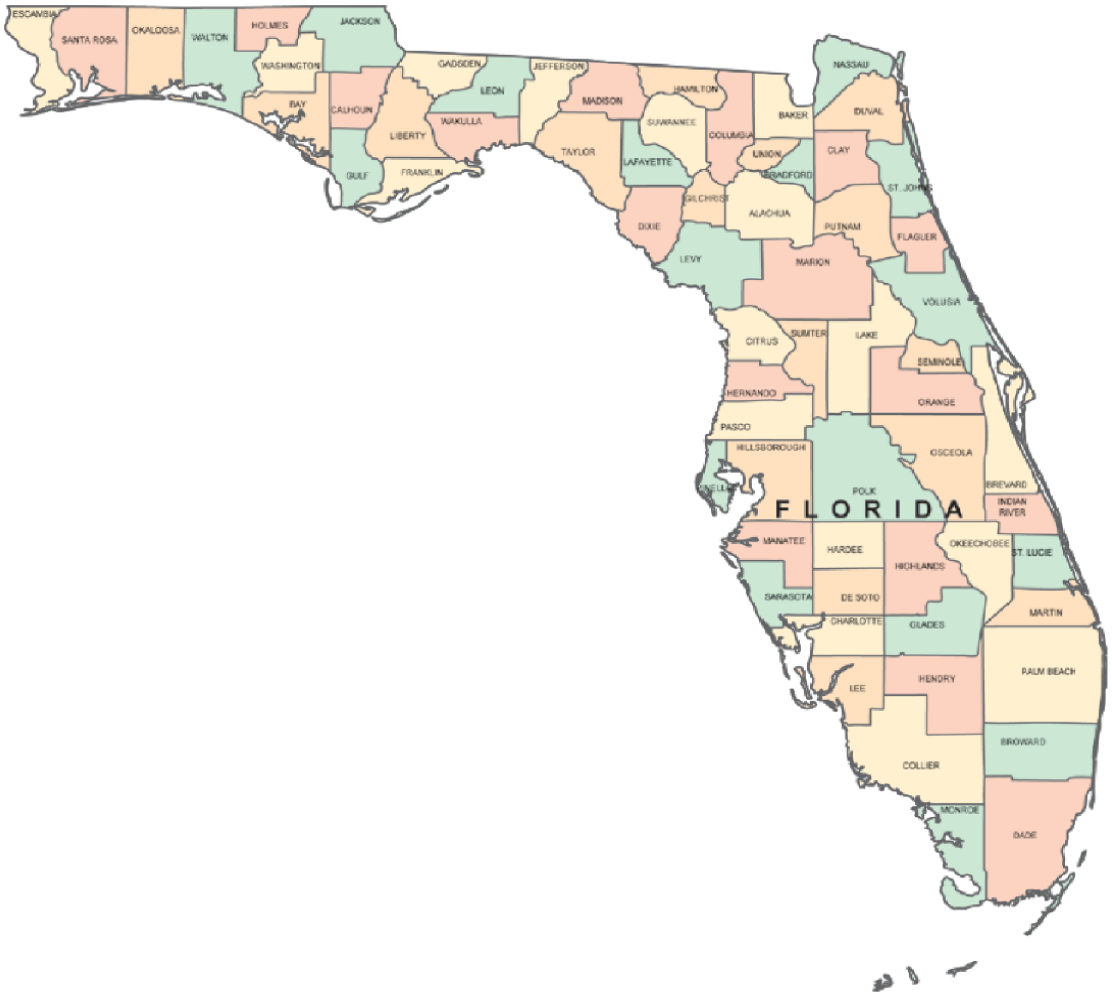
June 2016
Safety Belt Use in Florida
Final Report



June 2016 Final Report

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 Safety Belt Use Survey. The survey was conducted in late March–early April and again in June of 2016 by Preusser Research Group, Inc. (PRG), under the direction of the Florida Department of Transportation (FDOT) State Safety Office, and under contract with University of North Florida's Institute of Police Technology and Management.

FDOT administers federal highway funds and oversees the highway safety program efforts supported by these funds through the State of Florida's Highway Safety Program. Each year FDOT develops a State Highway Safety Plan that establishes the state's highway safety goals and objectives and describes the projects recommended for funding during the year. Occupant protection is one of the primary program areas for which FDOT is responsible. The use of federal funding for occupant protection programs requires administration of a statewide survey of safety belt use that must adhere to Federal Register Guidelines.

Florida's first statewide survey certified under Federal Register Guidelines was completed in 1999 and has been conducted every year since. The surveys provide an accurate and reliable estimate of safety belt use in Florida, at a specific point in time, and are comparable to the first estimate accredited by National Highway Traffic Safety Administration (NHTSA) in 1999 and all statewide surveys conducted thereafter.

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

The 2006 design was used for conducting statewide surveys from 2007 through 2012 for all for pre and post Click It or Ticket (CIOT) measurements. In addition, the design was used in 2009 after the State of Florida passed a primary enforcement safety belt bill (SB 344) effective June 30, 2009, to conduct a post-primary law change measurement in July.

In 2011, FDOT again contracted with PRG to redesign the statewide survey to meet new NHTSA design requirements for 2012.[2] Between 2005 and 2009, Florida had a total of 9,348 passenger vehicle occupant fatalities, on a steadily downward trend, from 2,207 in 2005 to just

[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.

1,515 in 2009. Of Florida's 67 counties, the 35 counties with the greatest numbers of fatalities accounted for 85.4 percent of the state's passenger vehicle occupant fatalities. PRG selected 15 of these counties as new samples. This number is consistent with NHTSA's (1998) sampling recommendations and adds three more counties than in the previous design.

For the sampling plan, road functional classes were combined into five strata to meet new Federal requirements: Interstates and Other Expressways, Other Principal Arterials, Minor Arterials, Collectors and Local Roads. FDOT provided a database with all national, state, and major city and county road segments, by county. This database was comprehensive for all roadways that are Collectors or larger and was used for segment selections for those road type strata. FDOT 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 included segment identifiers, length, and traffic volume values (Annual Average Daily Traffic and Daily Vehicle Miles of Travel) for each segment. Segments were also classified by road function type and urban/rural location. This allowed development of road type strata.

Using the information provided through the databases, PRG developed a sampling plan according to NHTSA guidelines. PRG selected 165 observation sites, 11 from each county, distributed across five roadway functional categories, or strata.

In order to assess the equivalence of the sampling plan to the current survey, Florida measured safety belt use twice in June 2011, first using the 2006 design and then using the proposed design. By comparing the results, PRG was able to test for any systematic change in safety belt use figures due to the change in survey design. Ultimately, PRG measured a weighted use rate of 87.4 percent using the proposed 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 evaluate CIOT program effects as well as determine a safety belt use rate for Florida using the revised model. The survey was utilized again twice each year in 2013, 2014 and 2015 for the same purpose. In 2016, two more survey replications were administered; one each for late March/early April and June. The results contained in this report primarily reflect the June 2016 measurement; however, a summary section of select pre and post CIOT comparisons for 2016 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, locations within selected road segments for data observations were tentatively chosen based on visits to the locations, maps, and/or online road level images. The direction of travel to observe was also randomly determined for each segment. During the 2012 collection, final site locations were determined and maps, including roadway information, standing position, and numbers of lanes observed were drawn for ease in replication for subsequent surveys, including both 2016 measurements. The sites used for the 2012–2014 implementations of the survey were used again for 2015, with the exception of three local roadway replacements due to volume concerns. All 2015 segments, including the replacements, were used again in 2016, 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. In cases where specific site locations proved unusable or inferior, observers were able to choose other locations within the road segment where they could 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 2016, no alternate sites were used.

