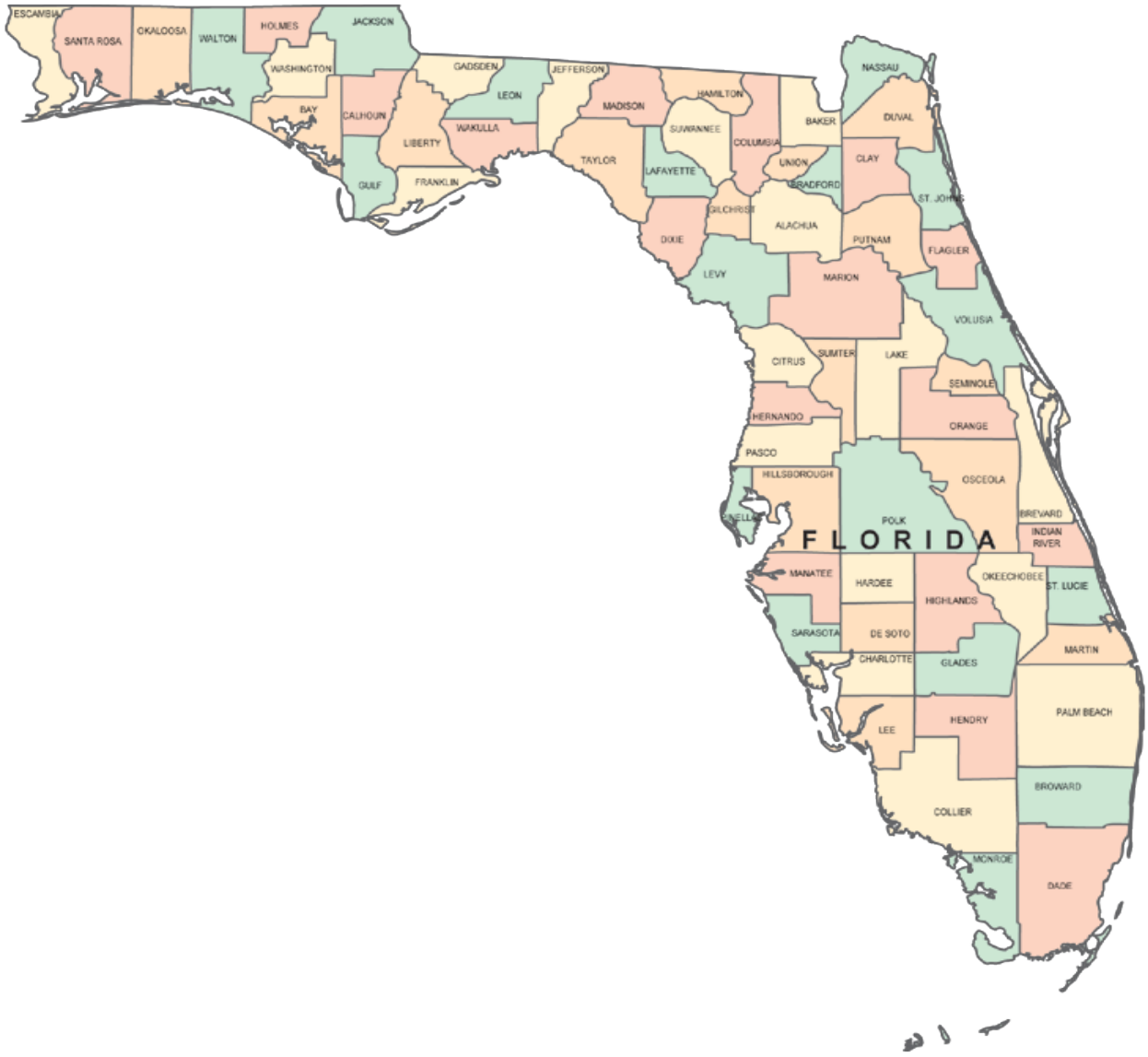
June 2015
Seat Belt Use in Florida
Final Report



June 2015 Final Report
Florida Department of Transportation

This report was prepared for the State Safety Office, Department of Transportation, State of Florida, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation. The conclusions and opinions expressed in these reports are those of the subgrantee and do not necessarily represent those of the State of Florida, Department of Transportation, State Safety Office, the U.S. Department of Transportation, or any other agency of the State or Federal Government.

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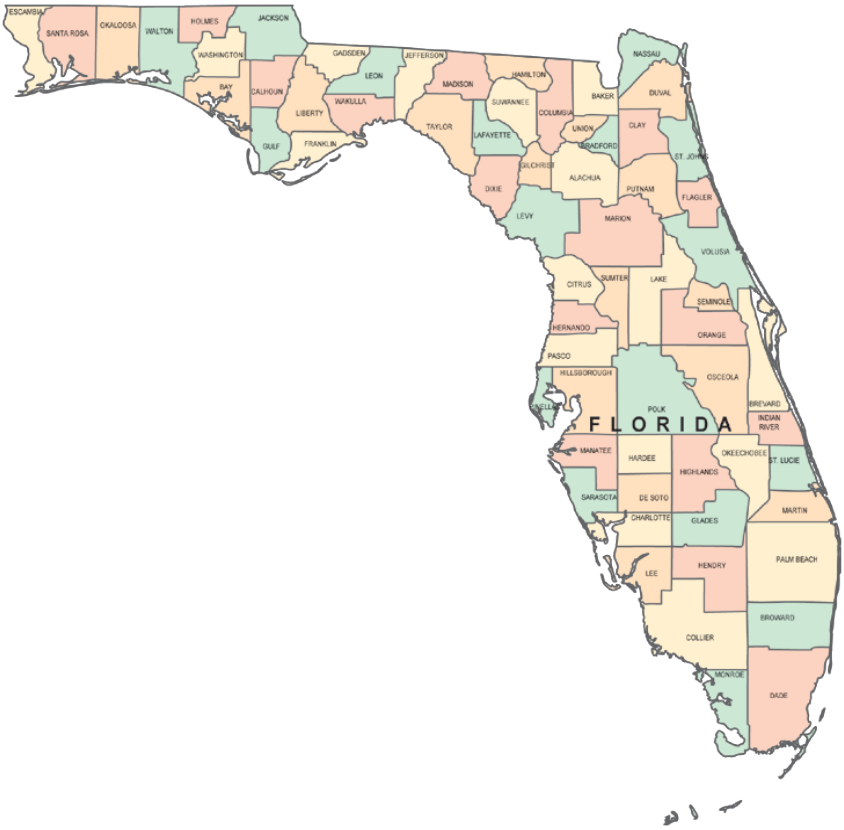

Prepared for:
Florida Department of Transportation

By:
Preusser Research Group, Inc.
Robert H.B. Chaffe; William A. Leaf; and Mark G. Solomon

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Introduction and Background

This report documents Florida's annual Statewide Seat Belt Use Survey. The survey was conducted in April and again in late May - early June of 2015 by Preusser Research Group, Inc. (PRG), under the direction of the Florida Department of Transportation, and under contract with University of North Florida's Institute of Police Technology and Management.

The Florida Department of Transportation (FDOT) is responsible for the State of Florida's Highway Safety Program. Occupant protection is among several significant program areas for which FDOT is responsible. All of FDOT's occupant protection program funding comes from the Federal Government, which requires administration of a statewide survey of belt use that must adhere to Federal Register Guidelines. Florida's first statewide survey certified under Federal Register Guidelines was completed in 1999. Surveys adhering to Federal Register Guidelines have been completed every year since. The survey first and foremost covered by this report was conducted in June 2015, and it succeeds in providing an accurate and reliable estimate of seat belt use in Florida, at a specific point in time, and is comparable to the first estimate accredited by National Highway Traffic Safety Administration (NHTSA) in 1999 and all statewide surveys conducted thereafter.

In spring of 2006, FDOT contracted with PRG to redesign the statewide survey, conduct observations, and develop an analysis methodology to determine a statewide seat belt use rate for the State of Florida for year 2006. Florida had an approved sampling plan in place since 1999, based on 351 sites across 13 counties.[1] That plan was based on earlier population figures and needed updating. Rather than simply redraw the road sample, a modified design was developed using a new sample of counties and a smaller number of sites. The smaller number of sites in the 2006 design (151 versus 351) still provided an overall belt use estimate with much tighter variability than specified in NHTSA's 1998 TEA 21 Sample Design requirements, reducing costs to the State and NHTSA and still meeting all Federal Register requirements.

The design developed by PRG in 2006 was also used for conducting statewide surveys in 2007, 2008, 2009, 2010, 2011, and 2012 all for pre and post Click It or Ticket (CIOT) measurements. The State of Florida passed a primary enforcement seat belt bill (SB 344) on April 29, 2009, and the Governor signed that bill into law on May 6, 2009, with an effective date of June 30, 2009. The new law created an uninterrupted change from secondary enforcement of seat belt violations to primary enforcement. As a result, PRG utilized the design yet again in 2009 for a post-primary law change measurement in July.

In 2011, FDOT once again contracted with PRG, this time to redesign the statewide survey in order to meet new NHTSA design requirements for 2012.[2] The resulting design was built upon our earlier design. In the period 2005 – 2009, Florida had a total of 9,348 passenger vehicle

[1] Florida Department of Transportation. (1999) 1999 Observational Survey of Seat Belt and Child Restraint Use in Florida. Project OP-99-02-26-01.

[2] National Highway Traffic Safety Administration. (2011) Uniform Criteria for State Observational Surveys of Seat Belt Use. 23 CFR Part 1340, Docket No. NHTSA-2010-0002, RIN 2127-AK41, Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059.

occupant fatalities, on a steadily downward trend, from 2,207 in 2005 to just 1,515 in 2009. Florida has a total of 67 counties. The 35 counties with the greatest numbers of these fatalities account for 85.4 percent of the passenger vehicle occupant fatalities. We utilized 15 of those counties, a number consistent with NHTSA's (1998) sampling recommendations and 3 more than in the previous design.

The State of Florida provided a database with all national, State, and major city and county road segments, by county. This database was exhaustive for all roadways that are Collectors or larger and was used for segment selections for those roadway strata. Florida also provided a complete census of local roadways for each of the 15 counties selected for the design, and those databases were used to select local road segments. All of the databases include segment identifiers, length, and traffic volume values (AADT and DVMT) for each segment. Segments are also classified by road function type and urban/rural location. This allowed development of road type strata.

The result is that all necessary information was provided for developing a sampling plan according to NHTSA guidelines. We selected 165 observation sites, 11 from each county, distributed across 5 roadway functional categories, or strata.

In order to assess the equivalence of the sampling design to the current plan, Florida measured belt use twice in June 2011, once following the previous plan and once following an example of what ultimately became the proposed plan. By comparing the results of the two plans, we were able to test for any systematic change in belt use figures due to the new observation plan. Ultimately, we measured a weighted use rate of 87.4 percent using the estimate plan; a result 0.7 percentage points below, but not statistically significantly different than, the 2011 reported rate of 88.1 percent utilizing the previous design.

Once the redesign plan was approved by NHTSA, PRG implemented the new survey in both April and June of 2012 to help verify CIOT program effects as well as determine a seat belt use rate for Florida under the revised model. This design was utilized again in both 2013 and 2014 for the same purpose. In 2015, two more survey replications were administered; one each for April and June (specifically, May 29 and June 6). The results that follow primarily reflect the latter measurement; however, a summary section of select pre-post CIOT comparisons is provided as well. More information on the current design and sampling plan can be found in Appendix B.

Methodology

Site Selection

Prior to initial 2012 data collection, specific locations for data observations were tentatively selected based on visits to the locations, maps, and/or on-line road level images. The direction of travel observed was randomly determined for each segment/site. During the course of 2012 collection, final locations were determined and specific site location maps were drawn for ease in replication for subsequent surveys, including both 2015 measurements. The segments ultimately used for the 2012-2014 implementations of the survey were used again for 2015, with the exception of a few replacements due to volume concerns, and all are listed in Appendix E.

Sites were selected for observer and traffic safety, and where the observer appeared to have a clear view of the vehicles to be coded. Where possible, sites were selected where traffic naturally slows, though our highly trained observers are capable of making accurate seat belt use observations for moving traffic. In cases where specific site locations proved unusable or inferior, observers were able to choose other locations within the road segment where they can more effectively observe the same traffic stream. Were that not possible, observers could choose the next available segment of the same roadway type from a list of pre-selected alternates. For 2015, 3 local roadways were altered due to low volume or inaccessibility.

Data Collection

Observers

Observers were hired and trained exclusively by PRG. Most have conducted seat belt observations for us in previous surveys, and all were trained to the specific requirements of Florida belt use observation. Prior to any data collection, we reviewed the procedures with the observers in a training session which includes street-side practice. Additionally, observers were trained how to handle themselves in conditions, such as bad weather or temporary traffic impediments, which can require observation rescheduling and what to do to reschedule sites. They were also trained in how to substitute alternate sites should a primary site be completely unusable during the schedule period. Nine observers operated individually and three quality control monitors were utilized.

Scheduling

Observations were conducted on all days of the week during daylight hours between 7:00 a.m. and 6:00 p.m. In developing the schedules for the 2012 redesign, clusters of three to six sites were scheduled for one observer on any day, depending on how close the sites were and how difficult travel between sites was expected to be. First preference was for all sites in a county to make up their own two or three clusters. Road segments from the same stratum were distributed across clusters. For each county, the days of observation for the clusters were selected to balance observations across weekend and weekday days, with two-cluster counties including one weekend and one weekday day and three-cluster counties including one weekend and two weekday days. Within these constraints, actual day of week assignments were randomly determined.

The first site in a cluster to be observed on the scheduled day was randomly selected and the additional 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. Depending on the number of sites in a cluster, the time from 7 a.m. to 6 p.m. was divided into nearly equal-length time periods. For example, for five-site days, time of day was specified as one of five time periods, such as 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. Also, for six-site days, time of day was specified as one of six time periods, such as 7 – 8:45 a.m., 8:45 – 10:30 a.m., 10:30 a.m. – 12:15 p.m., 12:15 – 2:30 p.m., 2:30 – 4:15 p.m., and 4:15 – 6:00 p.m. Fewer sites in the cluster generally result in more time in each period. Exact timing of the periods was subject to adjustment, but ultimately resulted in approximately equal numbers of sites being observed throughout the 7 a.m. – 6 p.m. time frame. The surveys in 2015, like the 2013 and 2014 surveys, followed the final 2012 schedule. In all cases, the period of actual seat belt use observation lasted exactly one hour and was required to take place within the broader allowable time period.

Observation Site Details

Because of the extent of data to observe on each vehicle (see below), we gave preference to observation points where traffic appeared to naturally slow or stop. For street locations, assuming they represent segments with generally equivalent traffic along the entire section, we sought out suitable observation points toward the middle but accepted any location along the segment. Preferred collection spots are 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 captured traffic at or near exit ramps where traffic will be slow enough to allow reliable and accurate observations to be made.

Collection Procedures

Data collection was done according to the instructions in Appendix C. All passenger vehicles less than 10,000 lbs GVWR are eligible to be observed. Survey information was recorded on an observation data collection form (Appendix D). The form is designed so that pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, and direction of traffic flow and lane(s) observed. Each one-page form includes space to record information on 25 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. When more than 25 observations were made at a site, additional sheets were used and all sheets for the observation site-period were fastened together. Observations included person gender, age category, and race in addition to belt use. When qualified passengers (outboard front seat, all except children in child restraint seats) were present, data was recorded even if "Unknown"; passenger fields in the data form are left blank only if no qualified passenger is present.

If data could not be collected at a site due to a temporary problem such as bad weather or a very temporary traffic impediment, collection would have been rescheduled at the same site for the same time of day and day of the week. In the case where a site could not be used due to a more permanent factor, the next available selected alternate in the same county-stratum was used. In future surveys, the original site will be considered if possible; otherwise, the alternate site will be selected as the new, official location.

Quality Control

Quality control monitors conducted random, unannounced visits to at least 10 observation sites for the purpose of quality control. The monitors ensured that the observer was in place and making observations during the observation period. Where possible, the monitors remained undetected by the observer. As noted above, PRG has had extensive experience in training seat belt use observers. All observers, whether or not new to the task, received training which includes both classroom instruction and field (road-side) practice.

Data was reviewed as received and no anomalies were found, suggesting the data do not reflect anything other than proper on-site seat belt use observations. Some cues to the contrary would include repeating patterns within the observation data, unusual proportions of vehicle type, driver or passenger sex, presence of passengers, seat belt use, excessive unknown seat belt use, or very high or low total numbers of observations. Some variation in these values is normal, of course. If any suspicious data patterns had been noted, PRG would have followed up to verify if observations were completed properly. Invalid data would be replaced in such cases. Again, no problems were detected and, thus, corrective actions were not necessary for these survey iterations.

Building a Data Set

Observation data were keypunched by Preusser Research Group, Inc. staff. A thorough check of the data revealed minimal errors, all of which were corrected pre-analysis. The data set was analyzed using the Statistical Package for the Social Sciences (SPSS) to generate non-weighted calculations. Microsoft Excel was used to determine weighted results, including estimation of the overall statewide average.

