 94.6% of all drivers self-reported use of safety belts as “all the time or “most of the time.”
- Some percentage of the interviewees reported that they were less likely to wear their safety belts when in a pickup truck as compared to other vehicles they might be riding in.

Conclusions This results seen in this survey indicate that the self-reported belt usage rate among pickup truck occupants is only slightly lower than the self-reported rate for all drivers. However, self-reported rates are less reliable than observed rates, as will be discussed in the Comparison subsection that follows. Additionally, there are some individuals who would typically buckle up that will not when they are in a pickup truck.

Comparison There were three primary types of evaluation: field observations, motorist questionnaires, and telephone surveys. The first of these was a direct measurement, for which the accuracy was good and responsive to quality control procedures. The latter two were self-reported, and less likely to be absolutely accurate. Even so, the relative change in answer rates for these two methods was likely to be a valid measurement.

An analysis was performed by comparing answers or values found in multiple data sets. Examples are shown in Table 8-1. As a general rule, questionnaire belt use rates were

lower than telephone rates. In addition, questionnaire results were more likely to support the belt use rates observed in the field.

The data provided in this table only gives results for drivers and occupants of pickup trucks. The CIOT section of the report discusses the complete results of the campaign while this section focuses solely on those who identified a pickup truck as the vehicle they drive most often.

Table 8-1: Analysis of responses among pickup truck occupants from multiple databases

	Baseline Period			Post "BUIYT" Period		
	Observations (n=14,939)	Questionnaire (n=188)	Phone n/a	Observations (n=13,319)	Questionnaire (n=195)	Phone (n=88)
Total Belt Use	71.06%	54.00%	n/a	77.30%	67.00%	86.10%
Heard message about safety belt usage in trucks in last 30 days		19.00%	n/a		45.00%	32.80%
Heard about BUIYT		5.00%	n/a		30.00%	18.00%

The first line in the table shows various estimates of total safety belt use, with before and results for the Observation and Questionnaire studies. The phone survey results are only for the "post" campaign. In general, the self-reported safety belt use rates are over-stated. In this table, the results show that the "post" questionnaire results are under-stated by nearly 10%, when compared to the actual observed safety belt use rate. Increases are seen in the Observation and Questionnaire studies from the baseline period to the "post" period.

As was previously discussed, the overall awareness of the BUIY program and programs targeting pickup truck occupants was relatively low. However, the growth seen over the course of the campaign and reported by both the Questionnaire results indicates that the message put out there was received by the public during the BUIYT campaign.

Summary

This report has examined the "Buckle Up in Your Truck" campaign and the effectiveness of that project in Alabama. This project was conducted from April-June in Alabama in conjunction with the "Click It or Ticket" program. The coordination and administration of the major components of the BUIYT campaign have been demonstrated to be well run and effective, as it did cause an effect on the safety belt usage among pickup truck

occupants. While the awareness and increased usage may not have increased as much as some would have hoped, it is important to remember that it was only the second year of the program.

The many individuals and agencies that participated in BUIYT can be proud of their 2006 efforts. At the same time, they must continue their efforts to increase belt usage among this “holdout” group of pickup truck drivers in 2007.

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Appendix A

Alabama Seatbelt Law

Section 32-5B-1

Title.

This chapter shall be known and may be cited as the "Alabama Safety Belt Use Act of 1991."

(Acts 1991, No. 91-255, p. 483, §1.)

Section 32-5B-2

Definition of "passenger car."

For purposes of this chapter, the term "passenger car" means a motor vehicle with motive power designed for carrying 10 or fewer passengers. Such term does not include a motorcycle or a trailer.

(Acts 1991, No. 91-255, p. 483, §2.)

Section 32-5B-3

Legislative findings.

The Legislature finds that it is the policy of the State of Alabama that all precautionary measures be taken to save the lives of the state's citizens from vehicle accidents and thereby, to preserve the most valuable resource of the state.

(Acts 1991, No. 91-255, p. 483, §3.)

Section 32-5B-4

Requirement of front seat occupants of passenger cars to wear safety belts; exemptions of certain persons.

(a) Each front seat occupant of a passenger car manufactured with safety belts in compliance with Federal Motor Vehicle Safety Standard No. 208 shall have a safety belt properly fastened about his body at all times when the vehicle is in motion.

(b) The provisions of subsection (a) shall not apply to:

(1) A child passenger under the purview of Section 32-5-222, who is required to use a child passenger restraint system or a seatbelt pursuant to Section 32-5-222.

(2) An occupant of a passenger car who possesses a written statement from a licensed physician that he is unable for medical reasons to wear a safety belt.

(3) A rural letter carrier of the United States Postal Service while performing his duties as a rural letter carrier.

(4) A driver or passenger delivering newspapers or mail from house to house.

(5) Passengers in a passenger car with model year prior to 1965.

(6) Passengers in motor vehicles which normally operate in reverse.

(Acts 1991, No. 91-255, p. 483, §4.)

**Section 32-5B-5
Penalty for violations of chapter.**

Any person violating the provisions of this chapter may be fined up to \$25.00. The violation of the provisions of this chapter shall not constitute probable cause for search of the vehicle involved.

(Acts 1991, No. 91-255, p. 483, §5.)

**Section 32-5B-6
(Repealed effective December 9, 1999) Issuance of citation or warrant.**

Repealed by Act 99–397, §1, effective December 9, 1999.

(Acts 1991, No. 91-255, p. 483, §6; Act 99–397, §1.)

**Section 32-5B-7
Failure to wear safety belt; not evidence of contributory negligence; liability of insurer not limited; driving record of individual charged.**

Failure to wear a safety belt in violation of this chapter shall not be considered evidence of contributory negligence and shall not limit the liability of an insurer, nor shall the conviction be entered on the driving record of any individual charged under the provisions of this chapter.

(Acts 1991, No. 91-255, p. 483, §7.)

