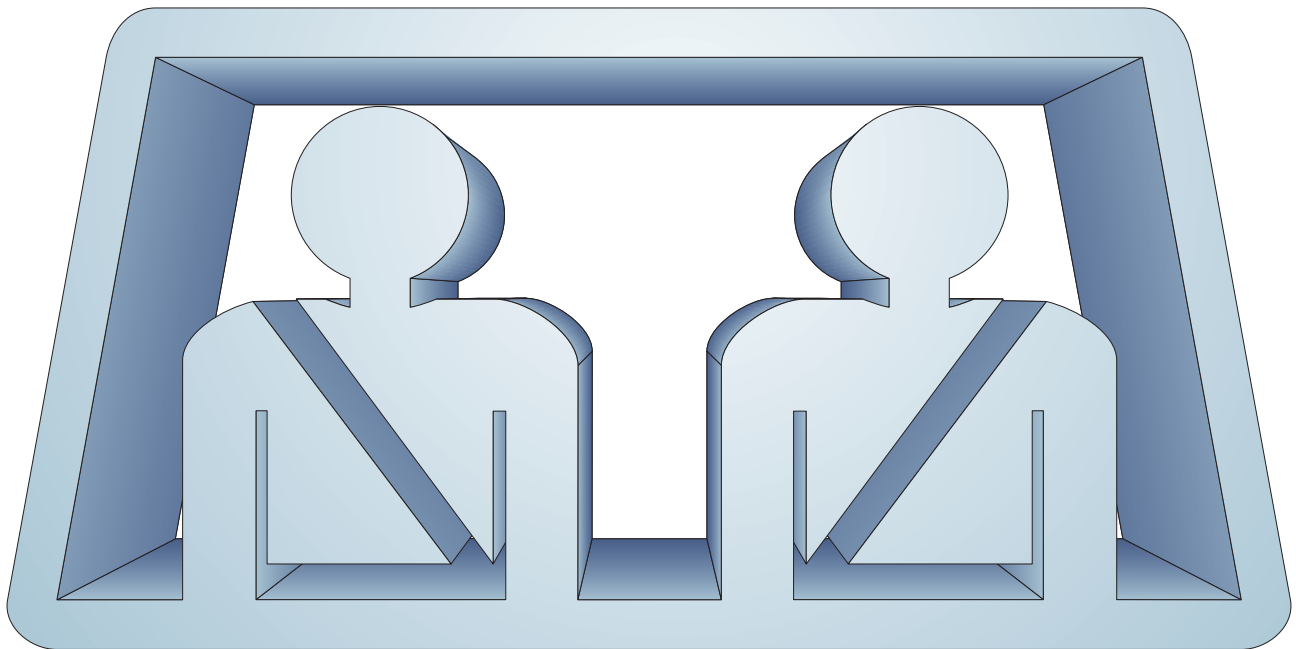


# 2005 Seat Belt Usage Survey



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

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

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# 2005 Seat Belt Usage Survey

## Introduction

During the spring and summer of 2005, two surveys were taken of motor vehicle drivers' and passengers' seat belt usage. These surveys are before and after parts of the "Click it or Ticket" education and enforcement campaign. The whole project starts with a pre-campaign survey followed by the four-week public information, education and enforcement campaign. Finally, the post-campaign survey is taken to test the effectiveness of the education and enforcement campaign. In the pre-campaign survey of seat belt usage, the usage/non-usage of 15,444 front seat occupants of cars, vans, SUVs and pickups were observed at 100 locations. In the post-campaign survey of seat belt usage, 15,731 observations were made of front seat occupants of cars, vans, SUVs and pickups. The day of the week and time of day the observations took place were selected for each site using a random number generation computer program.

## Methodology and Methodological Changes Starting with This Survey

The methodology of these surveys follows that of prior surveys by using a sample of 100 observational sites that were selected on the basis of population, geographic location and statewide vehicle miles of travel by road system (see Charts 20 and 21). The surveys have been essentially conducted at the same sites since 1988 (some site modification occurs when construction closes a site or extensively changes traffic patterns or traffic volume). The development of the survey follows the specifications of the National Highway Traffic Safety Administration (NHTSA). The survey was conducted by the Iowa Department of Public Safety's State Patrol Officers, between the hours of 7 a.m. and 7 p.m., Monday through Sunday. Observations were made for approximately one hour at each site.

Starting with the 2005 survey, NHTSA has asked the State of Iowa to change the way the seat belt usage percentage is calculated for statewide reporting to NHTSA. Traditionally, the Annual Iowa Seat Belt Report calculated the percentage of seat belt usage by using the total observed front seat occupants. The new method would use only those occupants who were observed as belted or unbelted. Those whose seat belt use could not be determined would not be counted for the purpose of seat belt use reporting in Chart 1, the data reported for NHTSA's use. To preserve the integrity of the historical seat belt use data, the DOT will continue to calculate usage using all observed vehicle occupants for all other charts.

Chart 1  
2005 Seat Belt Usage Survey--Summary

Road System	April Usage			July Usage			Change
	Observed	Used	Percentage	Observed	Used	Percentage	
Statewide Total	14,850	12,882	87.76%	15,167	13,395	89.01%	1.26%
Municipal	5,205	4,270	82.04%	5,140	4,325	84.14%	2.11%
Primary	5,746	5,136	89.38%	5,372	4,807	89.48%	0.10%
Secondary	1,086	976	89.87%	877	791	90.19%	0.32%
Interstate	2,813	2,500	88.87%	3,778	3,472	91.90%	3.03%

Estimated statewide total April survey usage weighted by vehicle miles of travel and 95% confidence intervals for the estimated variance are +/- 0.18%

Estimated statewide total July survey usage weighted by vehicle miles of travel and 95% confidence intervals for the estimated variance are +/- 0.17%

## Statewide Data

In the survey taken before the seat belt usage campaign (April 2005 Survey), 87.8 percent were observed buckled up statewide. In the post-campaign survey (July 2005 Survey), 89 percent were observed buckled up (see Chart 1—Seat Belt Usage) that is a 1.2 percent increase over the pre-campaign survey in 2005. There were 12,882 occupants observed belted and 1,968 observed unbelted in the post-campaign survey. For 594 front seat occupants, belt usage or non-usage could

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

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

not be determined. These occupants were not included in the total observed count for Chart 1. The survey data for all of the charts that follow Chart 1 will include unknown seat belt use so that continuity can be maintained and the data can be compared with the data of past surveys. Charts 2 through 7 include data from past surveys and Charts 8 through 25 can be compared with comparable charts from past surveys by researchers.

### Usage by Roadway System

The news for this year is mixed. Seat belt usage increased on two of the four road systems studied in 2005. The highest seat belt usage was recorded on the interstate system. Interstate usage and municipal roads usage increased between the April survey and July survey. Secondary and primary road systems decreased in usage by amounts that could fall within statistical variance. Usage was higher in the post-campaign survey for secondary and interstate roadways than in the 2004 post-campaign survey.

### Interstate Highway System

In 2005, seat belt usage increased by more than 3.6 percent between the April (84.6 percent) and July (88.2 percent) surveys. This gave interstate usage the highest percentage of any road system. There was also an increase in interstate seat belt use (0.5 percent) between the post-campaign survey of 2004 (87.7 percent) and 2005 (88.2 percent). This is the third year in a row that usage on the interstate system has been the highest of all the roadway systems after trailing primary highways for two years. Seat belt usage has been historically highest on these roads because people travel longer distance at higher speeds on these roads (see Charts 2 and 7 for historical usage rates for this system). Even though the interstate system roads have the lowest crash rate because of their design, drivers often perceive them to be more dangerous because of high traffic density and higher travel speeds.

### Primary Road System

Seat belt usage on the Primary Road System (U.S. and state highways) remained essentially the same between the April (86.7 percent) and July (86.3 percent) surveys in 2005. The post-campaign usage is 1 percent lower in 2005, compared to the post-campaign usage in 2004 (87.3 percent). That is very near the margin of error. The usage on the Primary Road System ranks third behind interstates and the Secondary Road System (see Charts 2 and 5 for historical data). Increasing the usage on these roads is a goal to safety specialists because almost half of the traffic fatalities (47 percent) occur on the Primary Road System.

### Secondary Road System

Seat belt usage on the Secondary Road System (county roads) in the July 2005 survey (87.4 percent) dropped 1.2 percent from the 88.6 percent registered in the April 2005 survey. However, there was a 1 percent increase in the number of occupants buckled up in the post-campaign survey in 2005 compared to 2004 (see Charts 2 and 6 for historical data). Over 30 percent of all motor vehicle fatalities occur on the Secondary Road System.