Data Collection

Observers

Observers were hired and trained exclusively by PRG. Most have conducted safety belt observations for previous surveys, and all were trained to the specific requirements of Florida's safety belt use observation. Prior to any data collection, PRG reviewed the procedures with the observers in a training session which included street-side practice. Additionally, observers were trained how to handle various 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 scheduled period. Eight observers operated individually and two 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. First preference was for all sites in a county to be organized into two or three clusters. Road segments from the same stratum were distributed equally across clusters in so far as possible. Clusters of three to six sites were scheduled for one observer on any day, depending on site proximity and travel difficulty. For each county, the days of observation for the clusters were selected to balance observations across weekend and weekday days. Two-cluster counties included one weekend and one weekday day and three-cluster counties included 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 7:00 a.m. to 6:00 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 a.m.–9:00 a.m., 9:00 a.m.–11:00 a.m., 11:00 a.m.–2:00 p.m., 2:00 p.m.–4:00 p.m., and 4:00 p.m.–6:00 p.m. For six-site days, time of day was specified as one of six time periods, such as 7:00 a.m.–8:45 a.m., 8:45 a.m.–10:30 a.m., 10:30 a.m.–12:15 p.m., 12:15 p.m.–2:30 p.m., 2:30 p.m.–4:15 p.m., and 4:15 p.m.–6:00 p.m. Fewer sites in the cluster generally resulted in more time in each period. Timing of the periods was subject to adjustment, but ultimately resulted in approximately equal numbers of sites being observed throughout the 7:00 a.m.–6:00 p.m. time frame. The 2016 surveys followed the final 2012 schedule. In all cases, the period of actual safety 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 Collection Procedures), preference was given to observation points where traffic appeared to naturally slow or stop. For street locations, assuming they represented 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 were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, observers captured traffic at or near exit ramps where traffic would 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 Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (Appendix D). The form was designed so that pertinent site information could be documented, including date, day of week, time, weather condition, and direction of traffic flow. Each one-page form included space to record information on 25 vehicles, the driver of each 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 occupant gender, age category, and race, in addition to safety belt use.

If data could not be collected at a site due to a temporary problem such as bad weather or a temporary traffic impediment, collection was rescheduled at the same site for the same time of day and, where possible, day of the week. Though this did not happen in 2016, if a site could not be used due to a more permanent factor, the next available selected alternate in the same county-stratum would have been used. In future surveys, the original site will be reconsidered if possible; otherwise, the alternate site will be selected as the new, official location.

Quality Control

Designated 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 safety belt use observers. All observers, whether or not new to the task, received training which included both classroom instruction and field (road-side) practice.

Data was reviewed as received and no anomalies were found, suggesting the data did not reflect anything other than proper on-site safety 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, safety belt use, excessive unknown safety 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 PRG staff. A thorough check of the data revealed minimal errors, all of which were corrected pre-analysis. Microsoft Excel was used to determine weighted results; including estimation of the overall statewide average. The data set was also analyzed using the Statistical Package for the Social Sciences (SPSS) to generate non-weighted calculations.

Safety Belt Usage Rate and Variability Calculations

Calculation of Overall Safety Belt Usage Rate

Safety belt use rates were calculated using formulas based on the proportion of the state's total DVMT "represented" by the site. Safety 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 safety 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:

$$p_{ij} = \frac{\sum_k DVMT_{ijk} W_{ijk} p_{ijk}}{\sum_k DVMT_{ijk} W_{ijk}} \qquad (1)$$

where $DVMT_{ijk}$ = DVMT for segment k in county-stratum ij; p_{ijk} = the observed safety 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 safety 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:

$$p_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \tag{1a}$$

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 safety 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 safety belt use observed at the site.

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

$$p_j = \frac{\sum_i DVMT_{ij} p_{ij}}{\sum_i DVMT_{ij}} \tag{2}$$

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

Finally, rates from the 15 counties were combined by weighting them by their statewide DVMT values $DVMT_j$ times W_j:

$$p = \frac{\sum_j DVMT_j W_j p_j}{\sum_j DVMT_j W_j} \quad (3)$$

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 was a weighted combination of the individual site safety 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 Safety Belt Use Rate

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

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

where $\hat{\sigma}_{\hat{p}}$ = standard deviation (standard error) of the estimated statewide safety 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 safety belt use proportion with site i excluded from the calculation. The 95 percent 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 safety belt use rate.

Calculation and Reporting of Rates

As previously mentioned, an Excel spreadsheet was developed in which raw data observations were recorded and safety belt use and variability calculations were computed. Calculation of safety belt usage rates utilized the formulas provided above. For the statewide safety 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, safety belt usage rates also were calculated for subsets of interest, e.g., drivers only, passengers only, 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 safety belt use warranted non-weighted number calculations, as the weighting of smaller levels of subgroups decreases the reliability of the results.

June 2016 Florida Statewide Use Rate Survey Results

Observers recorded safety belt use information on 31,055 drivers and 7,426 outboard front seat passengers across 165 sample sites within 15 counties. Table 1 displays number of drivers and passengers observed per county and separates the counties by region.

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

	Drivers	Passengers	Total
North Region	**9,931**	**2,671**	**12,602**
Alachua County	1,606	365	1,971
Duval County	2,525	604	3,129
Escambia County	1,737	454	2,191
St. Johns County	2,402	725	3,127
Volusia County	1,661	523	2,184
Central Region	**10,016**	**2,134**	**12,150**
Hillsborough County	1,650	347	1,997
Lake County	1,463	410	1,873
Orange County	2,486	431	2,917
Pasco County	2,007	532	2,539
Seminole County	2,410	414	2,824
South Region	**11,108**	**2,621**	**13,729**
Broward County	3,081	673	3,754
Collier County	2,057	486	2,543
Lee County	2,413	725	3,138
Miami-Dade County	1,617	373	1,990
Palm Beach County	1,940	364	2,304
Statewide Total	**31,055**	**7,426**	**38,481**

The overall safety belt use rate for drivers and passengers combined measured **89.6** percent in June 2016 (95 Percent Confidence Interval 87.8 % – 91.4%; Standard Error = 0.924%; Non-response Rate =0.101%). **This rate represents Florida's highest use level to date.** Figure 1, on the following page, shows the trend in belt use over time.

Surveys of safety belt use conducted during the 1990s indicated no sustained increase in Florida's statewide rate. After the year 2000, Florida's safety belt use rate started to improve. 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 safety 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, and the rate has improved each subsequent year.

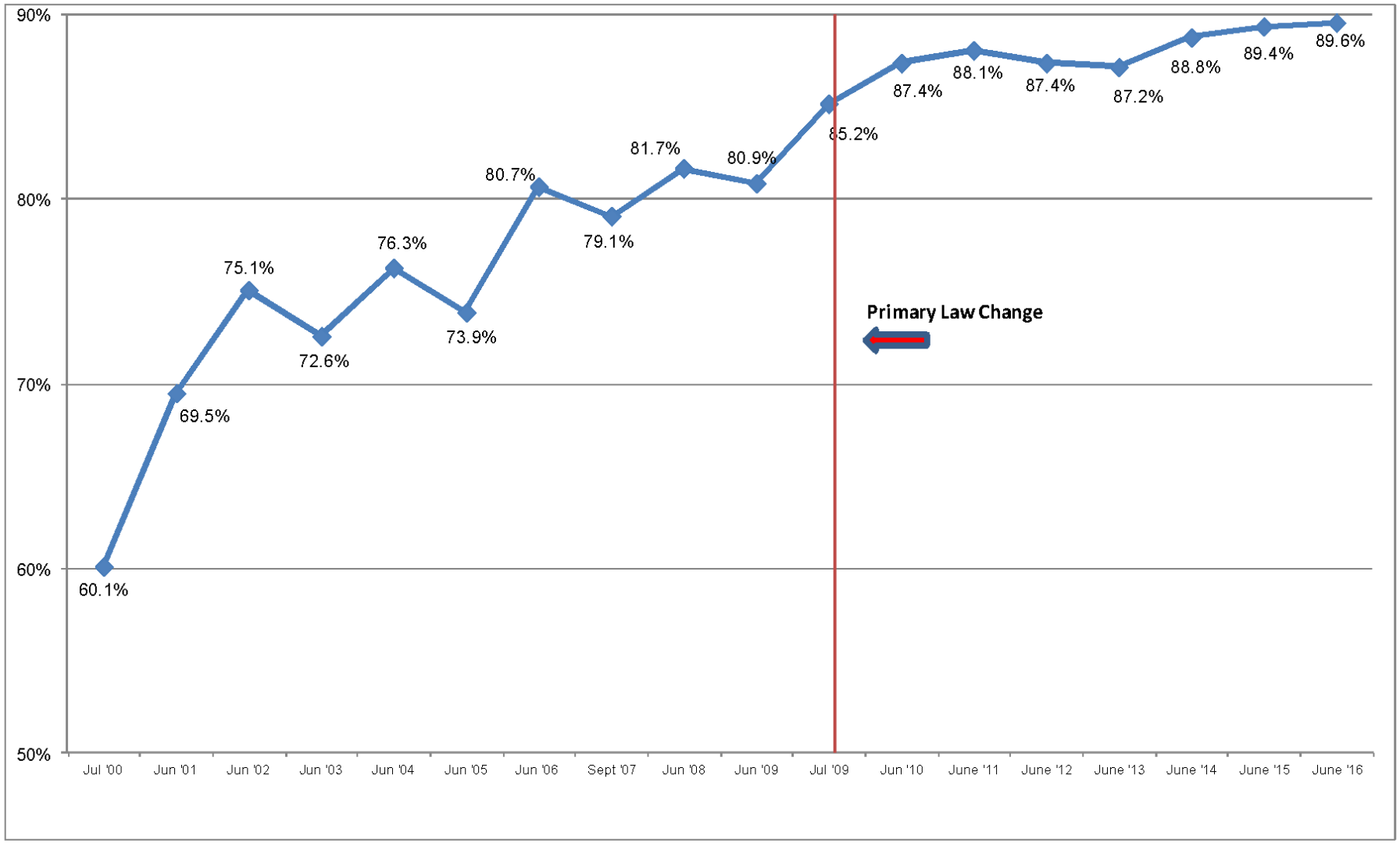

Figure 1. Florida Statewide Observational Survey of Safety Belt Use Results; July 2000 – June 2016