Seat Belt Usage Rate and Variability Calculations

Calculation of Overall Seat Belt Usage Rate

Seat belt use rates were calculated using formulas based on the proportion of the State's total DVMT "represented" by the site. Seat belt use rate calculations followed a three-step process.

First, estimated rates were calculated for each of the five road type strata within each county.

The general formula for combining observed belt use rates from observation sites on individual segments, for a single county-stratum, is shown in Formula 1. It is used when the county-stratum contains certainty segments. The contribution of each segment to the overall county-stratum rate is proportional to the "size" of the segment's contribution to the entire county-stratum traffic, i.e., its DVMT, adjusted by the inverse of the probability of the segment's being selected into the sample:

$$p_{ij} = \frac{\sum_{k} DVMT_{ijk} W_{ijk} p_{ijk}}{\sum_{k} DVMT_{ijk} W_{ijk}} \quad (1)$$

where $DVMT_{ijk}$ = DVMT for segment k in county-stratum ij; p_{ijk} = the observed seat belt use rate at site $ijk = B_{ijk}/O_{ijk}$, where B_{ijk} = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site and O_{ijk} = total number of occupants with known belt use observed at the site; and W_{ijk} = the inverse of the probability of segment k's selection, as described in Appendix C:

$$\text{(certainty segments) } W_{ijk} = 1.00 \quad \text{or (random segments) } W_{ijk} = \frac{\sum_{l=1}^{N} DVMT_{ijl}}{n * DVMT_{ijk}}$$

where N = total number of segments in county-stratum ij excluding the certainty segments and n = number of segments to be randomly selected including spares and oversampling.

In the case where there are no certainty segments in the county-stratum, as shown in Appendix B, formula (1) reduces to the simple Formula 1a:

$$p_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \quad (1a)$$

where i = stratum, j = county, k = site within stratum and county, n_{ij} = number of sites within the stratum-county, and p_{ijk} = the observed seat belt use rate at site $ijk = B_{ijk}/O_{ijk}$, where B_{ijk} = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site, and O_{ijk} = total number of occupants with known belt use observed at the site.

Next, stratum-county seat belt use rates will be combined across strata within counties, weighted by the stratum's relative contribution to total county DVMT, to yield a county-by-county seat belt use rate p_j:

$$p_j = \frac{\sum_{i} DVMT_{ij} p_{ij}}{\sum_{i} DVMT_{ij}} \quad (2)$$

where i = stratum, j = county, $DVMT_{ij}$ = DVMT of all roads in stratum i in county j from Table PubVMT2010, and p_{ij} = seat belt use rate for stratum i in county j.

Finally, rates from the 15 counties will be combined by weighting them by their Statewide DVMT values $DVMT_j$ times W_j:

$$p = \frac{\sum_j DVMT_j W_j p_j}{\sum_j DVMT_j W_j} \tag{3}$$

where $DVMT_j$ = total DVMT for county j from Table PubVMT2010 and W_j = the inverse of the probability of their selection, as described above:

$$\text{(6 counties) } W_j = 1.00 \quad \text{or (9 counties) } W_j = \frac{\sum_{l=1}^{29} DVMT_l}{9 * DVMT_j}$$

The result will be a weighted combination of the individual site seat belt use rates.

Estimates of subgroups of occupants, such as male drivers, female passengers, male drivers of pickup trucks, etc., which are of particular interest to the State, can be calculated the same way.

Calculation of the Standard Error of the Overall Seat Belt Use Rate

Standard error of estimate values were estimated through a jackknife approach, based on the general formula:

$$\hat{\sigma}_{\hat{p}} = [\frac{n-1}{n} \sum_{i=1}^{n} (\hat{p}_i - \hat{p})^2]^{1/2} \tag{4}$$

where $\hat{\sigma}_{\hat{p}}$ = standard deviation (standard error) of the estimated Statewide seat belt use proportion $\hat{p}$ (equivalent to p in the notation of formulas 1-3), n = the number of sites, i.e., 165, and $\hat{p}_i$ = the estimated Statewide belt use proportion with site i excluded from the calculation. The 95% confidence interval, i.e., $\hat{p} \pm 1.96\hat{\sigma}_{\hat{p}}$, was also calculated. These values are reported along with the overall statewide seat belt use rate.

Calculation and Reporting of Rates

As previously mentioned, an Excel spreadsheet was developed in which raw data observations were recorded and belt use and variability calculations were computed. Calculation of seat belt usage rates utilized the formulas provided above. For the Statewide belt use figure to be reported to NHTSA, all observations were included, i.e., all vehicle types, drivers, and outboard front seat passengers. For the State's own use, seat belt usage rates also were calculated for subsets of interest, e.g., drivers alone, passengers alone, drivers and/or passengers within vehicle type, or males or females alone. The same calculations performed for the overall rate can be done for subsets of interest, substituting for the site p_{ijk} the site-subset p_{ijk}. However, further breakdowns of belt use warranted non-weighted number calculations, as the weighting of smaller levels of subgroups decreases the reliability of the results.

June 2015 Florida Statewide Use Rate Survey Results

Observers recorded belt use information on 30,697 drivers and 7,069 outboard front seat passengers across 165 sample sites within 15 counties. Table 1 displays number of drivers and passengers observed per county, and in addition, separates the counties by region.

Table 1. Number of Observed Front Seat Occupants per County/Region

	Drivers	Passengers	Total
North Region	**10,016**	**2,539**	**12,555**
Alachua County	1,743	452	2,195
Duval County	2,543	579	3,122
Escambia County	1,840	450	2,290
St. Johns County	2,358	703	3,061
Volusia County	1,532	355	1,887
Central Region	**9,389**	**1,926**	**11,315**
Hillsborough County	2,053	421	2,474
Lake County	1,271	286	1,557
Orange County	2,354	472	2,826
Pasco County	1,384	332	1,716
Seminole County	2,327	415	2,742
South Region	**11,292**	**2,604**	**13,896**
Broward County	3,062	691	3,753
Collier County	2,002	494	2,496
Lee County	2,334	612	2,946
Miami-Dade County	1,722	413	2,135
Palm Beach County	2,172	394	2,566
Statewide Total	**30,697**	**7,069**	**37,766**

The overall belt use rate for drivers and passengers combined measured **89.4** percent in June 2015 (Standard Error = 0.820%; Non-response Rate =0.077%; 95 Percent Confidence Interval 87.8% – 91.0%). **This rate represents Florida's highest use level to date.** Figure 1, on the subsequent page, shows the trend in belt use over time.

Surveys of belt use conducted during the 1990s indicated no sustained increase in Florida's statewide use rate. Florida's seat belt use rate then improved over time after the year 2000. Increases measured over this time are due, at least in part, to the implementation of highly and widely visible efforts to enforce Florida's adult seat belt law. A substantial rate increase was measured after implementation of the Primary law (June 30, 2009), and the rate has increased each year until the 2012 measurement, when the survey was redesigned in compliance with new NHTSA guidelines. Since then, Florida's use level remained statistically the same until the 2014 increase. The 2015 measure improves on that rate, with over 5 percent of the previously non-buckling front seat population now restrained while driving or riding in a vehicle.

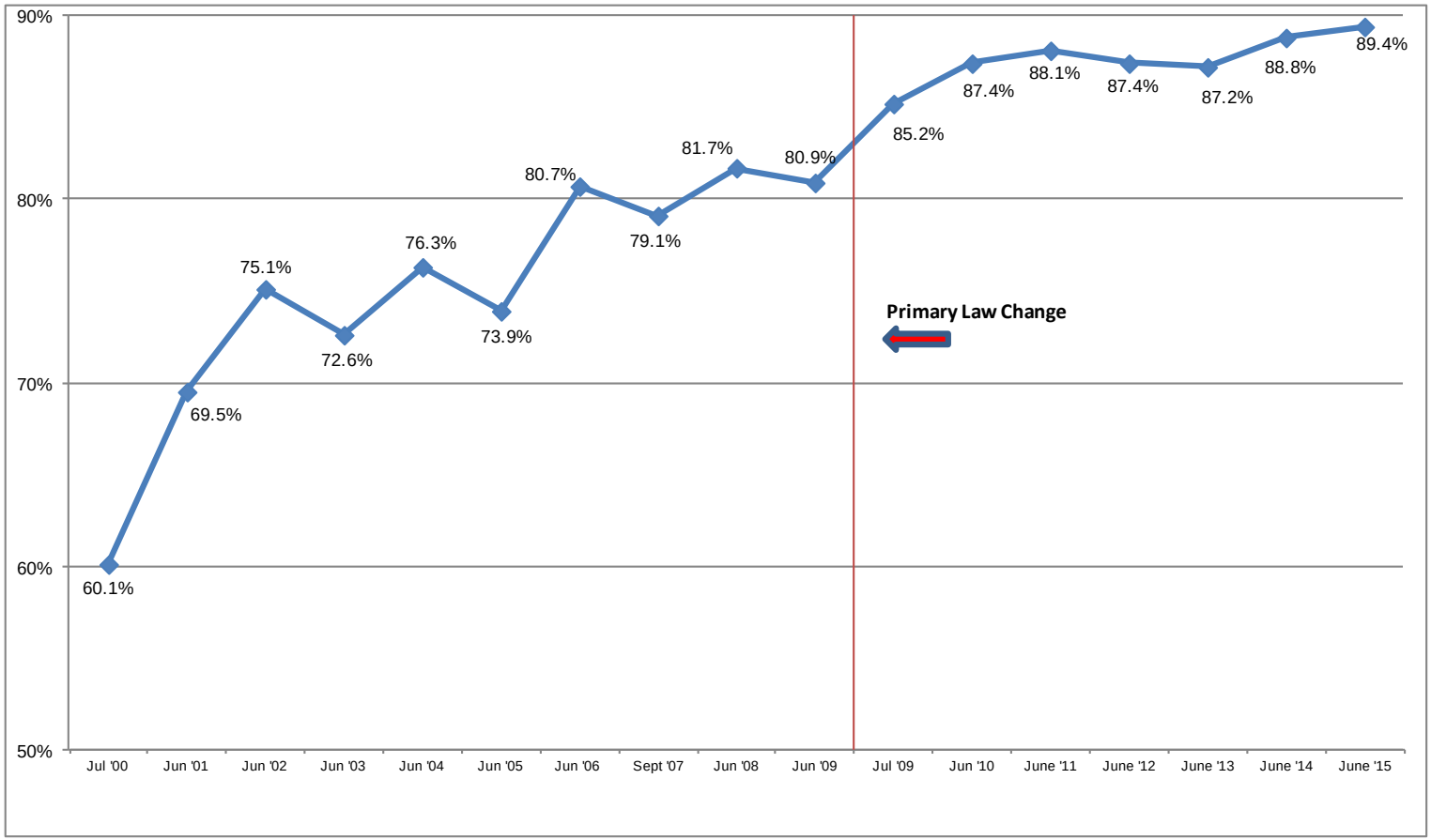

Figure 1. Florida Statewide Observational Survey of Belt Use Results; July 2000 – June 2015

Descriptive Information – Based on Weighted Calculations

Belt use differed by roadway type. Figure 2 shows that belt use measured highest on Interstates (92.1 percent) followed by Minor Arterials (90.8 percent) and Principal Arterials (90.5 percent), all of which typically yield higher traffic densities with higher rates of speed. Observers measured the lowest belt usage on Local Roads (85.7 percent), which are less frequently travelled roadways, and usually found within neighborhoods in city limits. With the introduction of the Local Road functional class as part of the recently updated survey guidelines (2012), lower use rates and higher variability were expected. Nonetheless, these roadways improved nearly 2 percentage points from the 2014 rate of 83.8 percent.

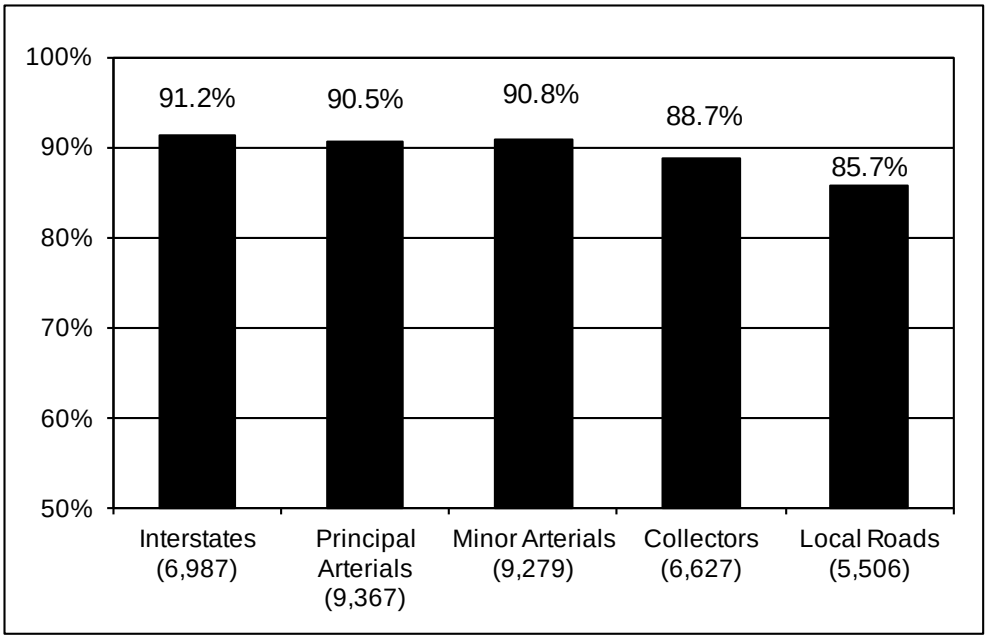

Figure 2. Observed Belt Use Rate by Roadway Type

The survey results indicated that belt usage measured lower among male occupants compared to female occupants by a 5.2 point differential (Figure 3). Furthermore, male passengers were less likely belted compared to male drivers (Figure 4). Male passengers measured 2.2 points lower than their driver counterparts (85.1 percent vs. 87.3 percent, respectively). Female occupants measured at relatively the same levels, regardless of seating position. Overall, male occupants improved 0.9 percentage points from 2014, while female occupants improved 0.3 points.

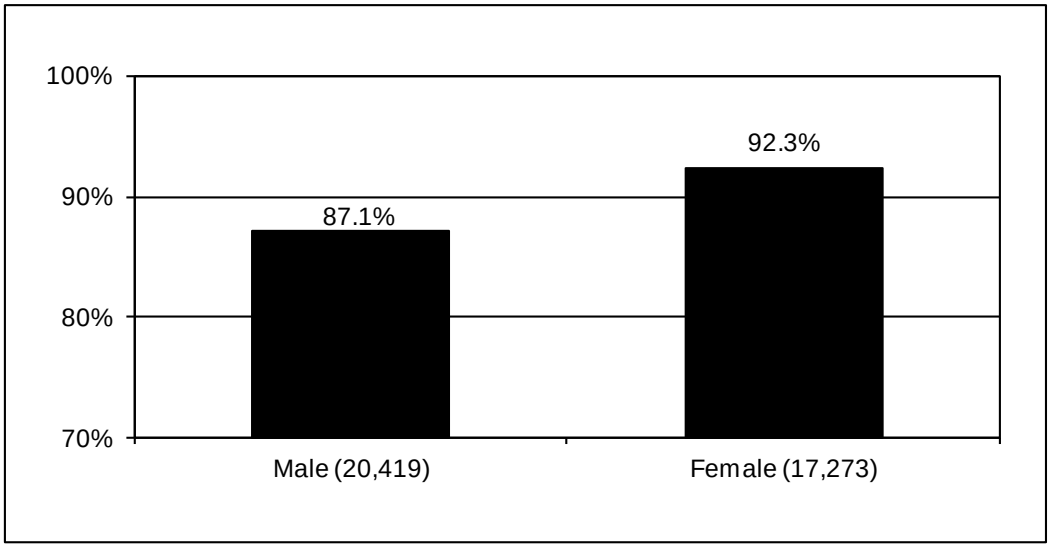

Figure 3. Observed Seat Belt Use Rate by Gender

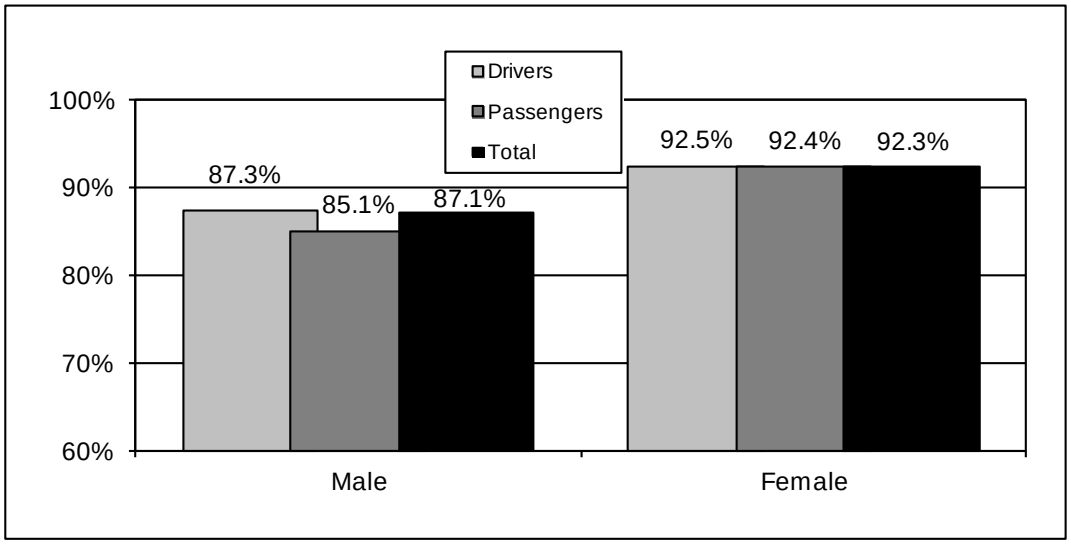

Figure 4. Observed Seat Belt Use Rate by Gender and Front Seat Position

Results from the survey indicated lower belt use among occupants in pickup trucks (82.4 percent) when compared to other vehicle types (Figure 5). Front seat occupants in vans were most likely to be belted (90.8 percent), followed very closely by occupants in passenger cars (90.7 percent) and sport utility vehicles (90.6 percent). For the first time, all non-pickup vehicle use rates exceeded 90 percent. Belt use in pickup trucks, though still well behind the other vehicle types, saw a near 3 percent gain from 2014 (79.6 percent) and yielded their highest rate measured to date.