**Section 32-5B-8
Disposition of funds; searches; statistics.**

(a) A person subject to a penalty pursuant to Section 32-5B-5, shall not be assessed court costs on a conviction.

(b) In any case brought by a law enforcement officer employed by the Department of Public Safety, sixty percent (60%) of the funds generated shall be allocated to the

Department of Public Safety, Law Enforcement Division. The remaining forty percent (40%) of the funds shall be allocated to the State General Fund.

(c) A law enforcement officer may not search or inspect a motor vehicle, its content, the driver, or a passenger solely because of a violation of this chapter.

(d) Each state, county, and municipal police department must maintain statistical information on traffic stops of this nature on minorities and report that information monthly to the Department of Public Safety and the Attorney General.

(Act 99-397, & sect 3-5.)

New Child Restraint Regulations Set Forth Guidelines for Infant-only, Forward-facing, and Booster Seats

Act 2006-623
Effective July 1, 2006

ENROLLED, An Act,

To amend Section 32-5-222 of the Code of Alabama 1975, relating to child passenger restraints, to further provide for the use of child passenger restraints; to increase the fine; to provide for a point system; to provide for dismissal of charges upon proof of acquisition of an appropriate child passenger restraint; to provide for \$15 to be deposited in the State Treasury to be disbursed by the State Comptroller to the Alabama Head Injury Foundation to administer; to subject the foundation to examination by the Department of Examiners of Public Accounts; and in connection therewith would have as its purpose or effect the requirement of a new or increased expenditure of local funds within the meaning of Amendment 621 of the Constitution of Alabama of 1901.

BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

Section 1. Section 32-5-222 of the Code of Alabama 1975, is amended to read as follows:

§32-5-222.

"(a) Every person transporting a child in a motor vehicle operated on the roadways, streets, or highways of this state, shall provide for the protection of the child by properly using an aftermarket or integrated child passenger restraint system meeting applicable federal motor vehicle safety standards and the requirements of subsection (b). This section shall not be interpreted to release in part or in whole the responsibility of an automobile manufacturer to insure the safety of children to a level at least equivalent to existing federal safety standards for adults. In no event shall failure to wear a child

passenger restraint system be considered as contributory negligence. The term "motor vehicle" as used in this section shall include a passenger car, pickup truck, van (seating capacity of 10 or less), minivan, or sports utility vehicle.

"(b) The size appropriate restraint system required for a child in subsection (a) shall include all of the following:

"(1) Infant only seats and convertible seats used in the rear facing position for infants until at least one year of age or 20 pounds.

"(2) Convertible seats in the forward position or forward facing seats until the child is at least five years of age or 40 pounds.

"(3) Booster seats until the child is six years of age.

"(4) Seat belts until 15 years of age.

However this bill must meet the requirements of Code Section 32-5b-4.

Appendix B
Publicity Brochure promoting the CIOT Campaign

**CLICK IT
OR
TICKET!**



ALABAMA'S SEAT BELT LAW

Each front seat occupant of a passenger car manufactured with safety belts in compliance with Federal Motor Vehicle Safety Standard No. 208 shall have a safety belt properly fastened about his body at all times when the vehicle is in motion.

**ALABAMA'S
CHILD PASSENGER SAFETY
SEAT LAW**

Every person transporting a child under the age of six years in a motor vehicle shall provide for the protection of the child by properly using a child passenger restraint system meeting applicable federal motor vehicle safety standards.



BUCKLE UP, ALABAMA!

Click It or Ticket is endorsed by the Governor's Office in conjunction with Alabama Department of Economic and Community Affairs -- Law Enforcement Traffic Safety Division.

For more information or comments about Click It or Ticket, please contact ADECA -- Law Enforcement Traffic Safety Division at

Phone: 334.242.5897

or visit our website at
www.adeca.state.al.us
and click on

Law Enforcement Traffic Safety

**BUCKLE UP,
ALABAMA!**



IT'S THE LAW!

Every hour someone dies in America simply because they didn't buckle up.

In 2003 statewide, one traffic crash was reported every 223 seconds. Those 141,068 crashes were responsible for 1,001 fatalities and 43,845 injuries on Alabama's roadways. Many of these deaths and injuries could have been prevented if the victims had been properly restrained; 47 percent of the fatalities were not wearing seatbelts.



In an effort to save lives and reduce traffic-related deaths and injuries on our roadways, Governor Bob Riley has launched the Alabama Department of Economic and Community Affairs' Click It or Ticket campaign. Through this initiative, state, county and municipal law enforcement agencies will conduct massive enforcement of the state's safety belt laws, with special emphasis on public safety checkpoints. There will be ZERO TOLERANCE for those who do not wear their seat belts or restrain their child passengers.

If you are among those Alabamians who don't buckle up, just remember, you should start to click it, or you will get a Ticket.

DID YOU KNOW...

- Buckling up is required by state law.
- In 2003, there were 1,001 people killed in 899 fatal crashes across Alabama.
- One traffic crash was reported every 223 seconds.
- One person was injured in a traffic crash each 11 minutes and 59 seconds.
- One person was killed every 8 hours and 45 minutes in a traffic crash.
- Most Alabama crashes (71.3%) occurred in urban areas, but most fatalities (70.3%) occurred on rural roads.
- For each person killed, there were 43.8 injured.
- Of all drivers involved in fatal crashes, 11.1% were age 19 or under, and 24.1% were under 25 years of age.
- Male drivers involved in fatal crashes outnumbered female drivers almost three to one.
- Of all fatal crashes, 46.2% occurred at night.
- In Alabama alone, vehicle crashes accounted for \$6.09 billion in economic losses in 2003.
- The fatality rate for people wearing seat belts in crashes is 1 in 902. The fatality rate for unrestrained individuals is 1 in 40.
- 10,770 people died in Alabama traffic crashes from 1994 to 2003, which is more than the population of three-fourths of the towns and cities in Alabama.
- If Alabamians increase seat belt usage just 10%, 87 lives could be saved, 936 injuries could be prevented and Alabama could see economic savings of over \$97 million in one year!