Descriptive Information—Based on Weighted Calculations

Safety belt use differed by roadway type. Figure 2 shows that safety belt use measured highest on Interstates (91.8 percent) which typically yield higher traffic densities with higher rates of speed. Observers measured the lowest safety belt usage on Local Roads (86.1 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 updated survey guidelines (2012), lower use rates and higher variability were expected. Nonetheless, local roadways improved 0.4 percentage points from the June 2015 rate of 85.7 percent. The biggest year-to-year gain was measured on collector roadways, also typically within town centers, which saw a 2.0 percentage point increase from 2015 (88.7 percent).

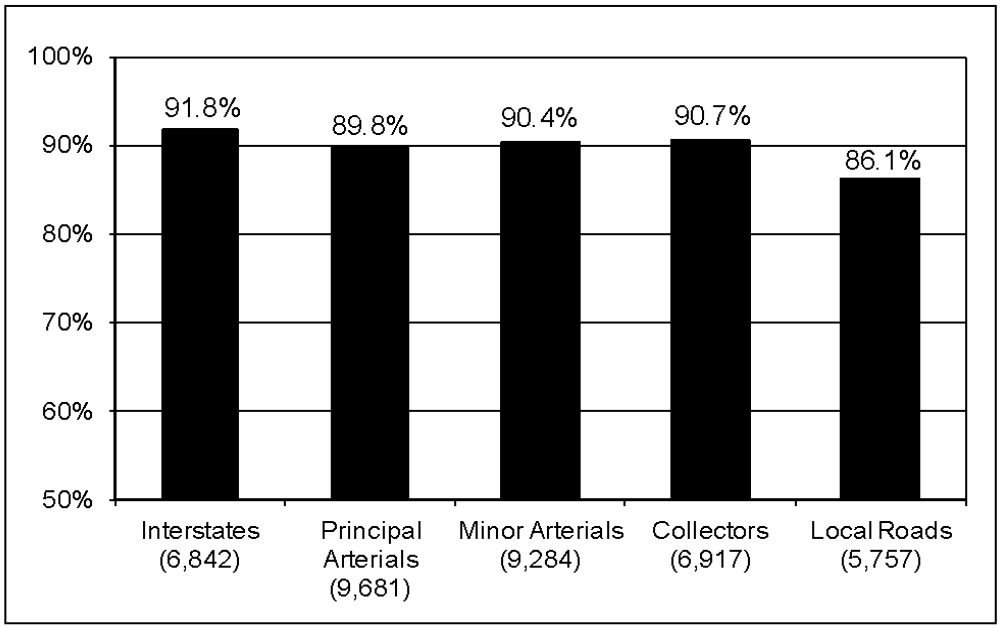

Figure 2. 2016 Observed Safety Belt Use Rate by Roadway Type

As usual, survey results indicated that safety belt usage measured lower among male occupants compared to female occupants; this year by a 4.5 point differential (Figure 3). Furthermore, male passengers were less likely belted compared to male drivers (Figure 4). Slightly more separation in safety belt usage is seen among female occupants when comparing by seating position. Overall, male occupants improved 0.6 percentage points in usage from 2015, while female occupants declined just a tenth of a point from 2015; solely due to a decrease in female passenger use.

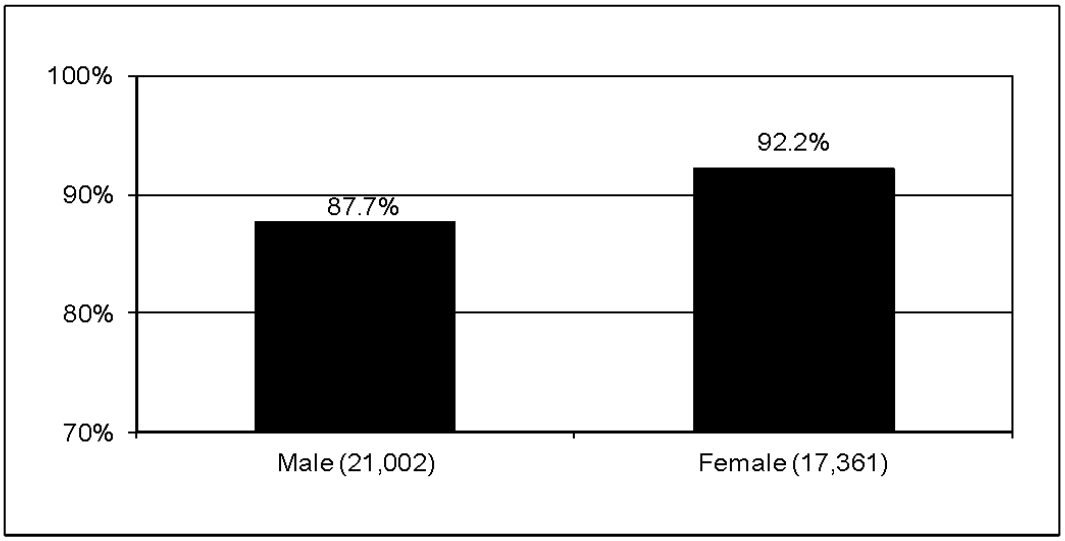

Figure 3. 2016 Observed Safety Belt Use Rate by Gender

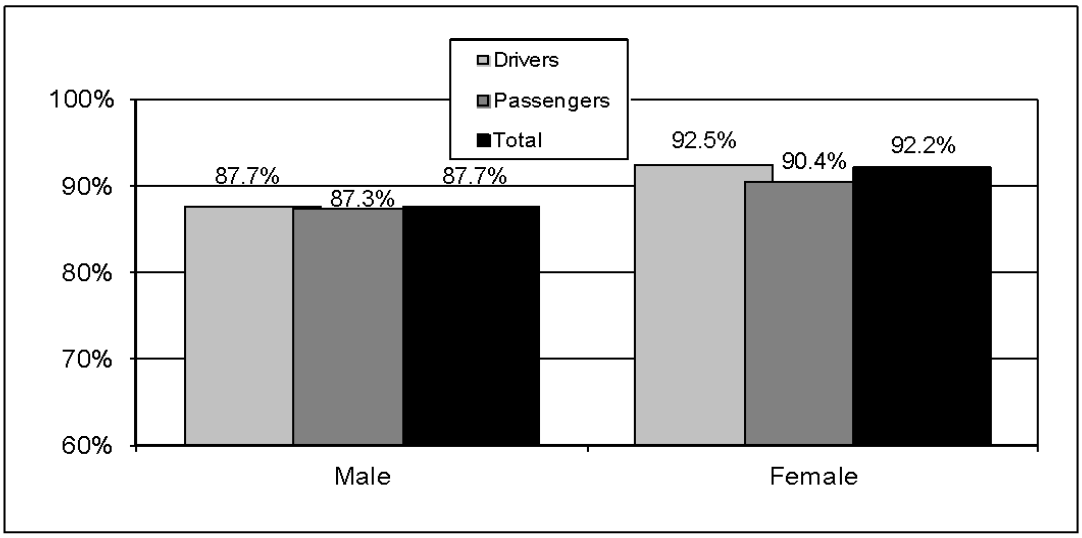

Figure 4. 2016 Observed Safety Belt Use Rate by Gender and Front Seat Position

Results from the survey indicated lower safety belt use among occupants in pickup trucks (81.7 percent) when compared to other vehicle types (Figure 5). Front seat occupants in sport utility vehicles were most likely to be belted (91.4 percent), followed by occupants in passenger cars (90.4 percent) and vans (89.9 percent). Safety belt use in pickup trucks measured 8.2 points behind the weighted usage rate in the next lowest vehicle type, the same usage gap as in 2015.