**Chart 2**  
**Restraint Usage by Year and Road System**

Survey	Statewide	Municipal	Primary	Secondary	Interstate
Jun 86	27%	20%	27%	24%	43%
Sep 86	46%	34%	48%	42%	62%
Apr 87	63%	54%	65%	64%	69%
Sep 87	56%	48%	56%	55%	67%
Sep 88	55%	46%	55%	52%	69%
Sep 89	59%	49%	56%	61%	72%
Sep 90	61%	49%	60%	61%	76%
Sep 91	68%	64%	64%	64%	79%
Sep 92	71%	62%	69%	71%	83%
Sep 93	73%	59%	73%	71%	80%
Sep 94	73%	63%	72%	72%	82%
Sep 95	75%	65%	75%	76%	85%
Sep 96	75%	69%	74%	71%	85%
Nov 97	75%	69%	74%	71%	85%
Oct 98	77%	70%	76%	79%	84%
Oct 99	78%	72%	78%	80%	84%
Oct 00	78%	73%	79%	77%	82%
Oct 01	81%	76%	83%	83%	81%
Sep 02	82%	79%	83%	87%	81%
Mar 03	82%	78%	86%	81%	82%
Jul 03	86%	82%	88%	83%	90%
Apr 04	84%	79%	84%	88%	84%
Jul 04	86%	84%	87%	86%	88%
Apr 05	85%	78%	87%	89%	85%
Jul 05	86%	81%	86%	87%	88%

### **Municipal Road System**

Seat belt use on the Municipal Road System (city streets) increased 3.1 percent between the April (78.2 percent) and July (81.3 percent) surveys. However, there was also a 2.4 percent decrease in seat belt usage between the July survey (81.3 percent) in 2005 and July survey (83.7 percent) in 2004 (see Charts 2 and 4 for historical data). More than 45 percent of all motor vehicle crashes occur on city streets and seat belt usage on the Municipal Road System has been traditionally the lowest of the road systems studied.

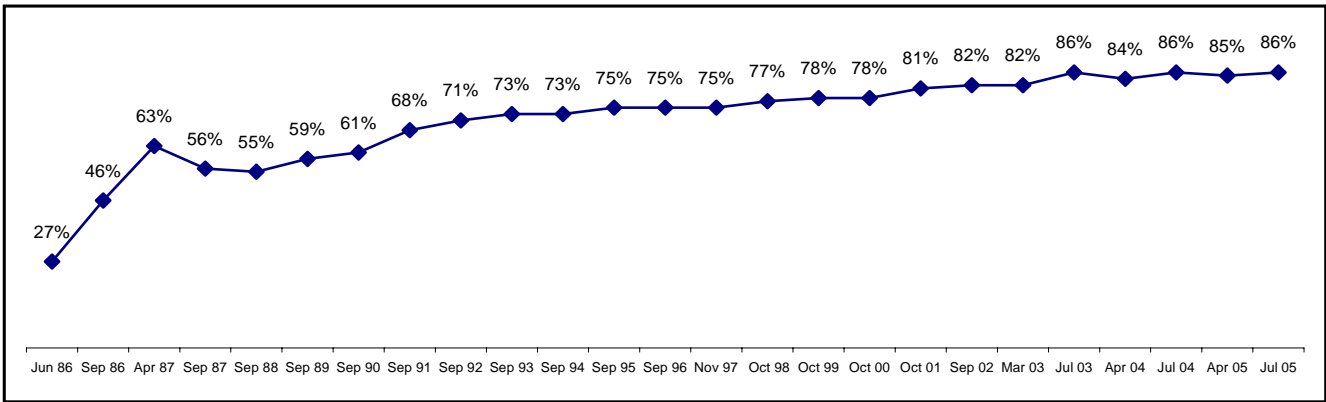
### **Seat Belt Law Historical Background**

The Iowa law mandating seat belt usage went into effect July 1, 1986. A fine of \$10, plus court costs, was effective January 1, 1987. The fine was increased to \$25, plus court costs, effective July 1, 2001. The original law required all front seat occupants over the age of six to wear the seat belt meeting federal motor vehicle standards. The law allows primary enforcement (i.e. law enforcement officers can stop a vehicle when non-use of seat belts is observed). Medical exemptions and other limited exemptions are allowed. Children under the age of six are covered by the child restraint law, which went into effect January 1, 1985. Children, under the age of three, seated anywhere in the car, must be secured in an approved child safety seat. Children between the ages of three and six must be secured in a child safety seat or the vehicle's seat belt. Effective July 1, 2004, the child restraint law was changed to include children up to age 11, and requirements for the use of rear-facing safety seats for children under the age of one and weighing less than 20 pounds. Children under the age of six are required to be secured in a child restraint system. Children over the age of six, but under the age of 11, are required to be secured in an approved child restraint system or an approved seat belt or safety harness. Copies of the annual child restraint survey results are also available from the Governor's Traffic Safety Bureau.

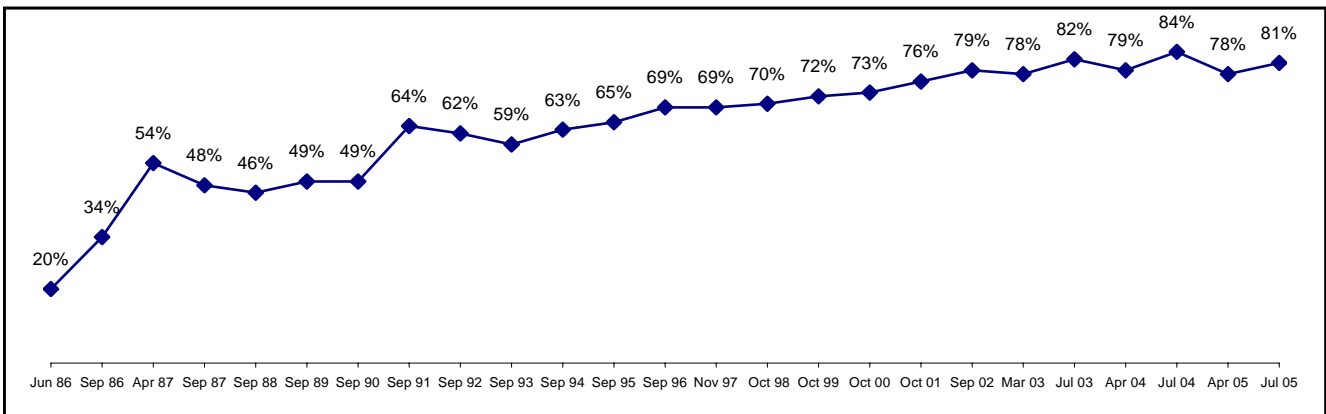
### **Enforcement**

The seat belt law continues to be enforced in the state. There were 51,440 seat belt violation convictions and 2,230 child restraint violation convictions in 2004, for a total of 53,670 convictions. This was a decrease from the 68,713 convictions in 2003. Iowa's seat belt usage rates followed trends similar to other states, showing a large increase after fines were first imposed, increasing from 27 percent in June 1986, to 63 percent in April 1987. In September 1987, usage dropped to 56 percent, but enforcement and public education has steadily increased usage to the current rate at approximately 86 percent.

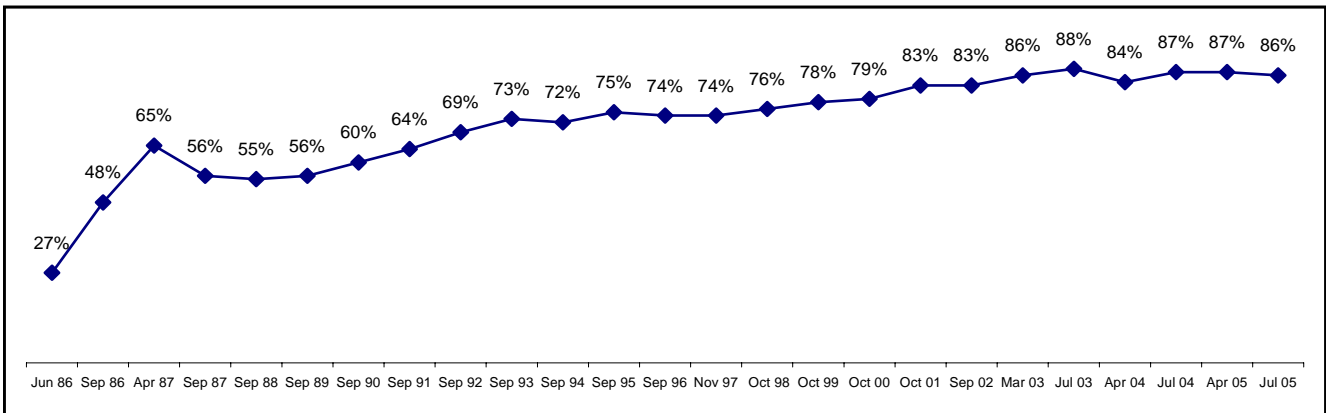
**Chart 3**  
**Seat Belt Usage Percent by Year—All Road Systems**



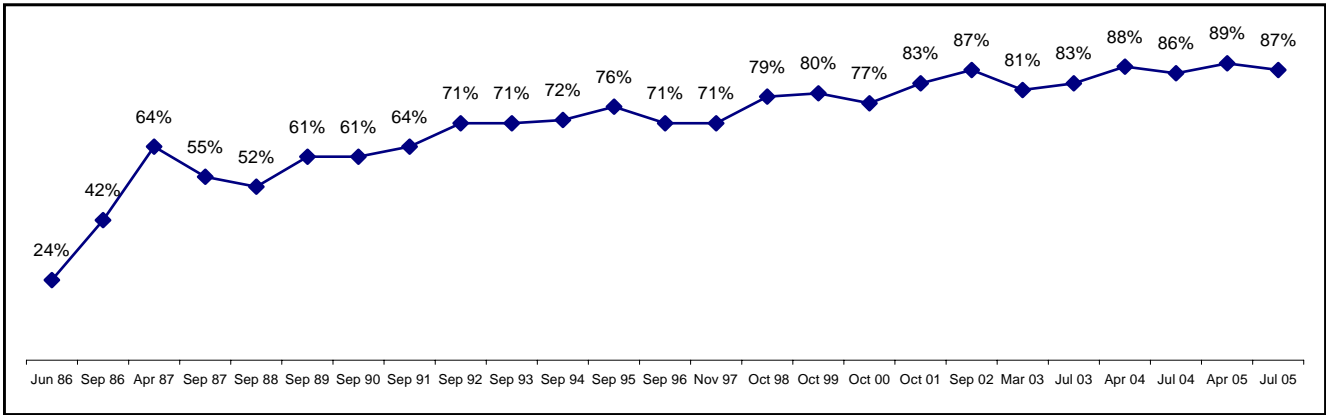
**Chart 4**  
**Seat Belt Usage Percent by Year—Municipal Road System**



