



TESTIMONY, HB 2076
Presented by James R. Hanni,
Vice President, Public Affairs, AAA Kansas
March 7, 2017
Senate Transportation Committee

On behalf of AAA Allied Group, we appear as a member of a large coalition of organizations and individuals in support of House Bill 2076. HB 2076 is a bill that encourages and increases occupant restraint usage among teen drivers. Today, you will hear testimony illustrating the successes of the SAFE (Seatbelts Are For Everyone) program and our effort to have this program available to every high school in the state. The SAFE program is nationally recognized and is being replicated in states across the nation, including our neighbors: Missouri, Oklahoma and Iowa. This is the same bill that already passed the Senate 33-2 in 2015 and received no opposition in the last two years. A vote on the measure in the House was not forthcoming in 2016 but was approved overwhelmingly in the House this year, 93-32.

Historically, teen occupant restraint usage has been significantly below adult usage in Kansas. That trend has shifted. As will be documented in other testimony, a program to address low occupant restraint use among young drivers was created in Crawford County in 2009, called SAFE ("Seatbelts Are For Everyone," a name adopted by the students). Since then, the program has produced impressive results in raising occupant restraint use among teens in SAFE program schools AND confirmed, independently, through county-wide teen occupant restraint use studies. Crawford is a county that has moved *teen* occupant restraint use from 38 percent to 85 percent during the pilot program's duration and their baseline program surveys show usage moving from 67 percent to 86 percent in their schools.

At the end of 2016, this Kansas-born, student-driven SAFE program was operating in 4 out of 10 of our high schools, or over 142 schools in 62 counties. However, that means 6 out of 10 of the eligible Kansas high schools had not yet experienced SAFE, largely because of funding.

This is a long-term public safety culture change. Not only has a significant solution for protecting our Kansas kids been found, a source of funding has been identified, paid only by those who break the law, not only by Kansas motorists but all motorists who break the law, instead of fees or taxes paid by all Kansans.

HB 2076 pays for itself by proposing to return the adult occupant restraint fine to the pre-2010 fine of \$30, and directs the \$20 difference to fund the SAFE program. This allows the other fine beneficiaries to remain neutral with what they receive, according to the Kansas Office of Judicial Administration.

So how do Kansans feel about the current occupant restraint law and fines? A December, 2014 survey of AAA Kansas members indicated that *84 percent approve of our current, primary enforcement occupant restraint law*. Few Kansas traffic safety issues garner greater favorable support. The number is consistent with Kansas occupant restraint usage, which in the most recent year reported at 87 percent. **(over, please)**



In the same survey, AAA Kansas members were also asked what they considered a “fair, reasonable and effective” fine for violating the occupant restraint law. The average of these was \$69 (Exhibit A). Currently, no other state has a lower fine than Kansas does at \$10. According to this AAA Kansas member survey, *nearly 70 percent of all respondents identified an amount above \$30 as “fair, reasonable and effective.”* In other words, nearly 70 percent consider fair, reasonable and effective a fine amount **greater than** the pre-2010 Kansas adult occupant restraint fine of \$30, and again proposed in HB 2076.

Besides the overwhelming certainty that public opinion favors an even higher fine than proposed in HB 2076, Randy Bolin of NHTSA’s Kansas City office reports an average fine of \$59.30 for all the states with usage rates at 90% or higher, using the most recent information. *HB 2076’s fine would still place Kansas at half of that national average.*

We lost 435 people last year in Kansas in motor vehicle crashes, making it one of the top ten causes of unintentional death in Kansas and the number one killer of teens. KDOT reports over seven out of ten (71 percent), on average, of all people killed or seriously injured in Kansas crashes are unrestrained. Accordingly, of all the countermeasures available today to reduce motor vehicle injuries and fatalities in Kansas, *being properly restrained or securing a child in a properly installed child safety seat would make the greatest impact on reducing Kansas deaths and injuries in motor vehicle crashes.*

This is why AAA Kansas, representing the traffic safety interests of all motorists and over 335,000 Kansas motorist members, supports HB 2076, a simple but profound improvement to Kansas traffic safety law that accomplishes two things:

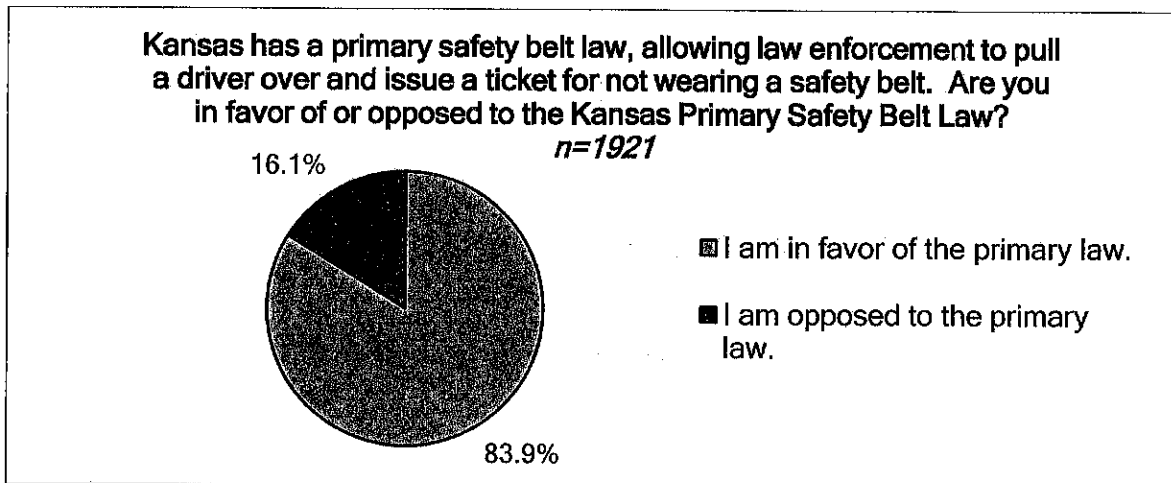
- It provides for EFFECTIVE occupant restraint use education for ALL Kansas children, through SAFE, as directed by the Secretary of Transportation.
- It provides the necessary funding for such programs, *NOT through taxes or fees, but from voluntary contributions from motorists who choose to violate the law.*

We urge you to favorably recommend this lifesaving measure to the full Senate, that assures both occupant restraint education will be available to all Kansas youngsters in the years ahead AND a permanent culture of safety among our young drivers is achieved for future generations of young Kansans to enjoy, funded through voluntary contributions from adults who choose to violate the law.

Exhibit A

Support of/Opposition to the Kansas Primary Safety Belt Law

The following graph displays the percent of survey respondents who chose support of or opposition to the Kansas Primary Safety Belt Law. The survey was conducted December 10th – 15th, 2014. 1921 AAA members responded to this question.



About 84% of respondents indicated support of the Kansas Primary Safety Belt Law.

Fair, Reasonable and Effective Fine

The graph on the following page displays the percent of AAA respondents who indicated the amount of what they consider to be a fair, reasonable and effective fine.

The amount of fine is indicated on the left, vertical column.

The percent of respondents who specified each fine amount is indicated along the bottom, horizontal column.

The most common answer (34%) was \$50.

The second most common (21%) answer was \$100.

The third most common (14%) answer was \$25.

The average answer was \$69.46.

These results were based on responses from the 1067 respondents who indicated a single, numerical answer. Extreme fines were omitted (i.e. in excess of \$500).

Ranges, combinations and other less specific fines were also omitted (i.e., 1st-\$50.00. 2nd-\$75.00; 10% of the individual's weekly income, both earned and unearned, etc.).

Exhibit A

Fair, Reasonable and Effective Fine

n=1067

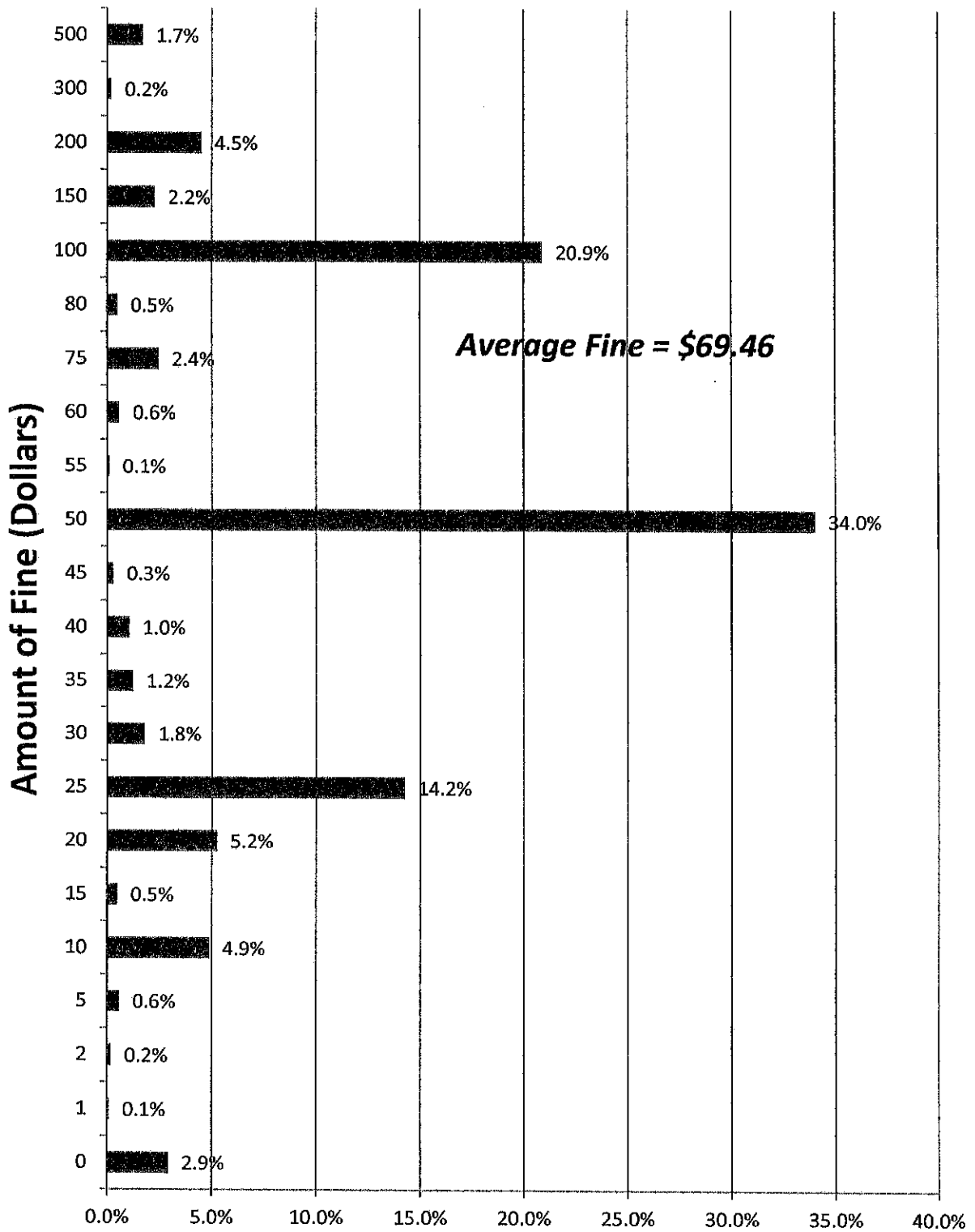


Exhibit A

Jim Hanni of AAA asked me to provide some clarification regarding a survey I conducted a few months ago, using the AAA membership as the respondent pool.

My name is Dan Schulte and I have been the Director of Research and Evaluation Services for DCCCA, Inc., since 1990. DCCCA is a 501(c)3 corporation based in Lawrence, Kansas. DCCCA bids on federal, state and local contracts, and has been involved in providing social services and research/evaluation services since the 1980's.

I currently hold the contract to conduct the Kansas Direct Observation Occupant Protection Surveys, and the Kansas Child Passenger Seat Surveys. I am a technical consultant for KDOT and NHTSA. The survey that was conducted using the AAA membership was designed as an objective, scientific survey. It serves no purpose to collect invalid or unreliable data. The primary purpose of this survey was to determine the level of support (or not) of the primary safety belt law as implemented in Kansas, and what the AAA membership thinks a fair, reasonable and effective fine for a safety belt violation might be.

This is the actual wording from the survey, to the subject question:

2. How much would a safety belt fine have to be to be fair, reasonable and effective?

There were no answer options proposed – just a box that let respondents enter any number they wanted. I believe Jim Hanni has presented those results to you. The result became “stable” with about 600 respondents. The additional 1400 respondent's did not change the results.

I understand that data are often misused to support a particular point of view, but I have built my entire career on being an objective, detached scientist. Had these results showed a lack of support for the primary law, and an average fine of \$5, I would have reported that.

What the results did indicate was a broad-based support for the primary law (about 84%), and a suggested average fine of about \$69. (I threw out the suggested fines of \$2500 and \$5000). 76 Kansas counties were represented in the survey, and the age range of respondents was 18-95, with an average age of about 61 years.

Please feel free to contact me if you have any additional questions about the survey.

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Seatbelts Are For Everyone

SAFETY

2016

CONTENTS

FEATURES

▶ Page 3

SAFE Schools & Mascots

List of all 2015-2016 **SAFE** Schools

▶ Page 6

Oklahoma, Missouri **SAFE** Schools & Mascots

List of all 2015-2016 **SAFE** Schools

▶ Page 7

You Are In The Driver's Seat

It's up to you to make sure everyone in your car is buckled up.

