

2014 Seat Belt Use In Rhode Island

OCTOBER 2014



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I. INTRODUCTION

Background

This report documents Rhode Island's 2014 statewide seat belt use survey. The survey was conducted under the direction of the Rhode Island Department of Transportation's Office on Highway Safety.

The Office on Highway Safety (OHS) is responsible for the administration of the State of Rhode Island's Highway Safety Program. Occupant protection is among several significant program areas for which OHS is responsible. A portion of the Office on Highway Safety occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. The most recent survey was conducted in June 2014.

Survey Scope

The 2014 survey, the second time using a new design sample, determined statewide safety belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other conditions that may be associated with seat belt use.

Due in part to the timing of the new design and site selection protocol, 2013 Rhode Island data collection took place during an uncharacteristic time of year (December of 2013). Statewide observations are typically conducted in June of each year, directly after the national (and State) Click It or Ticket campaign. This was the case in 2014; observations took place at 125 sites. The 2014 survey is probability-based and estimates are representative of seat belt use for the entire state of Rhode Island. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2014 survey results provide an up-to-date estimate comparable to the previous statewide surveys of belt use.

Overview of Law Change and Recent Results

Rhode Island implemented a primary enforcement seat belt law on June 30th, 2011. This law was due to sunset in 2013. The passage of the law coincided with a belt use rate increase from 78.0 percent in 2010 to 80.4 percent in 2011. The 2012 belt use survey saw seat belt use rate drop to 77.5 percent. This is perhaps related to the planned sunset of the law and the fact that the 2012 campaign message did *not* focus on enforcement. Indeed, the non-enforcement message was an effort to encourage the repeal of the sunset provision of the primary enforcement seat belt law. Lack of focus on enforcement may have reduced motorists' perception of enforcement severity

which could have resulted in lower seat belt use for 2012. The law was finally made permanent in 2013, with fines being reduced to \$40¹.

The 2014 observational survey was conducted in June. Across the 125 observation sites, 16,399 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers was **87.4** percent, a dramatic increase from previous years. Statewide safety belt use has increased by 11.2 percentage points in the eleven-year period from 2004 to 2014 (Figure 1). The large increase (seen in December 2013) was likely driven by the passage of the permanent primary law coupled with a return to the high visibility enforcement-based messages.

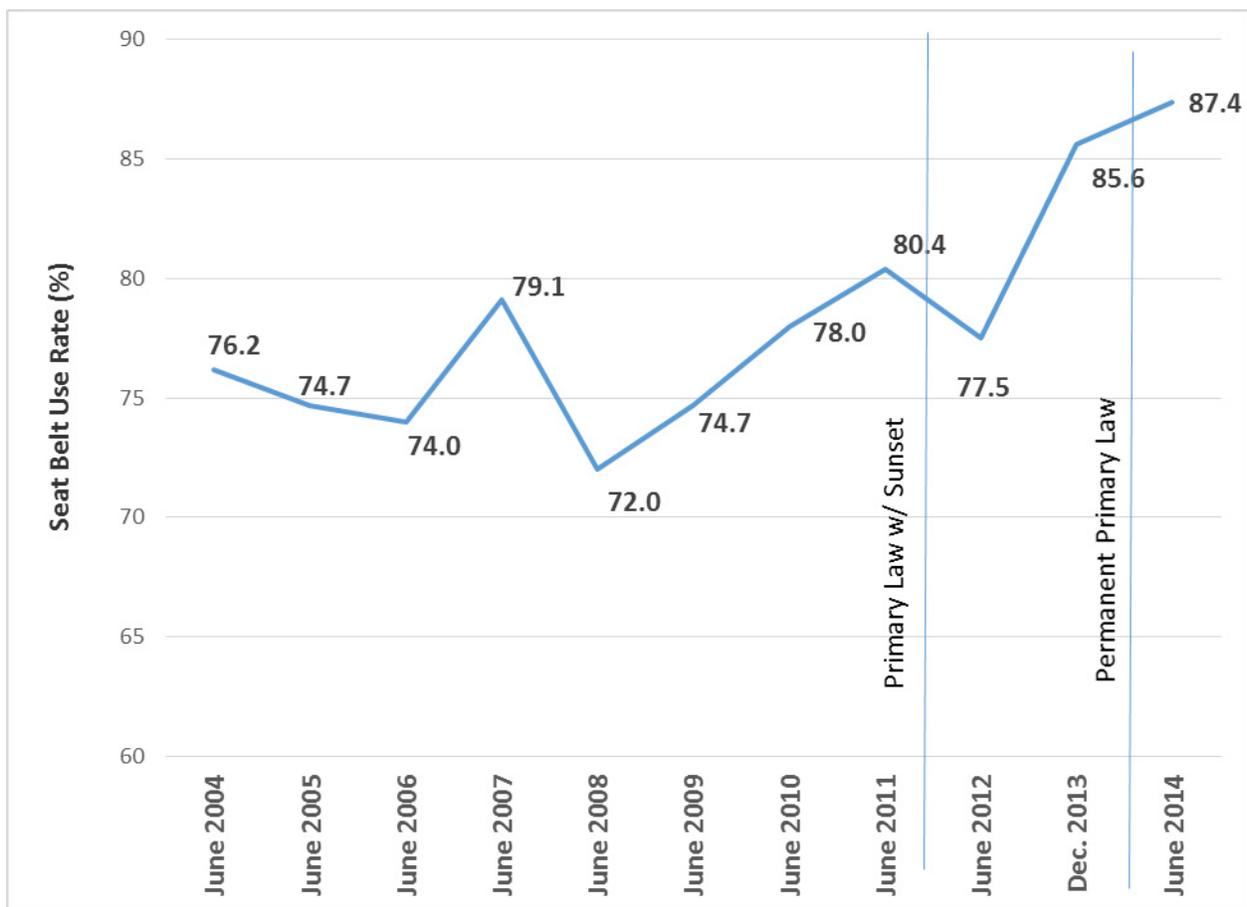


Figure 1. Rhode Island Day Belt Use by Year for Drivers and Passengers

¹ Insurance Institute of Highway Safety (January 2014). Highway Loss Data Institute. Safety Belt and Child Restraint Laws, accessed at <http://www.iihs.org/iihs/topics/laws/safetybeltuse>, 1/27/2014.

II. PROCEDURES

Seat Belt Usage Rate and Variability Calculations

The sample sites used in the 2014 daytime observational surveys provide a statewide representation.

Calculation of Overall Seat Belt Usage Rate

The following is a summary of the notation used in this section.