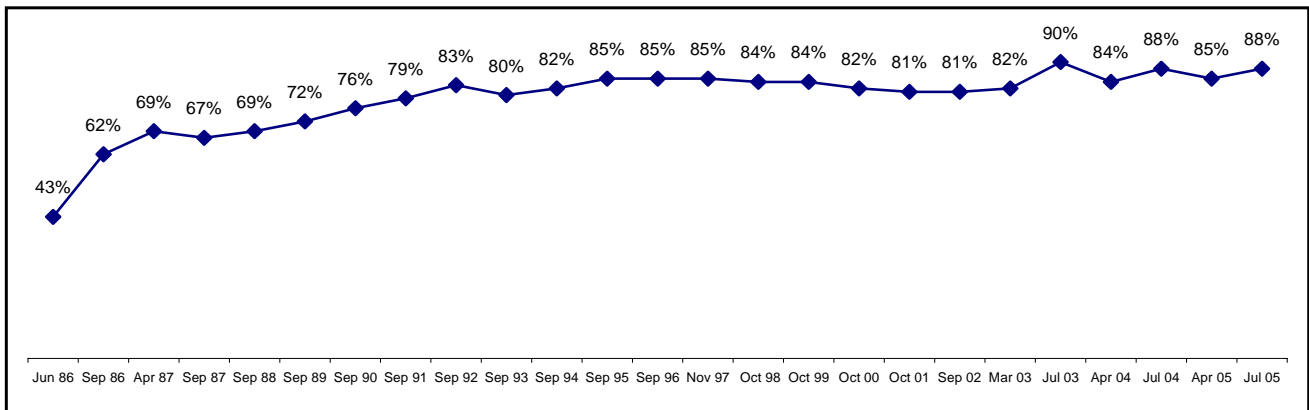
**Chart 5**  
**Seat Belt Usage Percent by Year—Primary Road System**



**Chart 6**  
**Seat Belt Usage Percent by Year—Secondary Road System**



**Chart 7**  
**Seat Belt Usage Percent by Year—Interstate Highway System**



**Chart 8  
April Survey by Road System**

Road System	Drivers						
	Belt		None		Unknown		Total
	#	%	#	%	#	%	#
Municipal	3,349	78.9%	702	16.5%	196	4.6%	4,247
Primary	4,127	87.7%	428	9.1%	152	3.2%	4,707
Secondary	775	89.0%	84	9.6%	12	1.4%	871
Interstate	1,901	84.7%	217	9.7%	127	5.7%	2,245
<b>Total</b>	<b>10,152</b>	<b>84.1%</b>	<b>1,431</b>	<b>11.9%</b>	<b>487</b>	<b>4.0%</b>	<b>12,070</b>
	Passengers						
Municipal	921	75.8%	233	19.2%	61	5.0%	1,215
Primary	1,009	82.8%	182	14.9%	27	2.2%	1,218
Secondary	201	87.0%	26	11.3%	4	1.7%	231
Interstate	599	84.4%	96	13.5%	15	2.1%	710
<b>Total</b>	<b>2,730</b>	<b>80.9%</b>	<b>537</b>	<b>15.9%</b>	<b>107</b>	<b>3.2%</b>	<b>3,374</b>
	Total						
Municipal	4,270	78.2%	935	17.1%	257	4.7%	5,462
Primary	5,136	86.7%	610	10.3%	179	3.0%	5,925
Secondary	976	88.6%	110	10.0%	16	1.5%	1,102
Interstate	2,500	84.6%	313	10.6%	142	4.8%	2,955
<b>Total</b>	<b>12,882</b>	<b>83.4%</b>	<b>1,968</b>	<b>12.7%</b>	<b>594</b>	<b>3.8%</b>	<b>15,444</b>

**Chart 9  
July Survey by Road System**

Road System	Drivers						
	Belt		None		Unknown		Total
	#	%	#	%	#	%	#
Municipal	3,474	82.1%	636	15.0%	124	2.9%	4,234
Primary	3,734	88.5%	363	8.6%	120	2.8%	4,217
Secondary	618	88.4%	63	9.0%	18	2.6%	699
Interstate	2,557	88.0%	216	7.4%	134	4.6%	2,907
<b>Total</b>	<b>10,383</b>	<b>86.1%</b>	<b>1,278</b>	<b>10.6%</b>	<b>396</b>	<b>3.3%</b>	<b>12,057</b>
	Passengers						
Municipal	851	78.4%	179	16.5%	55	5.1%	1,085
Primary	1,073	79.2%	202	14.9%	79	5.8%	1,354
Secondary	173	84.0%	23	11.2%	10	4.9%	206
Interstate	915	88.9%	90	8.7%	24	2.3%	1,029
<b>Total</b>	<b>3,012</b>	<b>82.0%</b>	<b>494</b>	<b>13.4%</b>	<b>168</b>	<b>4.6%</b>	<b>3,674</b>
	Total						
Municipal	4,325	81.3%	815	15.3%	179	3.4%	5,319
Primary	4,807	86.3%	565	10.1%	199	3.6%	5,571
Secondary	791	87.4%	86	9.5%	28	3.1%	905
Interstate	3,472	88.2%	306	7.8%	158	4.0%	3,936
<b>Total</b>	<b>13,395</b>	<b>85.2%</b>	<b>1,772</b>	<b>11.3%</b>	<b>564</b>	<b>3.6%</b>	<b>15,731</b>

**Chart 10  
April/July Change**

Road System	Drivers						
	Belt		None		Unknown		Total
	#	%	#	%	#	%	#
Municipal	125	3.2%	-66	-1.5%	-72	-1.7%	-13
Primary	-393	0.9%	-65	-0.5%	-32	-0.4%	-490
Secondary	-157	-0.6%	-21	-0.6%	6	1.2%	-172
Interstate	656	3.3%	-1	-2.2%	7	-1.0%	662
<b>Total</b>	<b>231</b>	<b>2.0%</b>	<b>-153</b>	<b>-1.3%</b>	<b>-91</b>	<b>-0.8%</b>	<b>-13</b>
	Passengers						
Municipal	-70	2.6%	-54	-2.7%	-6	0.0%	-130
Primary	64	-3.6%	20	0.0%	52	3.6%	136
Secondary	-28	-3.0%	-3	-0.1%	6	3.1%	-25
Interstate	316	4.6%	-6	-4.8%	9	0.2%	319
<b>Total</b>	<b>282</b>	<b>1.1%</b>	<b>-43</b>	<b>-2.5%</b>	<b>61</b>	<b>1.4%</b>	<b>300</b>
	Total						
Municipal	55	3.1%	-120	-1.8%	-78	-1.3%	-143
Primary	-329	-0.4%	-45	-0.2%	20	0.6%	-354
Secondary	-185	-1.2%	-24	-0.5%	12	1.6%	-197
Interstate	972	3.6%	-7	-2.8%	16	-0.8%	981
<b>Total</b>	<b>513</b>	<b>1.7%</b>	<b>-196</b>	<b>-1.5%</b>	<b>-30</b>	<b>-0.3%</b>	<b>287</b>



Chart 11

Seat Belt Usage by Road System and Population

Population and Road System	Usage			
	April		July	
<b>A Over 200,000</b>	2,216	71.19%	1,829	84.36%
Municipal	1,202	65.86%	881	86.29%
Primary	531	82.20%	469	83.75%
Secondary	25	83.33%	27	93.10%
Interstate	458	74.84%	452	81.00%
<b>B 150,000 TO 199,999</b>	3,067	89.39%	3,128	89.63%
Municipal	916	86.58%	969	87.69%
Primary	1,313	91.43%	929	89.67%
Secondary	295	90.21%	250	88.65%
Interstate	543	89.02%	980	91.85%
<b>C 75,000 TO 149,999</b>	1,494	91.71%	1,592	90.20%
Municipal	551	88.73%	644	88.46%
Primary	476	94.07%	550	92.13%
Secondary	92	97.87%	72	91.14%
Interstate	375	91.91%	326	90.30%
<b>D 25,000 TO 74,999</b>	2,483	83.46%	1,945	80.14%
Municipal	721	85.02%	579	82.48%
Primary	1,419	83.42%	822	85.45%
Secondary	281	84.89%	470	71.43%
Interstate	62	65.26%	74	70.48%
<b>E Under 25,000</b>	3,622	84.31%	4,901	83.34%
Municipal	880	79.28%	1,332	77.89%
Primary	1,397	85.39%	1,730	82.74%
Secondary	283	88.44%	199	84.68%
Interstate	1,062	86.34%	1,640	88.89%
<b>Total</b>	12,882	83.41%	13,395	85.15%
Municipal	4,270	78.18%	4,405	83.65%
Primary	5,136	86.68%	4,500	85.78%
Secondary	976	88.57%	1,018	79.35%
Interstate	2,500	84.60%	3,472	88.21%