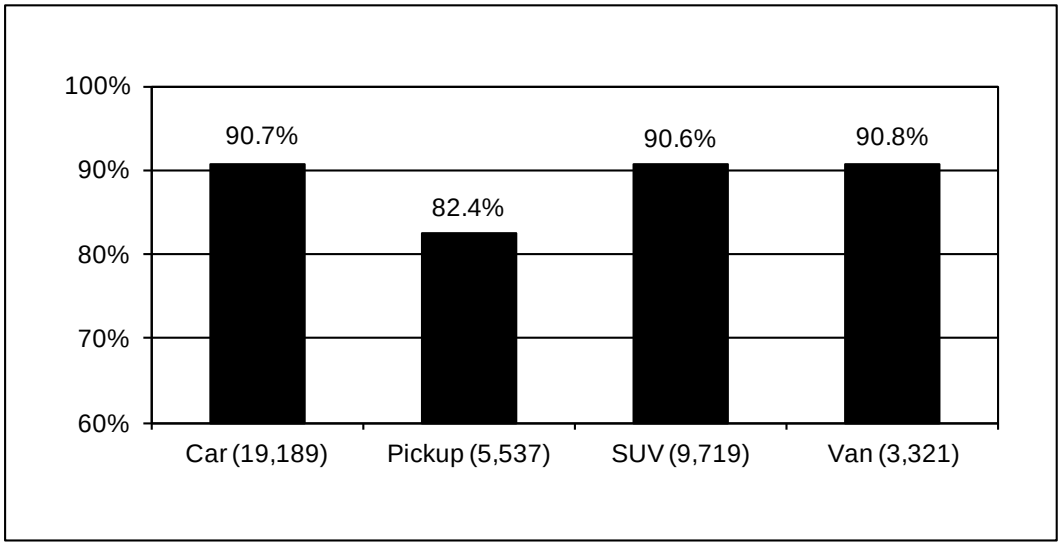

Figure 5. Observed Seat Belt Use Rate by Vehicle Type

Figure 6 shows the breakdown of male and female belt use within vehicle type. Occupants in pickup trucks were overwhelmingly male (84.8 percent) vs. other vehicle types. As previously indicated, male occupants were less likely to be observed wearing a seat belt and this appears to be the case regardless of vehicle type.

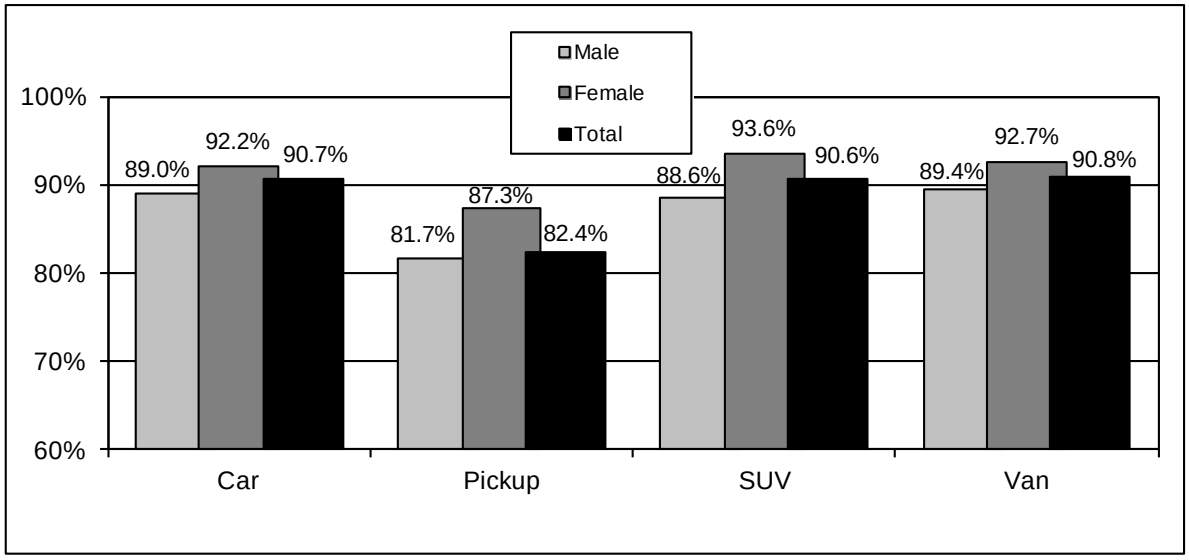

Figure 6. Observed Seat Belt Use Rate by Gender and Vehicle Type

Further evidence of the low use rate in pickup trucks can be seen below where vehicle use rates are examined by occupant type (Figure 7). A trend of slightly higher passenger use was observed within passenger cars and sport utility vehicles. Further examination showed an over 2:1 ratio of females over male passengers in those vehicle types. As usual, passengers in pickups were observed wearing seat belts the least often out of all occupant categories (79.5 percent), especially the ones that were male (74.4 percent); though overall, passengers in pickup trucks saw a nearly 4 point increase from their 2014 rate (75.6 percent).

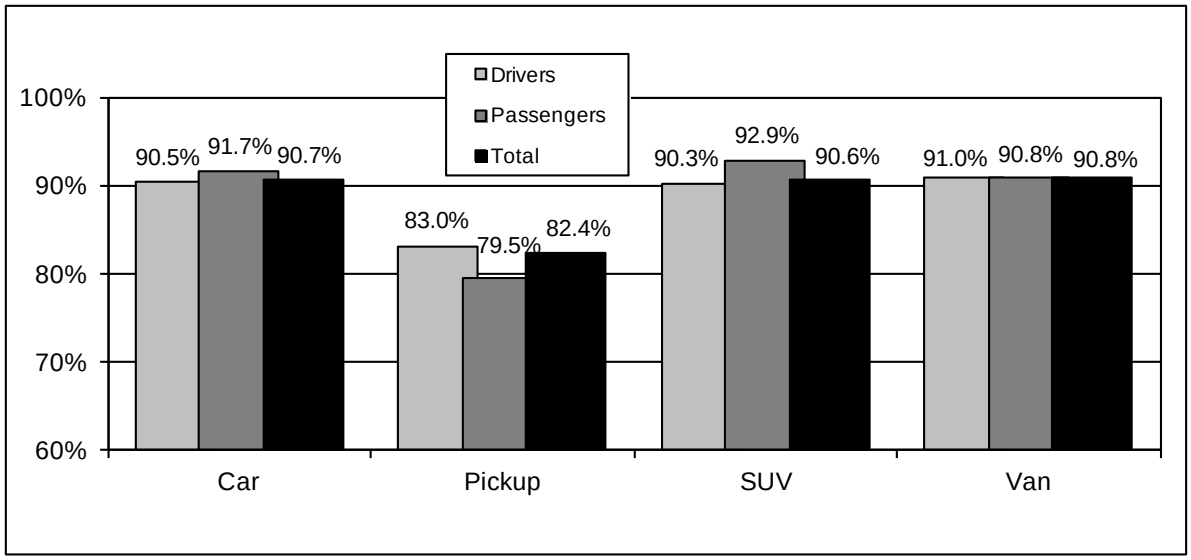

Figure 7. Observed Seat Belt Use Rate by Vehicle Type and Seating Position

Regional Information – Additional Weighted Results

The graphs that follow represent regional findings, also based on weighted calculations. Figure 8 shows total occupant belt use by county, grouped by region. The county use rates presented here, although weighted, should be interpreted with caution. The survey design was not intended to provide official county belt use rates but rather a single, statewide use rate. Figure 9 summarizes belt use by region, with the highest overall use rate measured in the Central area. The Central region, which had the lowest regional rate in 2014 (88.3 percent), also improved the most.

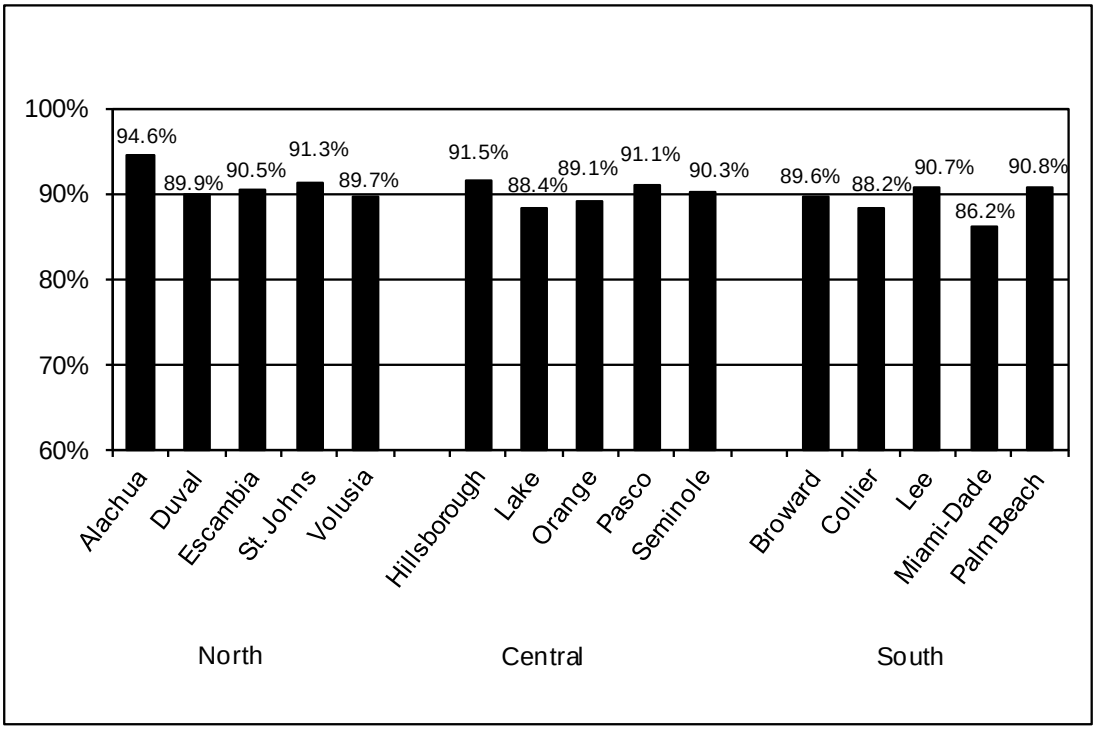

Figure 8. Observed Seat Belt Use Rate by County and Region

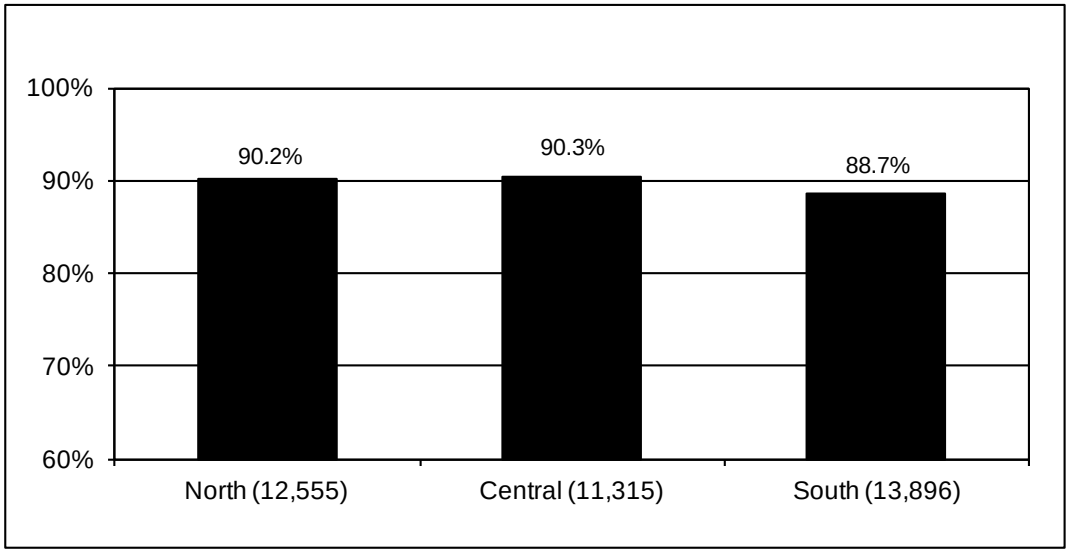

Figure 9. Observed Seat Belt Use Rate by Region

Figure 10 shows on a regional level, how belt use varies by road type. As with the county rates, these results are not official, and due to level of dissection, are less reliable than the overall road type rates. Lower volumes on the lesser travelled roadways also contribute to the variability in the results, but generally, occupant belt use is lower on lower density roadways compared to that of higher density roadways.

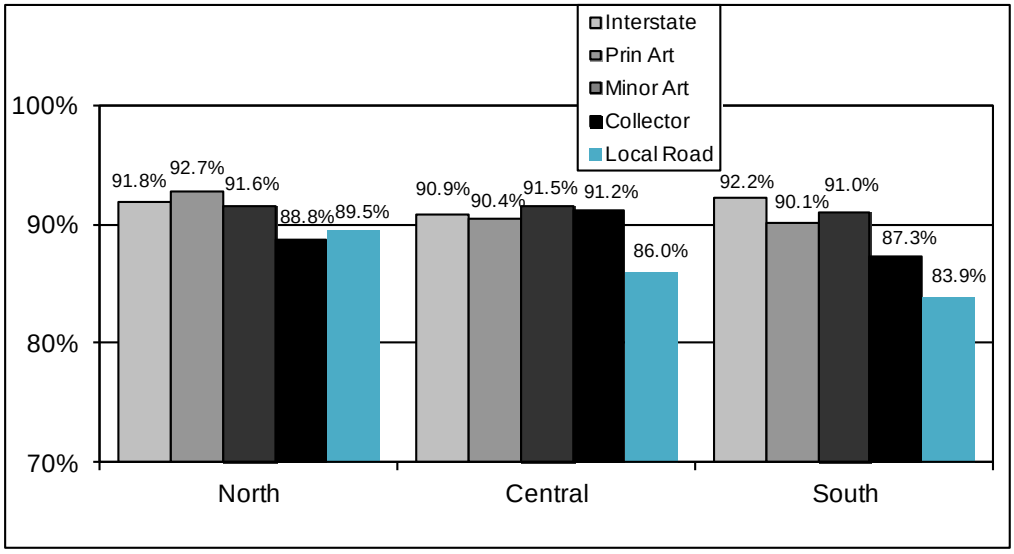

Figure 10. Observed Belt Use Rate by Road Type and Region

Figure 11 shows the consistency on a regional level in lower belt use of males compared to that of females.