- g – Subscript for PSU strata
- c – Subscript for county (PSU)
- h – Subscript for road segment strata
- i – Subscript for road segment
- j – Subscript for time segment
- k – Subscript for road direction
- l – Subscript for lane
- m – Subscript for vehicle
- n – Subscript for front-seat occupant

Under this stratified multistage sample design, the inclusion probability for each observed vehicle is the product of selection probabilities at all stages: π_{gc} for county, $\pi_{i|gc}$ for road segment, $\pi_{j|gcht}$ for time segment, $\pi_{k|gcht}$ for direction, $\pi_{l|gcht}$ for lane, and $\pi_{m|gcht}$ for vehicle. So the overall vehicle inclusion probability is:

$$\pi_{gcht/kim} = \pi_{gc} \pi_{i|gc} \pi_{j|gcht} \pi_{k|gcht} \pi_{l|gcht} \pi_{m|gcht}$$

The sampling weight (design weight) for vehicle m is:

$$w_{gcht/kim} = \frac{1}{\pi_{gcht/kim}}$$

Non-response Adjustment

Given the data collection protocol described in this plan, including the provision for the use of alternate observation sites, road segments with non-zero eligible volume and yet zero observations conducted should be a rare event. Nevertheless, if eligible vehicles passed an eligible site or an alternate eligible site during the observation time but no usable data were collected for some reason, then this site will be considered as a “non responding site.” The weight for a non-responding site will be distributed over other sites in the same road type in the same PSU. Let:

$$\pi_{gcht} = \pi_{gc} \pi_{(h|gc)}$$

be the road segment selection probability, and

$$W_{gcht} = \frac{1}{\pi_{gcht}}$$

be the road segment weight. The non-responding site non-response adjustment factor:

$$f_{gch} = \frac{\sum_{\text{all } t} W_{gcht}}{\sum_{\text{responding } t} W_{gcht}}$$

will be multiplied to all weights of non-missing road segments in the same road type of the same county and the missing road segments will be dropped from the analysis file. However, if there were no vehicles passing the site during the selected observation time (60 minutes) then this is simply an empty block at this site and this site will not be considered as a non-responding site, and will not require non-response adjustment.

Estimators

Seat Belt Use Rate Estimators

Noting that all front-seat occupants were observed, let the driver/passenger seat belt use status be:

$$Y_{gcht/kim} = \begin{cases} 1, & \text{if belt used} \\ 0, & \text{otherwise} \end{cases}$$

The seat belt use rate estimator is a ratio estimator:

$$\rho = \frac{\sum_{\text{all } gcht/kim} W_{gcht/kim} Y_{gcht/kim}}{\sum_{\text{all } gcht/kim} W_{gcht/kim}}$$

This estimator captures traffic volume and vehicle miles traveled through design weights (which will include non response adjustment factors as described in section 5.3, if any) at various stages and it does not require knowledge of VMT/DVMT.

Seat Belt Observations

Site Selection

Road segments were mapped according to the latitude and longitude of their midpoints. The selected road segment was identified by an intersection or interchange that occurred within or just beyond the segment. If no intersection or interchange occurred within the segment, then any point on that road could be used for observation. Data collection sites were deterministically selected such that traffic would be moving during the observation period. Therefore, sites were assigned to locations within the segment that were 50 yards from any controlled intersections. For interstate highways, data collection will occur on a ramp carrying traffic that is exiting the highway.

The locations of the data collection sites were described on Site Assignment Sheets for each county and maps were developed to aid the Data Collectors and QC Monitors in traveling to the assigned locations (it was recommended that personal GPS units were programmed ahead of time).

Traffic direction was determined by randomly assigning a 1 or 2 to each site (random.org) in which a 1 represents ‘Observe traffic coming from north or east’ and 2 represents ‘Observe traffic coming from south or west.’

A detailed site list is attached as *Appendix A*.

Site Observation Details

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed. The complete road segment was also described by map details such as road name or number and segment begin and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that an alternate site needed to be selected.

Due to the extent of data elements that need to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a location with slowing traffic is not a strict requirement; in the past our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

Observers

All observers are hired and trained by PRG. Four (4) PRG staff members participated in the 2014 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a “refresher course” where the procedures were reviewed with all observers in a training session which included on-street practice. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable. Training was conducted several weeks prior to the start of observations.

Scheduling

Daytime observations were conducted Sunday-Saturday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county’s observations were scheduled, in advance, to be conducted in four clusters, with a maximum of five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 60-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by each scheduled observer. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor.

Data Collection

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register’s Uniform Criteria for State Observational Surveys of Seat Belt Use.

All data collection was conducted according to the observer instructions/procedures provided in *Appendix B*. Observers were told to review these instructions on a regular basis during the observation process.

In general, the procedures indicated:

- Length of observation period is exactly 60 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;
- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;
- If rain, heavy fog or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and
- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (*Appendix C*) for each 60-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made, additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (black, white or other) in addition to belt use.

Building a Data Set

Two staff members were assigned the responsibility of keypunching all of the data that were collected. After the data were keypunched, 10 percent of all data records were checked and confirmed in order to verify the quality and accuracy of data entry. No substantial keypunch problems were found from any of the data entry staff. The data set was then analyzed using both Excel and the Statistical Package for the Social Sciences (SPSS).

Quality Control

Quality control monitors conducted random, unannounced visits to at least 5% of the observation sites for the purpose of quality control. The monitor ensured that the observer was in the appropriate scheduled place and time and actively conducting observations during the correct observation period. When possible, the monitor remained undetected by the observer.

III. Results

Statewide Daytime Seat Belt Use

Across the 125 sample sites, 13,688 drivers and 2,711 outboard front seat passengers were observed during daytime statewide observations. A listing of the 125 observation site locations showing driver, passenger and combined belt use rates is provided in *Appendix D*.

The 2014 seat belt use rate for Rhode Island, based on the formulas previously described, is **87.4** percent for drivers and passengers combined. The Rhode Island statewide belt use rates have fluctuated over time, yet have shown an overall upward trend in belt use from 58.6 percent in 1998 to an all-time high of 87.4 percent in 2014 (see Table 1). The most recent belt use rate was 9.9 percentage points higher than it was in June 2012 (the last comparable timeframe). The jump in the observed use rate in December 2013 was likely due to the law becoming permanent and the presence of enforcement-based messaging around the State. From this point forward, all statewide observational surveys will take place in June of each year, surrounding the Click It or Ticket mobilization.

Table 1. Driver and Passenger Statewide Daytime Percent Seat Belt Use by Year

Year	Daytime Belt Use
2004	76.2%
2005	74.7%
2006	74.0%
2007	79.1%
2008	72.0%
2009	74.7%
2010	78.0%
2011	80.4%
2012	77.5%
2013	85.6%
2014	87.4%

Descriptive Statistics

The percentages displayed in the tables and description that follow were calculated from raw data counts of drivers and outboard front seat passengers during daytime observations. Results from the 2014 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt than were drivers of pickup trucks. Front seat passengers also showed higher belt use in passenger cars, sports utility vehicles and vans, whereas those in pick-up trucks had the lowest belt use. Overall, belt use rates were highest for drivers and passengers of SUVs (89.5 and 92.0 percent, respectively) and lowest for occupants of pick-up trucks (75.9% for drivers and 77.7% for passengers). Passengers were buckled up more frequently than drivers across all vehicle types (see Table 2).