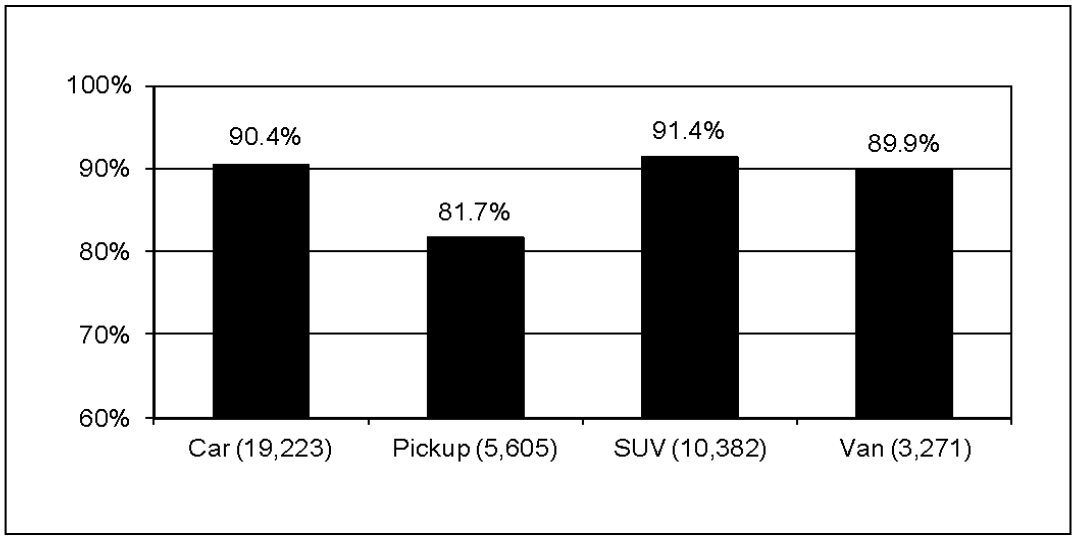

Figure 5. 2016 Observed Safety Belt Use Rate by Vehicle Type

Figure 6 shows the breakdown of male and female safety belt use within vehicle type. Occupants in pickup trucks were overwhelmingly male (84.6 percent) versus other vehicle types. As previously indicated, male occupants were less likely to be observed wearing a safety belt and this appears to be the case regardless of vehicle type; but especially more so in pickups.

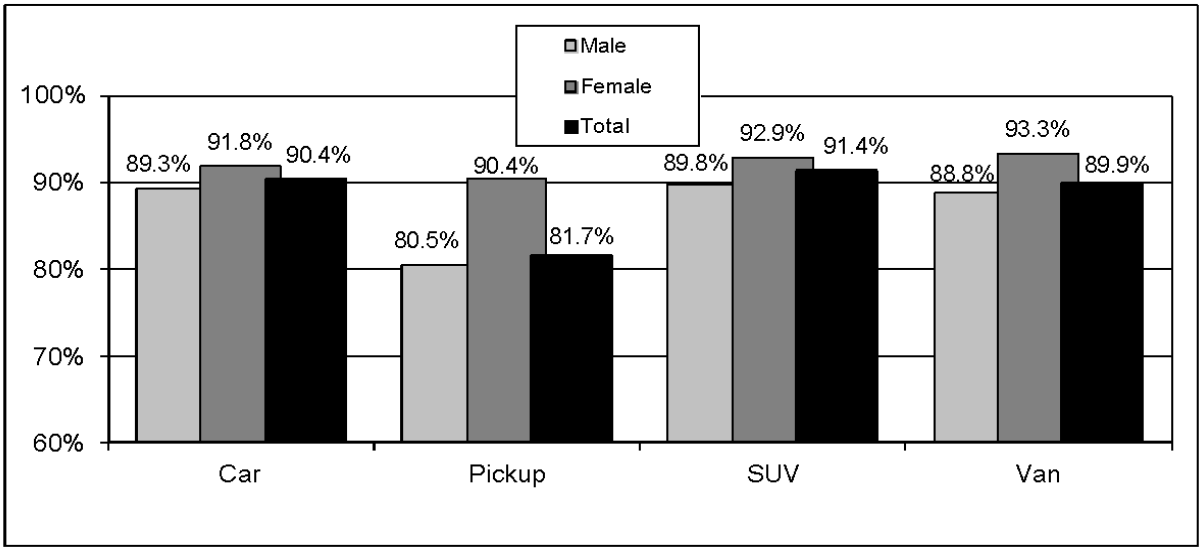

Figure 6. 2016 Observed Safety Belt Use Rate by Gender and Vehicle Type

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). Drivers in pickups were observed wearing safety belts the least often out of all occupant categories (81.3 percent), and further examination showed an over 10:1 ratio in number of males to females in that seating position for that particular vehicle type.

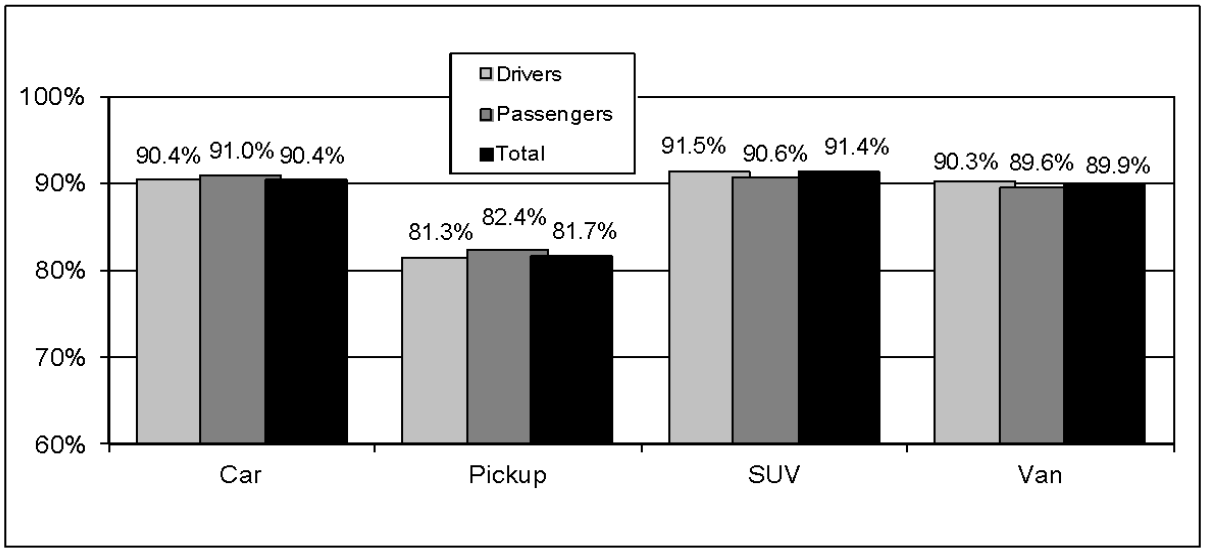

Figure 7. 2016 Observed Safety Belt Use Rate by Vehicle Type and Seating Position

Regional Information—Additional Weighted Results

The graphs that follow represent regional findings based on weighted calculations. Figure 8 shows occupant safety belt use by county, grouped by region. However, the county rates should be interpreted with caution. The survey design was not intended to provide official county safety belt use rates but rather a single, statewide use rate. Figure 9 summarizes safety belt use by region, with the highest overall rate measured in the North. The North region also improved the most from June 2015, with a 0.7 percentage point gain. The South region also advanced from last June with a 0.3 point gain, while the Central region declined 0.4 points. Nevertheless, all regions improved from pre-CIOT levels (March/April 2016) which will be examined in the following section.