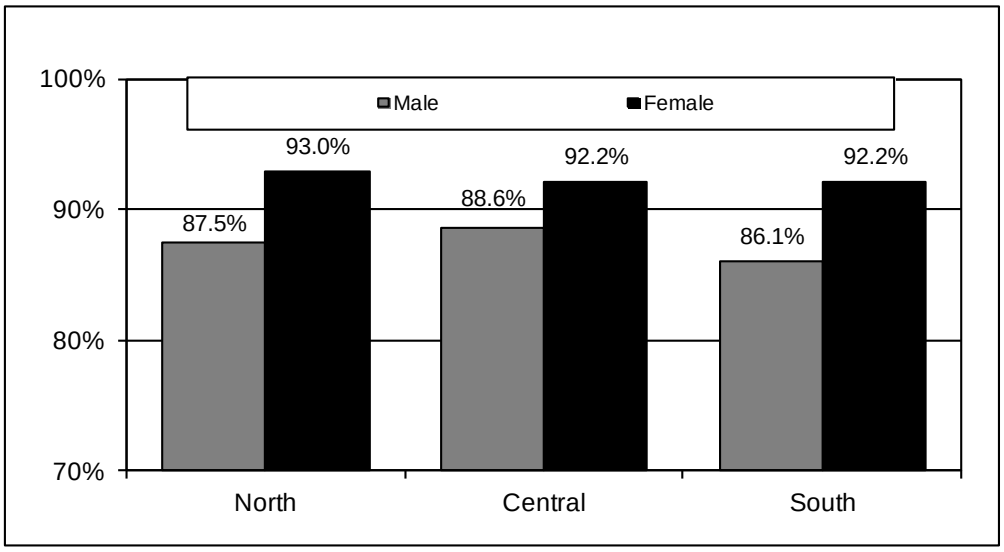

Figure 11. Observed Belt Use Rate by Gender of Occupant and Region

The statewide survey also found a consistent pattern of lower observed belt use among occupants in pickup trucks, regardless of region (Figure 12). On a positive note, usage in trucks appears to be improving (2014 rates for pickups were 80.8,79.9, and 79.1 percentage points, respectively, in the North, Central, and South regions), and the gap in usage compared to other vehicle types appears to be closing somewhat in the North and Central regions. In 2014, belt use among occupants in pickup trucks was at least 9.6 percentage points lower than the next lowest vehicle type measurement in each of the three regions, while the differential in 2015 is only 5.9 and 7.0 percentage points, respectively, in the Central and North regions.

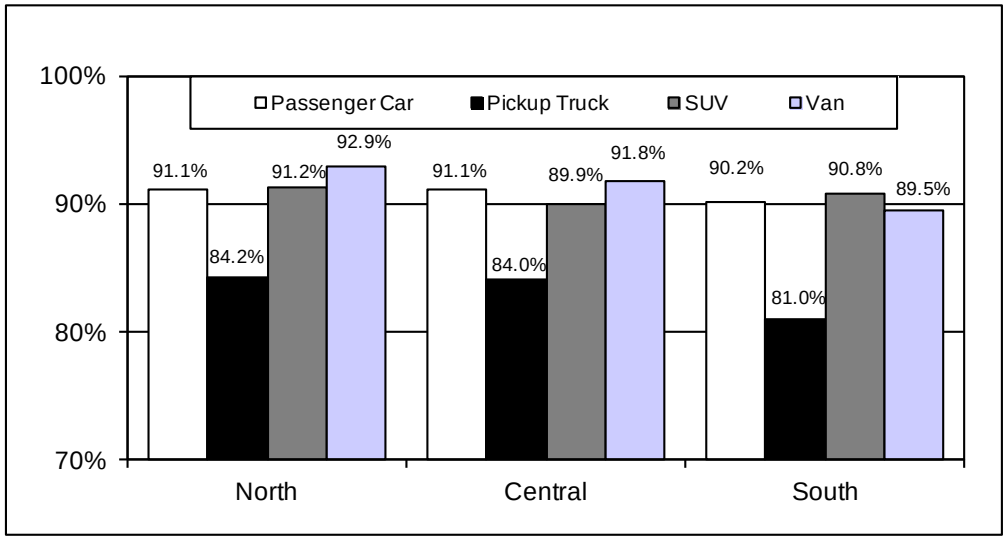

Figure 12. Observed Belt Use Rate by Vehicle Type and Region

Pre vs. Post CIOT 2015 Results

PRG conducted a baseline statewide survey prior to CIOT in April 2015. Results from this survey and the Post-CIOT survey were compared to estimate the effects of the program in Florida. Table 2 shows weighted use rates results of each survey. The Post-CIOT result is a statistically significantly increase ($p<.05$; 2.0 percentage points) from the Pre-CIOT rate. Weighted rates also show that both driver and passenger use increased following CIOT. Table 3 provides rates on occupant subgroups based on raw counts. Non-weighted rates are elevated due to the majority of occupants observed on higher density, higher use roadways.

Table 2. Weighted Seat Belt Use Rates Pre-Post CIOT 2015

Weighted	**Pre-CIOT 2015**		**Post-CIOT 2015**		Pre to Post Difference
	Percent Use	N	Percent Use	N	
Statewide, All Occupants	87.4%	39,912	89.4%	37,766	**+2.0**
Occupant Type					
Driver	87.4	30,445	89.3	30,697	+1.9
Passenger	86.5	7,109	89.0	7,069	+2.5

Table 3. Pre-Post CIOT Non-Weighted Use Rates by Gender, Age, Race, and Vehicle Type

Non-Weighted	**Pre-CIOT 2015**		**Post-CIOT 2015**		Pre to Post Difference
	Percent Use	N	Percent Use	N	
Sex					
Male	86.8	20,096	88.8	20,419	+2.0
Female	92.1	17,375	93.5	17,273	+1.4
Occupant Age					
16-59	88.2	28,870	90.1	29,783	+1.9
60 or older	93.0	7,885	94.2	7,330	+1.2
Under 16	93.2	547	93.8	530	+0.6
Race/Ethnicity					
White	90.5	25,649	92.0	26,672	+1.5
Black	84.0	4,584	85.6	4,668	+1.6
Hispanic	87.6	6,043	89.8	5,353	+2.2
Other	93.4	1,042	94.9	954	+1.5
Race (Males Only)					
White	88.2	13,504	90.2	14,308	+2.0
Black	80.8	2,386	81.9	2,432	+1.1
Hispanic	84.9	3,550	87.4	3,117	+2.5
Other	92.7	505	93.6	486	+0.9
Vehicle Type					
Car	90.3	19,133	91.9	19,189	+1.6
Truck	79.9	5,435	83.1	5,537	+3.2
SUV	91.7	9,588	93.1	9,719	+1.4
Van	91.7	3,398	92.0	3,321	+0.3

Although all genders, ages, and races/ethnicities showed improvements pre to post CIOT, the largest increase in belt use was among Hispanic occupants. Male Hispanic occupants increased 2.5 percentage points, while Hispanic occupants in general increased 2.2 points. Even with increases across all occupant characteristics, the differentials within the subgroups remained.

An examination of occupant belt use by vehicle type also showed increases pre to post-CIOT among all categories, with occupants in pickup trucks demonstrating the greatest rise in belt use (3.2 percent). It should be noted that pickup occupants also had more room to grow than other vehicle types in terms of belt usage, and continue to lag behind the use rates of occupants in other vehicle types.

The non-weighted data presented in Table 4 concern location and daily travel characteristics. Most raw rates indicate higher belt use post-mobilization. Overall regional raw rates increased from under to over 90 percent belt use in June 2015, with the Central region measuring the largest increase (2.3 percentage points). Further breakdowns at the county level show pre-to-post increases in twelve of the fifteen counties observed, ranging from 0.8 to 4.0 percentage points, with the three decreases all in the South region (though Lee was relatively static pre to post down 0.2 percentage points). All but four counties increased from their June 2014 raw rates. Three of the four (Escambia, Seminole, and Miami-Dade) measured a decrease of only 0.3 percentage points or less, and all of those three yielded a pre-post CIOT increase in 2015.

Table 4. Non-Weighted Seat Belt Use Rates by Region, County, Road Type, and Day of Week
Pre-Post CIOT 2015

Non-Weighted	**Pre-CIOT 2015**		**Post-CIOT 2015**		Pre to Post Difference
	Percent Use	N	Percent Use	N	
Region and County					
North	**89.5**	**12,282**	**91.3**	**12,555**	**+1.8**
Alachua County	93.9	2,291	94.7	2,195	+0.8
Duval County	87.8	3,079	90.0	3,122	+2.2
Escambia County	89.2	2,253	91.2	2,290	+2.0
St. Johns County	89.3	3,025	91.2	3,061	+1.9
Volusia County	86.9	1,634	90.7	1,887	+3.8
Central	**88.8**	**10,061**	**91.1**	**11,315**	**+2.3**
Hillsborough County	90.1	1,761	91.7	2,474	+1.6
Lake County	86.7	1,476	90.2	1,557	+3.5
Orange County	88.6	2,648	91.7	2,826	+3.1
Pasco County	88.8	1,703	91.1	1,716	+2.3
Seminole County	89.4	2,673	90.6	2,742	+1.2
South	**89.5**	**15,011**	**90.3**	**13,896**	**+0.8**
Broward County	85.4	3,671	89.4	3,753	+4.0
Collier County	91.9	2,959	90.9	2,496	- 1.0
Lee County	92.5	3,425	92.3	2,946	- 0.2
Miami-Dade County	85.1	2,158	87.4	2,135	+2.3
Palm Beach County	91.9	2,798	91.3	2,566	- 0.6

Non-Weighted	Pre-CIOT 2015		Post-CIOT 2015		Pre to Post Difference
	Percent Use	N	Percent Use	N	
Roadway Type					
Interstate	91.0	6,647	91.9	6,987	+0.9
Principal Arterial	88.8	9,074	90.8	9,367	+2.0
Minor Arterial	89.9	9,691	91.4	9,279	+1.5
Collector	88.8	6,859	90.8	6,627	+2.0
Local	87.5	5,283	89.4	5,506	+1.9
Day of Week					
Monday	89.3	4,739	91.5	4,667	+2.2
Tuesday	87.1	5,949	90.3	6,618	+3.2
Wednesday	88.7	4,303	89.6	4,085	+1.9
Thursday	90.4	6,069	91.5	6,104	+0.9
Friday	88.7	6,131	91.0	5,815	+2.3
Saturday	90.2	5,595	90.9	5,678	+0.7
Sunday	90.7	4,768	91.6	4,799	+0.9

Increases in belt use were measured on all road types, with the highest point increases among principal arterials and collectors, followed closely by local roadways. All road types but locals measured raw belt use levels above 90 percent post-CIOT. Examining belt use by day of week showed improvement on all days of week with Tuesday, the day of week lowest in the pre-survey, exhibiting the highest change in use rate. Belt use by time of day was also inspected, and while we measured a pre-post increases across all time periods, there is little variance – a percentage point at most when grouped - in the use levels throughout the day. In summary, the 2015 CIOT effort achieved its goal in improving seat belt use under a primary law environment, resulting in increasing Florida's use rate pre-post mobilization. Improvements were assessed across nearly all of the characteristics in the data.

Conclusion

Florida's statewide use rate measured in June 2015 was 89.4 percent, the highest level to date. As usual, Local Roads, first introduced to the survey in 2012, had a much lower belt use rate than the larger, busier road type categories. Looking only at the other four strata, statewide belt use would have been 90.4 percent in 2015. Restraint use in pickup trucks also has a negative and slightly larger pull on the overall estimate. The statewide rate without trucks would have been 90.8 percent, and that includes all occupant use on all roadway types. Those obstacles aside, 2015 saw a marked improvement in belt use for both local roads and pickup trucks from previous surveys. Moreover, and perhaps more importantly, the overall statewide seat belt use rate for Florida continues to be above the national average, as it has been for the last seven years.

Statewide surveys conducted before and after the 2015 CIOT found that the program positively affected seat belt usage in Florida. The increases measured in 2015 were found in all regions, in both urban and rural areas, and across different occupant and vehicle characteristics, regardless of baseline use rate level. Statewide seatbelt surveys completed in 2015 show that the continued use of high visibility programs focused on seat belt enforcement can still increase daytime seat belt usage among all occupant types.

Appendix A. 32 Florida Counties with Fewest Passenger Vehicle Fatalities, 2005-2009

County	Region	N Fatal	% all FL	Cum %	Total DVMT[1]	% all FL	Cum %
Top 35 counties		**7,981**	**85.4%**	**85.4%**	**482,049,032**	**89.9%**	**89.9%**
Bay	North	81	0.9%	86.3%	5,032,335	0.9%	90.8%
Clay	North	80	0.9%	87.1%	4,371,071	0.8%	91.6%
Santa Rosa	North	78	0.8%	88.0%	5,577,310	1.0%	92.7%
Suwannee	North	76	0.8%	88.8%	2,391,386	0.4%	93.1%
Putnam	North	75	0.8%	89.6%	2,759,756	0.5%	93.6%
Hendry	South	74	0.8%	90.4%	1,079,455	0.2%	93.8%
Highlands	Central	72	0.8%	91.1%	2,992,432	0.6%	94.4%
Nassau	North	72	0.8%	91.9%	2,768,971	0.5%	94.9%
Flagler	North	65	0.7%	92.6%	2,905,246	0.5%	95.5%
Levy	North	59	0.6%	93.2%	1,616,902	0.3%	95.8%
Okeechobee	Central	57	0.6%	93.8%	1,266,898	0.2%	96.0%
Madison	North	55	0.6%	94.4%	1,524,037	0.3%	96.3%
Baker	North	52	0.6%	95.0%	1,606,959	0.3%	96.6%
Monroe	South	51	0.5%	95.5%	2,920,886	0.5%	97.1%
Desoto	Central	48	0.5%	96.0%	917,476	0.2%	97.3%
Washington	North	41	0.4%	96.5%	1,563,481	0.3%	97.6%
Jefferson	North	32	0.3%	96.8%	1,190,899	0.2%	97.8%
Bradford	North	28	0.3%	97.1%	999,795	0.2%	98.0%
Dixie	North	28	0.3%	97.4%	769,167	0.1%	98.1%
Hardee	Central	26	0.3%	97.7%	1,045,482	0.2%	98.3%
Glades	South	25	0.3%	98.0%	497,666	0.1%	98.4%
Taylor	North	23	0.2%	98.2%	1,106,994	0.2%	98.6%
Gilchrist	North	22	0.2%	98.5%	657,319	0.1%	98.7%
Hamilton	North	22	0.2%	98.7%	1,489,359	0.3%	99.0%
Union	North	22	0.2%	98.9%	409,325	0.1%	99.1%
Holmes	North	21	0.2%	99.1%	1,100,712	0.2%	99.3%
Wakulla	North	21	0.2%	99.4%	1,071,669	0.2%	99.5%
Calhoun	North	18	0.2%	99.6%	650,899	0.1%	99.6%
Gulf	North	15	0.2%	99.7%	523,768	0.1%	99.7%
Franklin	North	11	0.1%	99.8%	470,253	0.1%	99.8%
Liberty	North	10	0.1%	99.9%	543,864	0.1%	99.9%
Lafayette	North	7	0.1%	100.0%	444,674	0.1%	100.0%
Florida Total		9,348		100.0%	536,315,479		100.0%

[1] *2010 DVMT figures; includes all Florida roadways*

Appendix B. Survey Design and Sampling Plan Information

Overall Survey Design

The overall design was developed in four steps:

1. Counties for observations were selected from the 35 counties with the most passenger vehicle occupant fatalities and which total more than 85 percent of the State's total passenger vehicle occupant fatalities. Fifteen of the 35 counties were selected, with probabilities generally proportional to their DVMT.

2. Roads were stratified by combining related functional use classes within each county, resulting in five strata. Two sites per stratum were allocated in each county for the busier road types, three sites for local roads in each county.

3. Specific road segments were selected, within stratum within county, by randomly selecting from all segments with probabilities proportional to their DVMT.

4. Belt use estimation procedures and computations were developed reflecting the design and NHTSA reliability requirements.

County Selection

Table B-1 lists the 35 Florida counties with the greatest numbers of passenger vehicle occupant fatalities in 2005-2009. These 35 counties account for 85.4 percent of the State's total passenger vehicle occupant fatalities.[3] The table also includes total DVMT tallies, derived from table PubVMT2010[4], a tally of mileage and DVMT figures by Florida roadway type and county. These DVMT figures cover all roadways in the State. These 35 counties account for 89.8 percent of all DVMT. Fatality and DVMT figures for the other 32 counties are given in Appendix A.

We sampled 15 counties for this design, a figure consistent with recommendations in NHTSA's 1998 seat belt use measurement requirements and 20% greater than the 12 counties in the previous design. Sampling was probabilistic, based on total county DVMT.

The sample of the 15 counties selected is highlighted in Table B-1 and in Figure B-1. The selection procedure involved simultaneous random selection with the odds of selection proportional to the county's total DVMT. Selection probabilities for those 15 counties, explained in detail below, are shown in Table B-1.

[3] Obtained from FARS website, http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/12_FL/2009/Florida_Map_13_DATA_2009.PDF for passenger car occupant fatalities and http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/12_FL/2009/Florida_Map_14_DATA_2009.PDF for light truck and van occupant fatalities; most recently referenced, 11/3/2011.

[4] Provided by Tina Hatcher, Florida HPMS Coordinator, Transportation Statistics Office, April 29, 2011.