- You, a child, friend or loved one are 22 times more likely to die in a crash if riding unrestrained by a seat belt or child restraint device.

YOU SHOULD...

- Wear your seat belts – it's the most effective means of reducing fatalities and serious injuries in traffic crashes.
- Always buckle up, no matter how short the trip – 77.4% of all crashes happen within 25 miles from home.
- Make wearing seat belts a family policy.
- Insist that anyone riding in your car buckles up.
- Wear your seat belt correctly.
- Wear your seat belt, even if your car has airbags.
- Never hold a child in your arms in a moving car.
- Always place small children in an approved child safety seat.
- Look for the FMVSS-214 label when you buy a child safety seat.
- Use a child safety seat, even if your child resists.
- Always follow the manufacturer's instructions for child safety seat use.

BUCKLE UP, ALABAMA!

Appendix C

Publicity Brochure Published and Distributed during the 2006 BUIYT Campaign

make your truck tougher



Safety belts reduce fatalities in truck rollovers by 80%

buckle up in your truck



*Georgia participated in 2005.

The Problem

Pick-up truck occupants are over-represented in motor vehicle crashes. There were 5,801 pick-up truck occupant deaths in year 2004. 1,782 of these deaths occurred in the Southeast alone. Unfortunately, many of deaths could have been prevented simply by putting on a safety belt.

Studies conducted for the National Highway Traffic Safety Administration (NHTSA) indicate occupants in pick-up trucks consistently have lower safety belt usage rates than occupants in automobiles, vans and sport utility vehicles. While there have been steady increases in safety belt use rates for all types of vehicles, the belt use rate in pick-up trucks has continued to lag behind other vehicle types.

“Buckle Up in Your Truck” is supported by the Governor of Alabama, the Law Enforcement/Traffic Safety Division of ADECA, and the National Highway Traffic Safety Administration.

Buckle Up In Your Truck – Safety Belts Save Lives

- Safety belt use is the single most effective way to protect people in vehicle crashes.
- The occupant fatality rates show variation by the size of the vehicle within a vehicle type. In 2004, compact cars had an occupant fatality rate of 17.76 fatalities per 100,000 registered vehicles, followed by compact pickup trucks at 16.87.
- For every age group, the fatality rate was lower for females than for males.
- In fatal crashes, 73 percent of all vehicle occupants who were ejected were killed. But only 1 percent of occupants who were wearing their safety belts were ejected.
- Yet, pickup truck drivers and their passengers, particularly those in rural areas, are the least likely group to buckle up according to the National Highway Traffic Safety Administration (NHTSA).
- According to NHTSA's 2004 National Occupant Protection Use Survey (NOPUS), the observed safety belt use rate was only 70 percent in pickup trucks compared to 81 percent in passenger cars and 83 percent in SUVs and vans.
- Young men (ages 16-34) driving or riding in pickup trucks, particularly those observed in rural areas, are among those least likely to regularly wear their safety belts.
- In 2004, more than 60.4 percent of the pickup truck drivers and occupants killed in traffic crashes were not buckled up.
- Only 21 percent of Americans live in rural areas, yet rural traffic crashes accounted for 60 percent of the total of all traffic fatalities on the nation's roadways.

A Focus on the Southeast U.S.

- According to NHTSA, there were 1,677 fatalities from pickup truck crashes in the Southeastern states of the U.S. in a recent year; seventy-one percent of these pickup truck fatalities were not buckled up at the time of the crash.
- Roughly 37 percent of these fatalities were involved in a rollover crash.
- While rollovers can happen in any passenger vehicle, pickup trucks are twice as likely to rollover as cars, because they have a higher center of gravity. The higher a vehicle's center of gravity, the easier it is for it to rollover.
- Pickup trucks in fatal crashes rollover twice as often as passenger cars.
- Even more alarming, the ejection rate for occupants of light trucks in fatal crashes is nearly double the rate for passenger car occupants.
- Ejection is the most common source of injuries and fatalities in rollover crashes. The primary defense against ejection is wearing a safety belt.
- You increase your odds of survival in a rollover crash by 70% to 80% if you're wearing your safety belt.
- Thousands of lives each year can be saved in rollovers if drivers and passengers wear their safety belts in their trucks.
- The multi-state "Buckle Up in Your Truck" initiative immediately precedes the intensive Click It or Ticket national safety belt enforcement mobilization.
-

No More Excuses.



Buckle Up In Your Truck.

Appendix D
2006 Click It or Ticket Website


Alabama Clickit-or-Ticket - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Refresh Home Search Favorites

Address <http://adeca.alabama.gov/clickit/> Go Links

2006 MEMORIAL DAY CAMPAIGNS



**CLICK IT
--OR--
TICKET**

MAIN MENU

ADECA HOME

Buckle Up In Your Truck

Alabama Mobilization
May 14th - 21st

Click It or Ticket

Alabama Mobilization
May 22nd - June 4th

- o [Governor Riley asks Alabamians to Buckle Up!](#)
- o [Video Messages](#)
- o [Results from the 2005 law enforcement efforts.](#)
- o [Seat belt safety is important to everyone in Alabama -- get the facts.](#)
- o [Buckle Up in Your Truck.](#)
- o [Minorities and seat belt safety in Alabama.](#)
- o [Hispanic Outreach.](#)
- o [Seat Belt Safety Checkpoints by county \(as available\).](#)
- o [Child Passenger Safety - car seats and booster seats.](#)
- o [It's the law.](#)
- o [True stories.](#)

Internet

Appendix E

Alabama Motorist Questionnaire Survey - 2006

Several Driver Licensing Offices in the state are participating in a study about safety belt use in Alabama. Your answers to the following questions are voluntary and anonymous.