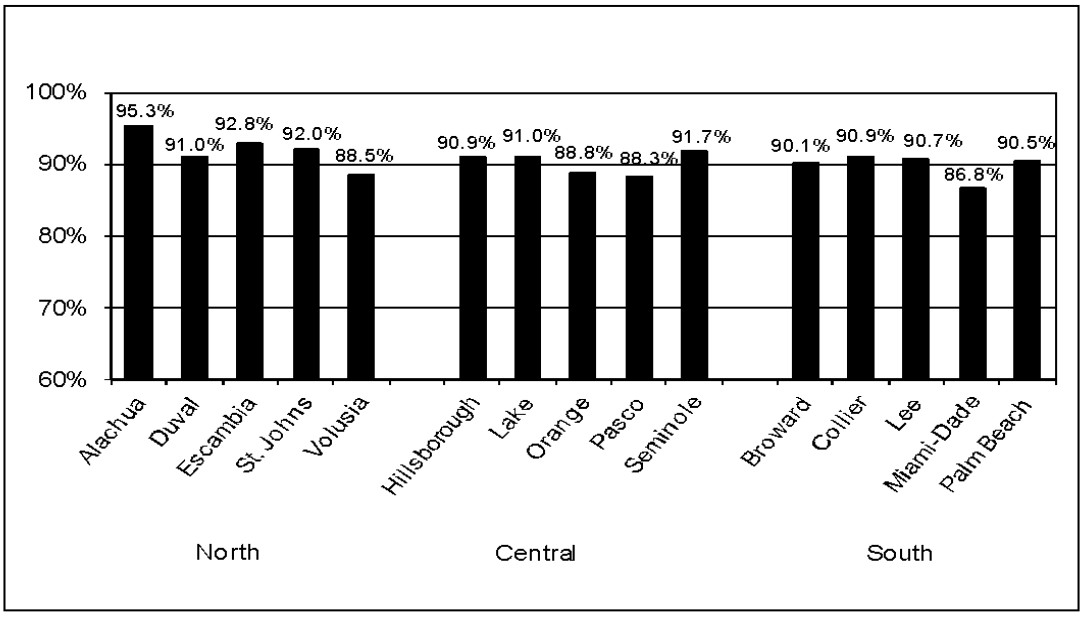

Figure 8. 2016 Observed Safety Belt Use Rate by County and Region

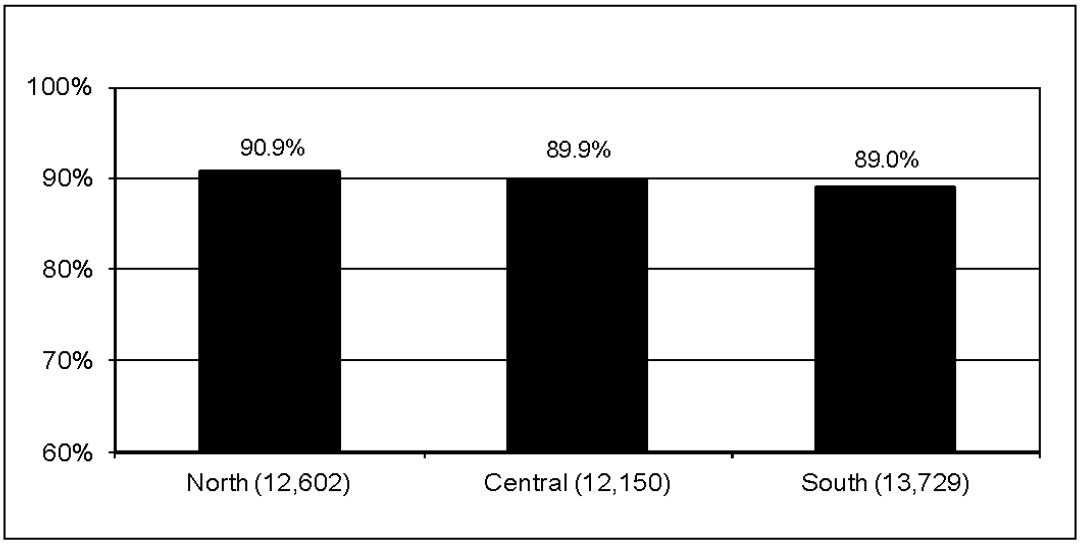

Figure 9. 2016 Observed Safety Belt Use Rate by Region

Figure 10 shows, on a regional level, how safety belt use varies by road type. As with the county rates, these results are not official and, due to level of subdivision, 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 safety belt use is lower on lower density roadways compared to that of higher density roadways. The pattern differs somewhat in the Central region, but the same pattern was also seen in the June 2015 findings.

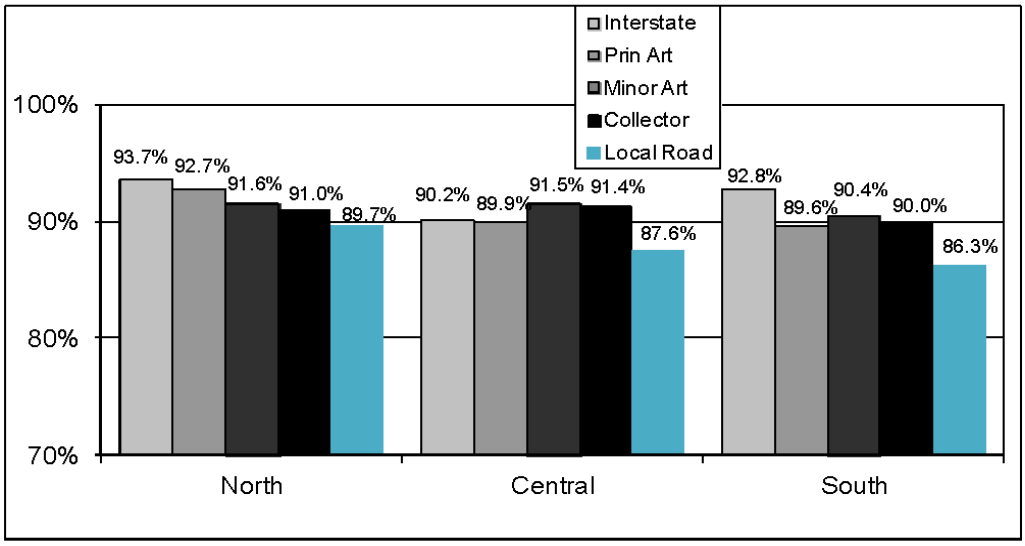

Figure 10. 2016 Observed Safety Belt Use Rate by Road Type and Region

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

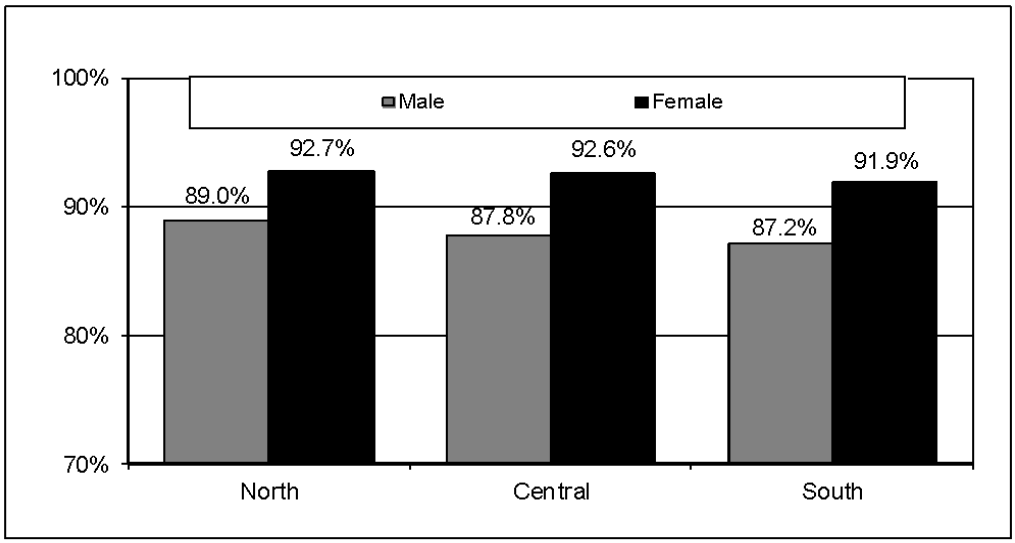

Figure 11. 2016 Observed Safety Belt Use Rate by Gender of Occupant and Region

The statewide survey also found a consistent pattern of lower observed safety belt use among occupants in pickup trucks, regardless of region (Figure 12). The gaps in usage rates between pickups and the next lowest vehicle type appear to be fairly consistent by region (6.2, 6.9, and 5.8 percentage points in the North, Central, and South, respectively). Of interest is that van occupants have the highest vehicle type use rates in the North and Central, but next to lowest in the South. This finding is also consistent with the June 2015 results.