Table B-1. 35 Counties with Most Passenger Vehicle Occupant Fatalities, 2005-2009

County	Region	N Fatal	% all FL	Cum %	Total DVMT[1]	% Top 35	Cum %	SelnProb
Miami-Dade	South	790	8.5%	8.5%	53,565,270	11.1%	11.1%	100.0%
Broward	South	640	6.8%	15.3%	43,259,153	9.0%	20.1%	100.0%
Palm Beach	South	561	6.0%	21.3%	33,164,685	6.9%	27.0%	100.0%
Hillsborough	Central	484	5.2%	26.5%	34,745,256	7.2%	34.2%	100.0%
Orange	Central	477	5.1%	31.6%	35,657,527	7.4%	41.6%	100.0%
Polk	Central	421	4.5%	36.1%	16,442,305	3.4%	45.0%	
Duval	North	392	4.2%	40.3%	28,718,919	6.0%	50.9%	100.0%
Volusia	North	297	3.2%	43.5%	15,419,863	3.2%	54.1%	54.5%
Lee	South	296	3.2%	46.6%	17,579,278	3.6%	57.8%	62.1%
Pasco	Central	274	2.9%	49.6%	10,682,222	2.2%	60.0%	37.7%
Marion	North	249	2.7%	52.2%	11,067,331	2.3%	62.3%	
Pinellas	Central	234	2.5%	54.7%	23,138,726	4.8%	67.1%	
Brevard	Central	227	2.4%	57.1%	17,125,596	3.6%	70.6%	
Lake	Central	192	2.1%	59.2%	8,054,672	1.7%	72.3%	28.5%
Osceola	Central	191	2.0%	61.2%	8,639,272	1.8%	74.1%	
Escambia	North	172	1.8%	63.1%	9,294,940	1.9%	76.0%	32.8%
Collier	South	160	1.7%	64.8%	8,943,065	1.9%	77.9%	31.6%
Manatee	Central	158	1.7%	66.5%	9,054,778	1.9%	79.8%	
Sarasota	Central	155	1.7%	68.1%	11,130,726	2.3%	82.1%	
St. Lucie	Central	144	1.5%	69.7%	8,422,931	1.7%	83.8%	
Alachua	North	132	1.4%	71.1%	7,827,483	1.6%	85.5%	27.7%
Hernando	Central	117	1.3%	72.3%	4,903,024	1.0%	86.5%	
Columbia	North	109	1.2%	73.5%	3,535,088	0.7%	87.2%	
Seminole	Central	104	1.1%	74.6%	10,249,225	2.1%	89.3%	36.2%
Leon	North	101	1.1%	75.7%	7,505,976	1.6%	90.9%	
St. Johns	North	97	1.0%	76.7%	6,177,139	1.3%	92.2%	21.8%
Charlotte	South	96	1.0%	77.8%	6,004,256	1.2%	93.4%	
Indian River	Central	93	1.0%	78.8%	4,036,566	0.8%	94.3%	
Walton	North	93	1.0%	79.8%	3,160,655	0.7%	94.9%	
Citrus	Central	92	1.0%	80.7%	4,408,684	0.9%	95.8%	
Martin	South	91	1.0%	81.7%	5,706,686	1.2%	97.0%	
Okaloosa	North	90	1.0%	82.7%	5,660,863	1.2%	98.2%	
Sumter	Central	86	0.9%	83.6%	3,629,402	0.8%	98.9%	
Gadsden	North	84	0.9%	84.5%	2,191,132	0.5%	99.4%	
Jackson	North	82	0.9%	85.4%	2,946,336	0.6%	100.0%	
Total, Top 35		7,981		85.4%	482,049,032		100.0%	
Florida Total		9,348		100.0%	536,315,479			

[1] *2010 DVMT figures from PUB2010VMT, the annual State report to FHWA; includes all Florida roadways*

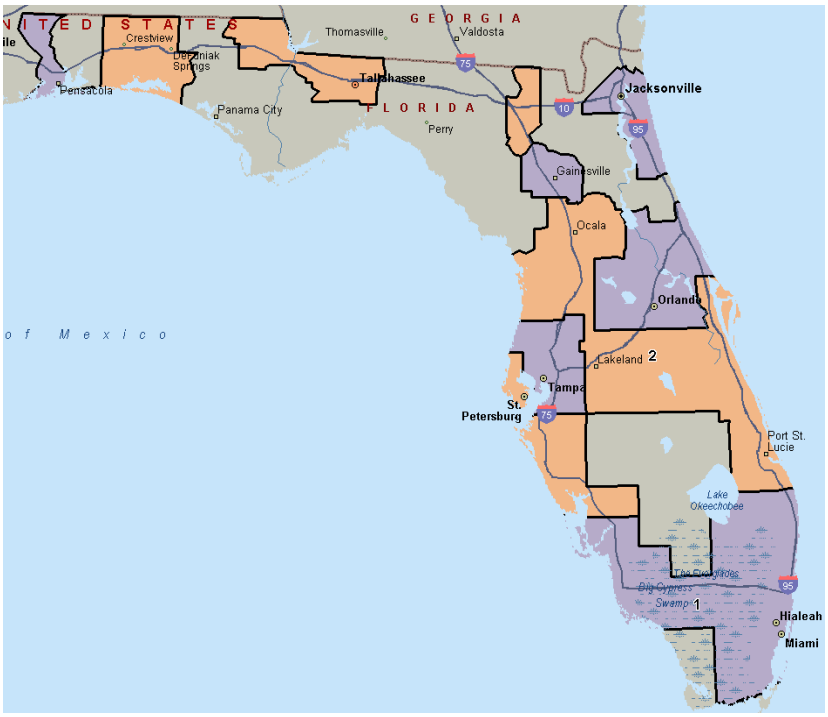

Figure B-1. Florida counties for sampling: purple = selected, peach = unselected, gray = excluded counties with less than 15% of all fatalities, 2005 – 2009.

The first step involved identifying counties which, by virtue of high proportions of total DVMT, would certainly be selected by the PPS procedure, and including them in the sample. DVMT percentages ("p") for the 35 counties were calculated, from 11.1% (of the top-35 county total) for Miami-Dade through 0.5% for Jackson. The percentages were multiplied by the total number of counties ("n") to be selected, 15. Five counties had n*p greater than 1.0 and were deemed selected with certainty: Miami-Dade, Broward, Palm Beach, Hillsborough, and Orange. These counties were set aside, and DVMT percentages for the remaining 30 counties were calculated. These values were multiplied by n = 10, the number of counties remaining to be selected. One county, Duval, had n*p greater than 1.0 and also was deemed selected with certainty.

The remaining 29 counties had their DVMT percentages recalculated and multiplied by 9, the number remaining to be selected. No additional counties had n*p $\geq$ 1.0. The counties were randomly ordered, to eliminate sequential dependencies and cumulative values of the DVMT percentages*9 were computed.

A random number from a rectangular distribution between 0 and 1.0 was drawn, and 9 counties were selected: the first county whose cumulative DVMT percentage*9 was equal to or greater than the random number, the first whose cumulative DVMT percentage*9 was equal to or greater than the (random number+1), …, and the first whose cumulative DVMT percentage*9 was equal to or greater than the (random number+8). This produced a sample of 15 counties. Six had probability (selection) = 1.0; the remaining had probability (selection) = 9 times their DVMT

proportion of the DVMT of the final group of 29 counties. Those selection probabilities are shown in Table B-1.

Road Segment Sampling Plan Development

The next step was to determine the distribution of the number of observation sites across counties. In the previous plan, road functional classes are combined into four strata: Interstates and Other Expressways, Other Principal Arterials, Minor Arterials, and Collectors. We retained these strata and add a fifth stratum for Local Roads.

We distributed sites equally across counties and by strata within counties except for Local Roads. Our number of sites per stratum within counties is three for Local Roads and two for all other strata. This provides coverage for the four strata in the previous design, and is generally comparable, but provides somewhat greater emphasis for Local Roads, where one may expect fewer observations per observation period and thus larger error variance for the individual sites.

The State of Florida provided multiple databases of road segments, a Statewide database with all roadways that are Collectors or larger, plus a small number of local road segments, and separate TeleAtlas databases for each of the 15 selected counties that include all Local Roads. We drew segment samples for Collectors and larger from the Statewide database, for Local Roads from the separate county local road databases.

The Statewide road segment database includes more than 34 thousand linear miles of roads with total DVMT of more than 424 million vehicle miles traveled. The Statewide database is essentially a complete census of all roads other than local roads, as confirmed by comparing the road segment database to the PubVMT2010 table[5]. The Statewide database includes about 98 percent of Interstates and Other Expressways, 99 percent of Other Principal Arterials, 99 percent of Minor Arterials, and 96 percent of Collectors, based on mileage traveled. DVMT from the PubVMT2010 table for these roadway categories is more than 419 million miles; from the Statewide database, it is 416 million miles, or more than 99 percent. Part of any discrepancies may be due to recording differences between two separate databases. It is reasonable to consider the Statewide road segment database as an exhaustive listing of all except local roads.

By contrast, the Statewide database includes just 3,355 miles of local roads and 4.9 million DVMT, compared to over 92,000 miles and 117 million DVMT in PubVMT2010, about 4 percent of each. As an alternative source of local road segments, the State provided separate databases (TeleAtlas, version 10.2) for each selected county. The county databases include all Local Road segments in the county; we used those databases to draw samples of Local Roads.

Of the road segments listed in the Statewide database, 10,488 road segments with total length of 12,181 miles and 257 million DVMT (excluding local roadways) lie within the sampled counties. The road segments in the sample counties are shown by county in Table 2.

[5] The annual VMT report from the State to FHWA. It includes mileage and VMT broken down by county and by roadway functional classification within county.

Table 2. Road Segment and Traffic Volume Distribution[1]

County	Region	Road Segments				Traffic Volume	
		Number	Percent	Length (mi)	Percent	DVMT	Percent
Miami-Dade	South	1,380	13.2%	1,424.21	11.7%	42,854,729	16.7%
Broward	South	1,350	12.9%	1,124.64	9.2%	36,071,608	14.0%
Palm Beach	South	1,219	11.7%	1,208.63	9.9%	28,561,904	11.1%
Hillsborough	Central	933	8.9%	1,151.44	9.5%	27,290,452	10.6%
Orange	Central	1,077	10.3%	1,193.59	9.8%	28,661,228	11.1%
Duval	North	842	8.1%	896.53	7.4%	22,443,936	8.7%
Volusia	North	812	7.8%	862.74	7.1%	11,759,301	4.6%
Lee	South	443	4.2%	641.90	5.3%	11,953,637	4.7%
Pasco	Central	371	3.6%	543.77	4.5%	7,917,283	3.1%
Lake	Central	437	4.2%	695.12	5.7%	6,487,568	2.5%
Escambia	North	412	3.9%	527.13	4.3%	6,499,556	2.5%
Collier	South	207	2.0%	485.16	4.0%	7,007,117	2.7%
Alachua	North	438	4.2%	699.60	5.7%	6,729,972	2.6%
Seminole	Central	306	2.9%	339.15	2.8%	7,558,820	2.9%
St. Johns	North	221	2.1%	387.53	3.2%	5,263,498	2.0%
Total, 15 Sample Counties		10,448	100.0%	12,181.14	100.0%	257,060,609	100.0%

[1] *In Florida Statewide Road Segment Database; excludes Local Roads*

Also shown in Table 2 are Region assignments for the 15 counties. In past belt use reports, Florida was divided into North, Central, and South Regions for reporting purposes, and we will continue that activity. The "region" designations are informal; region has not been considered in the selection of sample counties.

The distribution of road segments in the Statewide database across the 10 largest road functional use classifications, excluding Rural Local and Urban Local, in the 15 sample counties is shown in Table 3. Some of these road segment categories are quite small. In order to produce categories which have significant numbers while still retaining meaningful distinctions, we collapsed the road segment categories into four strata: Interstates and Other Expressways (n = 592), Other Principal Arterials (other than interstates/expressways) (n = 2,345), Minor Arterials (n = 2,734), and Collectors (n = 4,777). This categorization is the same as used in previous Florida reports.

Table 3. Numbers of Road Segments by Functional Class and Sample County[1]

	FHWA/Florida Roadway Functional Class										
County	1 Rur prin art intst	2 Rur prin art othr	6 Rur minor art	7 Rur major coll	8 Rur minor coll	11 Urb prin art intst	12 Urb prin art xway	14 Urb prin art othr	16 Urb minor art	17 Urb coll	Total
Miami-Dade	0	15	4	18	2	24	88	244	420	565	1,380
Broward	2	1	0	1	0	39	24	322	405	556	1,350
Palm Beach	0	14	8	15	10	21	11	278	313	549	1,219
Hillsborough	1	7	17	22	9	45	36	240	241	315	933
Orange	0	10	4	5	18	13	58	166	280	523	1,077
Duval	3	2	4	3	0	68	61	133	265	303	842
Volusia	7	27	8	15	29	15	0	181	133	397	812
Lee	1	4	20	42	0	10	3	111	111	141	443
Pasco	3	19	6	22	18	6	2	87	35	173	371
Lake	0	22	18	49	53	0	1	53	46	195	437
Escambia	2	8	10	2	20	8	0	102	124	136	412
Collier	3	12	8	10	13	5	0	30	45	81	207
Alachua	5	53	20	56	58	5	0	79	58	104	438
Seminole	0	4	1	3	4	6	8	85	69	126	306
St. Johns	7	17	14	14	28	1	0	19	47	74	221
Total	34	215	142	277	262	266	292	2,130	2,592	4,238	10,448

[1] *From Florida Statewide database; Local Roads are excluded*

DVMT figures are available for all of the road segments in the Florida Statewide database and in the 15 TeleAtlas local road databases. Table 4 presents the distribution of road strata across counties and shows for each the number of segments and the sum of segment DVMTs. In Table 4, the values for Local Roads are based on all road segments listed in the TeleAtlas individual-county databases, and all other values are from the Statewide database.

Adequate numbers of road segments within each county-road type stratum support the targeted sample size, with one exception. Lake County has just one listed expressway, a short segment of the Florida Turnpike. We used that segment as the required two segments, coding belt use in one direction and, separately at a different time of day and day of week, coding belt use in the other direction.

Table 4. Roadway Functional Strata by County, Road Segments and DVMT

County		Roadway Functional Strata					Total
		Interstate or Freeway	Other Principal Arterials	Minor Arterials	Collectors	Local Roads [1]	
Miami-Dade	# Segments	112	259	424	585	98,737	100,117
	DVMT	15,582,743	10,569,541	10,630,366	6,072,079	6,310,284	49,165,013
Broward	# Segments	65	323	405	557	80,734	82,084
	DVMT	15,172,809	10,634,556	6,733,799	3,530,444	7,010,602	43,082,210
Palm Beach	# Segments	32	292	321	574	75,968	77,187
	DVMT	10,346,728	8,485,294	5,277,877	4,452,005	4,066,320	32,628,224
Hillsborough	# Segments	82	247	258	346	70,062	70,995
	DVMT	10,381,517	7,447,429	5,346,529	4,114,977	4,137,610	31,428,062
Orange	# Segments	71	176	284	546	64,133	65,210
	DVMT	10,303,335	7,195,048	6,908,607	4,254,238	4,031,426	32,692,654
Duval	# Segments	132	135	269	306	45,210	46,052
	DVMT	11,811,645	3,563,520	3,802,238	3,266,533	3,042,158	25,486,094
Volusia	# Segments	22	208	141	441	41,174	41,986
	DVMT	4,161,361	4,445,754	1,637,236	1,514,950	2,210,269	13,969,570
Lee	# Segments	14	115	131	183	60,915	61,358
	DVMT	2,441,953	3,222,839	4,270,325	2,018,520	2,324,784	14,278,421
Pasco	# Segments	11	106	41	213	35,129	35,500
	DVMT	1,111,827	4,218,311	1,242,511	1,344,634	1,320,445	9,237,728
Lake	# Segments	1	75	64	297	31,606	32,043
	DVMT	14,057	3,559,462	918,679	1,995,370	636,124	7,123,692
Escambia	# Segments	10	110	134	158	18,104	18,516
	DVMT	1,060,574	2,159,520	1,903,318	1,376,144	1,186,436	7,685,992
Collier	# Segments	8	42	53	104	22,581	22,788
	DVMT	1,663,074	1,367,639	2,268,699	1,707,705	2,238,924	9,246,041
Alachua	# Segments	10	132	78	218	19,259	19,697
	DVMT	1,991,623	2,381,989	1,216,768	1,139,592	858,867	7,588,839
Seminole	# Segments	14	89	70	133	28,578	28,884
	DVMT	2,452,241	2,418,510	1,455,150	1,232,919	1,312,404	8,871,224
St. Johns	# Segments	8	36	61	116	16,556	16,777
	DVMT	2,054,038	1,168,942	1,122,263	918,255	951,557	6,215,055
Total	# Segments	592	2,345	2,734	4,777	708,746	719,194
	DVMT	90,549,525	72,838,354	54,734,365	38,938,365	41,638,210	298,698,819

[1] *Based on all valid local road segments in the 15 individual-county databases*

Appendix C. Seat Belt Observation Instructions

These instructions describe procedures for observing seat belts. Please keep these instructions handy for quick review.

1. Observation Sites

Our Statewide sample of randomly selected controlled roads and freeway exits includes 165 observation sites across 15 counties.