1. **Your sex:** Male Female
2. **Your age:** Under 21 21-25 26-39 40-49 50-59 60 Plus
3. **Your race:** White Black Asian Native American Other
4. **Are you of Spanish/Hispanic origin?** Yes No
5. **Your Zip Code:** _____
6. **About how many miles did you drive last year?**
 Under 5,000 5,000 to 10,000 10,001 to 15,000 Over 15,000
7. **What type of vehicle do you drive most often?**
 Passenger car Pickup SUV Mini-van Full-van Other
8. **How often do you use seat belts when you drive or ride in a (answer for each of the following):**
 Car..... Always Nearly always..... Sometimes..... Seldom..... Never..... Don't drive/ride in one
 Pickup..... Always Nearly always..... Sometimes..... Seldom..... Never..... Don't drive/ride in one
 SUV/Van .. Always Nearly always..... Sometimes..... Seldom..... Never..... Don't drive/ride in one
9. **Do you think that it is important for police to enforce the seat belt law?**
 Yes No
10. **What do you think the chances are of getting a ticket if you don't wear your seat belt?**
 Always Nearly always Sometimes Seldom Never
11. **Do you think the seat belt law is enforced:**
 Very strictly Somewhat strictly Not very strictly Rarely Not at all
12. **Have you ever received a ticket for not wearing your seat belt?**
 Yes No
13. **In the past month, have you seen or heard about police enforcement focused on seat belt use?**
 Yes No
14. **In the past month, have you seen or heard about police working at night to enforce the seat belt law?**
 Yes No
15. **In the past month, have you experienced police enforcement activities looking at seat belt use?**
 Yes No
16. **Have you recently read, seen or heard anything about seat belts?**
 Yes No
 If yes, where did you see or hear about it? (check all that apply):
 Newspaper Radio TV Billboards Brochure Police Enforcement Other
 If yes, what did it say? _____
17. **Have you recently read, seen or heard anything about wearing a seat belt and riding in a pickup truck?**
 Yes No
18. **Do you know the name of any seat belt program(s) in Alabama? (check all that apply):**
 Buckle Up Alabama Buckle Up in Your Truck Click It or Ticket Operation Stay Alive

Appendix F
Telephone Survey Script - 2006

BUCKLE UP ALABAMA SURVEYS (APRIL 2005)

State: _____ County: _____ Metro Status: _____
Date: _____ CATI ID: _____
Interviewer: _____
Telephone Number: _____
Time Start: _____ Time End: _____ TOTAL TIME: _____

Version: 3497a- ALABAMA cross-section 16 and older, n=500

INTRODUCTION

Hello, I'm _____ calling for the Alabama Department of Transportation. We are conducting a study of driving habits and attitudes in Alabama. The interview is voluntary and completely confidential. It only takes about 10 minutes to complete.

DUMMY QUESTION FOR BIRTHDAY QUESTIONS

Has had the most recent.....1
Will have the next.....2

- A. In order to select just one person to interview, could I speak to the person in your household, 16 or older, who (has had the most recent/will have the next) birthday?
Respondent is the person.....1 **SKIP TO Q1**
Other respondent comes to phone.....2
Respondent is not available.....3 **ARRANGE CALLBACK**
Refused.....4

- B. Hello, I'm _____ calling for the Alabama Department of Transportation. We are conducting a study of Americans' driving habits and attitudes. The interview is voluntary and completely confidential. It only takes about 10 minutes to complete. Could we begin now?

CONTINUE INTERVIEW.....1
Arrange Callback.....2
Refused.....3

Note: Text in brackets is not read, but available if asked.

Respondent's State
1 > *Alabama

Q.1 How often do you drive a motor vehicle? Almost every day, a few days a week, a few days a month, a few days a year, or do you never drive?

- Almost every day.....1
- Few days a week.....2
- Few days a month.....3
- Few days a year.....4
- Never.....5 **SKIP TO Q9**
- Other (SPECIFY)6
- (VOL) Don't know.....7
- (VOL) Refused.....8

Q.2 Is the vehicle you drive most often a car, van, motorcycle, sport utility vehicle, pickup truck, or other type of truck? (NOTE: IF RESPONDENT DRIVES MORE THAN ONE VEHICLE OFTEN, ASK:) "What kind of vehicle did you LAST drive?"

- Car.....1
- Van or minivan.....2
- Motorcycle.....3 **SKIP TO Q9**
- Pickup truck.....4
- Sport Utility Vehicle.....5
- Other.....10
- Other truck (SPECIFY)....11
- (VOL) Don't know.....12
- (VOL) Refused.....13

Q.3 For the next series of questions, please answer only for the (car/truck/van) you said you usually drive. Do the seat belts in the front seat of the (car/truck/van) go across your shoulder only, across your lap only, or across both your shoulder and lap?

INTERVIEWER INSTRUCTION: SEATBELT QUESTIONS REFER TO DRIVER SIDE BELTS.

- Across shoulder.....1
- Across lap.....2 **SKIP TO Q5**
- Across both.....3
- Vehicle has no belts.....4 **SKIP TO Q9**
- (VOL) Don't know.....5 **SKIP TO Q6**
- (VOL) Refused.....6 **SKIP TO Q6**

Q.4 When driving this (car/truck/van), how often do you wear your shoulder belt... (READ LIST)

- ALL OF THE TIME.....1
- MOST OF THE TIME.....2
- SOME OF THE TIME.....3
- RARELY OR.....4
- NEVER.....5
- (VOL) Don't know.....6
- (VOL) Refused.....7

IF Q3=1 SKIP TO Q6

- Q.5 When driving this (car/truck/van), how often do you wear your lap belt...(READ LIST)
- ALL OF THE TIME.....1
 - MOST OF THE TIME.....2
 - SOME OF THE TIME.....3
 - RARELY OR.....4
 - NEVER.....5
 - (VOL) Don't know.....6
 - (VOL) Refused.....7

- Q.6 When was the last time you did NOT wear your seat belt when driving?