▶ Page 9

SAFE Partners

Lori Haskett- Kansas Department of Health and Environment

Sheriff Troy Briggs - Haskell County Sheriff

Jim Hanni - AAA Allied Group

Kevin Gamble - State Farm

▶ Page 11

Oklahoma **SAFE** Teens Speak About Their Schools

▶ Page 12

SAFE in Missouri

▶ Page 13

SAFE Final Reports

142 Schools - 62 Counties

▶ Page 16

My Seatbelt Testimony

Lauren Newell - Wabaunsee High School

▶ Page 17

I Used To Work As A Traveling Nurse

Lindsey Miller Story

▶ Page 21

Laws for Teen Drivers

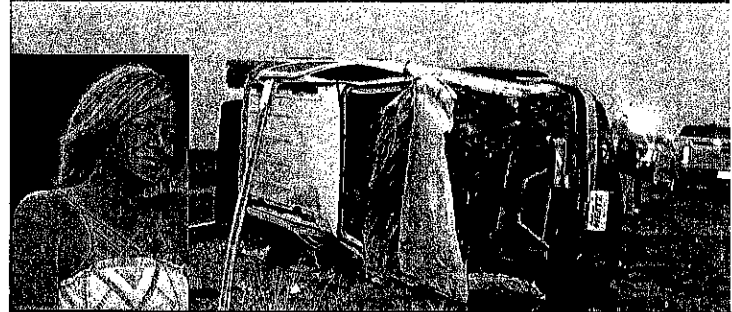
The Graduated Driver's License:

A Path To Safer Teen Drivers



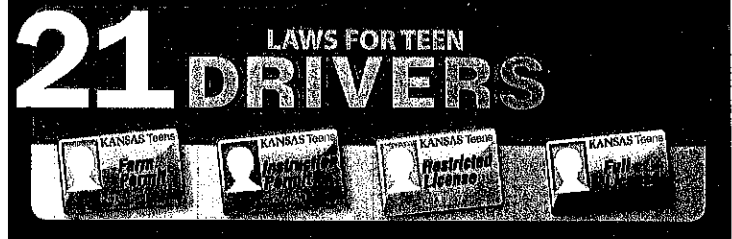
You Are In The Driver's Seat

7



I Used To Work As A Traveling Nurse

17



Behind the **SAFE** Program



Laura Moore- **SAFE** State Coordinator

Norraine Wingfield- Project Director

Andrea Bradbury - **SAFE** Admin. Assistant

DESIGNED BY

Brenda Courtois

KANSAS **Traffic Safety**
Resource OFFICE

SMALL CHANGES
CAN MAKE A
BIG
DIFFERENCE

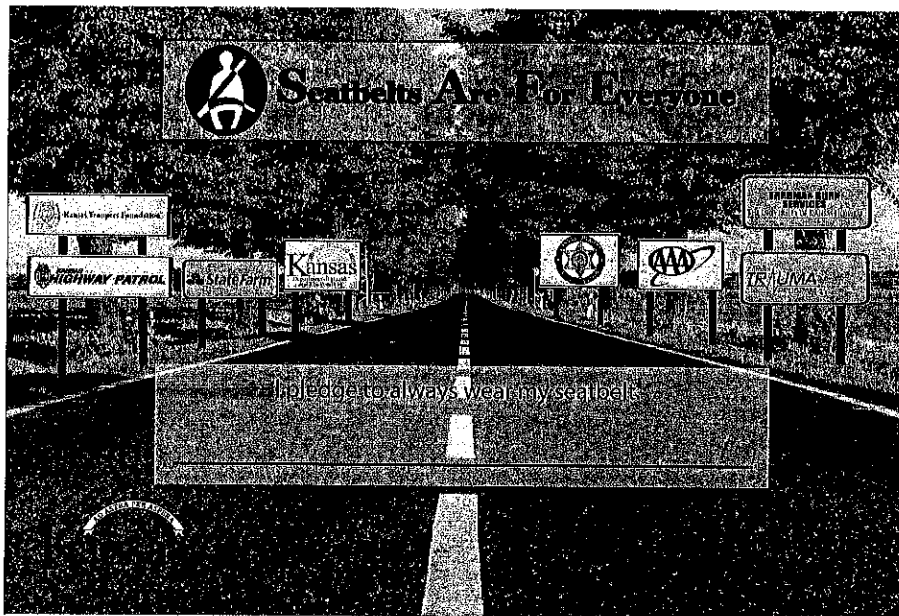
After eight years of the SAFE program being a part of numerous schools across Kansas, positive change is still being seen in the teen seatbelt use. According to the 2016 Kansas State Occupant Protection Observational Survey, the teen (15-17) seatbelt use rate increased by 1.5%. Some may say that this change is small, but when you're talking about traffic safety and creating a culture change, every little bit counts. After eight years of slight changes and small increases in belt use, the overall increase in seatbelt use since 2009 is **24.5%**.

In 2016, 85.5% of teens in the state of Kansas buckle up compared to 61% in 2009.

In order to create the small changes, year after year schools adopt and implement SAFE. Hundreds of students share monthly traffic safety messages with their peers and each month over 60,000 students are reached with topics ranging from seatbelt use to distracted driving to drowsy driving. When the programs are complete, improvement in seatbelt use is seen and celebrated locally.

Without law enforcement, financial support and students involved, the big difference we are able to celebrate now would not be possible. Each year, small changes have brought on a big difference with the SAFE program in Kansas.

Laura Moore
SAFE State
Coordinator
Kansas Traffic Safety
Resource Office



**Seatbelts
Are
For
Everyone**

SAFE SCHOOLS

Anderson County High
 Andover High
 Andover Central High
 Arkansas City High
 Atchison High
 Basehor-Linwood High



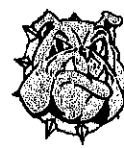
Bulldogs



Trojans



Jaguars



Bulldogs



Redmen



Bobcats

Baxter Springs High
 Beloit Jr/Sr High
 Bennington High
 Bishop Ward High
 Bonner Springs High
 Bucklin High



Lions



Trojans



Bulldogs



Cyclones



Braves



Red Aces

Burlington High
 Central Heights High
 Chanute High
 Chapman High
 Cheney High & Middle
 Clay Center Community High



Wildcats



Vikings



Blue Comets



Irish



Cardinals



Tigers

Clearwater High
 Columbus High
 Crest High
 De Soto High
 Deerfield High
 Derby High



Indians



Titans



Lancers



Wildcats



Spartans



Panthers

Dexter High
 Dodge City High
 Doniphan West High
 Eisenhower High
 El Dorado High
 Ell-Saline High



Cardinals



Demons



Mustangs



Tigers



Wildcats



Cardinals

Emporia High
 Erie High
 Eudora High
 FL Schlagle High
 Flint Hills Christian
 Flinthills High



Spartans



Red Devils



Cardinals



Stallions



Eagles



Mustangs

Fort Scott High
 Fredonia High
 Galena High
 Girard High
 Goddard High
 Hartford High



Tigers



Yellowjackets



Bulldogs



Trojans



Lions



Jaguars

Hayden High
 Hays High
 Herington High
 Hiawatha High
 Hill City High
 Holton High



Wildcats



Indians



Railers



Redhawks



Ringnecks



Wildcats

SAFE SCHOOLS



Chargers



Salthawks



Mustangs



Cobras



Hawks



Tigers



Coyotes



Grizzlies



Cougars



Broncs



Wolves



Tigers



Mustangs



Bulldogs



Trojans



Warriors



Wildcats



Bulldogs



Bullpups



Indians



Vikings



Thunder



Bluestreaks



Vikings



Wildcats



Bluejays



Plainsmen



Eagles



Buffalos



Indians



Trojans



Bears



Cyclones



Falcons



Panthers



Kaws



Panthers



Pirates



Dragons



Cardinals



Rams



Blu-Jays



Greenbacks



Cyclones



Rams



Braves



Mustangs



Grizzlies

Horton High
Hutchinson High
Iola High
Jackson Heights High
JC Harmon High
Jefferson West High

Kinsley High
Labette High
Lakewood Middle
Lakin High
Lebo High
Lyndon High

Macksville High
Madison High
Marais des Cygnes Valley High
Marion High
Marmaton Valley High
McLouth High

McPherson High
Medicine Lodge Jr/Sr High
Mission Valley Jr/Sr High
Nemaha Central High
Neoesha High
Northeast / Arma High

Northern Heights High
Norton Community High
Oakley High
Olpe High
Onaga High
Osage City High

Osawatomie High
Oskaloosa High
Ottawa High
Overland Trail Middle
Paola High
Perry-Lecompton High

Phillipsburg High
Piper High
Pittsburg High
Plainville High
Pleasant Ridge High
Pleasanton Jr/Sr High

Pratt High
Riverside High
Riverton High
Robert E. Clark Middle
Rock Creek Jr/Sr High
Rock Hills High

SAFE SCHOOLS

Rossville High
 Royal Valley High
 Russell High
 Sabetha High
 Sacard Heart High
 Salina Central High



Dawgs



Panthers



Broncos



Blue Jays



Knights



Mustangs

Salina South High
 Satanta High
 Seaman High
 Sedgwick High
 Shawnee Heights High
 Silver Lake High



Cougars



Indians



Vikings



Cardinals



Thunderbirds



Eagles

Smith Center Jr/Sr High
 Solomon High
 South Barber High
 South Gray High
 Southeast High
 Southeast of Saline High



Redmen



Gorillas



Chieftains



Rebels



Lancers



Trojans

Southern Coffey County High
 Spring Hill High
 St. John High
 St. Mary's - Colgan High
 Stafford High
 Sublette High



Titans



Broncos



Tigers



Panthers



Trojans



Larks

Thunder Ridge High
 Troy High
 Turner High
 Tyro Christian
 Udall High
 Ulysses High



Longhorns



Trojans



Bears



Eagles



Eagles



Tigers

Uniontown High
 Valley Center High
 Valley Falls High
 Wabaunsee High
 Wakefield High
 Washburn Rural High



Eagles



Hornets



Dragons



Chargers



Bombers



Junior Blues

Washington High
 Waverly High
 Wellington High
 West Franklin High
 Wetmore Academic Center
 Wheatland High



Wildcats



Bulldogs



Crusaders



Falcons



Cardinals



Thunderhawk

Wichita County Jr/Sr High
 Wichita West high
 Wyandotte High



Indians



Pioneers



Bulldogs



**Seatbelts
 Are
 For
 Everyone**



Cushing High
Grove High
Moore High



Tigers



Ridgerunners



Lions

Perkins-Tryon High

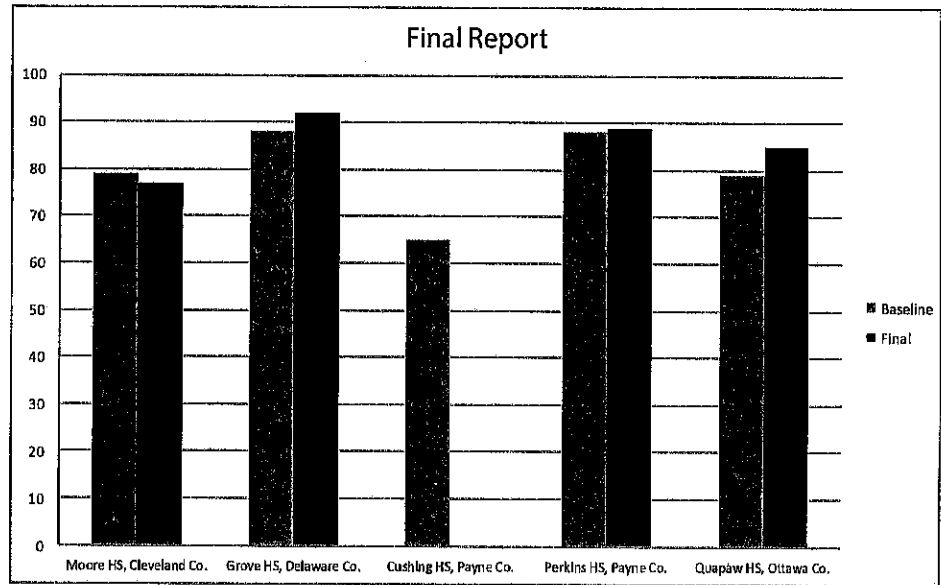


Demons

Quapaw High

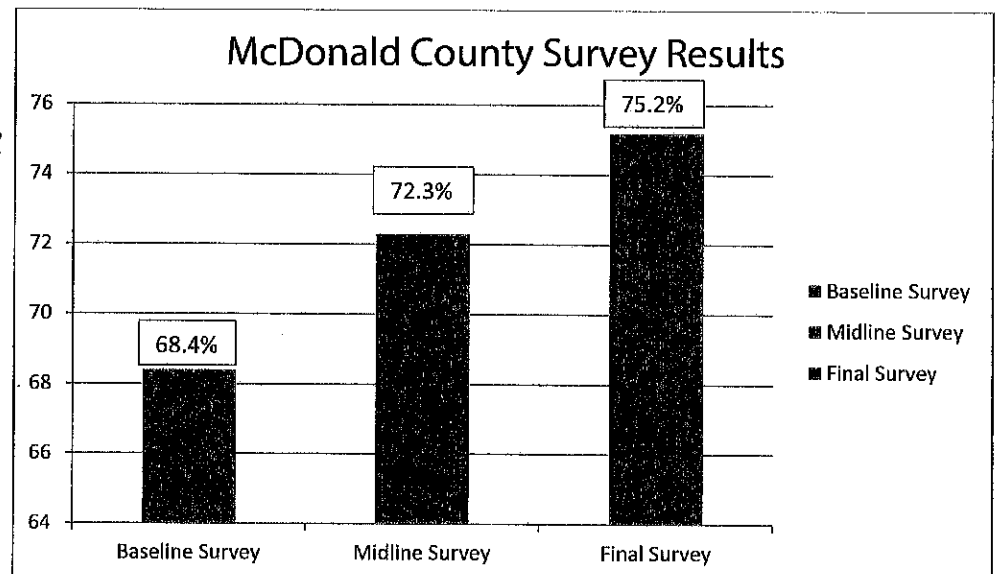


Wildcats



Mustangs

McDonald County
High School



You Are In The Driver's Seat



Seatbelts save lives. They are your number one safety priority in any vehicle and statistics certainly verify it. Wearing a seatbelt reduces the number of significant injuries and deaths from motor vehicle crashes by more than 50 percent. The Seatbelts Are For Everyone (SAFE) program has created a safety culture for teenagers and I am proud that it all began in Kansas.