Table 2. Percent Seat Belt Use by Vehicle Type

	Car	Pick-Up	SUV	Van
Drivers (N)	87.4% (7,006)	75.9% (1,910)	89.5% (3,773)	88.0% (999)
Passengers (N)	88.8% (1,381)	77.7% (300)	92.0% (786)	89.3% (224)

The highest driver belt use rates were found in Bristol and Washington Counties (both 86.8%); see Table 3. The highest passenger belt use rate was in Providence County (90.7%). The lowest belt use rates were found in Newport County (drivers: 85.1% and passengers: 86.7%).

Table 3. Percent Seat Belt Use by County

	Bristol	Kent	Newport	Providence	Washington
Drivers (N)	86.8% (2,127)	85.8% (1,931)	85.1% (2,341)	86.5% (3,253)	86.8% (4,076)
Passengers (N)	88.8% (374)	88.6% (360)	86.7% (429)	90.7% (589)	88.0% (949)

In 2014, seat belt use was higher for female drivers and passengers relative to male drivers and passengers (Table 4). Female drivers achieving an 89.3 percent belt use rate and female passengers a 90.5 percent use rate, compared to 84.0 percent for male drivers and 85.4 percent for male passengers.

Table 4. Percent Seat Belt Use by Sex

	Male	Female
Drivers (N)	84.0% (7,795)	89.3% (5,889)
Passengers (N)	85.4% (1,033)	90.5% (1,668)

Seat belt use did not differ greatly by race in Rhode Island in 2014 (Table 5). Among drivers, belt use was slightly higher for Whites and Others than African-Americans (86.3%, 86.7% and 85.2%, respectively). Among passengers, African-Americans had the lowest use rate (85.5%) and Others had the highest use rates (93.7%). Please note that given the small number of observations in non-White passengers, these data may be misleading.

Table 5. Percent Seat Belt Use by Race

	White	African-Am	Other
Drivers (N)	86.3% (12,431)	85.2% (593)	86.7% (667)
Passengers (N)	88.4% (2,428)	85.5% (131)	93.7% (142)

In 2014, driver seat belt use showed some difference between weekday use (84.8%) and weekend use (87.2%). Passenger seat belt use was higher on weekends (90.4%) than on weekdays (86.3%) (Table 6).

Table 6. Percent Seat Belt Use by Weekend/Weekday

	Weekday	Weekend
Drivers (N)	84.8% (5,126)	87.2% (8,602)
Passengers (N)	86.3% (1,209)	90.4% (1,492)

Appendix A. Rhode Island Daytime Seat Belt Observation Site List

CTY	Town	Site#	Name	Latitude	Longitude	Len	Dir	Map Name	From-To
Bristol	Bristol	1201	Ferry Rd	41.653319	-71.264404	0.04	2	1201 Ferry Rd-State Hwy 114	Ambrose Dr. to Van Wickle Ln
Bristol	Barrington	1202	County Rd	41.736869	-71.294176	0.03	1	1202 County Rd-State Hwy 103	Bridge to New Meadow Rd.
Bristol	Barrington	1203	State Hwy 103	41.757936	-71.339954	0.02	1	1203 State Hwy 103-	Williams St. to John Street (SB) - one way street
Bristol	Bristol	1301	Poppasquash Rd	41.672032	-71.293101	0.27	2	1301 Poppasquash Rd-	W. Harbor Rd. to Freeborn Rd.
Bristol	Warren	1302	Bradbury St	41.700349	-71.240778	0.17	1	1302 Bradbury St-	Brownell to Touisset Rd.
Bristol	Barrington	1303	Old County Rd	41.75491	-71.328212	0.14	2	1303 Old County Rd-	Wampanaug Trail to Middle Hwy
Bristol	Bristol	1304	Dixon Ave	41.690719	-71.273509	0.13	1	1304 Dixon Ave-	Naomi St. to Murgo Ln
Bristol	Bristol	1305	Poppasquash Rd	41.667045	-71.293973	0.13	2	1305 Poppasquash Rd-	Portside Rd. to Portside Rd.
Bristol	Bristol	1306	Verndale Cir	41.694564	-71.278308	0.11	1	1306 Verndale Cir-	Hope St. to Bliven Ave.
Bristol	Bristol	1308	Prenda Ln	41.680995	-71.253387	0.10	1	1308 Prenda Ln-	Berry Ln to Hopeworth Ave.
Bristol	Bristol	1309	Woodbine St	41.671391	-71.260058	0.09	1	1309 Woodbine St-	Mt. Hope Ave. to Waltham St.
Bristol	Barrington	1310	Hemlock Dr	41.75624	-71.334988	0.08	2	1310 Hemlock Dr-	Rosedale to Sherwood Ln.
Bristol	Barrington	1312	Middle Hwy	41.738488	-71.330126	0.06	2	1312 Middle Hwy-	Upland Way to Legion Way
Bristol	Barrington	1313	Peck Ln	41.76258	-71.322059	0.06	1	1313 Peck Ln-	Kyle St to Wampanaug Trail
Bristol	Warren	1314	Ave A	41.722832	-71.279367	0.05	1	1314 Ave A-	Massasolt Ave to Taylor St.
Bristol	Barrington	1316	Bay Spring Ave	41.748922	-71.349163	0.04	1	1316 Bay Spring Ave-	Narragansett Ave. to Spring Ave
Bristol	Warren	1317	Seymour St	41.716375	-71.277889	0.04	1	1317 Seymour St-	Redwood Ct to Elmwood Ct.
Bristol	Warren	1318	Summit Dr	41.710018	-71.239935	0.04	1	1318 Summit Dr-	at Pleasant View Ave
Bristol	Barrington	1319	Houghton St	41.744329	-71.336097	0.04	2	1319 Houghton St-	Houghton St (sb) From Grant St to Vermont Ave
Bristol	Bristol	1321	Dreadnaught Ave	41.695514	-71.282677	0.02	2	1321 Dreadnaught Ave-	Gibson Rd. to Defiance Ave
Bristol	Warren	1322	Market St	41.730775	-71.281673	0.01	1	1322 Market St-	Main St. to Federal St.
Bristol	Bristol	1323	Creek Ln	41.679508	-71.274498	0.05	2	1323 Creek Ln	Wood St. to Monroe Ave.
Bristol	Warren	1324	Maple Rd	41.708642	-71.229313	0.10	2	1324 Maple Rd.	Stonegate Rd. to Sea Gull Way
Bristol	Bristol	1325	Constitution St	41.667228	-71.274536	0.08	2	1325 Constitution st.	High St./Hope St. (114)
Bristol	Bristol	1326	Wood St	41.661321	-71.267379	0.03	1	1326 Wood. St.	Harker Ave./Plant Ave.
Kent	West Greenwich	3101	I- 95	41.65007	-71.5947	0.82	2	3101 I- 95-	Palm Blvd to Ralph St.
Kent	Warwick	3201	Post Rd	41.75375	-71.4142	0.14	2	3201 Post Rd-US Hwy 1 Alt	at Ralph St.
Kent	West Warwick	3202	Main St	41.71848	-71.5241	0.03	2	3202 Main St-State Hwy 115	Westly St. to Clyde Street
Kent	Warwick	3203	W Shore Rd	41.7175	-71.3758	0.02	1	3203 W Shore Rd-State Hwy 117	Waverly St.
Kent	East Greenwich	3301	Lawndale Dr	41.66281	-71.419	0.25	2	3301 Lawndale Dr-	Ives Road to Rosedale Road
Kent	West Greenwich	3302	Falls River Rd	41.61279	-71.7582	0.25	2	3302 Falls River Rd-	Arthur Richmond Rd. to Escoheag Hill Rd.
Kent	Coventry	3303	Fish Hill Rd	41.6594	-71.6413	0.18	1	3303 Fish Hill Rd-	Twin Brook Ln to Rt. 118
Kent	Warwick	3304	Page St	41.70263	-71.4018	0.16	2	3304 Page St-	West Shore Rd.
Kent	Coventry	3306	Briar Point Ave	41.67281	-71.5527	0.11	2	3306 Briar Point Ave-	West Shore Dr. to Arnold Rd.
Kent	East Greenwich	3307	Deerfield Dr	41.62733	-71.5234	0.10	1	3307 Deerfield Dr-	Eagle Lane to Rabbit Run