- Within the past day.....1
- Within the past week.....2
- Within the past month.....3
- Within the past year.....4
- A year or more ago/I always wear it.....5
- (VOL) Don't know.....6
- (VOL) Refused.....7

- Q.7 In the past 30 days, has your use of seat belts when driving (vehicle driven most often) increased, decreased, or stayed the same?

- Increased.....1
 - Decreased.....2
 - Stayed the same.....3
 - New driver.....4
 - (VOL) Don't know.....5
 - (VOL) Refused.....6
- SKIP TO Q9**
- SKIP TO Q9**
- SKIP TO Q9**
- SKIP TO Q9**

- Q.8 What caused your use of seat belts to increase?
(DO NOT READ LIST - MULTIPLE RECORD)

- Increased awareness of safety.....1
- Seat belt law.....2
- Don't want to get a ticket.....3
- Was in a crash.....4
- New car with automatic belt.....5
- Influence/pressure from others.....6
- More long distance driving.....7
- Remember more/more in the habit.....8
- The weather.....9
- The holidays.....10
- Driving faster.....11
- Other (SPECIFY _____).....27
- (VOL) Don't know.....28
- (VOL) Refused.....29

- Q.9 Does (RESP'S STATE) have a law requiring seat belt use by adults?

- Yes.....1
 - No.....2
 - (VOL) Don't know.....3
 - (VOL) Refused.....4
- SKIP TO Q12**
- SKIP TO Q12**
- SKIP TO Q12**

IF Q1=5 AND Q9=1, SKIP TO Q11
IF Q2 = 3 AND Q9 = 1, SKIP TO Q11

Q.10 Assume that you do not use your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt? READ

- Very likely.....1
- Somewhat likely.....2
- Somewhat unlikely.....3
- Very unlikely.....4
- (VOL) Don't know.....5
- (VOL) Refused.....6

Q.11 According to your state law, can police stop a vehicle if they observe a seat belt violation or do they have to observe some other offense first in order to stop the vehicle?

- Can stop just for seat belt violation.....1
- Must observe another offense first.....2
- (VOL) Don't know.....3
- (VOL) Refused.....4

Q.12 In your opinion, SHOULD police be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are being broken?

- Should be allowed to stop.....1
- Should not.....2
- (VOL) Don't know.....3
- (VOL) Refused.....4

Q.13 Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements?

ROTATE

- a) Seat belts are just as likely to harm you as help you.
- b) If I was in an accident, I would want to have my seat belt on.
- c) Police in my community generally will not bother to write tickets for seat belt violations.
- d) It is important for police to enforce the seat belt laws.
- e) Putting on a seat belt makes me worry more about being in an accident.
- f) Police in my community are writing more seat belt tickets now than they were a few months ago.

NO QUESTION 14-23

ASK EVERYONE

Q24 In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats or booster seats?

- Yes.....1
- No.....2
- Don't know.....3
- Refused.....4

Q25 Now, I would like to ask you a few questions about educational or other types of activities?
 In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts. This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.

- Yes.....1
- No.....2 **SKIP TO NQ28B**
- Don't know.....3 **SKIP TO NQ28B**
- Refused.....4 **SKIP TO NQ28B**

Q.26 Where did you see or hear these messages?
[DO NOT READ--MULTIPLE RESPONSE]

- TV.....1
- Radio.....2 **SKIP TO Q28**
- Friend/Relative.....3 **SKIP TO Q28**
- Newspaper.....4 **SKIP TO Q28**
- Personal observation/on the road....5 **SKIP TO Q28**
- Billboard/signs.....7 **SKIP TO Q28**
- Educational Program.....8 **SKIP TO Q28**
- I'm a police officer/judge.....9 **SKIP TO Q28**
- Direct contact by police officer...10 **SKIP TO Q28**
- Other (specify _____)..... 17 **SKIP TO Q28**
- Don't know.....18 **SKIP TO Q28**
- Refused.....19 **SKIP TO Q28**

Q 27 Was the (TV/radio) message a commercial (or advertisement), was it part of a news program, or was it something else? **MULTIPLE RECORD**

- Commercial/Advertisement/
Public Service Announcement.....1
- News story/news program.....2
- Something else (specify): _____3
- Don't know.....4
- Refused.....5

NQ27b. Do these messages cause you to wear your seat belt more often than you usually do?

- Yes.....1
- No.....2
- (VOL) I always wear my seat belt...3
- Don't know.....4
- Refused.....5

Q.28 Would you say that the number of these messages you have seen or heard in the past 30 days is more than usual, fewer than usual, or about the same as usual?

- More than usual.....1
- Fewer than usual.....2
- About the same.....3
- Don't know.....4
- Refused.....5

IF VERSION =3497A OR 3497B, ASK NQ28B AND NQ28C. ELSE SKIP TO Q29.

NQ28B In the past 30 days, have you seen or heard any messages that specifically encouraged drivers of pickup trucks to wear their seat belts?

- Yes.....1
- No.....2
- Don't know.....3

Refused.....4

NQ28C. If you drive a pickup truck in addition to other types of vehicles, are you less likely, more likely or about the same to buckle up in your truck than in your other vehicles?

- Less likely to buckle up in truck.....1
- More likely to buckle up in truck2
- About the same.....3
- (VOL) Never drive a pickup truck.....4
- Don't know.....5
- Refused.....6

Q.29 Are there any advertisements or activities that you have seen or heard in the past 30 days that encouraged adults to make sure that children use car seats or seat belts?

- Yes.....1
- No.....2
- Don't know.....3
- Refused.....4

SKIP TO Q31
SKIP TO Q31

SKIP TO Q31

Q30 What did you see or hear?