Our goal is to improve safety for everyone on our roadways. It takes a united approach with multiple partnerships and I am thrilled to see those succeed in Kansas. The various law enforcement agencies, traffic safety advocates and sponsors that assist with the SAFE program on a daily basis are really making a difference for our young drivers and passengers.

SAFE is a tremendous way to reach teenagers and provide traffic safety messages within communities. Since its inception, we've seen progress being made across the state for teen seatbelt use. In fact, the teen seatbelt use has increased 24.5% since the SAFE program was founded in 2008-2009. So it's not a coincidence that SAFE is the driving force behind the improvement.

I'm also very pleased at the growth of the SAFE program. An idea that began with six schools in Crawford County has now blossomed

into more than 140 schools across the state, including participation from more than half of the counties in Kansas.

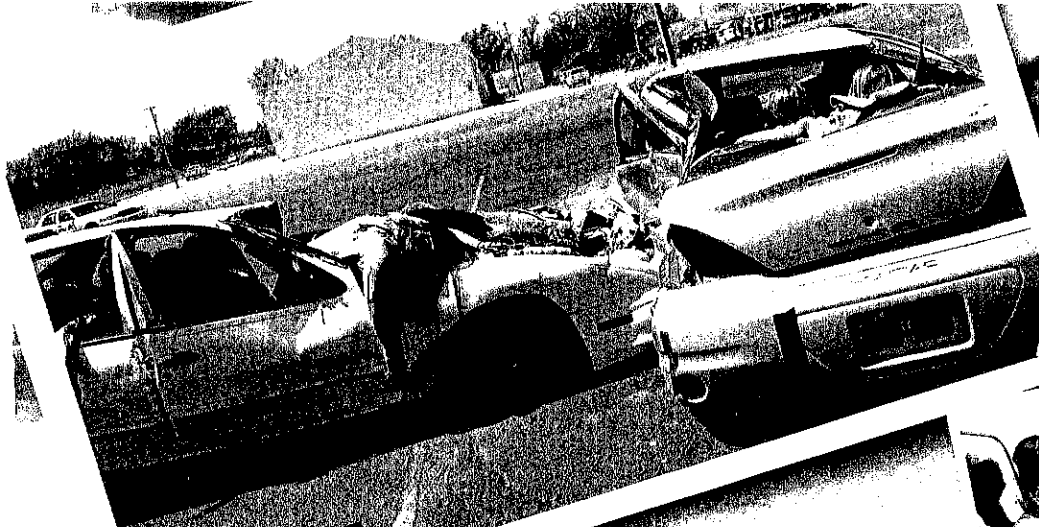
We are on the right track and I want to commend all of the SAFE schools for their dedication and commitment to keeping our roads safer. The SAFE program shares our goal of 'Drive to Zero,' which means just one preventable death on our roadways is one too many. You are in the driver's seat.

It's up to you to make sure everyone in your car is buckled up.

We know that when seatbelt use goes up, fatalities and serious injuries go down. A moment of carelessness or inattention can have devastating results. I've stressed this time and time again – pay attention, slow down and be SAFE.

Chris Bortz
Traffic Safety Manager
Kansas Department of
Transportation
Bureau of Transportation Safety
and Technology

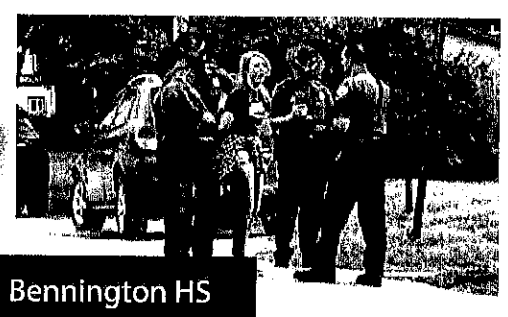




Galena HS



St. John HS



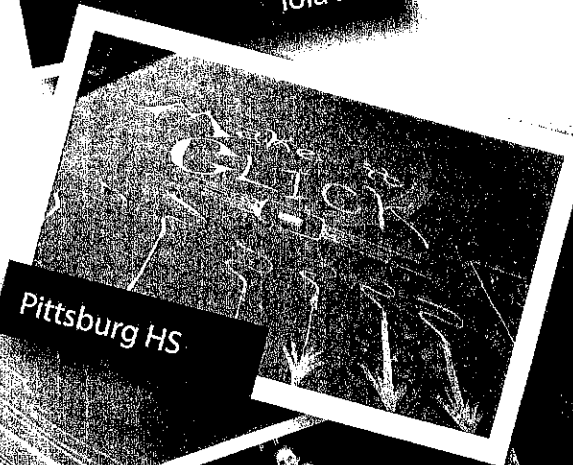
Bennington HS



Iola HS



Marion HS



Pittsburg HS

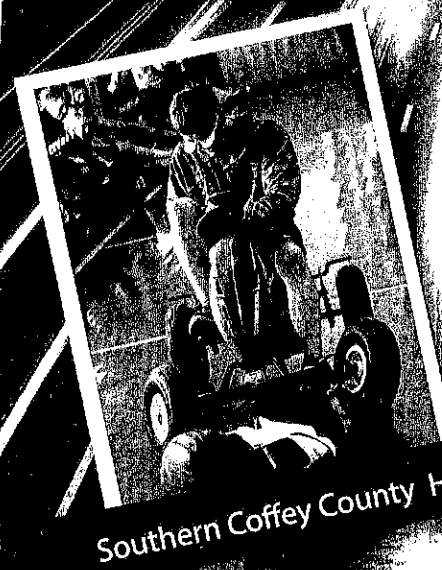


McPherson HS

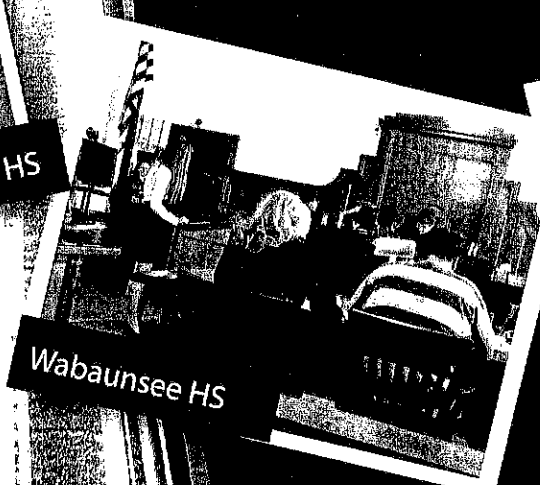


Holton HS

Traffic Safety Education



Southern Coffey County HS



Wabaunsee HS



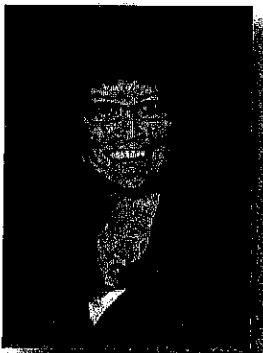
Satanta HS

SAFE Partners

Thanks to the continued support of the featured partners and many others, SAFE continues to increase teen seatbelt use and save lives in Kansas. We appreciate your dedication.

Vehicle crashes tragically take away the future from too many Kansas teens every year. Not only is this a loss for tomorrow's society that would benefit from their unique talents, but their absence leaves a permanent hole in their families lives that no amount of time can erase. Programs like SAFE are changing the safety culture in Kansas and, indeed, the future for many teens across the state. The Kansas Department of Health and Environment (KDHE) and Kansas Trauma program are pleased to partner with and support the SAFE program in achieving our goals to improve the safety of Kansans.

Motor vehicle crashes remain the leading cause of death for Kansans ages 1 to 44. But we have the ability to change this. By promoting seatbelt use and safe driving behaviors starting with our youngest drivers, we hope to encourage lifetime habits that have the potential to save lives. KDHE and the Kansas Trauma program are proud to be part of this effort.



Lori Haskett

Kansas Department of Health and Environment

Director, Injury Prevention



Sheriff Troy Briggs

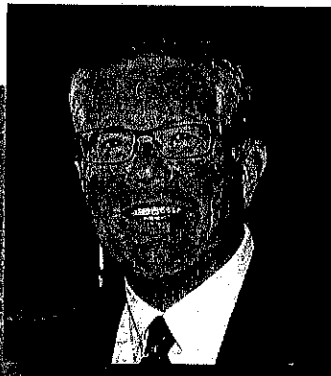
Haskell County Sheriff

President Kansas Sheriffs Association

The Kansas Sheriffs Association (KSA) is proud to help sponsor the SAFE program in Kansas. Two years ago our Executive Board authorized providing each county, where the Sheriff participates in SAFE, \$200 to go towards the incentive phase of the program. KSA has now donated \$18,400 to SAFE for 2014 and 2015 and has again offered our donation for 2016 to those Sheriffs participating.

Sheriffs across the State know the importance of wearing seatbelts and realize that SAFE not only promotes seatbelt usage but also delivers a strong message on driver's safety amongst our teens. It also serves as an excellent opportunity for Sheriffs and their staff to get involved with other traffic safety partners and most importantly the teens of their communities in a positive, rewarding experience.

We appreciate all of the hard working people that help to make SAFE such a success and not only a lifesaving program but an award winning program. The Kansas Sheriffs Association encourages everyone to get involved in SAFE and to help make that difference that could save a life.



Jim Hanni

AAA of Kansas -

AAA Allied Group

Executive Vice President of Public Affairs

In 2016, the AAA Kansas Traffic Safety Fund Trustees provided an additional \$30,000 to support the development of the Kansas SAFE program, while also supporting efforts to provide access to SAFE funding for ALL Kansas high schools. This brings cumulative AAA Kansas Traffic Safety Fund support to \$181,750 over the past seven years since the program began in 2009. "The Trustees are both proud to have been the first statewide funding source AND the largest contributor to SAFE," Hanni said. "The program has proved it works everywhere introduced in Kansas and works especially well when local law enforcement agencies join hands with local school officials to support the interests of student leaders who make SAFE a success in their schools," he added.

The Trustees understand that providing a permanent source of funding is important, to ensure a culture of seatbelt use carries beyond a few high school graduating classes and becomes a multi-generational norm. That's why they also support efforts to raise the \$10 adult seatbelt fine to the pre-2010 level of \$30, directing the difference to a Kansas safety education fund from which SAFE can be funded in every Kansas high school. The measure failed to receive action from the Kansas House of Representatives in 2016 and will be re-introduced in the 2017 Kansas legislature.

SAFE has been an incredible success story in Kansas over the last several years and State Farm has been proud to support the growth of the program. It's been fantastic to see the program connect so many schools in so many parts of the state to the issue of teen driver safety.

One of the best aspects of SAFE is how fundamentally collaborative it is. It's not a top-down program, but one that is a real partnership between students and members of their own communities – community groups, safety partners, government agencies and law enforcement. This makes the program come to meaningful life wherever it's adopted.

That quality is a key to the growth of the program. SAFE can grow wherever there are willing partners ready to tackle the issues. In addition to its growth within Kansas, we are happy to be supporting the expansion of SAFE into other states and are currently providing funding support to SAFE efforts in Oklahoma and new this year, Missouri. It's great to see new areas excited about SAFE and to see the impact of the program grow.

 **State Farm**TM

Kevin Gamble
State Farm

Public Affairs Community Specialist



Oklahoma SAFE Teens Speak About Their Schools' SAFE Programs



Perkins-Tryon HS

Currently, there are five schools in Oklahoma that participate in SAFE: **Cushing, Grove, Moore, Perkins-Tryon and Quapaw High Schools.**

SAFE students in Oklahoma were asked to share their experiences with the program and what they would like to see in the future. Students noticed that their peers' attitudes have positively changed toward seatbelts since the SAFE program was implemented.

"My friends began reminding each other to wear their seat belts more,"
Perkins-Tryon student

Students were asked about their relationships with their school resource officers.

"Our school officers have given students a chance to get involved and build relationships with the Grove Police Department." -Grove High School student

"Detective Charles Danker makes sure students are aware of the consequences that occur when they don't wear seatbelts." -Perkins-Tryon student.

What are your plans and/or goals for year three of SAFE in Oklahoma?

"It's great to have new ideas to bring back to their schools and gain greater knowledge of the importance of seat belt safety," said Perkins-Tryon student.