CTY	Town	Site#	Name	Latitude	Longitude	Len	Dir	Map_Name	From-To
Kent	West Warwick	3308	Maid Marion Ln	41.66864	-71.523	0.06	2	3308 Maid Marion Ln-	Nottingham Dr. to Lancer Ln
Kent	Warwick	3309	Cosmo St	41.72428	-71.4407	0.05	1	3309 Cosmo St-	at Strawberry Field Rd.
Kent	Coventry	3310	Hill St	41.7217	-71.5471	0.05	1	3310 Hill St-	at Black Walnut Rd.
Kent	Coventry	3311	Baylor Dr	41.68614	-71.5409	0.05	1	3311 Baylor Dr-	at Pembroke Lane
Kent	Warwick	3312	Regent Rd	41.69508	-71.4177	0.05	2	3312 Regent Rd-	at Carnation Dr.
Kent	Warwick	3313	Chatworth Ave	41.71761	-71.4584	0.04	1	3313 Chatworth Ave-	at Dodge St.
Kent	Coventry	3316	Read Avenue	41.69932	-71.5343	0.038	2	3316 Read Avenue	Alice Street to Earnest Street
Kent	Coventry	3315	Old Main St	41.69986	-71.5821	0.04	2	3315 Old Main St-	Colvintown Rd. to Flat River Rd.
Kent	West Warwick	3317	River Ave	41.71427	-71.5005	0.03	2	3317 River Ave-	at Providence St.
Kent	Coventry	3318	Richardson Rd	41.67392	-71.6741	0.03	1	3318 Richardson Rd-	Richardson Rd. split to Weaver Hill Rd.
Kent	Coventry	3319	Myra Rd	41.67026	-71.557	0.03	1	3319 Myra Rd-	Tulip Rd. to Holme Rd.
Kent	West Warwick	3320	Church St	41.6895	-71.5204	0.02	1	3320 Church St-	Orchard St. to Nestor St.
Kent	East Greenwich	3322	Middle Rd	41.64208	-71.5464	0.01	1	3322 Middle Rd.	Middle Rd. to Carrs Pond Rd.
Kent	Coventry	3323	Fenland Dr	41.6853	-71.534	0.04	1	3323 Fenland Dr.	Creighton Place to Sheffield Ave
Kent	West Greenwich	3324	Breakheart Hill Rd	41.60967	-71.6709	0.12	1	3324 Breakheart Hill Rd.	Catherine Wright Court to Victory Hwy (Rt. 102)
Newport	Tiverton	5101	State Hwy 24	41.64104	-71.204292	0.01	1	5101 State Hwy 24-State Hwy 138	State Hwy 24 (nb) at Main Rd overpass.
Newport	Little Compton	5201	Stone Church Rd	41.559848	-71.138885	0.18	2	5201 Stone Church Rd-Stone Church Rd	Bramblewood Cross Rd. to Old Stone Church Rd.
Newport	Tiverton	5202	Main Rd	41.624392	-71.212963	0.05	1	5202 Main Rd-Main Rd	Main Rd (nb) btw Narragansett Ave & Lawton Ave.
Newport	Tiverton	5203	Stafford Rd	41.66229	-71.15327	0.04	2	5203 Stafford Rd-Stafford Rd	Stafford Rd (sb) btw Hancock St. & Hurst Ln.
Newport	Middletown	5301	Green End Ave	41.509348	-71.248633	0.39	1	5301 Green End Ave-	Elizabeth Ln to Vaucluse Ave.
Newport	Middletown	5302	Prospect Ave	41.499824	-71.277409	0.17	1	5302 Prospect Ave-	Aquidneck Ave to Paradise Ave
Newport	Portsmouth	5303	Pear St	41.579961	-71.260916	0.15	2	5303 Pear St-	Prudence View Dr. to Hillcrest Rd.
Newport	Portsmouth	5304	McCorrie Ln	41.574685	-71.240658	0.13	2	5304 McCorrie Ln-	William St. to Kerr Rd.
Newport	Newport	5306	Eustis Ave	41.493267	-71.299652	0.11	2	5306 Eustis Ave-	Elery Rd. to Champlin st.
Newport	Tiverton	5307	Fogland Rd	41.554839	-71.212104	0.10	1	5307 Fogland Rd-	High Hill Rd. to 3 Rod Way
Newport	Jamestown	5308	E Shore Rd	41.529628	-71.36544	0.10	1	5308 E Shore Rd-	Eldred Ave to Reservoir Circle
Newport	Jamestown	5309	Weatherly Ct	41.545551	-71.371434	0.10	1	5309 Weatherly Ct-	at Intrepid Ln
Newport	Newport	5310	Bellevue Ave	41.46608	-71.306941	0.09	1	5310 Bellevue Ave-	Bancroft to Ruggles
Newport	Tiverton	5311	Last St	41.660595	-71.201434	0.05	1	5311 Last St-	Randolph Ave & Craig Ave.
Newport	Newport	5312	Catherine St	41.487681	-71.307102	0.04	2	5312 Catherine St-	Greenough Pl to Bellevue Ave.
Newport	Middletown	5313	Green End Ave	41.505664	-71.291436	0.04	1	5313 Green End Ave-	Bliss Mine Rd. to Miantonomi Ave
Newport	Middletown	5314	Constitution Ave	41.522843	-71.302104	0.04	2	5314 Constitution Ave-	Niagara St. to Lexington St.
Newport	Little Compton	5315	Oliver Ln	41.540522	-71.203969	0.03	2	5315 Oliver Ln-	Town Way to Seaspray Way
Newport	Tiverton	5316	Bay St	41.673655	-71.193469	0.03	2	5316 Bay St-	Bay St (sb) btw State Ave & Chace Ave.
Newport	Middletown	5317	Newport Ave	41.494838	-71.279422	0.03	2	5317 Newport Ave-	Center Ave to Allston Ave
Newport	Tiverton	5318	Long Pasture Way	41.57962	-71.198311	0.03	1	5318 Long Pasture Way-	at Gadsby Ln
Newport	Tiverton	5319	Highland Rd	41.619472	-71.203638	0.02	2	5319 Highland Rd-	at fork to Main Rd.