Chart 12

Seat Belt Usage by Population and Road System

Population and Road System	Usage			
	April		July	
<b>Municipal</b>	4,270	98.12%	4,405	123.88%
<b>Over 200,000</b>	1,202	65.86%	881	86.29%
<b>150,000 to 199,999</b>	916	86.58%	969	87.69%
<b>75,000 to 149,999</b>	551	88.73%	644	88.46%
<b>25,000 to 74,999</b>	721	85.02%	579	82.48%
<b>Under 25,000</b>	880	79.28%	1,332	77.89%
<b>Primary</b>	5,136	86.68%	4,500	85.78%
<b>Over 200,000</b>	531	82.20%	469	83.75%
<b>150,000 to 199,999</b>	1,313	91.43%	929	89.67%
<b>75,000 to 149,999</b>	476	94.07%	550	92.13%
<b>25,000 to 74,999</b>	1,419	83.42%	822	85.45%
<b>Under 25,000</b>	1,397	85.39%	1,730	82.74%
<b>Secondary</b>	976	88.57%	1,018	79.35%
<b>Over 200,000</b>	25	83.33%	27	93.10%
<b>150,000 to 199,999</b>	295	90.21%	250	88.65%
<b>75,000 to 149,999</b>	92	97.87%	72	91.14%
<b>25,000 to 74,999</b>	281	84.89%	470	71.43%
<b>Under 25,000</b>	283	88.44%	199	84.68%
<b>Interstate</b>	2,500	84.60%	3,472	88.21%
<b>Over 200,000</b>	458	74.84%	452	81.00%
<b>150,000 to 199,999</b>	543	89.02%	980	91.85%
<b>75,000 to 149,999</b>	375	91.91%	326	90.30%
<b>25,000 to 74,999</b>	62	65.26%	74	70.48%
<b>Under 25,000</b>	1,062	86.34%	1,640	88.89%
<b>Total</b>	12,882	83.41%	13,395	85.15%
<b>Over 200,000</b>	2,216	71.19%	1,829	84.36%
<b>150,000 to 199,999</b>	3,067	89.39%	3,128	89.63%
<b>75,000 to 149,999</b>	1,494	91.71%	1,592	90.20%
<b>25,000 to 74,999</b>	2,483	83.46%	1,945	80.14%
<b>Under 25,000</b>	3,622	84.31%	4,901	83.34%

Chart 13

Seat Usage by Area of State and Road System

Area of State and Road System	Usage			
	April		July	
<b>Northeast</b>	3,473	85.97%	3,073	88.69%
Municipal	179	95.21%	42	87.50%
Primary	1,492	87.82%	1,441	88.13%
Secondary	664	76.94%	596	92.26%
Interstate	1,138	88.22%	994	87.50%
<b>Northwest</b>	2,948	83.65%	2,125	83.01%
Municipal	328	92.39%	352	90.72%
Primary	440	89.98%	381	78.72%
Secondary	593	73.85%	378	81.64%
Interstate	1,587	84.55%	1,014	82.78%
<b>Southeast</b>	2,570	77.97%	3,090	86.92%
Municipal	488	77.22%	624	82.87%
Primary	1,073	73.24%	696	88.78%
Secondary	1,009	84.15%	1,770	87.71%
Interstate	0	0.00%	0	0.00%
<b>Southwest</b>	3,891	84.88%	5,107	83.03%
Municipal	1,040	83.00%	1,477	84.64%
Primary	2,365	86.47%	3,109	82.18%
Secondary	429	81.87%	428	86.46%
Interstate	57	79.17%	93	72.66%
<b>Total</b>	12,882	83.41%	13,395	85.15%
Municipal	2,035	83.81%	2,495	85.04%
Primary	5,370	84.06%	5,627	84.16%
Secondary	2,695	79.52%	3,172	87.58%
Interstate	2,782	85.89%	2,101	84.41%

Chart 14

Seat Belt Usage by Day of Week and Road System

Day of Week and Road System	Usage			
	April		July	
<b>Sunday</b>	2,305	86.52%	2,797	83.62%
Municipal	242	87.68%	265	77.94%
Primary	1,738	88.27%	1,637	83.39%
Secondary	290	76.92%	847	86.08%
Interstate	35	83.33%	48	82.76%
<b>Monday</b>	1,717	85.25%	1,592	86.71%
Municipal	347	94.81%	482	90.94%
Primary	565	83.58%	551	83.74%
Secondary	677	86.57%	444	88.80%
Interstate	128	67.37%	115	77.70%
<b>Tuesday</b>	2,668	82.09%	2,938	86.82%
Municipal	460	82.44%	900	85.07%
Primary	707	86.11%	732	88.73%
Secondary	750	72.96%	636	84.24%
Interstate	751	89.09%	670	89.81%
<b>Wednesday</b>	2,700	78.17%	3,091	85.67%
Municipal	472	79.46%	344	86.22%
Primary	1,120	74.57%	1,318	81.86%
Secondary	717	78.53%	1,076	91.19%
Interstate	391	87.87%	353	84.25%
<b>Thursday</b>	854	84.39%	931	84.56%
Municipal	0	0.00%	0	0.00%
Primary	318	88.09%	389	89.43%
Secondary	0	0.00%	0	0.00%
Interstate	536	82.33%	542	81.38%
<b>Friday</b>	1,370	91.15%	1,059	86.52%
Municipal	399	90.27%	388	83.80%
Primary	389	92.84%	413	86.58%
Secondary	14	93.33%	15	93.75%
Interstate	568	90.59%	243	90.67%
<b>Saturday</b>	1,268	81.97%	987	80.05%
Municipal	115	59.90%	116	80.56%
Primary	533	83.28%	587	81.75%
Secondary	247	90.15%	154	82.35%
Interstate	373	84.58%	130	70.65%
<b>Total</b>	12,882	83.41%	13,395	85.15%
Municipal	2,035	83.81%	2,495	85.04%
Primary	5,370	84.06%	5,627	84.16%
Secondary	2,695	79.52%	3,172	87.58%
Interstate	2,782	85.89%	2,101	84.41%

Chart 15

Seat Belt Usage by Time of Day and Road System

Time of Day and Road System	Usage			
	April		July	
<b>7 a.m. to 7:59 a.m.</b>	1,295	78.82%	1,927	84.59%
Municipal	643	78.99%	1,118	84.57%
Primary	354	69.14%	458	78.97%
Secondary	21	100.00%	30	96.77%
Interstate	277	93.58%	321	93.04%
<b>8 a.m. to 8:59 a.m.</b>	965	86.24%	892	85.60%
Municipal	91	80.53%	186	83.78%
Primary	760	87.06%	550	87.72%
Secondary	64	83.12%	86	74.14%
Interstate	50	89.29%	70	90.91%
<b>9 a.m. to 9:59 a.m.</b>	1,153	83.25%	1,029	85.54%
Municipal	278	74.73%	213	75.80%
Primary	85	77.98%	71	79.78%
Secondary	435	85.29%	398	90.45%
Interstate	355	90.10%	347	88.30%
<b>10 a.m. to 10:59 a.m.</b>	1,129	87.93%	628	83.62%
Municipal	394	85.47%	261	85.58%
Primary	735	89.31%	367	81.02%
Secondary	0	0.00%	0	0.00%
Interstate	0	0.00%	0	0.00%
<b>11 a.m. to 11:59 a.m.</b>	659	68.01%	394	84.01%
Municipal	0	0.00%	0	0.00%
Primary	442	61.56%	130	92.86%
Secondary	67	93.06%	32	82.05%
Interstate	150	83.80%	232	80.00%
<b>12 p.m. to 12:59 p.m.</b>	450	78.95%	818	77.46%
Municipal	77	83.70%	103	92.79%
Primary	209	73.33%	247	81.25%
Secondary	146	91.82%	123	90.44%
Interstate	18	52.94%	345	68.32%
<b>1 p.m. to 1:59 p.m.</b>	699	75.90%	622	81.52%
Municipal	79	75.96%	94	62.25%
Primary	455	70.54%	321	83.38%
Secondary	0	0.00%	0	0.00%
Interstate	165	95.93%	207	91.19%
<b>2 p.m. to 2:59 p.m.</b>	1,862	87.05%	1,560	82.98%
Municipal	118	88.72%	156	87.64%
Primary	755	89.88%	484	89.13%
Secondary	360	81.26%	613	75.03%
Interstate	629	87.00%	307	89.77%
<b>3 p.m. to 3:59 p.m.</b>	403	90.77%	390	87.64%
Municipal	0	0.00%	0	0.00%
Primary	168	88.89%	158	85.87%
Secondary	65	87.84%	107	89.17%
Interstate	170	93.92%	125	88.65%
<b>4 p.m. to 4:59 p.m.</b>	1,632	81.56%	1,699	87.76%
Municipal	203	85.29%	168	81.55%
Primary	620	80.52%	526	87.96%
Secondary	331	81.33%	352	86.70%
Interstate	478	81.57%	653	89.94%
<b>5 p.m. to 5:59 p.m.</b>	507	88.02%	528	88.00%
Municipal	230	80.14%	299	84.23%
Primary	179	95.21%	42	87.50%
Secondary	98	97.03%	187	94.92%
Interstate	0	0.00%	0	0.00%
<b>6 p.m. to 6:59 p.m.</b>	2,128	88.93%	2,908	87.91%
Municipal	102	92.73%	85	71.43%
Primary	987	90.14%	1,084	88.71%
Secondary	770	88.20%	589	84.63%
Interstate	269	85.40%	1,150	90.48%
<b>Total</b>	12,882	83.41%	13,395	85.15%
Municipal	2,215	81.31%	2,683	82.73%
Primary	5,749	81.58%	4,438	85.79%
Secondary	2,357	86.12%	2,517	83.96%
Interstate	2,561	87.23%	3,757	87.03%