Q31 Thinking about everything you have heard, how important do you think it is for [respondent's STATE] to enforce seat belt laws for ADULTS more strictly . . . very important, fairly important, just somewhat important, or not that important?

- Very important.....1
- Fairly important.....2
- Just somewhat important.....3
- Not that important.....4
- Don't know.....5
- Refused.....6

Q32 Do you recall hearing or seeing the following slogans in the past 30 days? **READ LIST AND MULTIPLE RECORD YESES**

ROTATE PUNCHES 1-70

1. Friends don't let friends drive drunk (PUNCH "1") (All)
2. Click it or ticket (PUNCH "2") (All)
3. Buckle Up America (PUNCH "3") (All)
4. Children In Back (PUNCH "4") (All)
5. You Drink and Drive. You Lose. (PUNCH "5") (All)
6. Didn't see it coming? No one ever does (PUNCH "6") (All)
7. Get the keys (PUNCH "7") (All)
13. Click it or ticket [+stlst+] (PUNCH "13") (All)
14. Buckle Up [+stlst+] (PUNCH "14") (All)
36. Four Steps for Kids (PUNCH "36") (All)
37. BUCKLE UP IN YOUR TRUCK (AL)
71. (VOL) None of these
72. (VOL) Don't know
73. (VOL) Refused

ASK ALL

Now, I need to ask you some basic information about you and your household.

Q.33 What is your age?

_____ AGE REFUSED=99

Q.34 Including yourself, how many persons, age 16 or older, are living in your household at least half of the time or consider it their primary residence?

_____ REFUSED=99

Q.35 How many children age 15 or younger are living in your household at least half of the time or consider it their primary residence?

_____ NONE=0 REFUSED=99

Q.36 Do you consider yourself to be Hispanic or Latino?

Yes.....1
No.....2
(VOL) Not sure.....3
(VOL) Refused.....4

Q.37 Which of the following racial categories describes you? You may select more than one.
[READ LIST--MULTIPLE RECORD]

American Indian or Alaskan Native.....1
Asian.....2
Black or African American.....3
Native Hawaiian or other Pacific Islander.....4
White.....5
Other(SPECIFY).....6

(VOL) Refused.....9

Q.38 What is the highest grade or year of school you completed?

8th grade or less.....9
9th grade.....10
10th grade.....11
11th grade.....12
12th grade/GED.....13
Some college.....14
College graduate or higher....15
(VOL) Refused.....16

Q.39 Do you have more than one telephone number in your household?

Yes.....1
No.....2 **SKIP**
TO Q41
Don't know.....3 **SKIP TO Q41**
(VOL) Refused.....4 **SKIP**
TO Q41

Q.40 Not including cells phones, and phones used primarily for fax or computer lines, how many different telephone numbers do you have in your household?

_____ 10 OR MORE=10 DON'T KNOW=11 REFUSED=12

Q.41 FROM OBSERVATION, ENTER SEX OF RESPONDENT

Male.....1

Female.....2

That completes the survey.

Thank you very much for your time and cooperation.

Appendix G Certifications

STATE SAFETY BELT SURVEY CERTIFICATION FORM

State: Alabama

Survey Year: 2006

State Safety Belt Use Rate: 82.9 %

Standard Error: 0.29 %

Part A: Certification

I hereby certify that:

- The reported safety belt use rate is based on a survey whose design was approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.
- The survey design has remained unchanged since the survey was approved.
- The survey samples all passenger motor vehicles (including passenger cars, pickup trucks, vans, minivans and sport utility vehicles with a gross vehicle weight rating of less than 10,000 pounds), measures safety belt use by all front outboard occupants in the sampled vehicles, and counts safety belt use completely within the calendar year for which the safety belt use rate is reported.
- The individual named below is a qualified Statistician and has reviewed and approved the safety belt use rate and standard error reported above.



Governor's Highway Safety Representative

Date: 10-6-06

Appendix F - Part B

Observation Site	Inverse of the Site's Selection Probability	Number of Belted Front Seat Outboard Occupants Observed at the Site	Number of Front Seat Outboard Occupants Observed at the Site
Jef/1	1.171270718	181	212
Jef/2	1.470588235	68	100
Jef/3	1.171428571	70	82
Jef/4	1.142857143	77	88
Jef/5	1.192771084	83	99
Jef/6	1.849056604	53	98
Jef/7	1.137614679	109	124
Jef/8	1.326732673	101	134
Jef/9	1.245614035	57	71
Jef/10	1.720588235	68	117
Jef/11	1.767123288	73	129
Jef/12	1.862068966	58	108
Jef/13	1.369863014	73	100
Jef/14	1.214285714	98	119
Jef/15	1.183673469	98	116
Jef/16	1.112359551	89	99
Jef/17	1.195402299	87	104
Jef/18	1.129032258	62	70
Jef/19	1.312500000	80	105
Jef/20	1.232673267	202	249
Jef/21	1.294117647	85	110
Jef/22	1.371794872	78	107
Jef/23	1.547169811	53	82
Mad/1	1.196721311	122	146
Mad/2	1.102941176	136	150
Mad/3	1.114864865	148	165
Mad/4	1.091603053	131	143
Mad/5	1.153225806	124	143
Mad/6	1.194915254	118	141
Mad/7	1.382352941	102	141
Mad/8	1.218181818	110	134
Mad/9	1.159663866	119	138
Mad/10	1.110169492	118	131
Mad/11	1.045161290	155	162
Mad/12	1.082872928	181	196
Mad/13	1.114864865	148	165
Mad/14	1.202380952	84	101
Mad/15	1.182608696	115	136
Mad/16	1.239669421	121	150
Mad/17	1.161904762	105	122
Mad/18	1.053140097	207	218
Mad/19	1.091428571	175	191
Mad/20	1.195945946	148	177
Mad/21	1.152317881	151	174
Mad/22	1.054878049	164	173
Mad/23	1.103225806	155	171
Mob/1	1.210526316	190	230
Mob/2	1.157068063	191	221