"I would like to see SAFE expand throughout the school district." Grove SAFE student



Quapaw HS



Moore HS



Grove HS

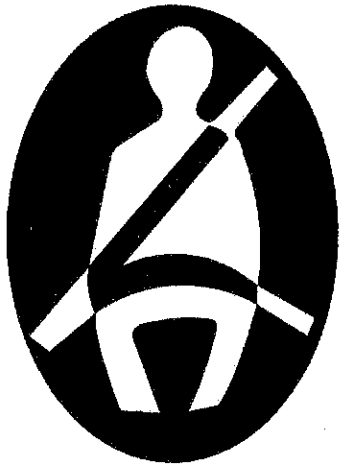


Cushing HS

Cassandra Love
SAFE State Coordinator
Oklahoma

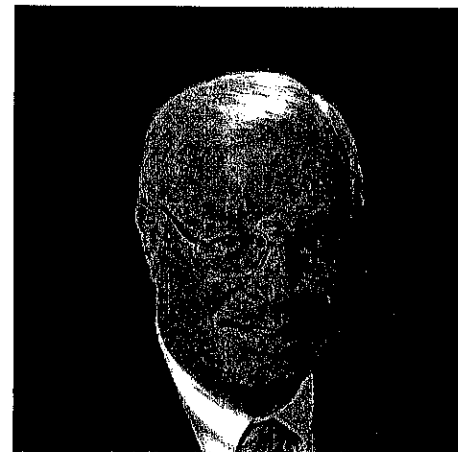


SAFE in Missouri



**Seatbelts
Are
For
Everyone**

© December 2014



Bill Lant

Missouri State Representative



SAFE Sponsors



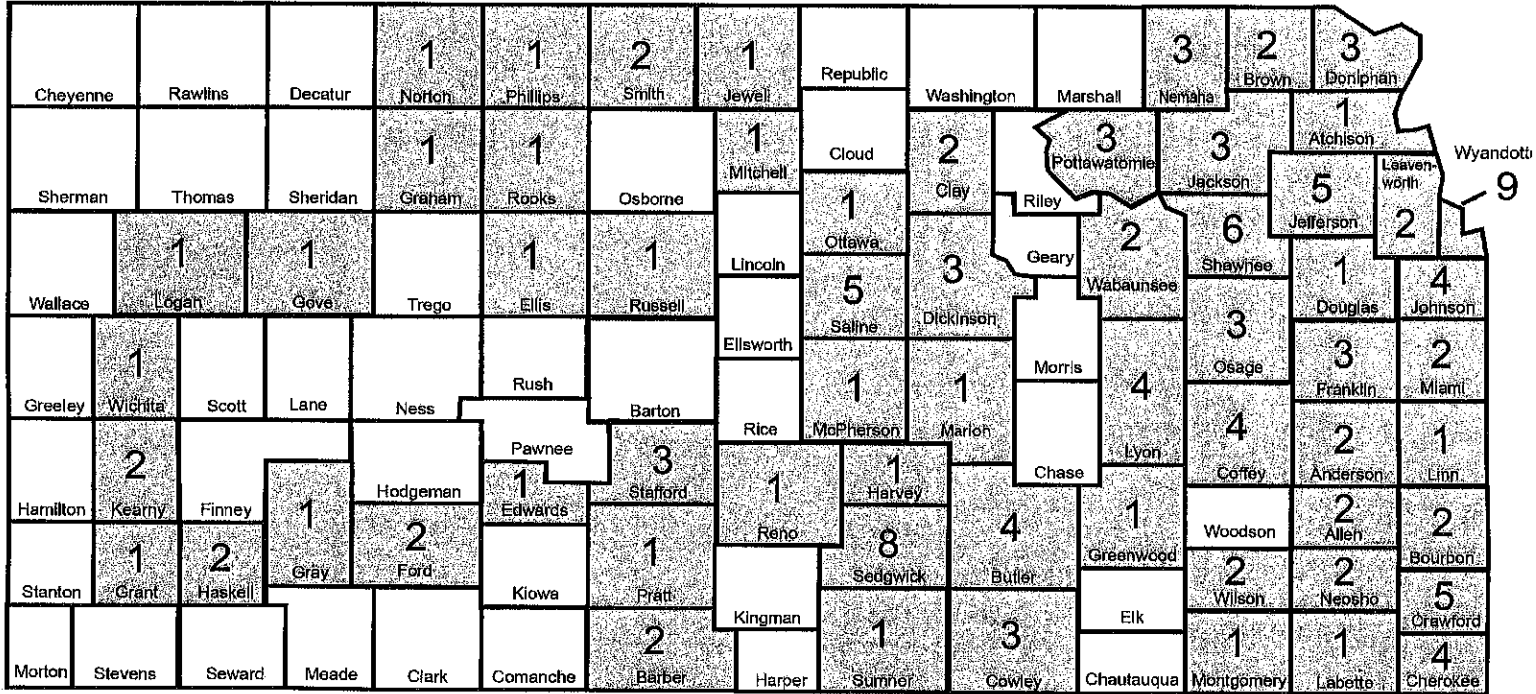
SAFE Team

Dave Corp told me about the SAFE program and offered to help get one established for McDonald County High School. With the help of Missouri State Patrolman Grant Hendrix and Teacher/Sponsor Deborah Shaffer, we started our program halfway through the school year. We were fortunate to find seven students who fell in love with the idea and hit the ground running.

The McDonald County Telephone Company and the First Community Bank provided funds and we were able to increase seatbelt usage by 7% in only half of a school year. We are excited about our program and are extremely grateful for the help that KDOT has given us.

2015 - 2016

142 Schools 62 Counties



5/24/16

Schools in County

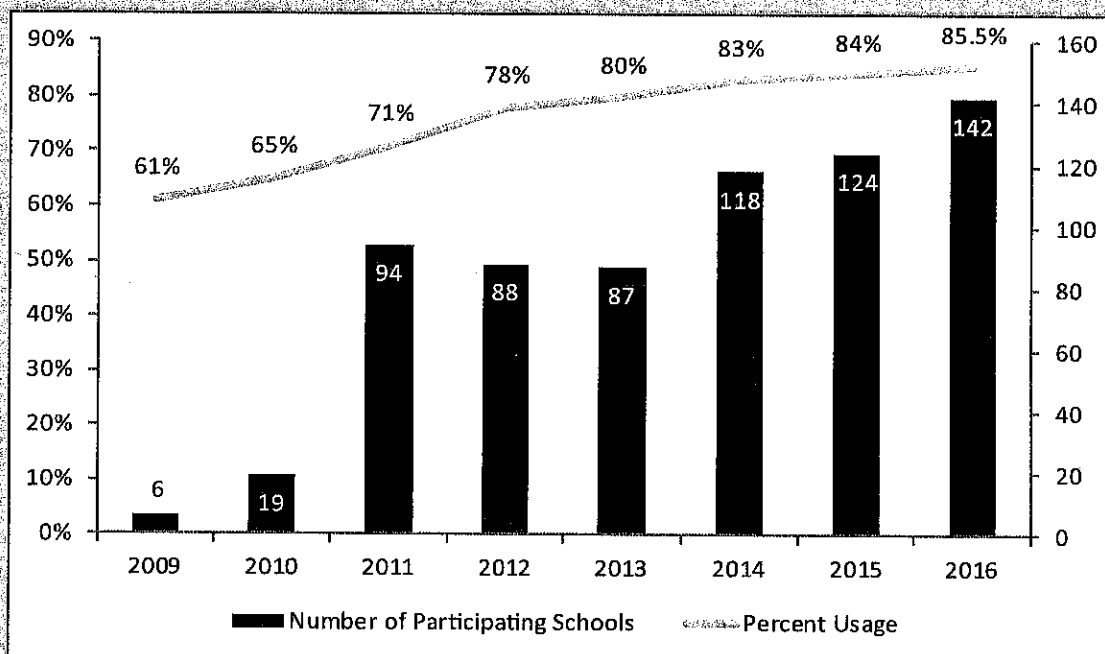
Participating County

142 Total Schools 62 Total Counties

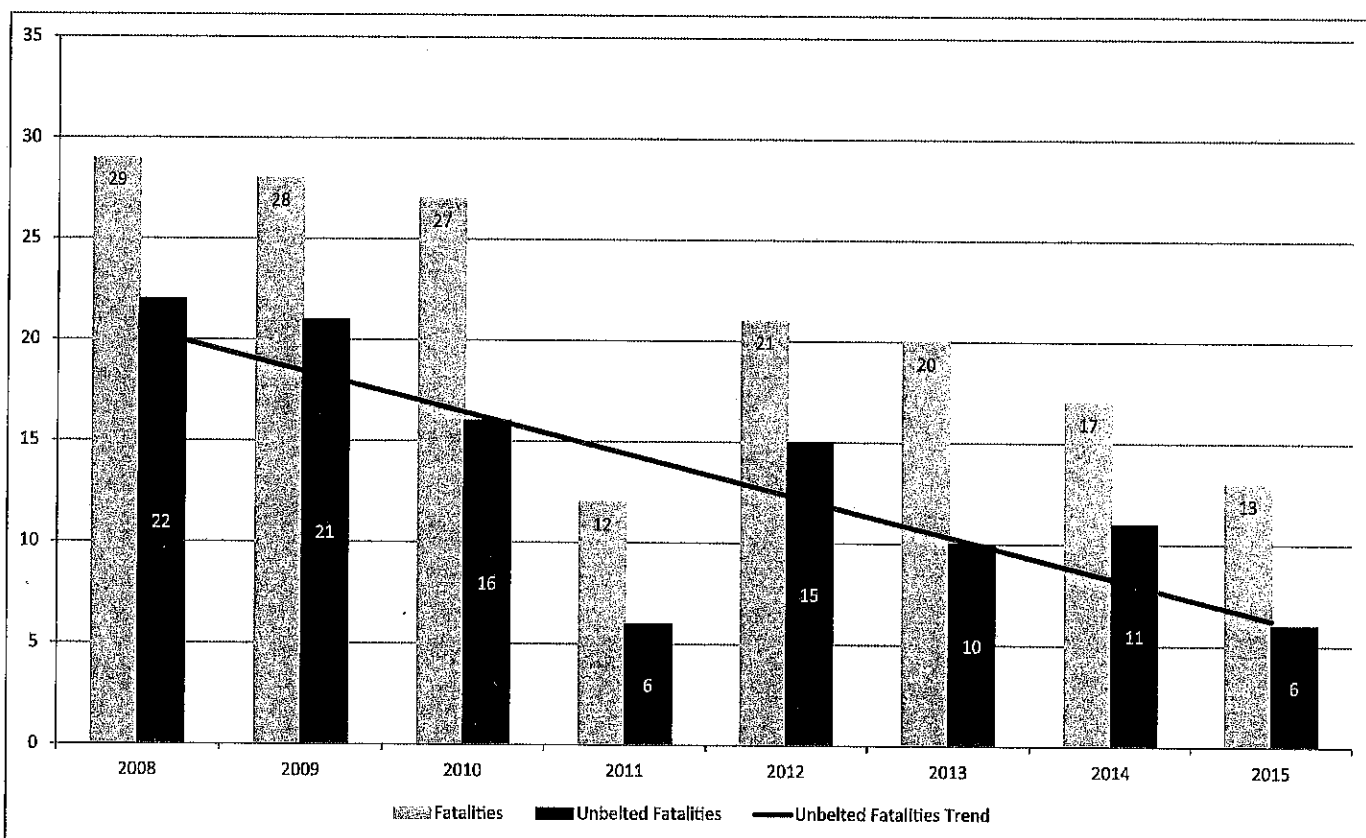
County	School Name	County	School Name	County	School Name	County	School Name
Allen	Iola	Riverside	Troy	Linn	Pleasanton	Sedgwick	Cheney
Anderson	Marmaton Valley	Douglas	Eudora	Logan	Oakley	Cheney	Cheney
Anderson	Anderson County	Edwards	Kinsley	Lyon	Emporia	Clearwater	Clearwater
	Crest	Hays	Hays		Hartford	Derby	Derby
Atchison	Atchison	Ford	Bucklin		Northern Heights	Eisenhower	Eisenhower
Barber	Medicine Lodge		Dodge City	Marion	Olpe	Goddard	Goddard
	South Barber	Franklin	Central Heights	McPherson	Marion	Valley Center	Valley Center
Bourbon	Fort Scott		Ottawa			Wichita West	Wichita West
	Uniontown		West Franklin	Miami	McPherson	Hayden	Hayden
Brown	Hiawatha	Gove	Wheatland		Osawatimie	Rossville	Rossville
	Horton	Graham	Hill City	Mitchell	Paola	Seaman	Seaman
Butler	Andover Central	Grant	Ulysses	Montgomery	Beloit Jr/Sr	Shawnee Heights	Shawnee Heights
	Andover	Gray	South Gray			Silver Lake	Silver Lake
	El Dorado	Greenwood			Tyro Christian School	Washburn Rural	Washburn Rural
	Flinthills		Madison	Nemaha	Nemaha Central	Smith Center	Smith Center
Cherokee	Baxter Springs	Harvey	Sedgwick		Sabetha	Thunder Ridge	Thunder Ridge
	Columbus	Haskell	Satanta	Neosho	Wetmore Academic Center	Macksville	Macksville
	Galena		Sublette		Chanute	St. John	St. John
	Riverton	Jackson	Holton	Norton	Erie	Stafford	Stafford
Clay	Clay Center Community		Jackson Heights	Osage	Norton Community	Sumner	Wellington
	Wakefield		Royal Valley		Lyndon	Wabaunsee	Wellington
Coffey	Burlington	Jefferson	Jefferson West		Marais des Cygnes Valley		Mission Valley
	Lebo		McLouth	Ottawa	Osage City		Wabaunsee
	Southern Coffey County		Oskaloosa	Phillips	Bennington	Wichita	Wichita County
	Waverly		Perry-Lecompton	Pottawatomie	Phillipsburg	Wilson	Fredonia
Cowley	Arkansas City		Valley Falls				Neodesha
	Dexter	Jewell	Rock Hills		Flint Hills Christian	Wyandotte	Bishop Ward
	Udall	Johnson	De Soto		Onaga		Bonner Springs
Crawford	Arma/Northeast		Lakewood	Pratt	Rock Creek		F.L. Schlagle
	Girard		Overland Trail	Reno	Pratt		JC Harmon
	Pittsburg		Spring Hill	Rooks	Hutchinson		Piper
	Southeast	Kearny	Deerfield	Russell	Plainville		Robert E. Clark
	St. Mary's - Colgan		Lakin	Saline	Russell		Turner
Dickinson	Chapman	Labette	Labette County		Ell-Saline		Washington
	Herington	Leavenworth			Sacred Heart		Wyandotte
	Solomon		Basehor-Linwood		Salina High		
Doniphan	Doniphan West		Pleasant Ridge		Salina South		
					Southeast of Saline		

Kansas State Occupant Protection Observational Survey Age 15-17 and Number of Participating Schools

Kansas teen
seatbelt use
has increased
24.5%
since 2009.