CTY	Town	Site#	Name	Latitude	Longitude	Len	Dir	Map_Name	From-To
Newport	Portsmouth	5320	Norwood Ave	41.644228	-71.222621	0.01	1	5320 Norwood Ave-	Anthony Rd. to Rhode Island Blvd.
Newport	Portsmouth	5322	Benjamin Dr	41.562172	-71.257125	0.11	2	5322 Benjamin Dr.	Evergreen Dr. to Middle Rd.
Newport	Newport	5323	3rd St	41.500213	-71.319752	0.00	2	5323 3rd. St.	Dorsey Rd. to 138 O/P
PVD	Johnston	7101	US Hwy 6	41.819822	-71.479559	0.13	2	7101 US Hwy 6-	Grand Army of the Republic Hwy at Hartford Ave O/P
PVD	Providence	7102	I- 95	41.836359	-71.415282	0.03	1	7102 I- 95-	at Branch Ave exit
PVD	Scituate	7201	East Rd	41.783652	-71.57698	0.22	2	7201 East Rd-State Hwy 116	Rt. 14 to Betty Pond Rd.
PVD	Cumberland	7202	Diamond Hill Rd	41.937153	-71.399367	0.04	1	7202 Diamond Hill Rd-Diamond Hill Rd	Waumsett Ave to Colonial Ave
PVD	Pawtucket	7203	Prospect St	41.873652	-71.380722	0.00	2	7203 Prospect St-State Hwy 114	Vernon St. to Division St.
PVD	Chepachet	7301	Chestnut Hill Rd	41.907705	-71.669123	0.17	2	7301 Chestnut Hill Rd-	Rt. 44 to Reynolds Rlat Rd.
PVD	Lincoln	7302	Twin River Rd	41.887804	-71.45793	0.12	2	7302 Twin River Rd-	roundabout to Southwick Dr.
PVD	Smithfield	7303	Ridge Rd	41.898246	-71.507169	0.11	1	7303 Ridge Rd-	Stillwater Rd. to Limerock Rd.
PVD	Providence	7304	Nelson St	41.839695	-71.444017	0.10	1	7304 Nelson St-	Nelson St (nb) btw Whitford Ave & Smith St
PVD	Providence	7305	Faunce Dr	41.844505	-71.390934	0.09	2	7305 Faunce Dr-	Barbour Dr. to Maxcy Dr.
PVD	Smithfield	7306	Kensington Ave	41.879493	-71.504768	0.09	2	7306 Kensington Ave-	at Hillside St.
PVD	East Providence	7307	Fleming St	41.810407	-71.37342	0.09	2	7307 Fleming St-	Mason St. to Juniper St.
PVD	Cumberland	7308	Matthew Rd	41.974811	-71.392158	0.09	1	7308 Matthew Rd-	Ridgeland Dr. to Wollen Dr.
PVD	Riverside	7309	Industrial Ct	41.781409	-71.364893	0.07	2	7309 Industrial Ct-	Pawtucket Ave to Fuller Ave.
PVD	Rumford	7310	Little St	41.845753	-71.349574	0.07	2	7310 Little St-	Ferris Ave to Tryon Ave
PVD	Woonsocket	7311	Surrey Ln	42.011452	-71.459815	0.06	1	7311 Surrey Ln-	Walnut Hill Rd. to Bound Rd.
PVD	Cranston	7312	Villa Ave	41.775843	-71.407377	0.05	1	7312 Villa Ave-	Villa Ave. (eb) btw Beachmont Ave & Calvin Ave.
PVD	Providence	7313	Angell St	41.830705	-71.385085	0.05	1	7313 Angell St-	Moses Brown St. to Butler Ave
PVD	Foster	7314	Wright Rd	41.790584	-71.791471	0.05	1	7314 Wright Rd-	CT state line to Cucumber Hill Rd.
PVD	Cranston	7315	Coldbrook Dr	41.761527	-71.471715	0.04	2	7315 Coldbrook Dr-	at Fernbrook Drive
PVD	Pascoag	7316	N Main St	41.963037	-71.701305	0.04	2	7316 N Main St-	Silver Lake Ave to Summer St.
PVD	Providence	7317	Cooke St	41.826411	-71.395429	0.04	2	7317 Cooke St-	Manning St. to George st.
PVD	North Providence	7318	Homewood Ave	41.850274	-71.46245	0.03	2	7318 Homewood Ave-	Homewood Ave (sb) btw Maplecrest Ave & Smith St
PVD	Cranston	7319	Mayflower Dr	41.771717	-71.410044	0.01	2	7319 Mayflower Dr-	Mayflower Dr (sb) btw Park Ave & Rodger Williams Cir
PVD	Providence	7320	Royal Little Dr	41.846665	-71.416166	0.00	2	7320 Royal Little Dr-	Branch Ave. to Silver Spring St.
WASH	Exeter	9101	I- 95	41.582694	-71.660143	0.21	2	9101 I- 95-	rest area before Nooseneck Hill Rd. O/P
WASH	North Kingston	9102	State Hwy 4	41.580088	-71.502459	0.15	1	9102 State Hwy 4-	between exit 5 and 5b
WASH	Exeter	9201	Ten Rod Rd	41.578439	-71.549004	0.13	2	9201 Ten Rod Rd-Ten Rod Rd	New Rd. to Purgatory Rd.
WASH	Exeter	9202	Nooseneck Hill Rd	41.568829	-71.656732	0.12	2	9202 Nooseneck Hill Rd-State Hwy 3	Teft Hill Rd. to Industrial Dr.
WASH	Charlestown	9203	Post Rd	41.356751	-71.703853	0.05	1	9203 Post Rd-US Hwy 1 Scn	W. Beach Rd. to E. Beach Rd.
WASH	North Kingston	9204	W Main St	41.573576	-71.461037	0.04	2	9204 W Main St-State Hwy 1 Alt	Roosevelt Ave. to Post Rd.
WASH	North Kingston	9205	Col. Rodman HWY	41.581205	-71.503238	0.00	1	9205 Col Rodman Hwy	at entrance from Victory Hwy
WASH	Charlestown	9302	Kings Factory Rd	41.412792	-71.688771	0.23	1	9302 Kings Factory Rd-Kings Factory Rd	Shumankanuc Hill Rd. to Indian Cedar Dr.
WASH	Westerly	9303	Springbrook Rd	41.4011	-71.835854	0.21	1	9303 Springbrook Rd-	Knight St. to Boombridge Rd.