Mob/3	1.126436782	174	196
Mob/4	1.136612022	183	208
Mob/5	1.120689655	174	195
Mob/6	1.093457944	107	117
Mob/7	1.158333333	120	139
Mob/8	1.108910891	101	112
Mob/9	1.221153846	104	127
Mob/10	1.180851064	94	111
Mob/11	1.009345794	107	108
Mob/12	1.090909091	99	108
Mob/13	1.090000000	100	109
Mob/14	1.097826087	92	101
Mob/15	1.098591549	213	234
Mob/16	1.079681275	251	271
Mob/17	1.068571429	175	187
Mob/18	1.163636364	165	192
Mob/19	1.073298429	191	205
Mob/20	1.153409091	176	203
Mob/21	1.111111111	117	130
Mob/22	1.177966102	118	139
Mob/23	1.227678571	224	275
Mont/1	1.277511962	209	267
Mont/2	1.315789474	133	175
Mont/3	1.500000000	116	174
Mont/4	1.460992908	141	206
Mont/5	1.276923077	65	83
Mont/6	1.318181818	44	58
Mont/7	1.413793103	87	123
Mont/8	1.435754190	179	257
Mont/9	1.451612903	186	270
Mont/10	1.192982456	114	136
Mont/11	1.235294118	34	42
Mont/12	1.138554217	166	189
Mont/13	1.168949772	219	256
Mont/14	1.137096774	248	282
Mont/15	1.089887640	89	97
Mont/16	1.184615385	65	77
Mont/17	1.354838710	31	42
Mont/18	1.111111111	72	80
Mont/19	1.142180095	211	241
Mont/20	1.167441860	215	251
Mont/21	1.611111111	18	29
Mont/22	1.240740741	54	67
Mont/23	1.058823529	68	72
Blo/1	1.200000000	35	42
Blo/2	1.142857143	35	40
Blo/3	1.209677419	124	150
Blo/4	1.219512195	41	50
Blo/5	1.250000000	60	75
Blo/6	1.301587302	126	164
Blo/7	1.227848101	79	97
Blo/8	1.250000000	60	75
Blo/9	1.219512195	82	100

Blo/10	1.190476190	63	75
Blo/11	1.431578947	95	136
Blo/12	1.252525253	99	124
Blo/13	1.293103448	58	75
Blo/14	1.351351351	74	100
Blo/15	1.209790210	143	173
Blo/16	1.261538462	65	82
Blo/17	1.209677419	62	75
Blo/18	1.230769231	78	96
Blo/19	1.236111111	72	89
Blo/20	1.190476190	84	100
Blo/21	1.250000000	40	50
Blo/22	1.242424242	33	41
Blo/23	1.198630137	146	175
Col/1	1.125000000	112	126
Col/2	1.190909091	110	131
Col/3	1.279569892	93	119
Col/4	1.752808989	89	156
Col/5	1.120805369	149	167
Col/6	1.306748466	163	213
Col/7	1.303225806	155	202
Col/8	1.327272727	165	219
Col/9	1.149732620	187	215
Col/10	1.209790210	143	173
Col/11	1.156250000	192	222
Col/12	1.388888889	162	225
Col/13	1.280575540	139	178
Col/14	1.158227848	158	183
Col/15	1.100000000	120	132
Col/16	1.396946565	131	183
Col/17	1.414965986	147	208
Col/18	1.333333333	159	212
Col/19	1.101449275	207	228
Col/20	1.314606742	89	117
Col/21	1.319526627	169	223
Col/22	1.120603015	199	223
Col/23	1.294117647	34	44
Esc/1	1.127118644	118	133
Esc/2	1.233333333	90	111
Esc/3	1.231404959	121	149
Esc/4	1.233009709	103	127
Esc/5	1.142857143	77	88
Esc/6	1.167539267	191	223
Esc/7	1.204968944	161	194
Esc/8	1.413580247	162	229
Esc/9	1.178571429	84	99
Esc/10	1.127659574	47	53
Esc/11	1.093023256	43	47
Esc/12	1.111111111	36	40
Esc/13	1.155038760	129	149
Esc/14	1.143939394	132	151
Esc/15	1.182291667	192	227
Esc/16	1.153061224	98	113

Esc/17	1.145454545	110	126
Esc/18	1.229885057	87	107
Esc/19	1.076923077	65	70
Esc/20	1.053191489	94	99
Esc/21	1.100000000	100	110
Esc/22	1.138888889	108	123
Esc/23	1.211111111	90	109
Etw/1	1.304347826	115	150
Etw/2	1.182539683	126	149
Etw/3	1.136363636	110	125
Etw/4	1.189873418	79	94
Etw/5	1.250000000	80	100
Etw/6	1.158730159	63	73
Etw/7	1.176470588	102	120
Etw/8	1.174603175	126	148
Etw/9	1.169811321	53	62
Etw/10	1.162790698	43	50
Etw/11	1.250000000	60	75
Etw/12	1.135135135	37	42
Etw/13	1.142857143	21	24
Etw/14	1.229508197	183	225
Etw/15	1.224489796	98	120
Etw/16	1.208791209	91	110
Etw/17	1.171875000	64	75
Etw/18	1.190476190	63	75
Etw/19	1.204301075	93	112
Etw/20	1.250000000	100	125
Etw/21	1.210526316	95	115
Etw/22	1.177419355	62	73
Etw/23	1.315789474	38	50
Hou/1	1.121076233	223	250
Hou/2	1.090909091	209	228
Hou/3	1.138339921	253	288
Hou/4	1.225806452	155	190
Hou/5	1.265700483	207	262
Hou/6	1.058295964	223	236
Hou/7	1.113360324	247	275
Hou/8	1.161764706	204	237
Hou/9	1.146198830	171	196
Hou/10	1.202020202	99	119
Hou/11	1.189189189	111	132
Hou/12	1.320000000	75	99
Hou/13	1.219780220	91	111
Hou/14	1.247058824	85	106
Hou/15	1.421875000	64	91
Hou/16	1.256756757	148	186
Hou/17	1.162790698	129	150
Hou/18	1.200000000	10	12
Hou/19	1.190476190	21	25
Hou/20	1.114285714	140	156
Hou/21	1.208333333	48	58
Hou/22	1.163934426	244	284
Hou/23	1.200854701	234	281