State Fatalities Age 15-17



2016 SAFE Survey Results

82.2%
Average
Baseline Survey

4.5%
Average Increase
across all
participating schools

86.7%
Average
Final Survey

Highest Final Survey Results

100%

- El Dorado
Butler County
- Sacred Heart
Saline County

99%

- Jackson Heights
Jackson County
- De Soto
Johnson County
- Salina South
Saline County

98%

- Marmaton Valley
Allen County
- Pleasant Ridge
Leavenworth County
- Royal Valley
Jackson County
- Flint Hills Christian
Pottawatomie County
- Bishop Ward
Wyandotte County

Largest Increase

43%

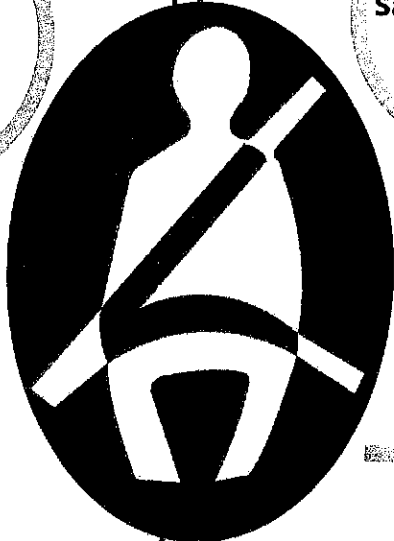
- Satanta Jr/Sr High
Haskell County

35%

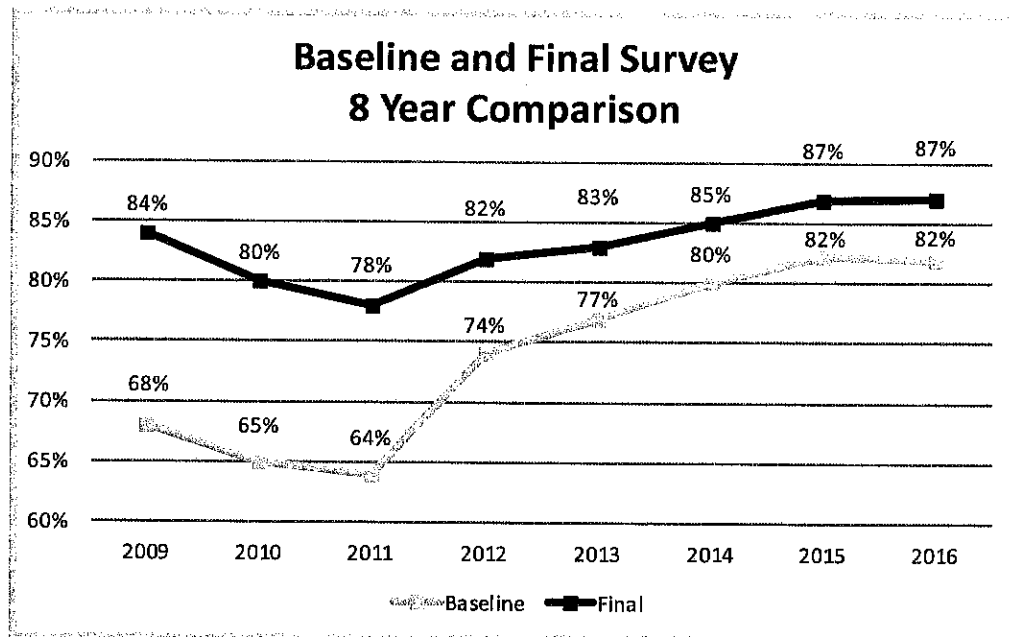
- South Gray
High
Gray County

29%

- Bucklin High
Ford County
- Wyandotte High
Wyandotte County

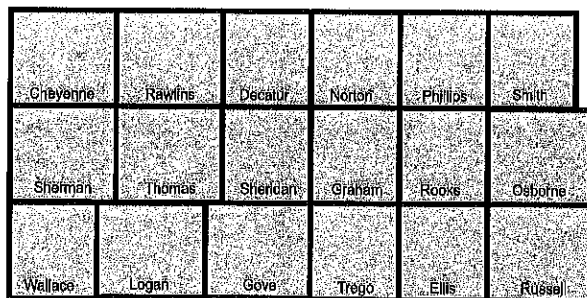


19% increase between the 2009 baseline and 2016 final survey.



SAFE Final Survey Results by Region

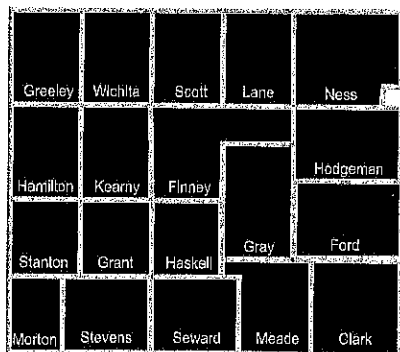
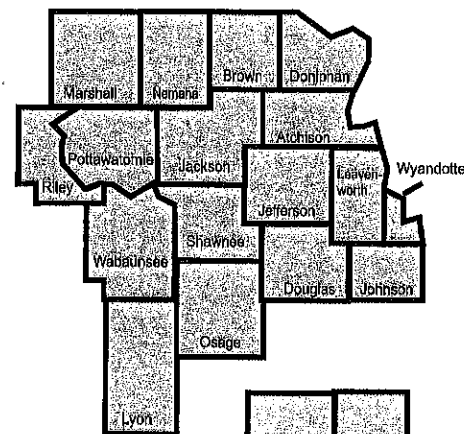
Northwest 82%
10 Schools
3% increase



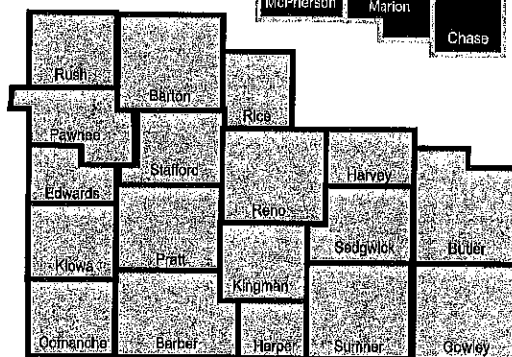
North Central 88%
15 Schools
2% increase



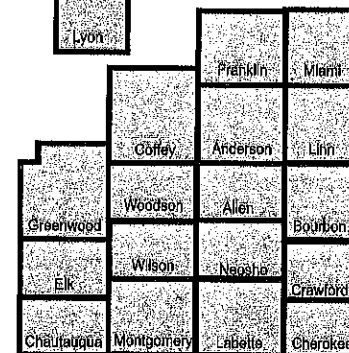
Northeast 88%
51 Schools
3% increase



Southwest 79%
9 Schools
16% increase

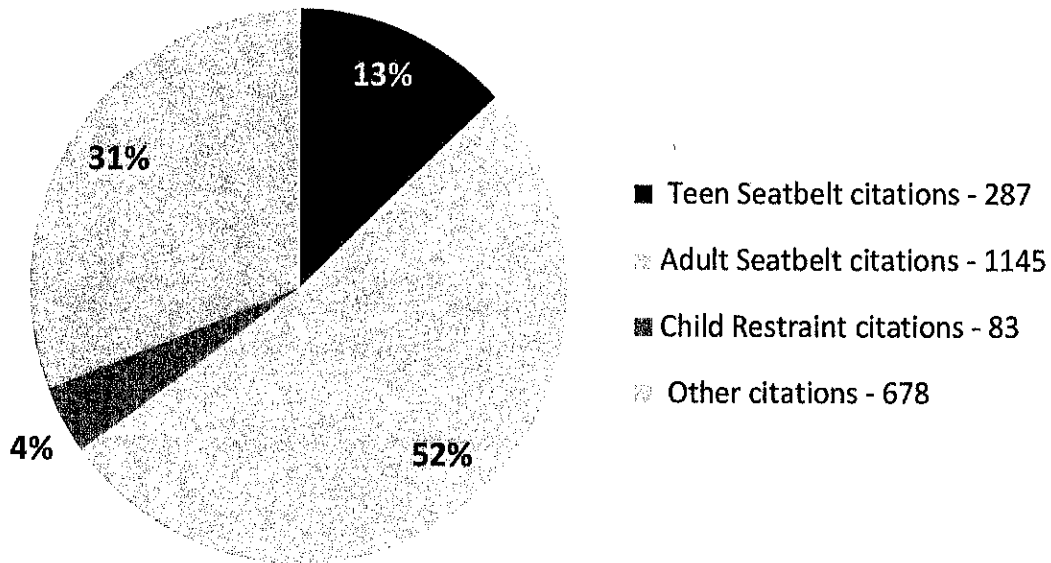


South Central 87%
25 Schools
8% increase



Southeast 87%
32 Schools
5% increase

2016 SAFE Enforcement Period



Thank you to the **134 Agencies** that participated this year.

674 Officers worked a total of **1,412 hours** to complete the enforcement.

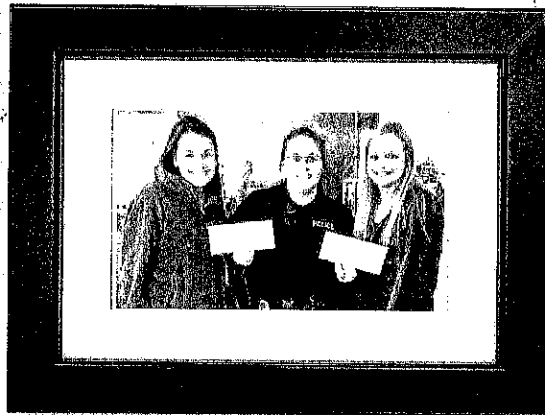
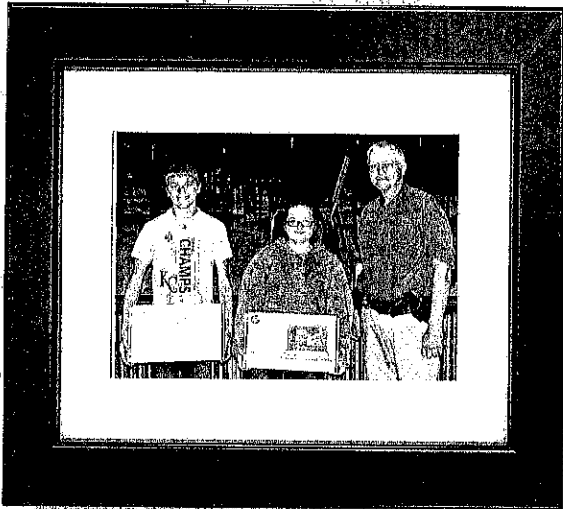
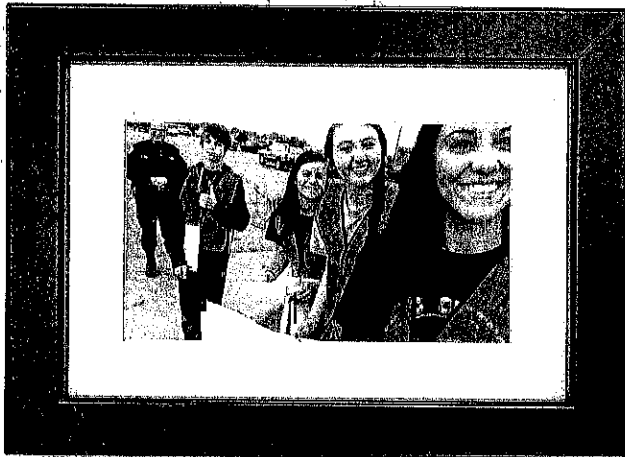
The 2016 SAFE Enforcement period took place between February 29 and March 11.

All agencies across the state were invited to participate. Focus was directed toward the primary seatbelt law while state and local law enforcement patrolled around high schools before and after school.



Jennifer Haugh, AAA spokesperson presents Montgomery County Sheriff Bobby Dierks a Gold AAA Traffic Safety Award during the Montgomery County Commission meeting on Monday morning. Steve McBride | Staff photo





kansas
seatbelts are for everyone wise
 car AAA teens law enforcement graduated driver's license
 kansas trauma AAA police KU trauma & burn services DCCA smart
seatbelt students safe kids sheriff NOYS school resource officer
 community kansas sheriff's association road sign kansas highway patrol
 wisdom driving vince & larry kansas trooper's association ticket state farm truth
 texting & driving kansas department of transportation kansas department of health & environment law
 kansas juvenile officers association



Southern Coffey County High



Sedgwick High

Some of our SAFE Teams



Girard High



Pittsburg High



Holton High



Eisenhower High



Lebo High



Osawatomi High



Lakewood Middle



Bishop Ward High



Osage City High



My Seatbelt Testimony

15 year old Lauren Newell shared this testimony with the 2016 Kansas House Transportation Committee

"My name is Lauren Newell, and I'm a 15 year old sophomore at Wabaunsee High School. On April 30, 2015, Taylor Benteman and I were in a serious rollover car crash. He was driving me home from my softball game. It was dark and there weren't many cars out on I-70. We were in the right lane, coming up to pass another vehicle when they slammed on their brakes. Taylor swerved to miss and then over-corrected right. We went straight into the ditch flipped up and rolled 4-5 times. Taylor wasn't wearing his seatbelt, I was. He was ejected from the car. When the vehicle stopped rolling, I was able to crawl out a window, to find him lying unconscious in the ditch. That could've very well been me if I hadn't made the choice to put my seatbelt on. Me, Taylor's family, my family, all of our lives have been flipped upside down. But because of the crash, because he didn't wear his seatbelt, his life will never be the same.