Chart 16  
Site Selection by County

County	Population	Category	Area	Sites	County	Population	Category	Area	Sites
Adair	8,243	E	SW		Jefferson	16,181	E	SE	
Adams	4,482	E	SW		Johnson	111,006	C	SE	
Allamakee	14,675	E	NE		Jones	20,221	E	SE	
Appanoose	13,721	E	SE		Keokuk	11,400	E	SE	1
Audubon	6,830	E	SW		Kossuth	17,163	E	NW	
Benton	25,308	E	NE		Lee	38,052	D	SE	
Black Hawk	128,012	B	NE		Linn	191,701	B	NE	9
Boone	26,224	D	NW		Louisa	12,183	E	SE	3
Bremer	23,325	B	NE		Lucas	9,422	E	SE	
Buchanan	21,093	E	NE		Lyon	11,763	E	NW	
Buena Vista	20,411	E	NW	5	Madison	14,019	E	SW	
Butler	15,305	E	NE	5	Mahaska	22,335	E	SE	
Calhoun	11,115	E	NW		Marion	32,052	D	SE	
Carroll	21,421	E	NE		Marshall	39,311	D	NE	
Cass	14,684	E	SW		Mills	14,547	E	SW	
Cedar	18,187	E	SE		Mitchell	10,874	E	NE	
Cerro Gordo	46,447	D	NE		Monona	10,020	E	NW	
Cherokee	13,035	E	NW		Monroe	8,016	E	SE	
Chickasaw	13,095	E	NE		Montgomery	11,771	E	SW	
Clarke	9,133	E	SW	2	Muscatine	41,722	E	SE	
Clay	17,372	E	NW	7	O'Brien	15,102	E	NW	
Clayton	18,678	E	NE		Osceola	7,003	E	NW	
Clinton	50,149	D	SE		Page	16,976	E	SW	
Crawford	16,942	E	NW		Palo Alto	10,147	E	NW	
Dallas	40,750	A	SW	2	Plymouth	24,849	E	NW	
Davis	8,541	E	SE		Pocahontas	8,662	E	NW	
Decatur	8,689	E	SW	6	Polk	374,601	A	SW	9
Delaware	18,404	E	NE		Pottawattamie	87,704	C	SW	12
Des Moines	42,351	D	SE		Poweshiek	18,815	E	SE	
Dickinson	16,424	E	NW		Ringgold	5,469	E	SW	
Dubuque	89,143	C	NE		Sac	11,529	E	NW	
Emmet	11,027	E	NW		Scott	158,668	B	SE	8
Fayette	22,008	D	NE		Shelby	13,173	E	SW	
Floyd	16,900	E	NE		Sioux	31,589	D	NW	
Franklin	10,704	E	NE	6	Story	79,981	D	NW	12
Fremont	8,010	E	SW		Tama	18,103	E	NE	
Greene	10,366	E	NW		Taylor	6,958	E	SW	
Grundy	12,369	E	NE		Union	12,309	E	SW	
Guthrie	11,353	E	NW		Van Buren	7,809	E	SE	
Hamilton	16,438	E	NW		Wapello	36,051	D	SE	7
Hancock	12,100	E	NW		Warren	40,671	A	SW	2
Hardin	18,812	E	NE		Washington	20,670	E	SE	4
Harrison	15,666	E	SW		Wayne	6,730	E	SE	
Henry	20,336	E	SE		Webster	40,235	D	NW	
Howard	9,932	E	NE		Winnebago	11,723	E	NW	
Humboldt	10,381	E	NW		Winneshiek	21,310	E	NE	
Ida	7,837	E	NW		Woodbury	103,877	C	NW	
Iowa	15,671	E	SE		Worth	7,909	E	NE	
Jackson	20,296	E	NE		Wright	14,334	E	NW	
Jasper	37,213	D	SE		Totals	2,926,324			100

NOTE: Population data based on the 2000 Census

**Chart 17**  
**Site Selection by Area of State**

Area of State	Northeast	Southeast	Northwest	Southwest	Totals
Number of Selected Sites	20	23	24	33	100
Number of Possible Counties	25	25	29	20	99
Number of Selected Counties	3	5	3	6	17
Percentage of Counties Selected	12.00%	16.00%	10.34%	30.00%	17.17%
Total Population in Area	835,135	777,502	599,002	714,685	2,926,324.00
Percentage of Total State Population	28.54%	26.57%	20.47%	24.42%	100.00%

**Chart 18**  
**Site Selection by Population Category**

Area of State	A - Over 200,000	B - 150,000 to 200,000	C - 75,000 to 150,000	D - 25,000 to 75,000	E - Under 25,000	Total
Number of Selected Sites	13	17	12	19	39	61
Number of Possible Counties	3	4	4	13	75	24
Number of Selected Counties	3	2	1	2	9	17
Percentage of Counties Selected	3.00%	2.00%	1.00%	2.00%	9.00%	17.00%
Total Population in Area	456,022	501,706	391,730	521,663	1,055,203	2,926,324.00
Percentage of Total State Population	15.58%	17.14%	13.39%	17.83%	36.06%	100.00%

**Chart 19**  
**2004 Statewide Vehicle Miles of Travel**

Vehicle Miles	Municipal	Rural	Total	Percentage
Statewide Total	12,886,181	19,084,606	31,970,787	100.00%
Municipal	6,917,961	N/A	6,917,961	21.64%
Primary	3,585,587	8,482,783	12,068,370	37.75%
Secondary	N/A	5,516,024	5,516,024	17.25%
Interstate	2,382,633	5,085,799	7,468,432	23.36%

NOTE: Vehicle miles of travel reported in 1,000,000 and provided by the Iowa Dept. of Transportation's Office of Transportation Data