CTY	Town	Site#	Name	Latitude	Longitude	Len	Dir	Map_Name	From-To
WASH	North Kingston	9304	Old Baptist Rd	41.58945	-71.492922	0.18	2	9304 Old Baptist Rd-	Grant Drive to Stony Lane
WASH	Westerly	9305	Robin Hollow Ln	41.355911	-71.746326	0.18	2	9305 Robin Hollow Ln-	at Tree Top Dr.
WASH	Charlestown	9306	E Burdick St	41.368263	-71.626688	0.13	2	9306 E Burdick St-	Shore Dr. to Charlestown Beach Rd.
WASH	North Kingston	9307	Roosevelt Ave	41.574645	-71.458906	0.08	1	9307 Roosevelt Ave-	Rt. 1 to Intrepid Dr.
WASH	North Kingston	9308	Windward Walk	41.590152	-71.43988	0.05	2	9308 Windward Walk-	Seabreeze Dr. to Fishing Cove Rd.
WASH	North Kingston	9310	Davisville Rd	41.615666	-71.416946	0.04	2	9310 Davisville Rd-	Westcott Rd. to Sanford Rd.
WASH	Block Island	9311	W Side St	41.162176	-71.602748	0.04	1	9311 W Side St-	Cooneymus Rd. to Old Mill Rd.
WASH	Block Island	9312	Payne Rd	41.160884	-71.564119	0.03	1	9312 Payne Rd-	Sands Pond Ln to Plot Hill Rd.
WASH	New Shoreham	9314	Connecticut Ave	41.170351	-71.567472	0.02	1	9314 Connecticut Ave-	Old Town Rd.
WASH	Westerly	9315	Hopkinton Rd	41.383947	-71.813449	0.02	1	9315 Hopkinton Rd-Hopkinton Rd	Oak St. to N. Granite Ave.
WASH	Westerly	9316	Hopkinton Rd	41.395293	-71.801617	0.01	2	9316 Hopkinton Rd-Old Hopkinton Rd	Nooseneck Hill Rd. to BoyScout Dr.
WASH	Block Island	9317	Old Mill Rd.	41.164941	-71.600448	0.01	2	9317 Old Mill Rd.-	at West Side Rd.
WASH	Exeter	9318	Nooseneck Hill Rd	41.579259	-71.654121	0.01	2	9318 Nooseneck Hill Rd-	Victory Highway to Ten Rod Rd.
WASH	Westerly	9319	Boombridge Rd	41.406304	-71.827193	0.31	1	9319 Boombridge Rd.	From Springbrook Rd. to Hardwood Ln.
WASH	North Kingston	9321	Chaucer Dr	41.589592	-71.499057	0.052895	2	9321 Chaucer Dr.	Barrett Dr. to Shelly Ct.
WASH	Exeter	9325	Nooseneck Hill Rd	41.561279	-71.662353	0.0061	1	9325 Ten Rod Road	Dawely Park Road

Appendix B. Rhode Island Seat Belt Observation Procedures

- Each observation period will last for 60 minutes. Be sure to record the ACTUAL start time. If you have difficulty arriving at sites during the time allotted please inform your supervisor.
- Eligible vehicles need to have at least, but not more than, four tires and be one of the following: Passenger automobile, pickup truck, recreational vehicle, jeep or van (private, public, and commercial). Pickup trucks should be coded "truck." Jeeps, Broncos, Blazers and other vehicles of similar type should be coded "SUV." Eligible vehicles should be observed regardless of the state in which they are registered.
- **Emergency vehicles such as police, fire and ambulance, vehicles with mounted colored lights, government vehicles and taxis are to be recorded as long as they qualify as one of the above listed eligible vehicles. Ex. Fire department or Police SUV=SUV; Police cruiser=car**
- **Do Not Include** in your observations vehicles with more than four tires-with the exception of pickup trucks with extra rear wheels.
- Belt use will be observed for front seat occupants only. Observe and record data for the driver and passenger in the right front seat. If there is more than one front seat passenger, observe only the "outside" passenger. Do not record data for passengers in the back seat or for a third passenger riding in the middle of the front seat.
- If a child is present in the front seat in a child restraint seat, do not record anything. However, children riding in the front seat, regardless of age, who are not in child restraint seats, should be observed as any other front seat passenger.

The following procedures will be used in conducting observations of belt use:

1. As you observe an eligible vehicle, record the type of vehicle (car, truck, sport utility, van), the occupants race (white, black or other), sex (male or female) and restrained by shoulder belt (yes or no) of the front seat occupants (driver and front seat "outside" passenger only).
2. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.
3. If the vehicle is equipped with shoulder belts but the person has the shoulder strap under his/her arm or behind the back, this should be recorded as not restrained.
4. Observe traffic in each lane for an equal amount of time, and in the direction specified, throughout the 60-minute observation time period.
5. In many situations, it will be possible to observe every vehicle in the designated lane. However, if traffic is moving too fast to observe every vehicle, you should determine a focal point up the road in the appropriate lane. Observe the next vehicle to pass the focal point after the last vehicle has been coded.
6. Do not observe if it is raining, or if there is fog or inclement weather. If you arrive at a site and it begins to rain, do not collect data in the rain. Find a dry place and wait 15 minutes for weather to clear. If the weather clears, start observing again and extend the observation period to make up for the time missed. Otherwise, the site will be rescheduled. (Note: rain means heavy, consistent rain, not light fog, or drizzle, or mist).
7. If more than one data sheet is used, staple the sheets together at the end of the observation period and note the number of sheets used in the space provided at the bottom of the data form. Indicate on the form each time the observed lane changes.
8. It may happen that the site you are assigned to observe is seriously compromised due to construction or heavy traffic. If this occurs you may move one block in any direction on the same street such that you are observing the same flow of traffic that would typically have been observed had there been no construction. If moving one block will not solve the problem, then do not observe. The site will be rescheduled for a future date OR an alternate site will be selected for immediate observation.