The reason I am sharing my story with you is because I'm trying to get people to see what a seatbelt can do. SAFE is a perfect way to get more high school students involved and more aware about seatbelt safety. I believe it should be considered at every high school in the state. SAFE expresses the importance of wearing your seatbelt.

**No matter how far you're driving,
no matter how fast you're going,
you need to buckle up.**

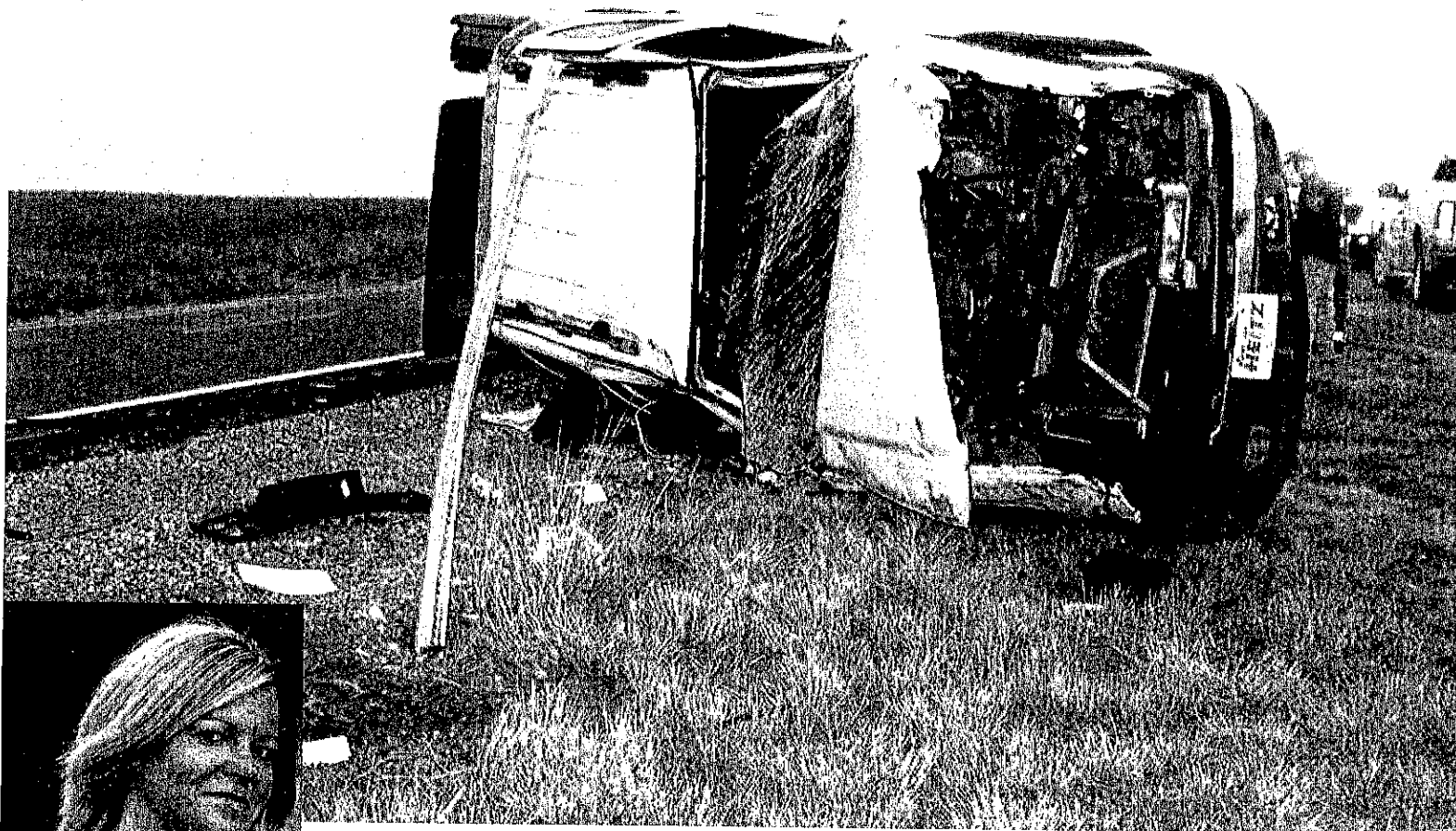
Some people have it set in their mind that it won't ever happen to them, so just one time won't hurt anyone, right? Well, I was one of those people, so was Taylor. But the one time he didn't buckle up, look what happened. He was diagnosed with a traumatic brain injury.

Everyone needs to be aware of this subject, because no one deserves to go through this. The more people that realize the danger of not wearing a seatbelt, the more people will buckle up. I really want this to be taken seriously. I've said it before and I'll say it again, SAFE needs to be put out there. People need to wear their seatbelt, because you never know. Every time you "forget" to put your seatbelt on, or just don't want to because it's not "the cool thing to do", you're putting yourself in danger. I went through something nobody should ever have to experience. So here I am in front of you, asking you to please help me out with getting a SAFE club at every high school in Kansas."



Lauren Newell
Wabaunsee High Student





I Used To Work As A Traveling Nurse

"My name is Lindsey Miller. I used to work as a traveling Registered Nurse. I worked 12 hour shifts on both December 7th and 8th, 2014. My story starts the next day on December 9th. It was a typical day. I got up at 4:45PM and left for Lacrosse at 5:15 to be at work by 6. Leaving at 6:47AM the next morning, my 3rd 12 hour shift had increased to 13 hours. I left work and headed south on highway 183. Because of numerous injuries I sustained in a car crash, that's the last thing I remember.

After being on life support for ten days, I eventually woke up to realize that I didn't know what had happened. I felt like I was waking up from a nightmare. Excruciating pain seared through my body. I wasn't feeling pain in my legs though. The nightmare was turning into reality when I wasn't sure if I even had legs. I couldn't feel my legs.

I eventually learned what had happened during the last 10 days. My mom told me that I had been in a bad car crash. My family had been told that I would probably not make it to Wichita due to the amount of blood I had already lost. I wasn't breathing on my own. I was Life Watched to Wesley Medical Center and survived the flight. I was immediately taken to surgery to repair my shattered pelvis that was causing massive internal bleeding. The six-hour procedure was partially successful, but due to complications, they were unable to fix my pelvis. I made it through this first surgery but the Trauma Doctor did not want to go back in. He wasn't confident that I would survive any more surgeries.

Friday came and my health got worse. I now had pneumonia and spiked 103 degree temperatures. My sputum came back positive for MRSA

Pneumonia. Again, doctors were unsure of my survival and made phone calls to my family to explain the situation. Family and close friends were encouraged to come say goodbye. At this time, the ventilator was doing 95% of my breathing. At one point, my mother was given the option to 'let me go' if my body crashed again. She signed papers requesting doctors to do everything they could to revive me and keep me alive.

Slowly, my condition began to improve. Doctors were finally able to rebuild my pelvis during another surgery. They gradually started taking me off of sedation. I woke up screaming in pain. My mental state was as bad as my physical state. When I learned of the papers my mother signed to keep me alive, I was angry with her.



My rebuilt pelvis

Due to the crash, I was in the hospital for 59 days and sustained the following injuries:

- Right shoulder dislocated and broken
- Torn rotator cuff
- Multiple broken ribs.
 - Left lung punctured by a broken rib causing them to have to place a chest tube
- Three fractured vertebrae
 - I had to wear a back brace for 59 days.
- Shattered pelvis.
 - Two plates and 13 screws were placed during two different surgeries.
- Dislocated and fractured left hip
- Dislocated left knee
 - Three torn ligaments fixed by 1 pin in my left knee.
- Road rash and pieces of windshield embedded over my entire buttocks.

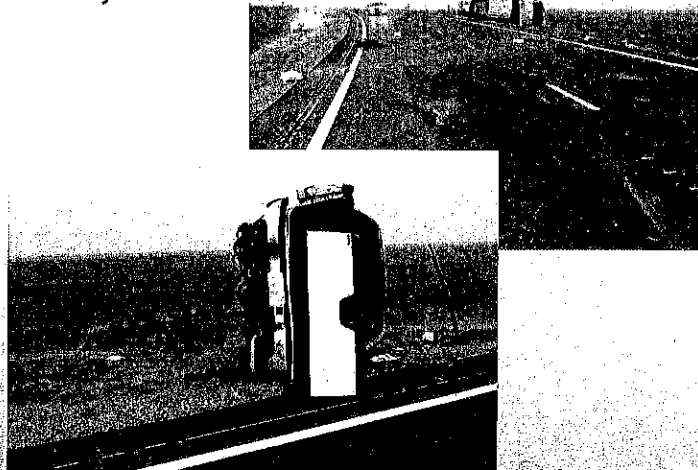
After the 59 days in Wesley, I was released but was mostly bedridden. For 13 months I used a wheelchair and was completely dependent on other people for everything; bathing, grooming, feeding, administering medication, etc. Anything that took any amount of strength to do, I was unable to do on my own.

In August 2015, I was regularly in physical therapy. I frequently got cortisone shots in my knees and pelvis due to the extreme pain. For my birthday, what I wanted most was to die. I thought I was done and couldn't take any more. I was mad at the world and everything in it. I could no longer play with my five year old son. I couldn't work anymore. Everything I'd worked for in my life I was losing or had already lost. My body was crippled.

After many months of pain, I decided that I want to beat the odds. Despite the everyday discomfort, I am currently taking no medication. I am still in physical therapy and although Doctors said I wouldn't walk again, I am walking. I am on a special diet and strict weight lifting routine to help regain muscle strength. I work out four days a week and spend the other three days recovering from the workouts. I have learned to channel and deal with depression and anxiety that I suffer from with cycling, racquetball, walking, art and science museums and spending time with my family. I also enjoy the simple things in life; things that I was never supposed to do again.

And to think...all of this could have been prevented by a simple click of my seatbelt."

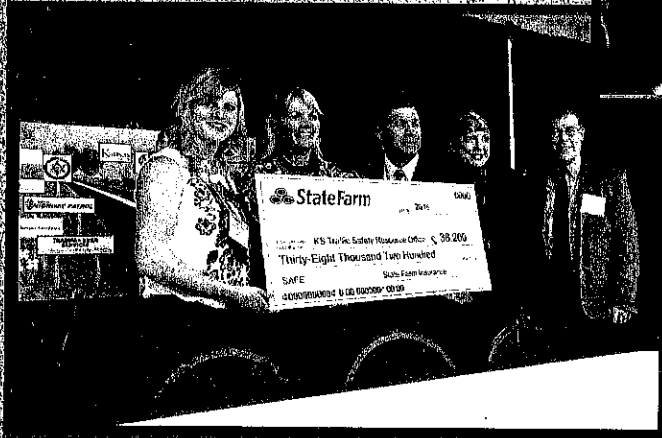
~Lindsey Miller



22nd annual KDOT Transportation Safety Conference

Capital Plaza Hotel & Convention Center, Topeka, KS
April 18-20, 2016





LAWS FOR TEEN DRIVERS



THE GRADUATED DRIVER'S LICENSE: THE PATH TO SAFER TEEN DRIVERS

In 2010, the driver's license laws for teen drivers changed in Kansas. The state rolled out a new licensing law that became known as the GRADUATED DRIVER'S LICENSE LAW (GDL). This law replaced the previous teen driver law which was largely based upon age to determine the type of license a teenager would receive. The new GDL was based upon a multi-faceted approach of: education / experience, driving restrictions, and law enforcement. At first glance, this law appears overly complex with numerous conditions and restrictions placed upon new teen drivers and their parents / guardians. However, upon closer inspection, each step or condition has a purpose and reasoning based in quality research and science.

A brief overview of the Graduated Driver's License

Instruction Permit:



At age 14 – 15, a driver can apply for an Instruction Permit with an application from their parent / guardian and after passing the needed vision test and driver's tests.

With this permit, the driver must be accompanied by an adult at all times in the front seat and the driver is not allowed to use any wireless communication device (cell phone) while driving.

Upon completion of 25 hours of supervised driving and one year's time, the driver is eligible for a restricted license.

Restricted License:



At age 15 – 16 the driver receives a restricted license if the previous requirements are met.

If applying at age 15, the driver must complete an approved Driver Education Course.

At age 15, the restricted driver may drive in connection with employment, to and from school, and with a licensed adult in the front seat.

This driver may not have any non-sibling minor passengers and the driver may not use a cell phone while driving.

The driver needs to complete another 25 hours of supervised driving with 10 hours of the 50 hour total being at night.

Upon reaching 16 years of age, the driver may drive from 5 a.m. to 9 p.m., to and from work or school, and when accompanied by a licensed adult.

At the age of 16, the driver may have one passenger that is a non-sibling minor.

The driver is still prohibited from using a cell phone while driving.

Upon reaching the age of 16 ½ the driver will have all restrictions lifted if the 50 hours of supervised driving is completed and the driver has not had any traffic infractions in the last 6 months.

Along with all of these restrictions, Kansas enacted additional penalties for teen drivers when they are convicted of traffic violations. These penalties include fines and ascending suspensions for traffic infractions and accidents. As a result of these violations, a teen driver may have to wait longer to move

on to the next step and therefore delay receiving their full, unrestricted license.

Why all the steps? The short answer, SAFETY! For teens, the leading cause of death is motor vehicle accidents. Anyone involved in accident investigation will tell you that a traffic accident is not an accident at all. The accident has a cause, a very real, definitive cause. The accident also has very real consequences. These consequences range from property damage to life changing physical injuries and even death. The Kansas Department of Transportation in conjunction with the Kansas Highway Patrol and other agencies across the state are constantly studying traffic crash data to determine causes and other impacting factors and ways to mitigate these factors.