**Chart 20**  
**April Seat Belt Survey Sites**

No	County	Area	Day	Time	Location	City	Population	System	Observed	Belted
###	Story	NW	Tue	12 PM	6th @ Grand	Ames	D	M	179	172
###	Polk	SW	Wed	3 PM	7th & Grand	Des Moines	A	M	615	345
###	Polk	SW	Tue	3 PM	Aurora @ Beaver	Des Moines	A	M	298	210
###	Story	NW	Wed	5 PM	Duff Exit @ Hwy 30	Ames	D	P	445	397
###	Story	NW	Wed	1 PM	E23 @ Hwy 69		D	S	84	76
###	Story	NW	Wed	6 PM	E63 @ Hwy 65		D	S	34	18
###	Story	NW	Sat	6 PM	Hwy 133 @ Hwy 30		D	P	162	90
###	Dallas	SW	Tue	10 AM	Hwy 141 @ Hwy 210		A	P	43	33
###	Polk	SW	Tue	6 PM	Hwy 160 @ Hwy 69	Ankeny	A	P	179	150
###	Story	NW	Wed	2 PM	Hwy 210 @ Hwy 65		D	P	30	22
###	Story	NW	Thu	5 PM	Hwy 210 @ Hwy 69		D	P	81	48
###	Story	NW	Sat	2 PM	Hwy 65 @ Hwy 30		D	P	99	60
###	Polk	SW	Thu	3 PM	Hwy 945 @ Hwy 931		A	P	36	26
###	Story	NW	Tue	2 PM	I-35 Exit #123		D	I	30	22
###	Polk	SW	Sat	4 PM	I-35 Exit #92		A	I	383	295
###	Polk	SW	Wed	4 PM	I-35 Rest Area		A	I	57	52
###	Story	NW	Tue	1 PM	I-35 Rest Area		D	I	65	40
###	Dallas	SW	Tue	5 PM	I-80 Exit #110		A	I	171	110
###	Polk	SW	Wed	4 AM	I-80 Exit #143		A	I	1	1
###	Polk	SW	Tue	8 AM	Indianola Ave @ SE 8th	Des Moines	A	M	267	192
###	Story	NW	Tue	4 PM	J Ave. @ 6th	Nevada	D	M	112	92
###	Story	NW	Wed	2 PM	Main @ Clark	Ames	D	M	149	103
###	Polk	SW	Thu	1 PM	Meredith @ Merle Hay	Des Moines	A	M	645	455
###	Clarke	SW	mon	6 PM	E Washington @ Main St	Osceola	E	M	200	135
###	Decatur	SW	Mon	8 AM	Hwy 266 @ Hwy 69	Weldon	E	P	42	35
###	Warren	SW	Mon	11 AM	Hwy 28 @ Hwy 92	Martensdale	A	P	388	322
###	Clarke	SW	Sun	4 PM	Hwy 34 @ Hwy 69		E	P	350	264
###	Decatur	SW	Sun	3 PM	I-35 Exit #12		E	I	510	435
###	Decatur	SW	Sun	1 PM	I-35 Exit #22		E	I	574	491
###	Decatur	SW	Sun	5 PM	J 20 @ Hwy 204	Garden Grove	E	S	34	26
###	Decatur	SW	Mon	4 PM	J 66 @ Hwy 69	Davis City	E	S	63	55
###	Warren	SW	Mon	2 PM	R 57 @ Hwy 92		A	S	30	25
###	Decatur	SW	Mon	10 AM	West Jct. Hwy 69 @ Hwy 2	Leon	E	P	102	69
###	Pottawattamie	SW	Fri	8 AM	9th Ave. @ S 16th	Council Bluffs	C	M	227	196
###	Pottawattamie	SW	Wed	1 PM	A Ave & 25th St	Council Bluffs	C	M	394	355
###	Pottawattamie	SW	Fri	9 AM	Hwy 191 @ Hwy 83		C	P	40	40
###	Pottawattamie	SW	Sun	10 AM	Hwy 6 @ Hwy 191		C	P	296	277
###	Pottawattamie	SW	Sun	8 AM	Hwy 6 @ Hwy 59		C	P	61	59
###	Pottawattamie	SW	Fri	11 AM	Hwy 83 @ Hwy 59		C	P	53	50
###	Pottawattamie	SW	Fri	7 AM	Hwy 92 @ Hwy 59		C	P	56	50
###	Pottawattamie	SW	Fri	10 AM	I-29 Exit #47		C	I	104	97
###	Pottawattamie	SW	Wed	5 PM	I-80 Exit #40		C	I	171	160
###	Pottawattamie	SW	Wed	3 PM	I-80 Rest Area		C	I	133	118
###	Pottawattamie	SW	Fri	12 PM	L 55 @ Hwy 6		C	S	69	67
###	Pottawattamie	SW	Sun	12 PM	M 16 @ Hwy 92		C	S	25	25
###	Buena Vista	NW	Mon	12 PM	C 49 @ Hwy 71		E	S	59	53
###	Buena Vista	NW	Mon	10 AM	Hwy 110 @ Hwy 7		E	P	101	94
###	Buena Vista	NW	Tue	10 AM	Hwy 7 @ Hwy 71		E	P	47	42
###	Buena Vista	NW	Tue	12 PM	Hwy 7 @ Hwy 71		E	P	75	70
###	Buena Vista	NW	Mon	8 AM	Lake @ Third	Storm Lake	E	M	140	129
###	Clay	NW	Sun	2 PM	4th @ Grand	Spencer	E	M	71	66
###	Clay	NW	Sun	4 PM	B 53 @ Hwy 71		E	S	15	14
###	Clay	NW	Tue	8 AM	Grand @ 18th	Spencer	E	M	362	281
###	Clay	NW	Tue	10 AM	Hwy 10 @ Hwy 71		E	P	28	25
###	Clay	NW	Sun	6 PM	Hwy 18 @ Hwy 71		E	P	145	137
###	Clay	NW	Tue	12 PM	Hwy 240 @ Hwy 71		E	P	41	34
###	Clay	NW	Tue	4 PM	N 14 @ Hwy 18		E	S	41	37
###	Franklin	NE	Sun	6 PM	1st @ 1st Ave	Hampton	E	M	23	23
###	Franklin	NE	Sun	9 PM	C 25 @ Hwy 65		E	S	21	21
###	Butler	NE	Tue	7 AM	C 55 @ Hwy 14		E	S	17	15
###	Franklin	NE	Mon	5 PM	Hwy 107 @ Hwy 3		E	P	21	14
###	Butler	NE	Thu	1 PM	Hwy 14 @ Hwy 20		E	P	83	72
###	Butler	NE	Mon	11 AM	Hwy 14 @ Hwy 3		E	P	23	18
###	Butler	NE	Sat	8 AM	Hwy 188 @ Hwy 3		E	P	27	23
###	Franklin	NE	Sat	2 PM	Hwy 65 @ Hwy 3		E	P	223	201
###	Franklin	NE	Sat	3 PM	I-35 Exit #165		E	I	117	108
###	Franklin	NE	Thu	2 PM	I-35 Exit #170		E	I	29	28
###	Butler	NE	Mon	9 AM	Main @ Railroad	Allison	E	M	104	79
###	Linn	NE	Sat	4 PM	8th Ave @ 2nd	Cedar Rapids	B	M	206	182
###	Linn	NE	Fri	3 PM	E 34 @ Hwy 13		B	S	181	170
###	Linn	NE	Mon	2 PM	E 70 @ Hwy 151		B	S	71	66
###	Linn	NE	Sat	2 PM	First Ave @ 29th	Cedar Rapids	B	M	221	193
###	Linn	NE	Mon	6 PM	Hwy 1 @ Hwy 30		B	P	296	279
###	Linn	NE	Fri	1 PM	Hwy 13 @ Hwy 151		B	P	623	576
###	Linn	NE	Fri	12 PM	Hwy 30 @ Hwy 1		B	P	377	336
###	Linn	NE	Sat	6 PM	I-380 Mile Marker 13		B	I	149	139
###	Linn	NE	Mon	4 PM	I-380 Mile Marker 25		B	I	101	98
###	Scott	SE	Wed	11 AM	F 55 Exit @ Hwy 61		B	P	43	38
###	Scott	SE	Thu	1 PM	Hwy 61 @ Hwy 22 Ramp		B	P	81	70
###	Scott	SE	Thu	3 PM	I-280 Hwy 61 Exit		B	I	286	241
###	Scott	SE	Wed	9 AM	I-80 Exit #284 (Y40)		B	I	74	65
###	Scott	SE	Fri	4 PM	Kimberly @ Harrison	Davenport	B	M	326	279
###	Scott	SE	Thu	5 PM	Locust @ Brady	Davenport	B	M	305	262
###	Scott	SE	Fri	2 PM	Long Grove Exit @ Hwy 61		B	P	16	14
###	Scott	SE	Wed	7 AM	Y 48 @ Hwy 61		B	S	75	59
###	Washington	SE	Sat	8 AM	East 7th @ North 4th	Washington	E	M	91	68
###	Washington	SE	Fri	3 PM	G6W @ Hwy 92		E	S	49	44
###	Washington	SE	Wed	8 AM	Hwy 1 @ Hwy 92		E	P	94	86
###	Washington	SE	Tue	1 PM	Hwy 218 Ramp @ Hwy 92		E	P	75	72
###	Louisa	SE	Wed	10 AM	Hwy 92 @ Hwy 61		E	P	159	141
###	Louisa	SE	Tue	5 PM	South 4th @ Washington	Wapello	E	M	30	27
###	Louisa	SE	Wed	12 PM	X 43 @ Hwy 92		E	S	21	18
###	Wapello	SE	Sat	6 PM	Church @ Richmond	Ottumwa	D	M	408	354
###	Wapello	SE	Sat	9 AM	East Jct. Hwy 34 @ Hwy 63		D	P	322	279
###	Wapello	SE	Sat	1 PM	Hwy 137 @ Hwy 63		D	P	249	231
###	Keokuk	SE	Sat	5 PM	Hwy 149 @ Hwy 23		D	P	188	179
###	Wapello	SE	Sat	11 AM	Hwy 16 @ Hwy 34		D	P	125	113
###	Wapello	SE	Sat	2 PM	T 61 @ Hwy 34		D	S	78	72
###	Wapello	SE	Sat	3 PM	V 37 (College St) @ Hwy 34	Agency	D	S	135	115
###	Wapello	SE	Sat	7 AM	Wapello St @ Albia Rd	Ottumwa	E	M	89	72
									15,444	12,882

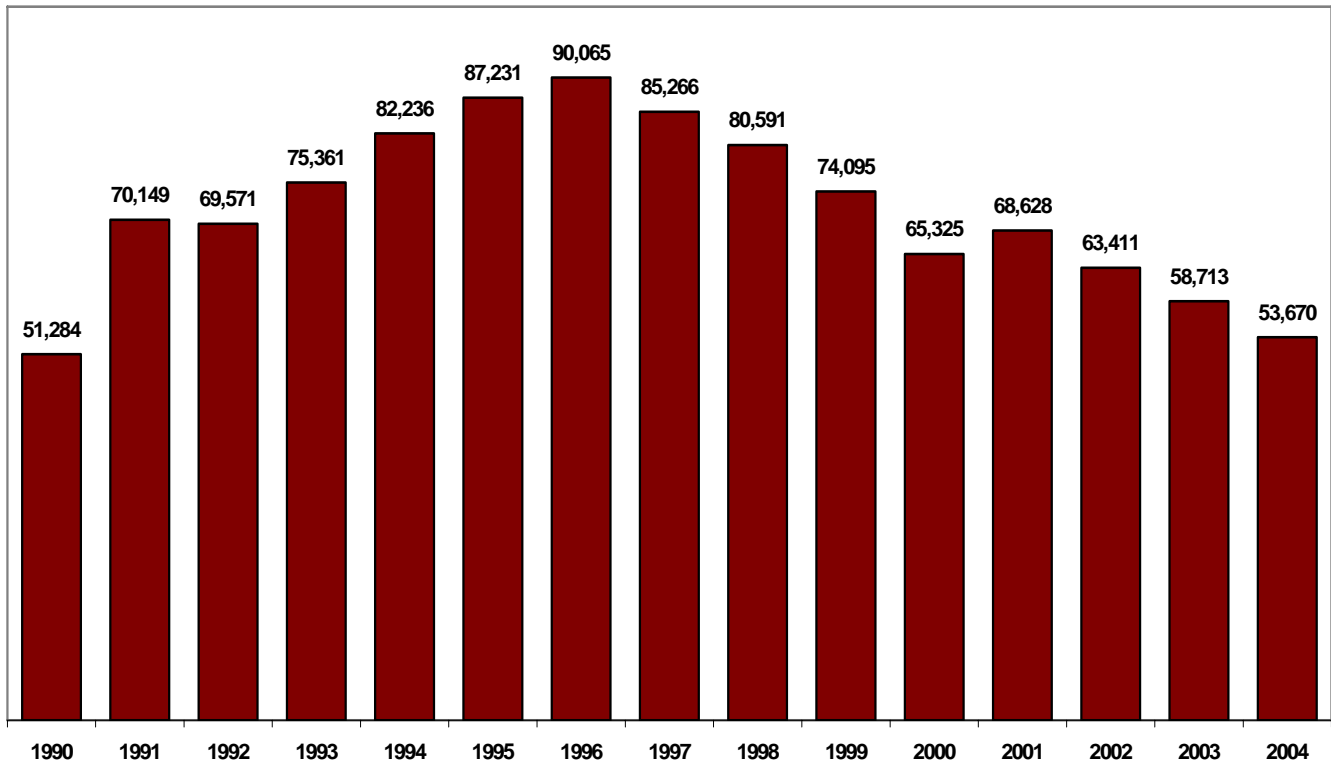
**Chart 21  
July Seat Belt Survey Sites**