This is the first time that this specific design and list of observation sites has been used. You may be the first person to actually visit the sites. If so, it will be up to you to find a suitable location for observation or, if the road segment is in some way compromised (e.g., closed or under construction) so that normal traffic can't occur, disqualify the site and move to the next alternate.

You will be given a general map of the road segment on which you are to observe (together with time for observation and direction of traffic to observe). When you get to the general location, your first task is to find a specific location for observing. We will provide a recommended location for observation; however, should it be unsuitable, you can select a different location along the road anywhere between the road segment's end points. The general map will show the end points of the road segment, or identify possible highway exit ramps, on which observations can be made.

It is recommended that you first look for a place where traffic must slow naturally, for a traffic control (stop signs are better than traffic signals) or a sharp curve on an expressway exit ramp.

Select a spot where you can observe safely, without risk to yourself or to traffic (e.g., by being a distraction or by impeding their view), and where you can readily observe drivers and outboard front seat passengers. Note that the direction of travel you must observe has already been specified.

When you have selected the exact location for observing, show the location on your general map and then make a detailed "site map" – a drawing that shows where to stand, the traffic flow you're observing, the names of the intersecting roadways, nearby buildings, etc.

2. Observation Days and Times

You will receive a schedule that has assigned observation locations with day of week and time of day. You must adhere to this schedule if at all possible. Observe in poor weather as long as you can stay dry (enough) and your ability to make accurate judgments is not compromised.

Each day is comprised of three-to-six daylight time periods, and your schedule will include three to six locations to observe. The time periods are:

3 Periods	4 Periods	5 Periods	6 Periods
7:00 – 10:30 a.m. 10:30 a.m. – 2:30 p.m. 2:30 – 6:00 p.m.	7:00 – 9:30 a.m. 9:30 a.m. – 12:00 noon 12:00 a.m. –3:30 p.m. 3:30 – 6:00 p.m.	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. 4:00 – 6:00 p.m.	7:00 – 8:45 a.m. 8:45 – 10:30 a.m. 10:30 a.m. – 12:15 p.m. 12:15 – 2:30 p.m. 2:30 – 4:15 p.m. 4:15 – 6:00 p.m.

You need to observe for one full hour at each site. The observation hour should be continuous and should fall entirely within the observation period. Use the extra time in the observation periods to move between sites, locate and document your observation positions, eat lunch, etc.

3. List of Sites

In your packet of materials is your list of observation sites, together with maps, descriptive information (road names, cross streets, direction of travel to observe, etc.), and schedule.

4. What to Do if a Site Is Unusable/Inaccessible

Alternate sites with the same information are also provided. If you determine that the primary site cannot be used, you must select an alternate site. The alternate MUST be:

- The first site in your set of alternates that "matches," i.e.:
  - In the same county.
  - Of the same Roadway Type (there are 5 types; in decreasing size and traffic volume, they are: Interstate/Expressway, Other Principal Arterial, Minor Arterial, Collector, and Local).

If you must move to an alternate site, indicate on the general map for the primary site why you can't use it, go to the alternate, pick an appropriate observation spot, document it, etc.

If you use an alternate site, you must observe at the site during the same time period and day of week as the schedule for the site it replaces.

5. Which Roadway and Direction to Observe

It is important to recognize that one can**not** simply choose to observe traffic on either of the intersecting roadways at an intersection. The roadway and direction to observe are clearly indicated on the general site map. If possible, you **must** observe traffic on this roadway traveling in the direction indicated. If the roadway is a freeway/expressway/interstate, you are to code motorists who were traveling in the direction indicated as they leave this roadway via an exit.

If you cannot observe belt use for the direction specified, you may switch and observe traffic in the opposite direction. Switching direction is a **last resort**. Do this only if there is no safe place

for you to position yourself or observations aren't possible due to something like sun glare; if you do this you must document the reasons for switching.

6. Which Vehicles to Observe

a. Code passenger cars, vans, jeeps, pickup trucks, and sport utility vehicles (SUVs) that are less than 10,000 lbs GVWR. Within these categories, there are no exceptions; code commercial vehicles (any vehicle with a sign on the outside), government vehicles, emergency vehicles, etc. Do NOT code large buses and heavy trucks.

b. You will have selected an observation point where you expect you will be able to code nearly every qualified vehicle. If traffic is moderate and you are near a stop-sign-controlled intersection (or a roundabout, or some other location where all traffic is slowed), this is realistic. If you are near a signal-controlled intersection, you may find that free-flowing traffic on the green signal is moving too fast. In that case, go to step (c). **The goal is to have very, very few "unsure".**

c. If you need to observe traffic stopped/slowed by a red light, begin observations with the **second** vehicle in a line of vehicles stopped at the traffic signal. Code restraint use by occupants of the second vehicle, then code the third vehicle in line, etc. Continue until the vehicles begin to move too rapidly with the green signal.

d. On surface streets with multiple approaching lanes of traffic, code traffic in all approaching lanes **including** ones for right or left turns, if any. At signal-controlled intersections, begin with the second vehicle in the near lane, then the second in the next lane, etc., to the third in the near lane, etc. For the next red signal, begin with second vehicle in the lane you left off at on the preceding signal phase. If the level of traffic is too high to code all lanes, observe each lane exclusively for an equal length of time, broken into 10 or 15 minute periods (with each lane observed for the same number of periods).

e. In the case of freeway exits, find a location controlled by a sharp turn, a stop sign, or a traffic signal so that you can observe nearly all vehicles as they slow down. If possible, do not choose a location that depends on vehicles slowing because they can't merge smoothly, since that would bias your selection to that category of drivers.

7. Heavy Traffic Conditions

Heavy traffic conditions should not affect observations at signalized intersections. For example, at a red light, you should begin with the second vehicle in the near lane and code the occupant and vehicle characteristics. You should then proceed to the second vehicle in the next lane, etc., then the third vehicle in the near through lane, and so on until traffic begins to move (you can walk alongside the line of vehicles). It is likely that, in heavy traffic conditions, there will be more cars stopped than you can code before traffic begins to move.

At freeway exits, it is possible that, in heavy traffic conditions, there is an "unending" line of vehicles slowing/stopping before entering the flow of traffic. In this situation, begin with the second vehicle in line (vehicle "A"). Code the pertinent information for vehicle "A" and mark it on the coding sheet. One or more cars may have passed while you are completing the coding for vehicle "A". At the moment coding for vehicle "A" is complete, look up and identify the next slowed/stopped vehicle. Do **not** code that vehicle, but code the one behind it. Continue in this fashion throughout the coding period for that observation site.

8. How Long to Observe

Observe at each location for a full 60 minutes. A fixed observation period translates to high volume roadways contributing more observation data than low volume roadways. That's the way the study is designed.

9. Whom to Observe

a. **Front seat drivers and outboard passengers**. If there are more than two occupants in the front seat, only observe the driver and the passenger (regardless of age) closest to the passenger-side door. Thus, if there are three occupants in the front seat, the observer would ignore the middle occupant.

b. **Code everyone in the driver's seat and the outboard passenger seat except children in child safety seats**. Do include all other children including children in booster seats. Leave fields for passenger data blank only if there is no qualified passenger present.

10. Recording Data

a. Each coding sheet contains room for 35 vehicles.

b. At the top of each coding sheet is a place for indicating the site code, site name (street/road/highway and identifier such as cross street or exit number), date, day of week, weather, and time of day. At the bottom of the sheet is a place to indicate page number and how many pages of site data there are. Make sure this is filled in accurately and completely for each coding sheet. For "location code", write in **both** the site number **and** the street/road location. THE LOCATION CODE IS EXTREMELY IMPORTANT.

c. Please place the coding forms in order in envelopes to return to PRG-South. Keep all the coding sheets for a county in one envelope. Within a county, try to place the coding sheets in order from lowest to highest intersection number. For each intersection, place the pages in order (e.g., 1 of 6, 2 of 6, 3 of 6, etc.).

11. Codes

a. **Vehicle**: Indicate the type of vehicle in which the person is riding.

C = Car
V = Van, minivan or other like vehicle
T = Truck, i.e., pickup truck with a separate bed, even if enclosed
S = Sport Utility Vehicle

b. **Sex** (**S**): Note the gender of the person being observed, male (M) or female (F) or unsure (U).

c. **Age** (A): Note the age range of the person being observed.

C = Child age 15 or younger (passenger only)
Y = 16-59
O = 60 years or older
U = Unsure

d. **Race**: (**R**) Note the race of the person being observed.

W = White
B = Black
H = Hispanic
O = Other
U = Unsure

e. **Restraint Use**

Seat belts: Code if the occupant is (Y) or is not (N) wearing a seat belt. **Code based on the shoulder belt.** If the shoulder belt is visible and properly positioned, code Y. If the person is adequately visible and no shoulder belt use is seen, code N. If you cannot see the person clearly enough to determine whether or not a shoulder belt is visible, code U (uncertain). In general, try to avoid the U code.

If the shoulder belt is improperly fastened, i.e., looped behind the back or under the arm, code N for improper use.

12. Returning Materials After Completing Observations

Make sure to return all materials back to PRG-South:

a. Completed coding forms
b. Unused coding forms (only after the last survey)
c. Site maps (with any changes noted – only after the last survey)
d. Maps (with any changes noted – only after the last survey)
e. List of intersections (with any changes noted – only after the last survey)

13. General Tips

Conducting seat belt observations is not particularly hard work, but it is tedious work. Conditions are often hot and humid. Observers must make a special effort to maintain the quality of the observations. Here are some tips and recommendations based on years of conducting these observations.

1. Dress for the work. A hat, sunscreen and sunglasses are essential. If you don't have the complexion that will allow several hours in the sun, you should wear long pants and long-sleeved shirts. The discomfort that comes with the heat is much more bearable (and considerably shorter) than a severe sunburn.

2. Wear an orange safety vest at all times. Drivers are wary of people hanging around corners peering into cars, especially if they have kids in the car. The vest gives you an "official" air that may put drivers at ease. Still, don't be insulted by windows going up, doors locking, etc.

3. You will have an identification letter from DOT; keep it handy. Police officers and others will probably not be aware of the project. If anyone asks what is being done, tell them and show them the letter.

4. Be thoroughly familiar with all the procedures in this manual. Just one person consistently making the same mistakes can bias the results. The point of this research is to get an accurate reading of seat belt usage so education campaigns can be developed for low usage groups. Accurate information is of paramount importance.

5. Each observer is ultimately responsible for his/her work, as well as safety. Remember, observation requires that you stand close to traffic. Stay alert and be ready to react.

Appendix D. Florida Seat Belt Observation Form

SITE NUMBER:_____ **SITE:**_____

NOTES:_____

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

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

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

WEATHER CONDITIONS

1 Clear / Sunny **4 Fog**
2 Light Rain **5 Wet But Not Raining**
3 Cloudy

	VEHICLE			DRIVER		PASSENGER			
Veh. #	Vehicle C = car T = truck S = suv V = van	Sex M = male F = female U = unsure	Age Y = 16-59 O = 60 or older U = unknown	Race W = White B = Black H = Hispanic O = Other U = unsure	Use Y = yes N = no U = unsure	Sex M = male F = female U = unsure	Age C = 15 Y = 16-59 O = 60 or older U = unknown	Race W = White B = Black H = Hispanic O = Other U = unsure	Use Y = yes N = no U = unsure
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FLORIDA SEAT BELT SURVEY
FORM 2012

Page:_____ **of**_____

Appendix E. Florida Site List - Road Segments Chosen for Use

County Name	Roadway ID	Local Road Name	Begin Point	From Street	End Point	To Street	Length (miles)	Functional Classification Stratum	Functional Class. Strat Label
Alachua	26260000	I-75	14.570	0	17.160	0	2.590	1	Intst/Xwy
Alachua	26260000	I-75	1.000	0	9.688	0	8.688	1	Intst/Xwy
Alachua	26070000	W NEWBERRY RD	3.966	0	9.872	0	5.906	2	OthPrinArt
Alachua	26220000	SR 121/SW WILLISTON	8.931	0	10.228	0	1.297	2	OthPrinArt
Alachua	26590000	NW 43RD ST	17.104	0	18.112	0	1.008	3	MinorArt
Alachua	26090000	SW ARCHER RD	5.565	0	8.766	0	3.201	3	MinorArt
Alachua	26000037	SW 6TH ST	0.000	0	0.970	0	0.970	4	Collector
Alachua	26555000	SW 40 BLVD	0.000	0	0.317	0	0.317	4	Collector
Alachua	26A00706	SW 37th Blvd	0.533	0	0.677	0	0.143	A40	Local Rd
Alachua	26680000	County Hwy 1469	4.339	0	4.668	0	0.329	A40	Local Rd
Alachua	26A03215	NW 175th Ave	0.633	0	1.145	0	0.511	A41	Local Rd
Broward	86470000	FLORIDA'S TURNPIKE	2.913	0	6.743	0	3.830	1	Intst/Xwy
Broward	86075000	I-75	7.686	0	9.516	0	1.830	1	Intst/Xwy
Broward	86220000	UNIVERSITY DR	14.519	0	15.520	0	1.001	2	OthPrinArt
Broward	86100000	US 441/SR 7	4.089	0	5.084	0	0.995	2	OthPrinArt
Broward	86080500	SR 84 EASTBOUND	10.934	0	12.002	0	1.068	3	MinorArt
Broward	86004000	CORAL RIDGE DR	21.852	0	22.459	0	0.607	3	MinorArt
Broward	86000447	NE 20 AVE	0.178	0	0.561	0	0.383	4	Collector
Broward	86000493	DYKES RD	0.000	0	1.006	0	1.006	4	Collector
Broward	86000415	SW 30th Ave	1.525	0	1.602	0	0.077	A45	Local Rd
Broward	86000453	Blount Rd	1.323	0	1.517	0	0.194	A45	Local Rd
Broward	86000222	SW 46th Ave (Lyons Rd)	1.123	0	1.252	0	0.130	A45	Local Rd
Collier	03175000	SR 93 / I-75	53.700	0	56.280	0	2.580	1	Intst/Xwy
Collier	03175000	ALLIGATOR ALLEY,I-75	0.063	0	29.200	0	29.137	1	Intst/Xwy
Collier	03080000	SR 29	17.000	0	27.208	0	10.208	2	OthPrinArt
Collier	03010000	TAMIAMI TRAIL	10.630	0	12.038	0	1.408	2	OthPrinArt
Collier	03003000	AIRPORT/PINE RIDGE R	5.851	0	7.294	0	1.443	3	MinorArt
Collier	03530000	COLLIER BLVD.	10.074	0	13.480	0	3.406	3	MinorArt

Collier	03000043	13TH STREET	4.282	0	6.284	0	2.002	4	Collector
Collier	03030000	N COLLIER BLVD	0.000	0	2.157	0	2.157	4	Collector
Collier	03A04916	Laurel Oak Dr	0.118	0	0.146	0	0.028	A45	Local Rd
Collier	03A01658	Arnold Ave	0.957	0	1.328	0	0.370	A41	Local Rd
Collier	03A00214	Desoto Blvd S	6.654	0	6.905	0	0.251	A41	Local Rd
Duval	72001000	I-295/SR 9A	35.000	0	35.511	0	0.511	1	Intst/Xwy
Duval	72040000	SOUTHSIDE BLVD	2.914	0	4.852	0	1.938	1	Intst/Xwy
Duval	72100000	ATLANTIC BLVD	10.034	0	12.383	0	2.349	2	OthPrinArt
Duval	72120000	NORMANDY BLVD	10.762	0	13.378	0	2.616	2	OthPrinArt
Duval	72193000	Merrill/McCormick (Ft Caroline Rd)	0.876	0	2.469	0	1.593	3	MinorArt
Duval	72028000	BAYMEADOWS RD	0.000	0	1.191	0	1.191	3	MinorArt
Duval	72000121	KERNAN BLVD S	1.269	0	2.820	0	1.551	4	Collector
Duval	72800000	COLLINS RD	0.000	0	6.100	0	6.100	4	Collector
Duval	72A11195	Connie Jean Rd	0.329	0	0.588	0	0.260	A41	Local Rd
Duval	72000117	Hood Rd S	3.304	0	3.632	0	0.332	A41	Local Rd
Duval	72A07054	Jackson Ave N	0.674	0	0.723	0	0.050	A41	Local Rd
Escambia	48260000	I-10	12.257	0	16.481	0	4.224	1	Intst/Xwy
Escambia	48270000	SPUR I-110 SR8A	0.000	0	6.341	0	6.341	1	Intst/Xwy
Escambia	48020000	SCENIC HWY	23.296	0	24.690	0	1.394	2	OthPrinArt
Escambia	48020000	SCENIC HWY	17.290	0	18.312	0	1.022	2	OthPrinArt
Escambia	48050000	N PACE BLVD	21.029	0	23.676	0	2.647	3	MinorArt
Escambia	48010000	E NINE MILE RD	11.323	0	13.777	0	2.454	3	MinorArt
Escambia	48506000	E KINGSFIELD RD	3.678	0	5.445	0	1.767	4	Collector
Escambia	48530000	J EARLE BOWDEN WAY	3.033	0	10.371	0	7.338	4	Collector
Escambia	48A00153	Tara Dawn Ln	0.482	1	0.641	0	0.158	A40	Local Rd
Escambia	48A03414	Taylor Rd	0.883	2	1.156	0	0.271	A45	Local Rd
Escambia	48A05129	Shiloh Dr	0.000	4	0.293	0	0.292	A40	Local Rd
Hillsborough	10470000	VETERANS EXPRESSWAY	2.050	0	4.099	0	2.049	1	Intst/Xwy
Hillsborough	10075000	I - 75	0.000	0	4.381	0	4.381	1	Intst/Xwy
Hillsborough	10030000	E HILLSBOROUGH AVE	2.267	0	3.522	0	1.255	2	OthPrinArt
Hillsborough	10090000	DR ML KING JR BLVD	5.638	0	7.738	0	2.100	2	OthPrinArt
Hillsborough	10504000	W BEARSS AVE	0.000	0	0.200	0	0.200	3	MinorArt
Hillsborough	10519000	GIBSONSTON DR	0.000	0	3.502	0	3.502	3	MinorArt
Hillsborough	10000209	BRYAN RD	0.000	0	3.040	0	3.040	4	Collector