As a result of this research, some concerning facts emerged. Teen drivers are involved in a disproportionately high percentage of accidents. Per mile driven, teenagers are three to four times more likely to be involved in a fatality crash than drivers over the age of 20. Other causation trends that emerged were; distracted driving, over steering, failure to scan and plan, and simply making the wrong decision or wrong action at the wrong time.

The GDL addresses these factors in three ways. The first component of the GDL is education and experience. Teen drivers are inexperienced simply because of their age. This inexperience causes them to make poor decisions at times. To combat this, experience is gained through the supervised driving with a licensed adult as part of the GDL process. Also, teen drivers are encouraged to take a driver's education course. This course exposes them to a wealth of knowledge about driving that they may not otherwise receive. The course covers the rules of the road as well as the importance of safety devices on motor vehicles such as seatbelts.

The second part of the GDL is the implementation of the restrictions. Teen drivers often have accidents that are caused by distractions, dangerous decisions, and driving at night. Distractions are reduced by restricting the use of cell phones and restricting the presence of passengers. Moreover, limiting the number of passengers has also reduced the occurrences of danger-

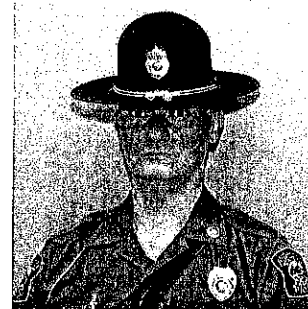
ous behaviors and reduced risk taking by the driver. Teen drivers are also restricted on the time of day that they can drive unsupervised, thus reducing night time driving.

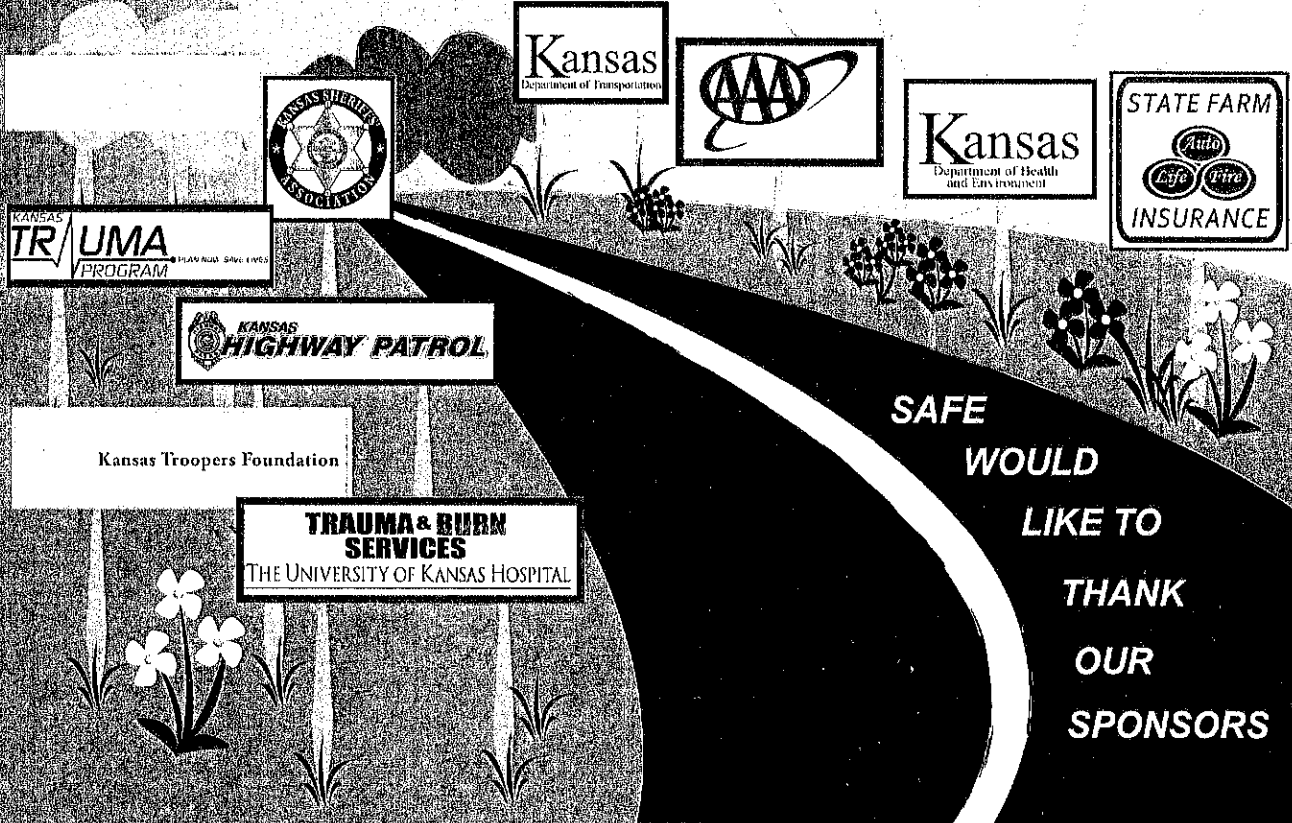
The third step to the GDL is enforcement. Law enforcement officers in Kansas are trained in all the provisions of the GDL as well as other traffic enforcement techniques. Across the state, officers engage in various enforcement efforts to keep the motoring public safe. These enforcement techniques vary depending on the agency, the area, and the violation targeted. Officers use traffic radar, visual observance, aircraft, camera systems, computers, and many other resources to constantly monitor traffic and enforce laws. While technology has advanced the ability and efficiency of modern day law enforcement, it still cannot trump a well-trained officer working a familiar area. This well-trained officer knows where the problem areas are and what the problems are at that location. This officer is trained to see into vehicles to determine if the driver is on a cell phone, is not wearing a seatbelt, or is doing something else illegal or dangerous. This officer will know exactly where to position himself for the enforcement effort and he will know when to be there.

In the end, the officer is not out to punish teen drivers or any other driver for no reason. The officer seeks to enforce the laws as a way to increase the safety of all those using the roadways in Kansas. The purpose of the officer is the same as the driving forces behind all those components within the GDL - SAFETY!

In summation, the Graduated Driver's License Law was crafted in a specific manner for the specific purpose of safety. The law, based on solid research and traffic data, reduces driving distractions while increasing the driving experience and education of teen drivers in a more controlled environment. In the end, a driver that is 16 ½ years old can become a better, safer driver through this process of education and experience than an 18 year old who simply waits long enough to obtain a license. Plus, the 16 ½ year old driver obtains the privilege of driving sooner.

Brent Hemken
Lieutenant
Kansas Highway Patrol





**SAFE
WOULD
LIKE TO
THANK
OUR
SPONSORS**



Seatbelts Are For Everyone

© December 2011

Established 2008

**Visit SAFE online to learn more or start
a program in your middle/high school.**

ktsro.org/safe

**Kansas Traffic Safety Resource Office
785-233-5885 2930 SW Wanamaker Drive, Topeka Kansas 66614**

SAFE



**Seatbelts
Are
For
Everyone**

© December 2014



Seatbelts Are For Everyone

Kansas Troopers Foundation



I pledge to always wear my seatbelt.



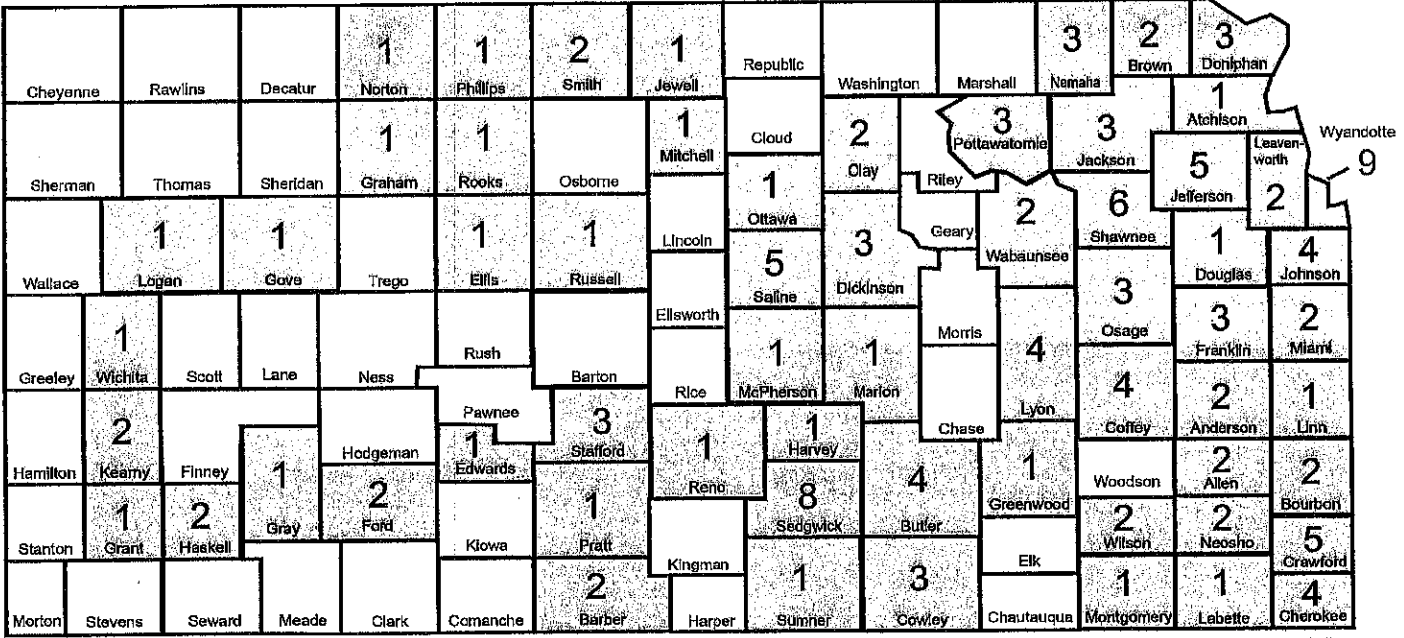
2016 Final Report

Seatbelts Are For Everyone

2015 - 2016

142 Schools

62 Counties



# Schools in County	Participating County	142 Total Schools	62 Total Counties
----------------------------	-----------------------------	--------------------------	--------------------------

County	School Name	County	School Name	County	School Name	County	School Name
Alien	Iola	Linn	Riverside	Linn	Pleasanton	Sedgwick	Cheney
Anderson	Marmaton Valley	Douglas	Troy	Logan	Oakley		Cheney MS
	Anderson County Crest	Edwards	Eudora	Lyon	Emporia		Clearwater
Atchison	Atchison	Ellis	Kinsley		Hartford		Derby
Barber	Medicine Lodge	Ford	Hays		Northern Heights		Eisenhower
	South Barber		Bucklin		Olpe		Goddard
Bourbon	Fort Scott	Franklin	Dodge City	Marion	Marion		Valley Center
	Uniontown		Central Heights	McPherson			Wichita West
Brown	Hiawatha		Ottawa		McPherson	Shawnee	Hayden
	Horton		West Franklin	Miami	Osawatomle		Rossville
Butler	Andover Central	Gove	Wheatland		Paola		Seaman
	Andover	Graham	Hill City	Mitchell	Beloit Jr/Sr		Shawnee Heights
	El Dorado	Grant	Ulysses	Montgomery			Silver Lake
	Flinthills	Gray	South Gray		Tyro Christian School		Washburn Rural
Cherokee	Baxter Springs	Greenwood		Nemaha	Nemaha Central	Smith	Smith Center
	Columbus		Madison		Sabetha		Thunder Ridge
	Galena	Harvey	Sedgwick		Wetmore Academic Center	Stafford	Macksville
	Riverton	Haskell	Satanta	Neosho	Chanute		St. John
Clay	Clay Center Community		Sublette	Erie			Stafford
	Wakefield	Jackson	Holton	Norton	Norton Community	Sumner	Wellington
Coffey	Burlington		Jackson Heights	Osage	Lyndon	Wabaunsee	
	Lebo		Royal Valley		Marais des Cygnes Valley		Mission Valley
	Southern Coffey County	Jefferson	Jefferson West		Osage City		Wabaunsee
	Waverly		McClouth	Ottawa	Bennington	Wichita	Wichita County
Cowley	Arkansas City		Oskaloosa	Phillips	Phillipsburg	Wilson	Fredonia
	Dexter		Perry-Lecompton	Pottawatomie			Neodesha
	Udall		Valley Falls		Flint Hills Christian	Wyandotte	
Crawford	Arma/Northeast	Jewell	Rock Hills		Onaga		Bishop Ward
	Girard	Johnson	De Soto		Rock Creek		Bonner Springs
	Pittsburg		Lakewood	Pratt	Pratt		E.L. Schlagle
	Southeast		Overland Trail	Reno	Hutchinson		JC Harmon
	St. Mary's - Colgan	Kearny	Spring Hill	Rooks	Plainville		Piper
Dickinson	Chapman		Deerfield	Russell			Robert E. Clark
	Herington	Labette	Lakin	Saline	El-Saline		Turner
	Solomon		Labette County		Sacred Heart		Washington
Doniphan	Doniphan West	Leavenworth			Salina High		Wyandotte
			Basehor-Linwood		Salina South		
			Pleasant Ridge		Southeast of Saline		