Appendix C. Rhode Island Seat Belt Observation Data Collection Form

SITE ID NUMBER: _____ CITY: _____ OBSERVER NAME: _____

LOCATION: _____
 (Street) _____ (Cross Street or other landmark)

DATE: _____ - _____ - _____ DAY OF WEEK: _____

WEATHER CONDITION:
 1 Clear / Sunny 4 Fog
 2 Light Rain 5 Clear But Wet
 3 Cloudy

TRAFFIC DIRECTION (Circle one): N S E W

START TIME (Observation period will last exactly 60 minutes): _____ (military time)

	DRIVER				PASSENGER					DRIVER				PASSENGER			
	Vehicle Type C = Car T = Pick Up S = SUV V = Van	Race W = White B = Black O = Other	Sex M = Male F = Female U = Unsure	Use Y = Yes N = No U = Unsure	Race W = White B = Black O = Other	Sex M = Male F = Female U = Unsure	Use Y = Yes N = No U = Unsure	Vehicle Type C = Car T = Pick Up S = SUV V = Van		Race W = White B = Black O = Other	Sex M = Male F = Female U = Unsure	Use Y = Yes N = No U = Unsure	Race W = White B = Black O = Other	Sex M = Male F = Female U = Unsure	Use Y = Yes N = No U = Unsure		
1								36									
2								37									
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RI STATEWIDE SEAT BELT SURVEY FORM

Page: _____ of _____

Appendix D. 2014 Statewide Daytime Observation Totals by Site Number

Site #	Town	DRIVERS			PASSENGERS			COMBINED		
		N Observed	N Belted	% Use	N Observed	N Belted	% Use	N Observed	N Belted	% Use
1201	Bristol	490	414	84.5%	92	80	87.0%	582	494	84.9%
1202	Barrington	373	331	88.7%	65	54	83.1%	438	385	87.9%
1203	Barrington	177	158	89.3%	25	22	88.0%	202	180	89.1%
1301	Bristol	116	104	89.7%	15	15	100.0%	131	119	90.8%
1302	Warren	1	1	100.0%	1	1	100.0%	2	2	100.0%
1303	Barrington	70	59	84.3%	11	9	81.8%	81	68	84.0%
1304	Bristol	5	2	40.0%	0	0	0.0%	5	2	40.0%
1305	Bristol	71	63	88.7%	6	6	100.0%	77	69	89.6%
1306	Bristol	13	8	61.5%	4	2	50.0%	17	10	58.8%
1308	Bristol	3	0	0.0%	1	0	0.0%	4	0	0.0%
1309	Bristol	17	15	88.2%	3	3	100.0%	20	18	90.0%
1310	Barrington	44	39	88.6%	8	8	100.0%	52	47	90.4%
1312	Barrington	135	116	85.9%	40	40	100.0%	175	156	89.1%
1313	Barrington	3	2	66.7%	0	0	0.0%	3	2	66.7%
1314	Warren	73	67	91.8%	13	13	100.0%	86	80	93.0%
1316	Barrington	81	71	87.7%	14	13	92.9%	95	84	88.4%
1317	Warren	152	138	90.8%	21	17	81.0%	173	155	89.6%
1318	Warren	4	2	50.0%	1	1	100.0%	5	3	60.0%
1319	Barrington	2	1	50.0%	0	0	0.0%	2	1	50.0%
1321	Bristol	3	2	66.7%	1	1	100.0%	4	3	75.0%
1322	Warren	192	172	89.6%	33	29	87.9%	225	201	89.3%
1323	Bristol	22	20	90.9%	7	5	71.4%	29	25	86.2%
1324	Warren	7	4	57.1%	1	1	100.0%	8	5	62.5%
1325	Bristol	31	25	80.6%	5	5	100.0%	36	30	83.3%

Site #	Town	DRIVERS			PASSENGERS			COMBINED		
		N Observed	N Belted	% Use	N Observed	N Belted	% Use	N Observed	N Belted	% Use
1326	Bristol	42	32	76.2%	7	7	100.0%	49	39	79.6%
3101	West Greenwich	490	433	88.4%	81	73	90.1%	571	506	88.6%
3201	Warwick	188	151	80.3%	25	21	84.0%	213	172	80.8%
3202	West Warwick	204	174	85.3%	37	35	94.6%	241	209	86.7%
3203	Warwick	174	148	85.1%	40	36	90.0%	214	184	86.0%
3301	East Greenwich	6	5	83.3%	0	0	0.0%	6	5	83.3%
3302	West Greenwich	12	9	75.0%	1	0	0.0%	13	9	69.2%
3303	Coventry	51	41	80.4%	6	5	83.3%	57	46	80.7%
3304	Warwick	4	4	100.0%	2	1	50.0%	6	5	83.3%
3306	Coventry	9	8	88.9%	3	3	100.0%	12	11	91.7%
3307	East Greenwich	1	1	100.0%	0	0	0.0%	1	1	100.0%
3308	West Warwick	29	27	93.1%	3	3	100.0%	32	30	93.8%
3309	Warwick	166	138	83.1%	54	51	94.4%	220	189	85.9%
3310	Coventry	33	30	90.9%	12	11	91.7%	45	41	91.1%
3311	Coventry	14	8	57.1%	5	4	80.0%	19	12	63.2%
3312	Warwick	3	2	66.7%	0	0	0.0%	3	2	66.7%
3313	Warwick	18	15	83.3%	5	3	60.0%	23	18	78.3%
3315	Coventry	84	74	88.1%	11	10	90.9%	95	84	88.4%
3316	Coventry	53	45	84.9%	12	12	100.0%	65	57	87.7%
3317	West Warwick	199	169	84.9%	69	56	81.2%	268	225	84.0%
3318	Coventry	16	14	87.5%	3	2	66.7%	19	16	84.2%
3319	Coventry	41	37	90.2%	4	4	100.0%	45	41	91.1%
3320	West Warwick	108	102	94.4%	4	4	100.0%	112	106	94.6%
3322	East Greenwich	16	11	68.8%	0	0	0.0%	16	11	68.8%
3323	Coventry	2	1	50.0%	1	1	100.0%	3	2	66.7%
3324	West Greenwich	9	8	88.9%	2	2	100.0%	11	10	90.9%
5101	Tiverton	263	235	89.4%	17	15	88.2%	280	250	89.3%