No	County	Area	Day	Time	Location	City	Population	System	Observed	Belted
1	Polk	SW	SAT	5 PM	Aurora @ Beaver	Des Moines	A	M	139	122
1	Story	NW	TUE	10 AM	6th @ Grand	Ames	D	M	32	28
1	Story	NW	SAT	1 PM	Duff Exit @ Hwy 30	Ames	D	P	452	425
1	Story	NW	FRI	2 PM	E 23 @ Hwy 69		D	S	127	118
1	Story	NW	SAT	3 PM	E 63 @ Hwy 65		D	S	11	9
1	Polk	SW	FRI	4 PM	Grand @ 7th	Des Moines	A	M	505	345
1	Story	NW	FRI	6 PM	Hwy 133 @ Hwy 30		D	P	115	89
1	Dallas	SW	FRI	6 PM	Hwy 141 @ Hwy 210		A	P	109	88
1	Polk	SW	TUE	11 PM	Hwy 160 @ Hwy 69	Ankeny	A	P	290	232
1	Story	NW	TUE	6 PM	Hwy 210 @ Hwy 65		D	P	76	60
1	Story	NW	SAT	3 PM	Hwy 210 @ Hwy 69		D	P	99	80
1	Story	NW	TUE	8 AM	Hwy 65 @ Hwy 30		D	P	76	67
1	Polk	SW	SAT	5 PM	Hwy 945 @ Hwy 931		A	P	54	52
1	Story	NW	MON	3 PM	I-35 Exit #123		D	I	70	45
1	Polk	SW	FRI	4 PM	I-35 Exit #92		A	I	370	315
1	Polk	SW	MON	2 PM	I-35 Rest Area		A	I	80	47
1	Story	NW	TUE	12 PM	I-35 Rest Area		D	I	35	29
1	Dallas	SW	SAT	1 PM	I-80 Exit #110		A	I	108	90
1	Polk	SW	FRI	2 PM	I-80 Exit #143		A	I	0	0
1	Polk	SW	THU	8 AM	Indianola Ave @ SE 8th	Des Moines	A	M	152	107
1	Story	NW	TUE	2 PM	J Ave. @ 6th	Nevada	D	M	52	45
1	Story	NW	MON	6 PM	Main @ Clark	Ames	D	M	95	68
1	Polk	SW	THU	10 AM	Meredith @ Merle Hay	Des Moines	A	M	385	321
2	Clarke	SW	WED	3 PM	E Washington @ Main St	Osceola	E	M	327	240
2	Decatur	SW	WED	1 PM	Hwy 266 @ Hwy 69	Weldon	E	P	58	48
2	Warren	SW	MON	2 PM	Hwy 28 @ Hwy 92	Martensdale	A	P	107	97
2	Clarke	SW	FRI	12 PM	Hwy 34 @ Hwy 69		E	P	465	369
2	Decatur	SW	MON	6 PM	I-35 Exit #12		E	I	440	398
2	Decatur	SW	SUN	9 AM	I-35 Exit #22		E	I	481	435
2	Decatur	SW	FRI	8 AM	J 20 @ Hwy 204	Garden Grove	E	S	39	32
2	Decatur	SW	MON	4 PM	J 66 @ Hwy 69	Davis City	E	S	45	34
2	Warren	SW	FRI	10 AM	R 57 @ Hwy 92		A	S	29	27
2	Decatur	SW	WED	5 PM	West Jct. Hwy 69 @ Hwy 2	Leon	E	P	76	62
3	Pottawattamie	SW	MON	3 PM	9th Ave. @ S 16th	Council Bluffs	C	M	335	297
3	Pottawattamie	SW	TUE	5 PM	A Ave & 25th St	Council Bluffs	C	M	393	347
3	Pottawattamie	SW	THU	7 AM	Hwy 191 @ Hwy 83		C	P	49	47
3	Pottawattamie	SW	MON	5 PM	Hwy 6 @ Hwy 191		C	P	345	321
3	Pottawattamie	SW	MON	4 PM	Hwy 6 @ Hwy 59		C	P	87	74
3	Pottawattamie	SW	TUE	3 PM	Hwy 83 @ Hwy 59		C	P	39	38
3	Pottawattamie	SW	TUE	1 PM	Hwy 92 @ Hwy 59		C	P	77	70
3	Pottawattamie	SW	THU	11 AM	I-29 Exit #47		C	I	67	63
3	Pottawattamie	SW	MON	2 PM	I-80 Exit #40		C	I	116	107
3	Pottawattamie	SW	MON	6 PM	I-80 Rest Area		C	I	178	156
3	Pottawattamie	SW	THU	1 PM	L 55 @ Hwy 6		C	S	63	56
3	Pottawattamie	SW	MON	1 PM	M 16 @ Hwy 92		C	S	16	16
5	Buena Vista	NW	MON	5 PM	C 49 @ Hwy 71		E	S	0	0
5	Buena Vista	NW	WED	7 AM	Hwy 110 @ Hwy 7		E	P	62	55
5	Buena Vista	NW	WED	3 PM	Hwy 7 @ Hwy 71		E	P	46	41
5	Buena Vista	NW	WED	9 AM	Hwy 7 @ Hwy 71		E	P	125	114
5	Buena Vista	NW	WED	11 AM	Lake @ Third	Storm Lake	E	M	89	63
6	Clay	NW	FRI	9 AM	4th @ Grand	Spencer	E	M	87	69
6	Clay	NW	TUE	3 PM	B 53 @ Hwy 71		E	S	16	15
6	Clay	NW	TUE	1 PM	Grand @ 18th	Spencer	E	M	889	747
6	Clay	NW	FRI	7 AM	Hwy 10 @ Hwy 71		E	P	54	51
6	Clay	NW	TUE	5 PM	Hwy 18 @ Hwy 71		E	P	249	232
6	Clay	NW	TUE	2 PM	Hwy 240 @ Hwy 71		E	P	88	78
6	Clay	NW	FRI	11 AM	N 14 @ Hwy 18		E	S	41	36
9	Franklin	NE	SUN	7 AM	1st @ 1st Ave	Hampton	E	M	11	5
9	Franklin	NE	SUN	9 AM	C 25 @ Hwy 65		E	S	31	30
9	Butler	NE	THU	4 PM	C 55 @ Hwy 14		E	S	9	7
9	Franklin	NE	MON	5 PM	Hwy 107 @ Hwy 3		E	P	26	23
9	Butler	NE	MON	2 PM	Hwy 14 @ Hwy 20		E	P	86	69
9	Butler	NE	THU	6 PM	Hwy 14 @ Hwy 3		E	P	112	100
9	Butler	NE	SAT	9 AM	Hwy 188 @ Hwy 3		E	P	57	46
9	Franklin	NE	SAT	2 PM	Hwy 65 @ Hwy 3		E	P	137	108
9	Franklin	NE	SAT	4 PM	I-35 Exit #165		E	I	158	121
9	Franklin	NE	THU	2 PM	I-35 Exit #170		E	I	766	686
9	Butler	NE	TUE	12 PM	Main @ Railroad	Allison	E	M	151	94
11	Linn	NE	TUE	7 AM	8th Ave @ 2nd	Cedar Rapids	B	M	256	219
11	Linn	NE	WED	1 PM	E 34 @ Hwy 13		B	S	141	125
11	Linn	NE	TUE	9 AM	E 70 @ Hwy 151		B	S	91	86
11	Linn	NE	TUE	4 PM	First Ave @ 29th	Cedar Rapids	B	M	288	251
11	Linn	NE	WED	4 PM	Hwy 1 @ Hwy 30		B	P	227	210
11	Linn	NE	TUE	11 AM	Hwy 13 @ Hwy 151		B	P	379	347
11	Linn	NE	TUE	6 PM	Hwy 30 @ Hwy 1		B	P	219	195
11	Linn	NE	WED	5 PM	I-380 Mile Marker 13		B	I	245	222
11	Linn	NE	TUE	2 PM	I-380 Mile Marker 25		B	I	197	187
12	Scott	SE	SAT	5 PM	F 55 Exit @ Hwy 61		B	P	67	57
12	Scott	SE	SAT	3 PM	Hwy 61 @ Hwy 22 Ramp		B	P	66	54
12	Scott	SE	SUN	11 AM	I-280 Hwy 61 Exit		B	I	505	464
12	Scott	SE	SUN	8 AM	I-80 Exit #284 (Y40)		B	I	120	107
12	Scott	SE	SUN	10 AM	Kimberly @ Harrison	Davenport	B	M	231	209
12	Scott	SE	SAT	1 PM	Locust @ Brady	Davenport	B	M	330	290
12	Scott	SE	TUE	7 AM	Long Grove Exit @ Hwy 61		B	P	78	66
12	Scott	SE	TUE	11 AM	Y 48 @ Hwy 61		B	S	50	39
13	Washington	SE	THU	8 AM	East 7th @ North 4th	Washington	E	M	72	48
13	Washington	SE	FRI	8 AM	G6W @ Hwy 92		E	S	28	27
13	Washington	SE	TUE	2 PM	Hwy 1 @ Hwy 92		E	P	245	151
13	Washington	SE	FRI	10 AM	Hwy 218 Ramp @ Hwy 92		E	P	54	51
13	Louisa	SE	FRI	12 PM	Hwy 92 @ Hwy 61		E	P	151	132
13	Louisa	SE	TUE	6 PM	South 4th @ Washington	Wapello	E	M	33	26
13	Louisa	SE	TUE	4 PM	X 43 @ Hwy 92		E	S	26	18
14	Wapello	SE	MON	11 AM	Church @ Richmond	Ottumwa	D	M	416	344
14	Wapello	SE	SUN	7 AM	East Jct. Hwy 34 @ Hwy 63		D	P	63	45
14	Wapello	SE	SUN	11 AM	Hwy 137 @ Hwy 63		D	P	280	254
14	Keokuk	SE	SUN	7 AM	Hwy 149 @ Hwy 23		D	P	48	42
14	Wapello	SE	SUN	10 AM	Hwy 16 @ Hwy 34		D	P	78	67
14	Wapello	SE	SUN	9 AM	T 61 @ Hwy 34		D	S	75	64
14	Wapello	SE	MON	7 AM	V 37 (College St) @ Hwy 34	Agency	D	S	67	52
14	Wapello	SE	SUN	8 AM	Wapello St @ Albia Rd	Ottumwa	E	M	51	40
									15,731	13,395