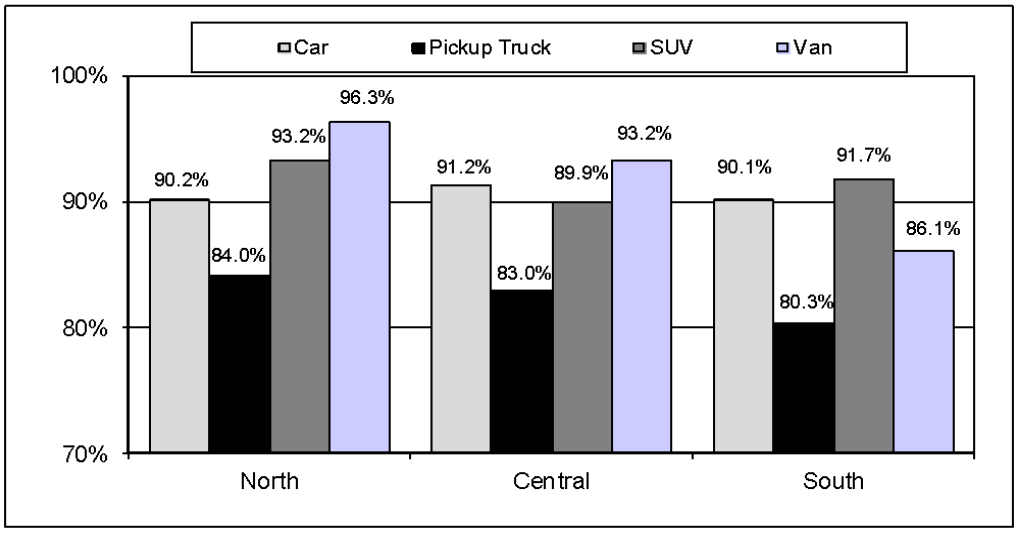

Figure 12. 2016 Observed Safety Belt Use Rate by Vehicle Type and Region

Pre Versus Post CIOT 2016 Results

PRG conducted a baseline statewide survey in late March/early April 2016, prior to the nationwide CIOT effort. 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 1.1 percentage point increase from the pre-CIOT rate. Moreover, both driver and passenger use increased following CIOT to rates surpassing June 2015 levels, while further closing the usage gap. All regions improved their use rates pre and post-CIOT as well, with Central showing the largest increase (1.3 percentage points) even though that regional rate is below the previous high (90.3 percent in June 2015).

Table 2. Weighted Safety Belt Use Rates Pre-Post CIOT 2016

Weighted	**Pre-CIOT 2016**		**Post-CIOT 2016**		Pre to Post Difference
	Percent Use	Number	Percent Use	Number	
Statewide All Occupants	88.5%	38,532	89.6%	38,481	**+1.1**
Occupant Type Driver Passenger	 88.2 89.2	 30,788 7,744	 89.6 89.4	 31,055 7,426	 +1.4 +0.2
Region North Central South	 90.5 88.6 87.9	 12,207 11,653 14,672	 90.9 89.9 89.0	 12,602 12,150 13,729	 +0.4 +1.3 +1.1

Table 3, below, provides rates on occupant subgroups based on raw counts. Unweighted rates skew higher than weighted values due to the majority of occupants observed on higher density, typically higher safety belt use roadways. Although all genders, ages, and races/ethnicities showed improvements pre to post-CIOT, the largest increase in safety belt use was among Black occupants (3.3 percent overall; further analyses show a 4.3 percent gain among males), followed by Hispanic occupants (2.5 percent). It should be noted that Hispanic occupants surpassed 90 percent in raw usage for the first time.

An examination of occupant safety belt use by vehicle type also showed increases pre to post-CIOT among all categories, with occupants in passenger cars demonstrating the greatest rise in safety belt use (2.3 percent). Pickup occupants followed (with a 1.3 percentage point increase), but continue to lag behind the use rates of occupants in other vehicle types. Even with increases across all occupant characteristics, the differentials within the subgroups remained.

Table 3. Pre-Post CIOT 2016 Unweighted Use Rates by Gender, Age, Race, and Vehicle Type

Non-Weighted	**Pre-CIOT 2016**		**Post-CIOT 2016**		Pre to Post Difference
	Percent Use	Number	Percent Use	Number	
Sex					
Male	87.4	20,761	89.2	21,002	+1.8
Female	92.4	17,699	93.4	17,361	+1.0
Occupant Age					
16-59	88.9	30,128	90.4	29,732	+1.5
60 or older	92.7	7,541	93.8	7,941	+1.1
Under 16	93.8	791	95.4	672	+1.6
Race/Ethnicity					
White	90.9	28,052	92.1	26,826	+1.2
Black	82.9	4,393	86.2	5,037	+3.3
Hispanic	88.2	4,896	90.7	5,292	+2.5
Other	93.8	1,125	95.7	1,159	+1.9
Vehicle Type					
Car	89.7	18,536	92.0	19,223	+2.3
Truck	82.5	5,617	83.8	5,605	+1.3
SUV	92.7	10,769	93.1	10,382	+0.4
Van	92.1	3,610	92.5	3,271	+0.4

The unweighted data presented in Table 4 concern location and daily travel characteristics. Most of these raw rates indicate higher safety belt use post-CIOT. Overall regional raw rates increased pre to post-CIOT, with the Central region measuring the largest increase (1.3 percentage points). However, similar to the weighted trend, Central's regional raw result is 0.3 percentage points below the June 2015 Central raw rate (90.8 versus 91.1 percent, respectively).

Further breakdowns at the county level show pre-to-post increases in 13 of the 15 counties observed, ranging from 0.3 to 4.6 percentage points, with only one of the two decreases being substantial (Pasco, with a drop of 2.1 percentage points).

All but five counties increased when comparing to June 2015 raw rates. Two of the five (Orange and Miami-Dade) measured a decrease of only 0.2 percentage points or less; the others (Hillsborough, Volusia, and Pasco) dropped by 0.7 to 2.7 percentage points. Nevertheless, all of these counties showed a pre to post-CIOT increase in 2016, with the exception of Pasco County.

Table 4. Unweighted Safety Belt Use Rates by Region, County, Road Type, and Day of Week
Pre-Post CIOT 2016

Non-Weighted	Pre-CIOT 2016		Post-CIOT 2016		Pre to Post Difference
	Percent Use	Number	Percent Use	Number	
Region and County					
North	**91.4**	**12,207**	**91.9**	**12,602**	**+0.5**
Alachua County	95.1	2,061	95.0	1,971	- 0.1
Duval County	90.8	2,860	91.1	3,129	+0.3
Escambia County	92.0	2,211	93.5	2,191	+1.5
St. Johns County	90.9	3,312	92.0	3,127	+1.1
Volusia County	88.0	1,763	88.4	2,184	+0.4
Central	**89.5**	**11,653**	**90.8**	**12,150**	**+1.3**
Hillsborough County	90.6	1,700	91.0	1,997	+0.4
Lake County	88.4	1,985	90.8	1,873	+2.4
Orange County	88.9	2,795	91.6	2,917	+2.7
Pasco County	90.5	2,305	88.4	2,539	- 2.1
Seminole County	89.5	2,868	92.1	2,824	+2.6
South	**88.5**	**14,672**	**90.3**	**13,729**	**+0.8**
Broward County	89.2	3,660	90.0	3,754	+0.8
Collier County	88.2	2,666	91.8	2,543	+3.6
Lee County	88.0	3,733	92.6	3,138	+4.6
Miami-Dade County	85.8	2,113	87.2	1,990	+1.4
Palm Beach County	90.6	2,500	91.5	2,304	+0.9
Roadway Type					
Interstate	91.3	6,869	92.9	6,842	+1.6
Principal Arterial	89.3	9,444	90.4	9,681	+1.1
Minor Arterial	90.0	9,594	91.4	9,284	+1.4
Collector	89.8	6,854	91.5	6,917	+1.7
Local	87.8	5,771	89.5	5,757	+1.7
Day of Week					
Monday	90.4	4,709	91.3	4,086	+0.9
Tuesday	89.3	5,408	89.8	4,744	+0.5
Wednesday	88.3	5,211	90.6	5,084	+2.3
Thursday	90.3	6,424	92.0	7.203	+1.7
Friday	89.9	5,439	90.8	6,163	+0.9
Saturday	89.4	5,940	90.8	6,628	+1.4
Sunday	90.4	5,401	92.5	4,573	+2.1

Increases in safety belt use were measured on all road types, with the highest point increases among local roadways and collectors, followed closely by interstates. All road types except local roads measured raw safety belt use levels above 90 percent post-CIOT. Examining safety belt use by day of week showed improvement post-CIOT on all days of week with Wednesday, the day of week lowest in the pre-survey, exhibiting the highest change in use rate.