		DRIVERS			PASSENGERS			COMBINED		
Site #	Town	N Observed	N Belted	% Use	N Observed	N Belted	% Use	N Observed	N Belted	% Use
5201	Little Compton	156	136	87.2%	21	19	90.5%	177	155	87.6%
5202	Tiverton	164	140	85.4%	35	32	91.4%	199	172	86.4%
5203	Tiverton	91	54	59.3%	18	14	77.8%	109	68	62.4%
5301	Middletown	62	54	87.1%	25	22	88.0%	87	76	87.4%
5302	Middletown	275	238	86.5%	44	37	84.1%	319	275	86.2%
5303	Portsmouth	15	11	73.3%	3	3	100.0%	18	14	77.8%
5304	Portsmouth	22	18	81.8%	5	4	80.0%	27	22	81.5%
5306	Newport	112	98	87.5%	21	20	95.2%	133	118	88.7%
5307	Tiverton	20	18	90.0%	3	3	100.0%	23	21	91.3%
5308	Jamestown	163	152	93.3%	20	17	85.0%	183	169	92.3%
5309	Jamestown	15	12	80.0%	4	4	100.0%	19	16	84.2%
5310	Newport	133	114	85.7%	27	24	88.9%	160	138	86.3%
5311	Tiverton	8	3	37.5%	5	3	60.0%	13	6	46.2%
5312	Newport	132	116	87.9%	22	21	95.5%	154	137	89.0%
5313	Middletown	186	154	82.8%	63	49	77.8%	249	203	81.5%
5314	Middletown	18	15	83.3%	6	5	83.3%	24	20	83.3%
5315	Little Compton	10	9	90.0%	1	1	100.0%	11	10	90.9%
5316	Tiverton	56	32	57.1%	17	13	76.5%	73	45	61.6%
5317	Middletown	59	52	88.1%	8	8	100.0%	67	60	89.6%
5318	Tiverton	6	6	100.0%	1	1	100.0%	7	7	100.0%
5319	Tiverton	168	150	89.3%	21	19	90.5%	189	169	89.4%
5320	Portsmouth	1	0	0.0%	0	0	0.0%	1	0	0.0%
5322	Portsmouth	22	20	90.9%	4	4	100.0%	26	24	92.3%
5323	Newport	182	153	84.1%	38	34	89.5%	220	187	85.0%
7101	Johnston	198	166	83.8%	38	37	97.4%	236	203	86.0%
7102	Providence	526	478	90.9%	89	85	95.5%	615	563	91.5%
7201	Scituate	299	254	84.9%	49	41	83.7%	348	295	84.8%

Site #	Town	DRIVERS			PASSENGERS			COMBINED		
		N Observed	N Belted	% Use	N Observed	N Belted	% Use	N Observed	N Belted	% Use
7202	Cumberland	354	305	86.2%	62	56	90.3%	416	361	86.8%
7203	Pawtucket	422	365	86.5%	79	74	93.7%	501	439	87.6%
7301	Chepachet	313	272	86.9%	61	51	83.6%	374	323	86.4%
7302	Lincoln	403	339	84.1%	69	58	84.1%	472	397	84.1%
7303	Smithfield	99	88	88.9%	12	10	83.3%	111	98	88.3%
7304	Providence	15	12	80.0%	3	3	100.0%	18	15	83.3%
7305	Providence	7	5	71.4%	3	3	100.0%	10	8	80.0%
7306	Smithfield	8	7	87.5%	3	3	100.0%	11	10	90.9%
7307	East Providence	10	7	70.0%	0	0	0.0%	10	7	70.0%
7308	Cumberland	18	15	83.3%	6	6	100.0%	24	21	87.5%
7309	Riverside	13	11	84.6%	3	3	100.0%	16	14	87.5%
7310	Rumford	145	129	89.0%	34	32	94.1%	179	161	89.9%
7311	Woonsocket	15	14	93.3%	5	5	100.0%	20	19	95.0%
7312	Cranston	7	5	71.4%	0	0	0.0%	7	5	71.4%
7313	Providence	48	36	75.0%	7	7	100.0%	55	43	78.2%
7314	Foster	140	131	93.6%	29	28	96.6%	169	159	94.1%
7315	Cranston	9	8	88.9%	4	4	100.0%	13	12	92.3%
7316	Pascoag	74	66	89.2%	18	16	88.9%	92	82	89.1%
7317	Providence	68	53	77.9%	12	10	83.3%	80	63	78.8%
7318	North Providence	4	3	75.0%	0	0	0.0%	4	3	75.0%
7319	Cranston	6	6	100.0%	0	0	0.0%	6	6	100.0%
7320	Providence	48	38	79.2%	3	2	66.7%	51	40	78.4%
9101	Exeter	449	393	87.5%	95	88	92.6%	544	481	88.4%
9102	North Kingston	489	435	89.0%	115	98	85.2%	604	533	88.2%
9201	Exeter	168	146	86.9%	19	17	89.5%	187	163	87.2%
9202	Exeter	216	193	89.4%	33	30	90.9%	249	223	89.6%
9203	Charlestown	425	352	82.8%	174	144	82.8%	599	496	82.8%

Site #	Town	DRIVERS			PASSENGERS			COMBINED		
		N Observed	N Belted	% Use	N Observed	N Belted	% Use	N Observed	N Belted	% Use
9204	North Kingston	315	280	88.9%	55	51	92.7%	370	331	89.5%
9205	North Kingston	408	364	89.2%	69	66	95.7%	477	430	90.1%
9302	Charlestown	67	62	92.5%	15	14	93.3%	82	76	92.7%
9303	Westerly	13	8	61.5%	2	2	100.0%	15	10	66.7%
9304	North Kingston	124	110	88.7%	19	15	78.9%	143	125	87.4%
9305	Westerly	43	34	79.1%	11	6	54.5%	54	40	74.1%
9306	Charlestown	13	12	92.3%	4	4	100.0%	17	16	94.1%
9307	North Kingston	43	38	88.4%	11	10	90.9%	54	48	88.9%
9308	North Kingston	34	31	91.2%	6	5	83.3%	40	36	90.0%
9310	North Kingston	53	36	67.9%	14	9	64.3%	67	45	67.2%
9311	Block Island	81	67	82.7%	14	12	85.7%	95	79	83.2%
9312	Block Island	74	67	90.5%	10	8	80.0%	84	75	89.3%
9314	New Shoreham	119	103	86.6%	17	14	82.4%	136	117	86.0%
9315	Westerly	165	133	80.6%	44	41	93.2%	209	174	83.3%
9316	Westerly	77	68	88.3%	27	25	92.6%	104	93	89.4%
9317	Block Island	147	130	88.4%	25	20	80.0%	172	150	87.2%
9318	Exeter	306	273	89.2%	62	55	88.7%	368	328	89.1%
9319	Westerly	18	13	72.2%	7	7	100.0%	25	20	80.0%
9321	North Kingston	3	2	66.7%	0	0	0.0%	3	2	66.7%
9325	Exeter	193	172	89.1%	91	84	92.3%	284	256	90.1%
TOTALS		13,688	11,826	86.4%	2,711	2,400	88.5%	16399	14,226	86.7%