Hillsborough	10700000	LUTZ-LAKE FERN RD	5.665	0	6.674	0	1.009	4	Collector
Hillsborough	10A21385	W Timberlane Dr	2.062	0	2.107	0	0.046	A45	Local Rd
Hillsborough	10A07950	Leroy Collins Blvd	0.198	0	0.399	0	0.202	A45	Local Rd
Hillsborough	10523000	Symmes Rd	3.610	0	3.872	0	0.263	A41	Local Rd
Lake	11470000	FLORIDA'S TURNPIKE	1.276	0	1.612	0	0.336	1	Intst/Xwy
Lake	11470000	FLORIDA'S TURNPIKE	1.276	0	1.612	0	0.336	1	Intst/Xwy
Lake	11200000	US 27	1.723	0	3.728	0	2.005	2	OthPrinArt
Lake	11010000	ORANGE BLOSSOM TRAIL	14.253	0	17.470	0	3.217	2	OthPrinArt
Lake	11030000	CR 435	0.000	0	1.673	0	1.673	3	MinorArt
Lake	11190000	SR 19	0.569	0	9.725	0	9.156	3	MinorArt
Lake	11503500	LAKESHORE DR	0.000	0	3.100	0	3.100	4	Collector
Lake	11090000	LAKE DRIVE, C-561	21.379	0	23.872	0	2.493	4	Collector
Lake	11A06027	East Ave	0.000	0	0.1403	0	0.1407	A41	Local Rd
Lake	11A02348	Magnolia Dr	0.028	0	0.138	0	0.110	A41	Local Rd
Lake	11A07586	Oakley Seaver Dr	0.524	0	0.660	0	0.136	A41	Local Rd
Lee	12075000	SR 93/I-75	0.000	0	1.029	0	1.029	1	Intst/Xwy
Lee	12075000	SR 93/I-75	12.614	0	16.452	0	3.838	1	Intst/Xwy
Lee	12020000	PALM BEACH BLVD	2.506	0	4.364	0	1.858	2	OthPrinArt
Lee	12020000	PALM BEACH BLVD	13.320	0	18.241	0	4.921	2	OthPrinArt
Lee	12640000	CORKSCREW ROAD	0.000	0	1.379	0	1.379	3	MinorArt
Lee	12004000	GLADIOLUS DR	8.254	0	9.570	0	1.316	3	MinorArt
Lee	12000151	COUNTRY CLUB BLVD.	0.000	0	1.600	0	1.600	4	Collector
Lee	12000129	MCGREGOR BLVD/CR867	0.271	0	2.949	0	2.678	4	Collector
Lee	12000152	Ben Hill Griffin Pkwy	3.894	0	4.012	0	0.118	A45	Local Rd
Lee	12A10866	SE 6th St	0.228	0	0.362	0	0.134	A41	Local Rd
Lee	**12A05100**	**Lake Shore Dr**	**0.3688**	**0**	**0.446**	**0**	**0.078**	**A45**	Local Rd
Miami-Dade	87270000	NORTH SOUTH EXPWY	12.380	0	14.404	0	2.024	1	Intst/Xwy
Miami-Dade	87005000	SOUTH DADE EXPWY	0.000	0	2.397	0	2.397	1	Intst/Xwy
Miami-Dade	87010000	SOUTH DIXIE HIGHWAY	0.000	0	13.947	0	13.947	2	OthPrinArt
Miami-Dade	87052000	NW 119 ST/GRATIGNY D	0.000	0	0.892	0	0.892	2	OthPrinArt
Miami-Dade	87190000	WEST DIXIE HWY	0.597	0	2.794	0	2.197	3	MinorArt
Miami-Dade	87055000	SW 72 ST/SUNSET DR	4.018	0	5.066	0	1.048	3	MinorArt
Miami-Dade	87063500	NW 67 AVE	0.000	0	2.000	0	2.000	4	Collector
Miami-Dade	87000617	TENESSEE DR/SW 167AV	0.000	0	1.924	0	1.924	4	Collector
Miami-Dade	87A00653	SW 99th Ave	0.441	0	0.488	0	0.048	A41	Local Rd

Miami-Dade	87A04543	SW 43rd St	0.282	0	0.379	0	0.097	A41	Local Rd
Miami-Dade	87A08024	SW 254th St	0.122	0	0.512	0	0.389	A41	Local Rd
Orange	75340000	JOHN LAND APOPKAEXPY	0.000	0	5.662	0	5.662	1	Intst/Xwy
Orange	75280000	I-4	13.675	0	15.555	0	1.880	1	Intst/Xwy
Orange	75037000	ALAFAYA TR	2.468	0	3.126	0	0.658	2	OthPrinArt
Orange	75010000	ORANGE BLOSSOM TRL	1.707	0	4.095	0	2.388	2	OthPrinArt
Orange	75035000	CR 535	0.644	0	1.799	0	1.155	3	MinorArt
Orange	75000012	APOPKA/VINELAND RD	1.154	0	4.544	0	3.390	3	MinorArt
Orange	75000030	ROUSE ROAD	2.600	0	3.580	0	0.980	4	Collector
Orange	75000099	MAIN ST	3.000	0	3.775	0	0.775	4	Collector
Orange	**75A09938**	**Jacobs Pl**	**0.000**	**0**	**0.067**	**0**	**0.063**	**A41**	Local Rd
Orange	75521000	Lee Vista Blvd	0.953	0	1.110	0	0.153	A45	Local Rd
Orange	75A04828	Cassatt Ave	0.308	0	0.567	0	0.259	A41	Local Rd
Palm Beach	93470000	FLORIDA'S TURNPIKE	2.754	0	8.669	0	5.915	1	Intst/Xwy
Palm Beach	93470000	FLORIDA'S TURNPIKE	8.669	0	13.795	0	5.126	1	Intst/Xwy
Palm Beach	93310000	BEELINE HWY	13.529	0	16.933	0	3.404	2	OthPrinArt
Palm Beach	93580504	CONGRESS AVE	0.000	0	1.184	0	1.184	2	OthPrinArt
Palm Beach	93150000	SR809/MILITARY TRAIL	17.142	0	17.669	0	0.527	3	MinorArt
Palm Beach	93070000	MILITARY TR	1.106	0	1.539	0	0.433	3	MinorArt
Palm Beach	93562000	WELLINGTON TRACE	0.776	0	1.560	0	0.784	4	Collector
Palm Beach	93110000	CR 880	9.794	0	22.905	0	13.111	4	Collector
Palm Beach	93A11709	Seminole Blvd	0.000	0	0.031	0	0.031	A41	Local Rd
Palm Beach	93A00871	Lyons Rd	0.000	0	0.228	0	0.229	A41	Local Rd
Palm Beach	93A04383	Diego Dr S	0.485	0	0.557	0	0.072	A41	Local Rd
Pasco	14140000	I 75	0.291	0	1.358	0	1.067	1	Intst/Xwy
Pasco	14140000	I 75	11.588	0	18.852	0	7.264	1	Intst/Xwy
Pasco	14120000	SR 52	3.028	0	8.005	0	4.977	2	OthPrinArt
Pasco	14030000	US 19	7.710	0	11.474	0	3.764	2	OthPrinArt
Pasco	14000080	EILAND BLVD	0.000	0	3.826	0	3.826	3	MinorArt
Pasco	14010000	US 41	11.321	0	19.811	0	8.490	3	MinorArt
Pasco	14510000	HAPPY HILL RD	12.088	0	14.172	0	2.084	4	Collector
Pasco	14000045	COLLIER PKWY	0.875	0	4.542	0	3.667	4	Collector
Pasco	14A04627	20th St	0.671	0	0.845	0	0.174	A41	Local Rd
Pasco	**14A03330**	**Ranch Rd**	**5.260**	**0**	**5.387**	**0**	**0.127**	**A40**	Local Rd
Pasco	14000105	East Rd	0.000	0	0.253	0	0.254	A40	Local Rd

Seminole	77470000	SEMINOLE EXPRESSWAY	6.089	0	11.609	0	5.520	1	Intst/Xwy
Seminole	77470000	SEMINOLE EXPRESSWAY	14.476	0	17.028	0	2.552	1	Intst/Xwy
Seminole	77120001	FOREST CITY RD	1.305	0	1.795	0	0.490	2	OthPrinArt
Seminole	77120000	SANLANDO SPRINGS RD	6.323	0	7.473	0	1.150	2	OthPrinArt
Seminole	77501000	RED BUG LAKE RD	0.000	0	4.755	0	4.755	3	MinorArt
Seminole	77507000	HOWELL BRANCH RD	0.000	0	1.553	0	1.553	3	MinorArt
Seminole	77000230	ALAFAYA WOODS BLVD	0.000	0	2.352	0	2.352	4	Collector
Seminole	77000200	WYMORE RD	0.296	0	1.210	0	0.914	4	Collector
Seminole	77A00621	E Mitchell Hammock Rd	2.374	0	2.520	0	0.146	A45	Local Rd
Seminole	77A00621	E Mitchell Hammock Rd	2.719	0	2.834	0	0.114	A45	Local Rd
Seminole	77505000	Rinehart Rd	3.169	0	3.298	0	0.116	A45	Local Rd
St Johns	78080000	I-95	0.950	0	8.125	0	7.175	1	Intst/Xwy
St Johns	78080000	I-95	26.155	0	32.060	0	5.905	1	Intst/Xwy
St Johns	78020000	US 1/SR 5	0.977	0	4.950	0	3.973	2	OthPrinArt
St Johns	78020000	US 1/SR 5	6.484	0	13.841	0	7.357	2	OthPrinArt
St Johns	78090000	SR 206	10.621	0	14.255	0	3.634	3	MinorArt
St Johns	78051000	SR 207	12.634	0	14.531	0	1.897	3	MinorArt
St Johns	78520000	INTNL GOLF PKWY	14.101	0	16.153	0	2.052	4	Collector
St Johns	78511000	CR 210/VALLEY RIDGE	0.000	0	1.960	0	1.960	4	Collector
St Johns	78510000	Palm Valley Rd	13.601	0	13.697	0	0.096	A41	Local Rd
St Johns	78A05192	Heritage Landing Pkwy	0.539	0	0.761	0	0.221	A41	Local Rd
St Johns	78A00647	Sawgrass Dr E	2.132	0	2.301	0	0.170	A40	Local Rd
Volusia	79002000	I-95	0.000	0	11.470	0	11.470	1	Intst/Xwy
Volusia	79110000	I-4	11.526	0	14.120	0	2.594	1	Intst/Xwy
Volusia	79230000	DUNLAWTON AVE	2.322	0	2.965	0	0.643	2	OthPrinArt
Volusia	79040000	S WOODLAND BLVD	11.322	0	12.338	0	1.016	2	OthPrinArt
Volusia	79090000	PERKINS HWY	0.203	0	2.376	0	2.173	3	MinorArt
Volusia	79000268	GRAVES AVE	0.000	0	0.739	0	0.739	3	MinorArt
Volusia	79000008	ELKCAM BLVD	2.548	0	4.565	0	2.017	4	Collector
Volusia	79000048	WALL AVE	0.920	0	1.291	0	0.371	4	Collector
Volusia	79000044	N Garfield Ave	0.640	0	0.762	0	0.122	A41	Local Rd
Volusia	79000029	E Minnesota Ave	0.000	0	0.251	0	0.248	A40	Local Rd
Volusia	79A04088	South St	0.435	0	0.505	0	0.070	A40	Local Rd

Appendix F. Florida Seat Belt Use Survey Reporting Form Contents

Florida Seat Belt Use Survey Reporting Form

Part A:*

State: **FLORIDA**

Calendar Year of Survey: **2015** (June)

Statewide Seat Belt Use Rate: **89.4%**

I hereby certify that:

(**Insert GR Name**) has been designated by the Governor as the State's Highway Safety Representative (GR), and if applicable, the GR has delegated the authority to sign the certification in writing to (**Insert Name**), the Coordinator of the State Highway Safety Office.

The reported Statewide seat belt use rate is based on a survey design that 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 by NHTSA.

William A Leaf, Ph.D., a qualified survey statistician, has reviewed the seat belt use rate reported above and information reported in Part B and has determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

Signature: _____

Date: _____

Printed Name: _____

** To be completed by the GR or, if applicable, the Coordinator of the State Highway Safety Office.*

Part B:

		Statewide	Numbers of Occupants …			Percent Unkn Use
Statewide standard error:	**0.820%**	**Total**	**Belted**	**Unbelted**	**Unkn Use**	
		Drivers:	27,912	2,785	19	0.062%
Nonresponse rate:	**0.077%**	**Passengers:**	6,430	639	10	0.141%
		Total:	34,342	3,424	29	0.077%

Site ID	Orig/ Alt-Repl	Date Observed	Selection Prob.	Formula 1 Weight	Total Number of … Drivers	Qual Psgrs	Numbers of Occupants … Belted	Unbelted	Unkn Use
1101	Orig	6/2/2015	0.35428	1.00000	125	56	174	7	0
1102	Orig	6/1/2015	1.00000	1.00000	71	27	91	7	0
1201	Orig	6/2/2015	0.12992	1.00000	223	42	255	10	0
1202	Orig	6/1/2015	0.05554	1.00000	266	32	287	11	0
1301	Orig	5/31/2015	0.00928	1.00000	265	103	355	13	0
1302	Orig	6/2/2015	0.19467	1.00000	291	58	327	22	0
1401	Orig	6/1/2015	0.03132	1.00000	183	40	209	14	0
1402	Orig	6/1/2015	0.01605	1.00000	205	71	253	23	0
1501	Orig	6/1/2015	0.02433	1.00000	89	16	100	5	0
1502	Orig	5/31/2015	0.00486	1.00000	18	5	19	4	0
1503	Orig	5/31/2015	0.00208	1.00000	7	2	9	0	0
6101	Orig	6/1/2015	0.11167	1.00000	302	53	328	27	0
6102	Orig	5/30/2015	0.06899	1.00000	271	130	367	34	0
6201	Orig	6/2/2015	0.02090	1.00000	392	94	426	60	0
6202	Orig	6/1/2015	0.01516	1.00000	374	41	362	52	1
6301	Orig	5/30/2015	0.01174	1.00000	403	141	485	59	0
6302	Orig	6/2/2015	0.00847	1.00000	321	60	335	45	1
6401	Orig	6/1/2015	0.00226	1.00000	132	17	130	19	0
6402	Orig	5/30/2015	0.01903	1.00000	251	76	292	35	0
6501	Orig	6/1/2015	0.00482	1.00000	139	18	138	19	0
6502	Orig	6/2/2015	0.00325	1.00000	100	13	98	14	1
6503	Orig	6/2/2015	0.00553	1.00000	381	48	393	35	1