In summary, the 2016 CIOT effort achieved its goal in further improving safety belt use under a primary law environment, increasing Florida's use rate pre to post-CIOT mobilization. Improvements were assessed across nearly all of the characteristics in the data.

Conclusion

Florida's statewide use rate measured in June 2016 was 89.6 percent, the highest level to date. As usual, Local Roads, first introduced to the survey in 2012, had a much lower safety belt use rate than the larger, busier road type categories. Looking only at the other four strata, statewide belt use would have increased a full point to 90.6 percent in 2016. 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 90.9 percent, and that includes all occupant use on all roadway types. Those obstacles aside, 2016 saw a marked improvement in safety belt use on Collectors (which surpassed the 90 percent mark) and Local Roads, suggesting that messaging, enforcement, and perceived risk of receiving a safety belt ticket is beginning to reach the city centers. Moreover, and perhaps more importantly, the overall statewide safety belt use rate for Florida has been above the national average (88.5 percent in 2015) for the last seven years, and is expected to continue that trend for 2016.

Statewide surveys conducted before and after the 2016 CIOT found that the program positively affected safety belt usage in Florida. The increases measured pre to post in 2016 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 safety belt surveys completed in 2016 show that the continued use of high visibility programs focused on safety belt enforcement can still increase daytime safety 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 observed 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. Safety 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 safety belt use measurement requirements and 20 percent 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. 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.

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[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*

The first step involved identifying counties which, by virtue of high proportions of total DVMT, would certainly be selected by the Probability Proportional to Size (PPS) procedure, and including them in the sample. DVMT percentages ("p") for the 35 counties were calculated, from 11.1 percent (of the top-35 county total) for Miami-Dade through 0.5 percent 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 nine 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 added 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 safety 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 safety belt use in one direction and, separately, at a different time of day and day of week, coding safety belt use in the other direction.

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

County		Roadway Functional Strata					
		Interstate or Freeway	Other Principal Arterials	Minor Arterials	Collectors	Local Roads [1]	Total
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. Safety Belt Observation Instructions

These instructions describe procedures for observing safety 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 safety 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 25 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**

Safety belts: Code if the occupant is (Y) or is not (N) wearing a safety 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 safety 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 safety 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 Safety 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 or younger 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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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

Florida Seat Belt Use Survey Reporting Form

Part A:*

State: FLORIDA

Calendar Year of Survey: 2016 (June)

Statewide Seat Belt Use Rate: 89.6%

I hereby certify that:

Jim Boxold 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: 09/14/16

Printed Name: Jim Boxold

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

Part B:

Statewide standard error: 0.924%

Nonresponse rate: 0.101%

Statewide Total	Numbers of Occupants ... Belted	Unbelted	Unkn Use	Percent Unkn Use
Drivers:	28,303	2,752	29	0.093%
Passengers:	6,774	652	10	0.134%
Total:	35,077	3,404	39	0.101%

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	6/7/2016	0.35428	1.00000	99	36	128	7	0
1102	Orig	6/6/2016	1.00000	1.00000	56	26	80	2	0
1201	Orig	6/6/2016	0.12992	1.00000	236	32	256	12	0
1202	Orig	6/6/2016	0.05554	1.00000	219	35	243	11	0
1301	Orig	6/5/2016	0.00928	1.00000	268	94	344	18	0
1302	Orig	6/7/2016	0.19467	1.00000	263	38	287	14	0
1401	Orig	6/6/2016	0.03132	1.00000	157	31	176	12	0
1402	Orig	6/6/2016	0.01605	1.00000	175	53	210	18	0
1501	Orig	6/7/2016	0.02433	1.00000	114	15	125	4	0
1502	Orig	6/5/2016	0.00486	1.00000	11	2	13	0	0
1503	Orig	6/5/2016	0.00208	1.00000	8	3	10	1	0
6101	Orig	6/6/2016	0.11167	1.00000	241	29	237	32	1
6102	Orig	6/4/2016	0.06899	1.00000	254	105	340	17	2
6201	Orig	6/7/2016	0.02090	1.00000	423	72	432	63	0
6202	Orig	6/6/2016	0.01516	1.00000	280	45	295	30	0
6301	Orig	6/4/2016	0.01174	1.00000	385	134	464	54	1
6302	Orig	6/7/2016	0.00847	1.00000	322	71	364	29	0
6401	Orig	6/6/2016	0.00226	1.00000	166	31	177	20	0
6402	Orig	6/4/2016	0.01903	1.00000	285	87	338	32	2
6501	Orig	6/6/2016	0.00482	1.00000	244	31	241	32	2
6502	Orig	6/7/2016	0.00325	1.00000	126	9	115	20	0
6503	Orig	6/7/2016	0.00553	1.00000	361	61	375	47	0
11101	Orig	6/9/2016	0.37231	1.00000	216	21	225	12	0
11102	Orig	6/4/2016	1.00000	1.00000	127	65	181	11	0
11201	Orig	6/4/2016	0.06867	1.00000	123	44	156	11	0
11202	Orig	6/3/2016	0.13384	1.00000	345	74	388	31	0
11301	Orig	6/9/2016	0.13611	1.00000	440	98	489	49	0
11302	Orig	6/9/2016	0.15013	1.00000	350	70	380	40	0
11401	Orig	6/4/2016	0.10785	1.00000	31	10	35	6	0
11402	Orig	6/3/2016	0.11115	1.00000	246	68	293	21	0
11501	Orig	6/9/2016	0.00125	1.00000	56	16	64	8	0
11502	Orig	6/3/2016	0.01533	1.00000	79	12	76	15	0