**Chart 22**  
**Seat Belt and Child Restraint Citations Issued by Month and Year**

Month	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Jan	4,381	3,529	5,163	4,470	4,790	6,334	5,038	4,673	5,244	4,623	4,503	4,271	4,305	4,203	3,391
Feb	4,605	6,014	6,465	5,236	6,558	7,452	6,778	6,391	5,820	6,578	5,272	6,133	5,977	4,846	4,731
Mar	5,235	6,950	6,765	6,292	8,071	7,806	10,403	9,785	8,188	6,822	6,657	6,242	4,394	4,816	4,664
Apr	4,723	7,277	6,920	6,793	8,379	7,263	8,634	8,387	7,260	6,249	7,185	6,284	5,804	4,773	5,427
May	5,666	8,272	7,517	8,457	9,090	8,826	11,266	9,131	10,205	10,075	8,268	8,374	8,147	8,359	7,445
Jun	4,625	9,029	7,043	7,015	8,070	8,727	9,416	8,367	7,138	6,148	5,292	5,816	5,141	4,971	5,131
Jul	5,169	6,108	6,556	7,016	8,023	8,504	8,646	9,039	7,489	6,962	5,795	6,574	6,760	5,512	4,893
Aug	4,241	5,865	5,798	6,017	6,801	7,284	8,887	7,931	6,553	7,143	5,847	7,269	6,076	5,437	4,210
Sep	4,127	6,215	5,740	6,889	6,381	7,773	6,458	6,489	6,827	5,540	5,382	5,564	5,176	4,798	5,205
Oct	3,476	4,146	4,095	6,235	5,360	5,399	5,036	5,737	4,774	3,920	3,613	3,603	3,194	3,182	2,725
Nov	3,186	3,253	3,804	5,499	5,522	6,430	5,387	4,991	6,192	6,048	5,205	4,797	4,506	4,459	3,006
Dec	1,850	3,491	3,705	5,442	5,191	5,433	4,116	4,345	4,901	3,987	2,306	3,701	3,931	3,357	2,842
<b>Total</b>	<b>51,284</b>	<b>70,149</b>	<b>69,571</b>	<b>75,361</b>	<b>82,236</b>	<b>87,231</b>	<b>90,065</b>	<b>85,266</b>	<b>80,591</b>	<b>74,095</b>	<b>65,325</b>	<b>68,628</b>	<b>63,411</b>	<b>58,713</b>	<b>53,670</b>

**Chart 23**  
**Seat Belt and Child Restraint Citations Issued by Month and Year—Graph**



**Chart 24**  
**2004 Seat Belt/Child Restraint Citations Issued**  
**by County of Jurisdiction**

Total Seat Belt Citations: 51,440    Total Child Restraint Citations: 2,230

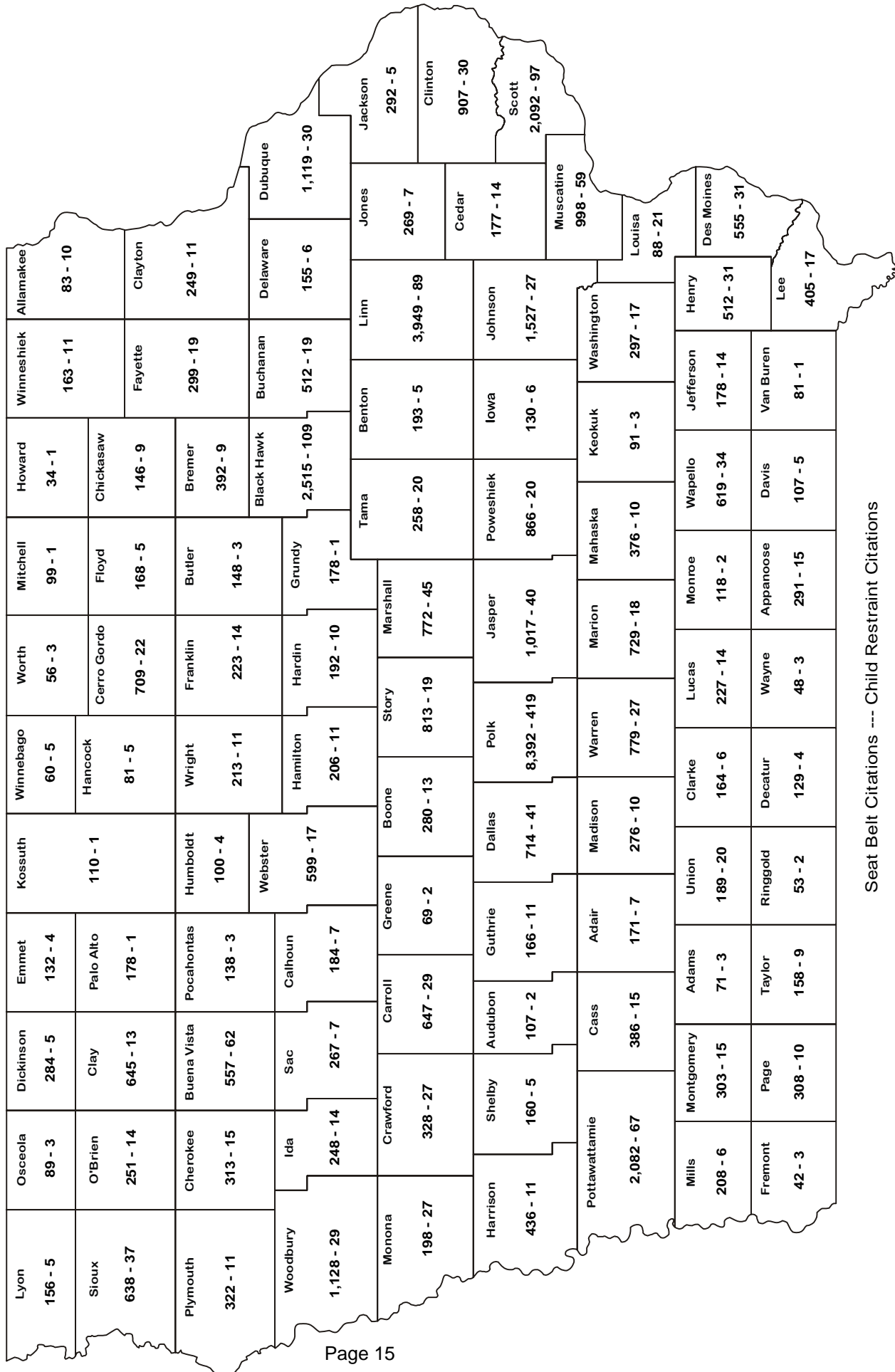




Chart 25

2004 Seat Belt Usage Survey--Summary

Road System	April Usage			July Usage			Change
	Observed	Used	Percentage	Observed	Used	Percentage	
<b>Statewide Total*</b>	13,745	11,335	83.59%	14,444	12,402	86.41%	2.82%
<b>Municipal</b>	5,180	4,088	78.92%	5,567	4,658	83.67%	4.75%
<b>Primary</b>	5,451	4,587	84.15%	5,929	5,174	87.27%	3.12%
<b>Secondary</b>	1,181	1,039	87.98%	1,060	915	86.32%	-1.66%
<b>Interstate</b>	1,933	1,621	83.86%	1,888	1,655	87.66%	3.80%

Estimated statewide total April survey usage weighted by vehicle miles of travel and 95% confidence intervals for the estimated variance are +/- 0.21%

Estimated statewide total July survey usage weighted by vehicle miles of travel and 95% confidence intervals for the estimated variance are +/- 0.19%