11101	Orig	6/4/2015	0.37231	1.00000	227	44	255	16	0
11102	Orig	5/30/2015	1.00000	1.00000	118	56	160	14	0
11201	Orig	5/30/2015	0.06867	1.00000	92	27	110	9	0
11202	Orig	5/29/2015	0.13384	1.00000	332	83	383	32	0
11301	Orig	6/4/2015	0.13611	1.00000	431	88	478	41	0
11302	Orig	6/4/2015	0.15013	1.00000	357	86	405	38	0
11401	Orig	5/30/2015	0.10785	1.00000	43	7	41	9	0
11402	Orig	5/29/2015	0.11115	1.00000	238	74	289	23	0
11501	Orig	6/4/2015	0.00125	1.00000	64	9	52	21	0
11502	Orig	5/29/2015	0.01533	1.00000	56	6	48	14	0
11503	Orig	5/30/2015	0.00350	1.00000	44	14	47	11	0
15101	Orig	5/31/2015	0.00943	1.00000	167	68	215	20	0
15102	Orig	6/2/2015	0.03347	1.00000	418	45	430	33	0
15201	Orig	5/31/2015	0.13052	1.00000	333	111	401	43	0
15202	Orig	6/3/2015	0.02055	1.00000	81	13	87	7	0
15301	Orig	5/31/2015	0.03519	1.00000	262	78	302	38	0
15302	Orig	6/2/2015	0.02631	1.00000	274	38	273	39	0
15401	Orig	6/2/2015	0.05306	1.00000	323	61	348	36	0
15402	Orig	6/3/2015	0.11492	1.00000	358	94	408	44	0
15501	Orig	6/3/2015	0.00079	1.00000	117	29	124	22	0
15502	Orig	6/2/2015	0.01743	1.00000	160	30	170	20	0
15503	Orig	6/3/2015	0.00030	1.00000	50	12	51	11	0
16101	Orig	6/5/2015	0.71689	1.00000	200	56	226	29	1
16102	Orig	6/5/2015	0.81312	1.00000	208	64	251	21	0
16201	Orig	6/4/2015	0.03357	1.00000	233	38	261	10	0
16202	Orig	6/4/2015	0.02840	1.00000	238	56	268	26	0
16301	Orig	6/6/2015	0.08734	1.00000	192	72	242	22	0
16302	Orig	6/5/2015	0.18308	1.00000	265	37	279	23	0
16401	Orig	6/5/2015	0.02722	1.00000	151	38	173	16	0
16402	Orig	6/4/2015	0.43725	1.00000	83	22	87	18	0
16501	Orig	6/4/2015	0.00101	1.00000	81	18	79	20	0
16504	Spare	6/6/2015	0.00065	1.00000	24	4	26	2	0
16506	Spare	6/6/2015	0.00171	1.00000	166	45	196	15	0
28101	Orig	6/2/2015	0.05037	1.00000	361	21	350	32	0
28102	Orig	5/31/2015	0.08440	1.00000	118	30	135	13	0

28201	Orig	6/2/2015	0.03168	1.00000	218	56	240	34	0
28202	Orig	6/1/2015	0.01455	1.00000	219	51	251	19	0
28301	Orig	6/2/2015	0.00612	1.00000	271	57	308	20	0
28302	Orig	5/31/2015	0.04782	1.00000	135	52	170	17	0
28401	Orig	6/1/2015	0.02512	1.00000	181	39	201	17	2
28402	Orig	6/2/2015	0.00608	1.00000	137	26	152	11	0
28501	Orig	6/1/2015	0.00101	1.00000	124	28	140	12	0
28502	Orig	6/2/2015	0.00647	1.00000	162	21	167	16	0
28503	Orig	5/31/2015	0.00127	1.00000	127	42	154	15	0
34101	Orig	6/2/2015	1.00000	1.00000	38	9	42	5	0
34102	Orig	6/3/2015	1.00000	1.00000	39	13	48	4	0
34202	Orig	6/3/2015	0.04732	1.00000	270	44	284	30	0
34204	Spare	5/31/2015	0.15726	1.00000	224	65	255	34	0
34301	Orig	5/31/2015	0.04108	1.00000	143	46	174	15	0
34302	Orig	6/2/2015	0.11561	1.00000	171	19	174	16	0
34401	Orig	6/3/2015	0.07084	1.00000	62	14	65	11	0
34402	Orig	6/2/2015	0.04683	1.00000	125	15	133	7	0
34502	Orig	5/31/2015	0.00309	1.00000	8	3	7	4	0
34503	Orig	6/3/2015	0.01336	1.00000	79	19	90	8	0
34505	Spare	5/31/2015	0.00160	1.00000	112	39	132	19	0
35101	Orig	5/31/2015	0.12389	1.00000	248	87	317	18	0
35102	Orig	5/31/2015	0.46522	1.00000	258	81	323	16	0
35201	Orig	6/3/2015	0.05073	1.00000	264	75	298	41	0
35202	Orig	6/3/2015	0.09284	1.00000	269	41	283	27	0
35301	Orig	5/31/2015	0.02687	1.00000	186	62	238	10	0
35302	Orig	6/1/2015	0.04825	1.00000	275	45	298	22	0
35401	Orig	6/3/2015	0.04597	1.00000	287	66	330	23	0
35402	Orig	6/1/2015	0.08158	1.00000	290	46	297	39	0
35501	Orig	5/31/2015	0.01524	1.00000	233	102	312	23	0
35503	Orig	6/3/2015	0.00104	1.00000	12	6	16	2	0
35509	Spare	6/1/2015	0.00458	1.00000	12	1	10	3	0
43101	Orig	6/2/2015	0.08313	1.00000	228	44	220	52	0
43102	Orig	6/3/2015	0.04676	1.00000	171	46	196	19	2
43201	Orig	5/31/2015	0.08498	1.00000	180	96	265	11	0
43202	Orig	6/2/2015	0.01452	1.00000	281	60	285	52	4

43301	Orig	6/2/2015	0.01901	1.00000	212	49	214	46	1
43302	Orig	6/3/2015	0.01459	1.00000	345	35	353	27	0
43401	Orig	6/2/2015	0.02731	1.00000	98	15	106	6	1
43402	Orig	5/31/2015	0.00782	1.00000	49	21	51	18	1
43501	Orig	6/3/2015	0.00008	1.00000	74	15	73	16	0
43502	Orig	6/3/2015	0.00012	1.00000	22	5	22	5	0
43503	Orig	5/31/2015	0.00013	1.00000	68	31	81	17	1
48101	Orig	6/4/2015	0.03187	1.00000	346	38	363	21	0
48102	Orig	6/6/2015	0.09780	1.00000	217	68	254	31	0
48201	Orig	6/5/2015	0.01939	1.00000	269	76	314	31	0
48202	Orig	6/6/2015	0.06970	1.00000	225	42	248	19	0
48303	Spare	6/4/2015	0.03176	1.00000	232	39	253	18	0
48304	Spare	6/4/2015	0.05398	1.00000	260	55	292	23	0
48401	Orig	6/5/2015	0.01085	1.00000	230	49	248	31	0
48402	Orig	6/4/2015	0.00850	1.00000	285	50	312	23	0
48503	Orig	6/5/2015	0.00340	1.00000	244	46	272	18	0
48508	Spare	6/5/2015	0.00001	1.00000	18	1	13	6	0
48509	Spare	6/6/2015	0.00155	1.00000	28	8	22	14	0
50101	Orig	6/4/2015	0.18019	1.00000	195	32	212	14	1
50102	Orig	6/4/2015	0.14585	1.00000	122	27	142	6	1
50201	Orig	5/30/2015	0.01460	1.00000	138	24	149	12	1
50202	Orig	5/29/2015	0.01312	1.00000	311	35	307	37	2
50301	Orig	5/30/2015	0.00939	1.00000	332	92	396	28	0
50302	Orig	6/4/2015	0.01428	1.00000	335	55	353	35	2
50401	Orig	5/29/2015	0.01409	1.00000	341	66	382	25	0
50402	Orig	5/29/2015	0.03181	1.00000	56	6	48	14	0
50501	Orig	5/30/2015	0.00040	1.00000	41	6	37	10	0
50502	Orig	5/29/2015	0.00247	1.00000	146	24	156	13	1
50503	Orig	6/4/2015	0.00256	1.00000	162	28	161	29	0
51101	Orig	5/29/2015	0.42226	1.00000	188	62	229	21	0
51102	Orig	6/4/2015	0.88854	1.00000	66	27	82	10	1
51201	Orig	5/30/2015	0.11327	1.00000	134	38	153	17	2
51202	Orig	5/30/2015	0.20166	1.00000	240	88	302	25	1
51301	Orig	6/4/2015	0.16628	1.00000	213	45	232	26	0
51302	Orig	5/29/2015	0.27332	1.00000	64	16	73	7	0

51401	Orig	6/4/2015	0.06075	1.00000	131	13	130	14	0
51402	Orig	5/29/2015	0.17454	1.00000	223	29	233	19	0
51501	Orig	6/4/2015	0.00333	1.00000	12	2	13	1	0
51503	Orig	5/30/2015	0.00398	1.00000	37	6	39	4	0
51504	Spare	5/29/2015	0.00216	1.00000	77	9	78	8	0
57101	Orig	5/31/2015	0.34868	1.00000	114	39	143	10	0
57102	Orig	5/31/2015	0.13032	1.00000	75	21	83	13	0
57201	Orig	6/3/2015	0.02512	1.00000	275	33	276	32	0
57202	Orig	6/3/2015	0.07448	1.00000	314	42	318	38	0
57301	Orig	6/3/2015	0.48362	1.00000	213	44	235	22	0
57302	Orig	6/3/2015	0.10246	1.00000	250	35	251	34	0
57401	Orig	6/1/2015	0.27089	1.00000	125	10	125	10	0
57402	Orig	6/3/2015	0.03914	1.00000	193	41	207	27	0
57501	Orig	6/1/2015	0.01710	1.00000	378	33	383	28	0
57502	Orig	6/1/2015	0.01796	1.00000	194	39	215	18	0
57503	Orig	5/31/2015	0.01540	1.00000	196	78	247	27	0
58101	Orig	6/4/2015	0.62876	1.00000	59	21	74	6	0
58102	Orig	6/6/2015	0.83370	1.00000	273	123	363	33	0
58201	Orig	6/4/2015	0.26647	1.00000	383	91	436	38	0
58202	Orig	6/5/2015	0.45063	1.00000	272	73	312	33	0
58301	Orig	6/4/2015	0.14248	1.00000	214	58	250	22	0
58302	Orig	6/4/2015	0.15551	1.00000	344	94	395	43	0
58401	Orig	6/6/2015	0.16626	1.00000	295	105	372	28	0
58402	Orig	6/5/2015	0.12038	1.00000	209	49	229	29	0
58501	Orig	6/5/2015	0.00125	1.00000	98	19	108	9	0
58502	Orig	6/6/2015	0.00473	1.00000	116	38	138	16	0
58503	Orig	6/5/2015	0.00835	1.00000	95	32	114	13	0
64101	Orig	6/1/2015	0.27012	1.00000	42	20	55	7	0
64102	Orig	5/30/2015	0.16207	1.00000	233	87	290	30	0
64201	Orig	6/1/2015	0.01765	1.00000	325	64	352	37	0
64202	Orig	5/29/2015	0.02422	1.00000	318	54	341	31	0
64301	Orig	5/29/2015	0.03185	1.00000	112	10	111	11	0
64302	Orig	5/30/2015	0.04514	1.00000	185	61	228	18	0
64401	Orig	5/30/2015	0.06977	1.00000	146	28	154	20	0
64402	Orig	6/1/2015	0.00088	1.00000	12	1	10	3	0

64501	Orig	5/29/2015	0.00178	1.00000	72	12	77	7	0
64502	Orig	5/30/2015	0.00429	1.00000	41	11	48	4	0
64503	Orig	6/1/2015	0.00209	1.00000	46	7	46	7	0
TOTAL					**30,716**	**7,079**	**34,342**	**3,424**	**29**

Class-County	County-Class		FHWA DVMT	Formula 2 Weight
101	Alachua_1	Intst/Xwys	1,991,412.3	0.2544
201	Alachua_2	Oth Prin Arts	2,383,359.7	0.3045
301	Alachua_3	Minor Arts	1,216,804.9	0.1555
401	Alachua_4	Collectors	1,145,031.3	0.1463
501	Alachua_5	Local Roads	1,090,875.0	0.1394
106	Broward_1	Intst/Xwys	15,173,377.3	0.3508
206	Broward_2	Oth Prin Arts	10,652,342.1	0.2462
306	Broward_3	Minor Arts	6,672,761.5	0.1543
406	Broward_4	Collectors	3,500,567.3	0.0809
506	Broward_5	Local Roads	7,260,105.1	0.1678
111	Collier_1	Intst/Xwys	1,663,073.6	0.1860
211	Collier_2	Oth Prin Arts	1,366,288.9	0.1528
311	Collier_3	Minor Arts	2,356,608.8	0.2635
411	Collier_4	Collectors	1,768,969.5	0.1978
511	Collier_5	Local Roads	1,788,123.8	0.1999
115	Duval_1	Intst/Xwys	11,882,965.4	0.4138
215	Duval_2	Oth Prin Arts	3,563,429.7	0.1241
315	Duval_3	Minor Arts	3,803,387.6	0.1324
415	Duval_4	Collectors	3,270,444.5	0.1139
515	Duval_5	Local Roads	6,198,691.5	0.2158
116	Escambia_1	Intst/Xwys	1,060,574.2	0.1141
216	Escambia_2	Oth Prin Arts	2,159,519.6	0.2323
316	Escambia_3	Minor Arts	1,903,276.3	0.2048

County	FHWA DVMT	Formula 3 Weight
Alachua	7,827,483.2	0.2785
Broward	43,259,153.3	1.0000
Collier	8,943,064.6	0.3182
Duval	28,718,918.7	1.0000
Escambia	9,294,940.4	0.3307
Hillsborough	34,745,256.4	1.0000
Lake	8,054,671.6	0.2866
Lee	17,579,278.5	0.6255
Miami-Dade	53,565,270.3	1.0000
Orange	35,657,526.8	1.0000
Palm Beach	33,164,685.4	1.0000
Pasco	10,682,221.9	0.3801
Seminole	10,249,225.2	0.3647
St. Johns	6,177,139.4	0.2198
Volusia	15,419,862.9	0.5487
TOTAL	323,338,698.4	

416	Escambia_4	Collectors	1,379,919.4	0.1485
516	Escambia_5	Local Roads	2,791,650.9	0.3003
128	Hillsborough_1	Intst/Xwys	10,379,055.1	0.2987
228	Hillsborough_2	Oth Prin Arts	7,447,429.2	0.2143
328	Hillsborough_3	Minor Arts	5,707,959.7	0.1643
428	Hillsborough_4	Collectors	4,199,028.6	0.1209
528	Hillsborough_5	Local Roads	7,011,783.7	0.2018
134	Lake_1	Intst/Xwys	922,151.5	0.1145
234	Lake_2	Oth Prin Arts	2,660,659.3	0.3303
334	Lake_3	Minor Arts	933,758.1	0.1159
434	Lake_4	Collectors	2,007,044.5	0.2492
534	Lake_5	Local Roads	1,531,058.2	0.1901
135	Lee_1	Intst/Xwys	2,445,172.8	0.1391
235	Lee_2	Oth Prin Arts	3,226,926.6	0.1836
335	Lee_3	Minor Arts	4,288,262.7	0.2439
435	Lee_4	Collectors	2,027,383.1	0.1153
535	Lee_5	Local Roads	5,591,533.2	0.3181
143	Miami-Dade_1	Intst/Xwys	15,787,678.9	0.2947
243	Miami-Dade_2	Oth Prin Arts	10,361,532.2	0.1934
343	Miami-Dade_3	Minor Arts	10,724,028.4	0.2002
443	Miami-Dade_4	Collectors	6,171,439.4	0.1152
543	Miami-Dade_5	Local Roads	10,520,591.4	0.1964
148	Orange_1	Intst/Xwys	11,197,167.9	0.3140
248	Orange_2	Oth Prin Arts	6,311,599.4	0.1770
348	Orange_3	Minor Arts	6,969,177.6	0.1954
448	Orange_4	Collectors	5,250,047.6	0.1472
548	Orange_5	Local Roads	5,929,534.2	0.1663
150	Palm Beach_1	Intst/Xwys	10,188,879.9	0.3072
250	Palm Beach_2	Oth Prin Arts	8,456,112.4	0.2550
350	Palm Beach_3	Minor Arts	5,302,889.6	0.1599
450	Palm Beach_4	Collectors	4,512,428.2	0.1361

550	Palm Beach_5	Local Roads	4,704,375.2	0.1418
151	Pasco_1	Intst/Xwys	1,481,708.0	0.1387
251	Pasco_2	Oth Prin Arts	3,878,137.0	0.3630
351	Pasco_3	Minor Arts	1,289,235.4	0.1207
451	Pasco_4	Collectors	1,507,259.1	0.1411
551	Pasco_5	Local Roads	2,525,882.5	0.2365
157	Seminole_1	Intst/Xwys	2,451,997.0	0.2392
257	Seminole_2	Oth Prin Arts	2,418,509.9	0.2360
357	Seminole_3	Minor Arts	1,545,145.7	0.1508
457	Seminole_4	Collectors	1,550,109.6	0.1512
557	Seminole_5	Local Roads	2,283,463.0	0.2228
158	St. Johns_1	Intst/Xwys	1,933,095.5	0.3129
258	St. Johns_2	Oth Prin Arts	1,168,941.7	0.1892
358	St. Johns_3	Minor Arts	1,122,090.0	0.1817
458	St. Johns_4	Collectors	935,872.0	0.1515
558	St. Johns_5	Local Roads	1,017,140.1	0.1647
164	Volusia_1	Intst/Xwys	4,163,110.2	0.2700
264	Volusia_2	Oth Prin Arts	4,444,291.2	0.2882
364	Volusia_3	Minor Arts	1,648,449.5	0.1069
464	Volusia_4	Collectors	1,548,465.5	0.1004
564	Volusia_5	Local Roads	3,615,546.6	0.2345
TOTAL			323,338,698.4	