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11503	Orig	6/4/2016	0.00350	1.00000	44	8	47	5	0
15101	Orig	6/5/2016	0.00943	1.00000	141	54	180	15	0
15102	Orig	6/7/2016	0.03347	1.00000	437	39	444	32	0
15201	Orig	6/5/2016	0.13052	1.00000	291	110	371	30	0
15202	Orig	6/8/2016	0.02055	1.00000	95	11	98	8	0
15301	Orig	6/5/2016	0.03519	1.00000	260	97	323	34	0
15302	Orig	6/7/2016	0.02631	1.00000	349	59	368	40	0
15401	Orig	6/7/2016	0.05306	1.00000	317	63	348	32	0
15402	Orig	6/8/2016	0.11492	1.00000	321	86	370	37	0
15501	Orig	6/8/2016	0.00079	1.00000	97	27	105	19	0
15502	Orig	6/7/2016	0.01743	1.00000	163	41	182	22	0
15503	Orig	6/8/2016	0.00030	1.00000	54	17	62	9	0
16101	Orig	6/3/2016	0.71689	1.00000	204	51	237	18	0
16102	Orig	6/3/2016	0.81312	1.00000	195	70	254	11	0
16201	Orig	6/9/2016	0.03357	1.00000	235	53	271	17	0
16202	Orig	6/9/2016	0.02840	1.00000	241	59	285	15	0
16301	Orig	6/4/2016	0.08734	1.00000	188	70	243	15	0
16302	Orig	6/3/2016	0.18308	1.00000	225	43	248	20	0
16401	Orig	6/3/2016	0.02722	1.00000	141	34	161	14	0
16402	Orig	6/9/2016	0.43725	1.00000	87	22	103	6	0
16501	Orig	6/9/2016	0.00101	1.00000	84	15	86	13	0
16504	Spare	6/4/2016	0.00065	1.00000	17	7	22	2	0
16506	Spare	6/4/2016	0.00171	1.00000	120	30	139	11	0
28101	Orig	6/9/2016	0.05037	1.00000	250	22	253	19	0
28102	Orig	6/12/2016	0.08440	1.00000	71	25	87	9	0
28201	Orig	6/9/2016	0.03168	1.00000	210	44	222	31	1
28202	Orig	6/8/2016	0.01455	1.00000	172	35	192	15	0
28301	Orig	6/9/2016	0.00612	1.00000	210	33	224	19	0
28302	Orig	6/12/2016	0.04782	1.00000	121	44	146	18	1
28401	Orig	6/8/2016	0.02512	1.00000	150	20	159	11	0
28402	Orig	6/9/2016	0.00608	1.00000	108	21	119	10	0
28501	Orig	6/8/2016	0.00101	1.00000	83	17	85	15	0
28502	Orig	6/9/2016	0.00647	1.00000	150	37	169	18	0
28503	Orig	6/12/2016	0.00127	1.00000	126	50	162	14	0
34101	Orig	6/7/2016	1.00000	1.00000	48	14	55	7	0
34102	Orig	6/8/2016	1.00000	1.00000	42	15	50	7	0
34202	Orig	6/8/2016	0.04732	1.00000	393	75	421	47	0
34204	Spare	6/5/2016	0.15726	1.00000	208	71	249	30	0
34301	Orig	6/5/2016	0.04108	1.00000	157	78	213	22	0
34302	Orig	6/7/2016	0.11561	1.00000	236	54	275	15	0
34401	Orig	6/8/2016	0.07084	1.00000	70	12	73	9	0
34402	Orig	6/7/2016	0.04683	1.00000	106	31	128	9	0
34502	Orig	6/5/2016	0.00309	1.00000	7	3	10	0	0
34503	Orig	6/8/2016	0.01336	1.00000	75	15	85	5	0
34505	Spare	6/5/2016	0.00160	1.00000	121	42	142	21	0
35101	Orig	6/5/2016	0.12389	1.00000	248	104	341	11	0
35102	Orig	6/5/2016	0.46522	1.00000	272	115	374	13	0
35201	Orig	6/8/2016	0.05073	1.00000	247	69	273	43	0
35202	Orig	6/8/2016	0.09284	1.00000	265	69	304	30	0
35301	Orig	6/5/2016	0.02687	1.00000	229	75	283	21	0
35302	Orig	6/6/2016	0.04825	1.00000	293	59	329	23	0
35401	Orig	6/8/2016	0.04597	1.00000	285	65	325	25	0
35402	Orig	6/6/2016	0.08158	1.00000	257	38	263	32	0
35501	Orig	6/5/2016	0.01524	1.00000	258	114	352	20	0
35503	Orig	6/8/2016	0.00104	1.00000	21	5	24	2	0
35509	Spare	6/6/2016	0.00458	1.00000	38	12	37	13	0
43101	Orig	6/7/2016	0.08313	1.00000	146	19	135	29	1
43102	Orig	6/8/2016	0.04676	1.00000	155	39	181	11	2
43201	Orig	6/5/2016	0.08498	1.00000	206	114	301	19	0
43202	Orig	6/7/2016	0.01452	1.00000	272	51	253	69	1
43301	Orig	6/7/2016	0.01901	1.00000	192	34	183	42	1
43302	Orig	6/8/2016	0.01459	1.00000	294	32	292	33	1
43401	Orig	6/7/2016	0.02731	1.00000	117	12	120	8	1
43402	Orig	6/5/2016	0.00782	1.00000	70	32	89	12	1
43501	Orig	6/8/2016	0.00008	1.00000	68	11	60	18	1
43502	Orig	6/8/2016	0.00012	1.00000	27	2	24	5	0
43503	Orig	6/5/2016	0.00013	1.00000	78	29	97	9	1
48101	Orig	6/9/2016	0.03187	1.00000	416	35	433	18	0
48102	Orig	6/4/2016	0.09780	1.00000	200	62	236	26	0
48201	Orig	6/3/2016	0.01939	1.00000	244	65	273	36	0
48202	Orig	6/4/2016	0.06970	1.00000	220	49	252	17	0
48303	Spare	6/9/2016	0.03176	1.00000	244	31	250	25	0

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48304	Spare	6/9/2016	0.05398	1.00000	325	48	352	21	0
48401	Orig	6/3/2016	0.01085	1.00000	220	36	229	27	0
48402	Orig	6/9/2016	0.00850	1.00000	288	41	302	27	0
48502	Orig	6/3/2016	0.00047	1.00000	264	48	297	15	0
48503	Orig	6/3/2016	0.00340	1.00000	23	3	16	10	0
48508	Spare	6/4/2016	0.00001	1.00000	42	13	33	22	0
50101	Orig	6/9/2016	0.18019	1.00000	221	46	244	20	3
50102	Orig	6/9/2016	0.14585	1.00000	111	25	126	9	1
50201	Orig	6/4/2016	0.01460	1.00000	141	40	163	18	0
50202	Orig	6/3/2016	0.01312	1.00000	283	33	286	25	5
50301	Orig	6/4/2016	0.00939	1.00000	253	69	300	21	1
50302	Orig	6/9/2016	0.01428	1.00000	246	36	253	29	0
50401	Orig	6/3/2016	0.01409	1.00000	271	60	313	17	1
50402	Orig	6/3/2016	0.03181	1.00000	84	12	78	18	0
50501	Orig	6/4/2016	0.00040	1.00000	42	7	35	13	1
50502	Orig	6/3/2016	0.00247	1.00000	135	28	151	10	2
50503	Orig	6/9/2016	0.00256	1.00000	163	12	159	16	0
51101	Orig	6/10/2016	0.42226	1.00000	263	74	305	32	0
51102	Orig	6/9/2016	0.88854	1.00000	73	19	77	15	0
51201	Orig	6/11/2016	0.11327	1.00000	278	102	324	56	0
51202	Orig	6/11/2016	0.20166	1.00000	346	151	438	59	0
51301	Orig	6/9/2016	0.16628	1.00000	191	54	216	28	1
51302	Orig	6/10/2016	0.27332	1.00000	144	38	162	19	1
51401	Orig	6/9/2016	0.06075	1.00000	133	15	134	12	2
51402	Orig	6/10/2016	0.17454	1.00000	409	40	410	39	0
51501	Orig	6/9/2016	0.00333	1.00000	9	2	11	0	0
51502	Orig	6/11/2016	0.00014	1.00000	58	11	61	8	0
51503	Orig	6/10/2016	0.00398	1.00000	106	27	106	27	0
57101	Orig	6/5/2016	0.34868	1.00000	125	28	139	14	0
57102	Orig	6/5/2016	0.13032	1.00000	83	31	103	11	0
57201	Orig	6/8/2016	0.02512	1.00000	309	41	319	31	0
57202	Orig	6/8/2016	0.07448	1.00000	259	27	264	22	0
57301	Orig	6/8/2016	0.48362	1.00000	254	35	265	24	0
57302	Orig	6/8/2016	0.10246	1.00000	210	35	228	17	0
57401	Orig	6/6/2016	0.27089	1.00000	158	16	156	18	0
57402	Orig	6/8/2016	0.03914	1.00000	262	58	293	27	0
57501	Orig	6/6/2016	0.01710	1.00000	331	20	328	23	0
57502	Orig	6/6/2016	0.01796	1.00000	222	46	250	18	0
57503	Orig	6/5/2016	0.01540	1.00000	197	77	255	19	0
58101	Orig	6/9/2016	0.62876	1.00000	81	19	93	7	0
58102	Orig	6/4/2016	0.83370	1.00000	312	135	420	27	0
58201	Orig	6/9/2016	0.26647	1.00000	352	98	417	33	0
58202	Orig	6/10/2016	0.45063	1.00000	247	62	286	23	0
58301	Orig	6/9/2016	0.14248	1.00000	215	49	246	17	1
58302	Orig	6/9/2016	0.15551	1.00000	363	103	423	43	0
58401	Orig	6/4/2016	0.16626	1.00000	291	129	393	27	0
58402	Orig	6/10/2016	0.12038	1.00000	223	42	242	23	0
58501	Orig	6/10/2016	0.00125	1.00000	112	25	126	11	0
58502	Orig	6/4/2016	0.00473	1.00000	108	40	130	18	0
58503	Orig	6/10/2016	0.00835	1.00000	99	23	102	20	0
64101	Orig	6/6/2016	0.27012	1.00000	45	13	54	4	0
64102	Orig	6/4/2016	0.16207	1.00000	262	122	347	37	0
64201	Orig	6/6/2016	0.01765	1.00000	291	84	331	44	0
64202	Orig	6/3/2016	0.02422	1.00000	347	95	388	54	0
64301	Orig	6/3/2016	0.03185	1.00000	99	17	100	16	0
64302	Orig	6/4/2016	0.04514	1.00000	190	78	236	32	0
64401	Orig	6/4/2016	0.06977	1.00000	248	72	283	37	0
64402	Orig	6/6/2016	0.00088	1.00000	9	2	9	2	0
64501	Orig	6/3/2016	0.00178	1.00000	73	11	72	12	0
64502	Orig	6/4/2016	0.00429	1.00000	40	18	51	7	0
64503	Orig	6/6/2016	0.00209	1.00000	57	11	60	8	0
TOTAL					**31,084**	**7,436**	**35,077**	**3,404**	**39**

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

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

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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
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	

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	