Law/1	1.177777778	135	159
Law/2	1.204419890	181	218
Law/3	1.080000000	25	27
Law/4	1.179487179	78	92
Law/5	1.200000000	75	90
Law/6	1.291925466	161	208
Law/7	1.103448276	29	32
Law/8	1.368421053	19	26
Law/9	1.272727273	77	98
Law/10	1.708333333	24	41
Law/11	1.428571429	28	40
Law/12	1.250000000	24	30
Law/13	1.233333333	30	37
Law/14	1.390243902	41	57
Law/15	1.408163265	49	69
Law/16	1.388888889	54	75
Law/17	1.503816794	131	197
Law/18	1.395348837	129	180
Law/19	1.433823529	136	195
Law/20	1.213836478	159	193
Law/21	1.194690265	113	135
Law/22	1.180451128	133	157
Law/23	1.611111111	36	58
Lee/1	1.192771084	83	99
Lee/2	1.358974359	39	53
Lee/3	1.195121951	41	49
Lee/4	1.206896552	58	70
Lee/5	1.125000000	144	162
Lee/6	1.398268398	231	323
Lee/7	1.180851064	188	222
Lee/8	1.206349206	252	304
Lee/9	1.078125000	64	69
Lee/10	1.204724409	127	153
Lee/11	1.145631068	103	118
Lee/12	1.203539823	113	136
Lee/13	1.147727273	88	101
Lee/14	1.147435897	156	179
Lee/15	1.167741935	155	181
Lee/16	1.139240506	158	180
Lee/17	1.076923077	130	140
Lee/18	1.147058824	204	234
Lee/19	1.296137339	233	302
Lee/20	1.274725275	182	232
Lee/21	1.140350877	114	130
Lee/22	1.125000000	152	171
Lee/23	1.114583333	96	107
Mars/1	1.159663866	238	276
Mars/2	1.072961373	233	250
Mars/3	1.244565217	184	229
Mars/4	1.075829384	211	227
Mars/5	1.147208122	197	226
Mars/6	1.240740741	108	134
Mars/7	1.162500000	160	186

Mars/8	1.106870229	131	145
Mars/9	1.285714286	63	81
Mars/10	1.371794872	78	107
Mars/11	1.320987654	81	107
Mars/12	1.122448980	98	110
Mars/13	1.101010101	99	109
Mars/14	1.028846154	104	107
Mars/15	1.125000000	72	81
Mars/16	1.075268817	93	100
Mars/17	1.047058824	85	89
Mars/18	1.236024845	161	199
Mars/19	1.237623762	202	250
Mars/20	1.173913043	69	81
Mars/21	1.191011236	89	106
Mars/22	1.175438596	57	67
Mars/23	1.071428571	112	120
She/1	1.192307692	130	155
She/2	1.227848101	79	97
She/3	1.382978723	94	130
She/4	1.148514851	101	116
She/5	1.116504854	103	115
She/6	1.085470085	117	127
She/7	1.060000000	150	159
She/8	1.150000000	140	161
She/9	1.190751445	173	206
She/10	1.087837838	148	161
She/11	1.183673469	49	58
She/12	1.147058824	34	39
She/13	1.168724280	243	284
She/14	1.101010101	99	109
She/15	1.086705202	173	188
She/16	1.056521739	230	243
She/17	1.163636364	110	128
She/18	1.202797203	143	172
She/19	1.245714286	175	218
She/20	1.256097561	164	206
She/21	1.134328358	134	152
She/22	1.163043478	92	107
She/23	1.158620690	145	168
Tus/1	1.090090090	111	121
Tus/2	1.226519337	181	222
Tus/3	1.190476190	105	125
Tus/4	1.400000000	15	21
Tus/5	1.352941176	85	115
Tus/6	1.197916667	96	115
Tus/7	1.309523810	84	110
Tus/8	1.219512195	41	50
Tus/9	1.136363636	22	25
Tus/10	1.277372263	137	175
Tus/11	1.250000000	88	110
Tus/12	1.333333333	18	24
Tus/13	1.207792208	77	93
Tus/14	1.150000000	40	46

Tus/15	1.239669421	121	150
Tus/16	1.363636364	55	75
Tus/17	1.262626263	99	125
Tus/18	1.240000000	100	124
Tus/19	1.239669421	121	150
Tus/20	1.250000000	100	125
Tus/21	1.102941176	136	150
Tus/22	1.265306122	98	124
Tus/23	1.162790698	86	100
Wal/1	1.182539683	126	149
Wal/2	1.293103448	116	150
Wal/3	1.197530864	81	97
Wal/4	1.198019802	101	121
Wal/5	1.190476190	21	25
Wal/6	1.333333333	12	16
Wal/7	1.190476190	63	75
Wal/8	1.243902439	41	51
Wal/9	1.293103448	58	75
Wal/10	1.211267606	71	86
Wal/11	1.166666667	96	112
Wal/12	1.178861789	123	145
Wal/13	1.173076923	52	61
Wal/14	1.244897959	49	61
Wal/15	1.360000000	50	68
Wal/16	1.200000000	20	24
Wal/17	1.171428571	35	41
Wal/18	1.562500000	16	25
Wal/19	1.231707317	82	101
Wal/20	1.190476190	63	75
Wal/21	1.170731707	41	48
Wal/22	1.226415094	53	65
Wal/23	1.190476190	42	50
Total		38484	46218

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