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82.2%

Average
Baseline Survey

4.5%

86.7%

Average
Final Survey

Highest Final Survey Results

100%

El Dorado
Butler County

Sacred Heart
Saline County

Jackson Heights
Jackson County

De Soto
Johnson County

Salina South
Saline County

99%

Marmaton Valley
Allen County

Pleasant Ridge
Leavenworth County

Royal Valley
Jackson County

Flint Hills Christian
Pottawatomie County

Bishop Ward
Wyandotte County

98%

Largest Increase

Satanta Jr/Sr High
Haskell County

43%

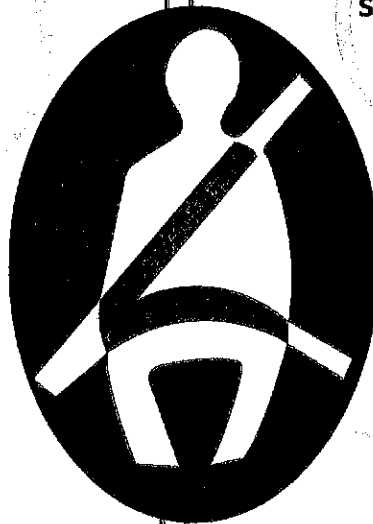
South Gray High
Gray County

35%

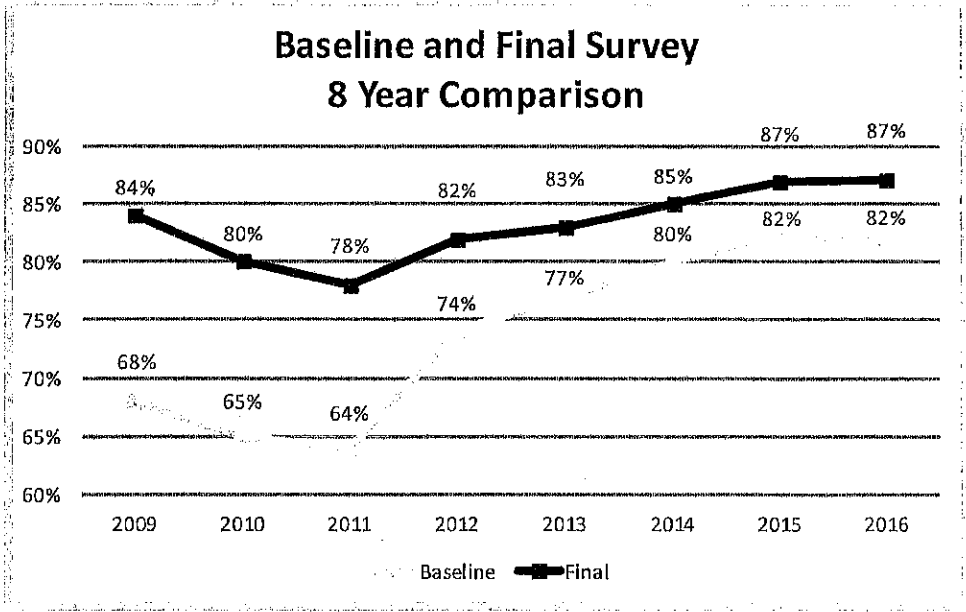
Bucklin High
Ford County

Wyandotte High
Wyandotte County

29%

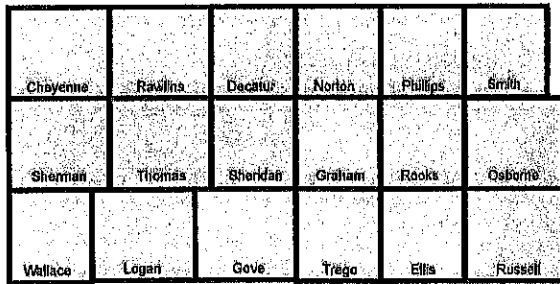


19% increase
between the
2009 baseline and
2016 final survey.



SAFE Final Survey Results by Region

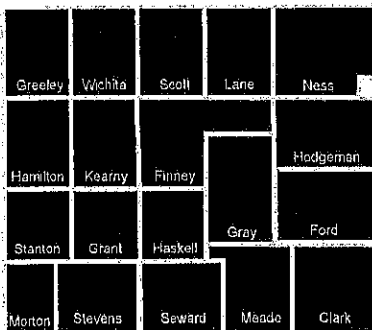
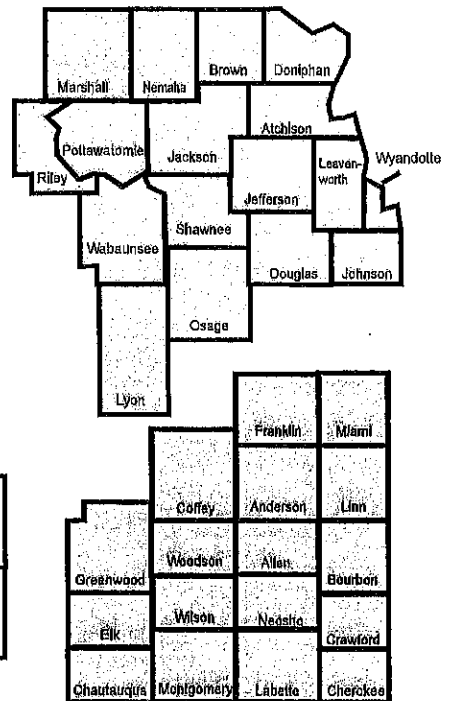
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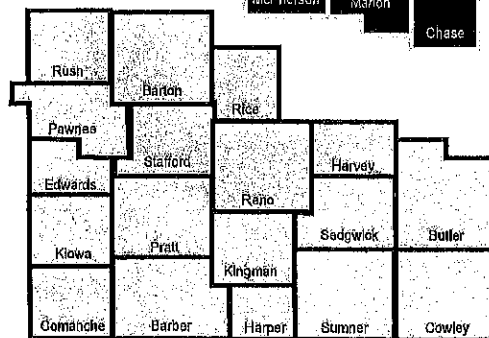
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15 Schools
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Northeast 88%
51 Schools
3% increase



Southwest 79%
9 Schools
16% increase

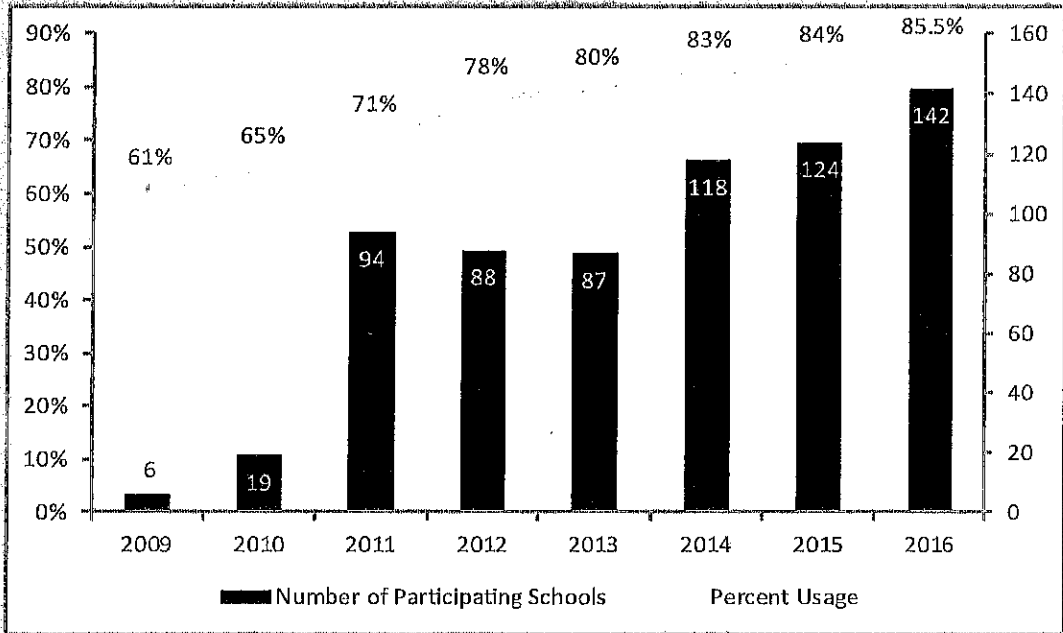


South Central 87%
25 Schools
8% increase

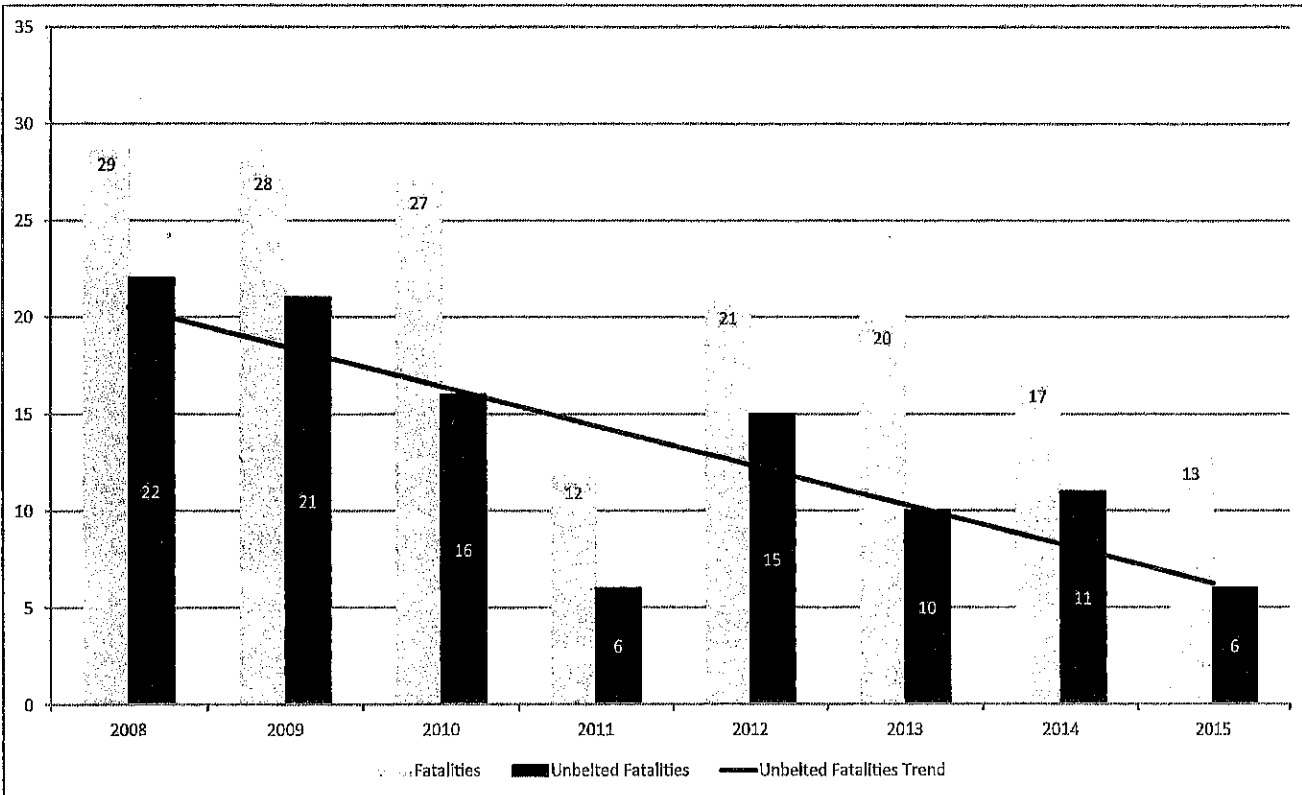
Southeast 87%
32 Schools
5% increase

Kansas State Occupant Protection Observational Survey Age 15-17 and Number of Participating Schools

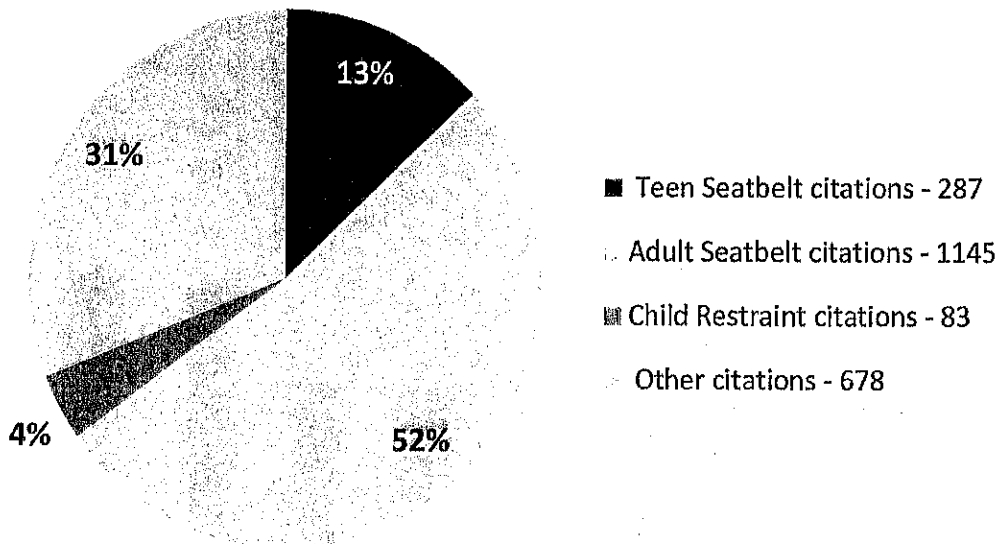
Kansas teen
seatbelt use
has increased
24.5%
since 2009.



State Fatalities Age 15-17



2016 SAFE Enforcement Period



Thank you to the **134 Agencies** that participated this year.

674 Officers worked a total of **1,412 hours** to complete the enforcement.

The 2016 SAFE Enforcement period took place between February 29 and March 11.

All agencies across the state were invited to participate. Focus was directed toward the primary seatbelt law while state and local law enforcement patrolled around high schools before and after school.



Jennifer Haugh, AAA spokesperson presents Montgomery County Sheriff Bobby Dierks a Gold AAA Traffic Safety Award during the Montgomery County Commission meeting on Monday morning. Steve McBride | Staff photo



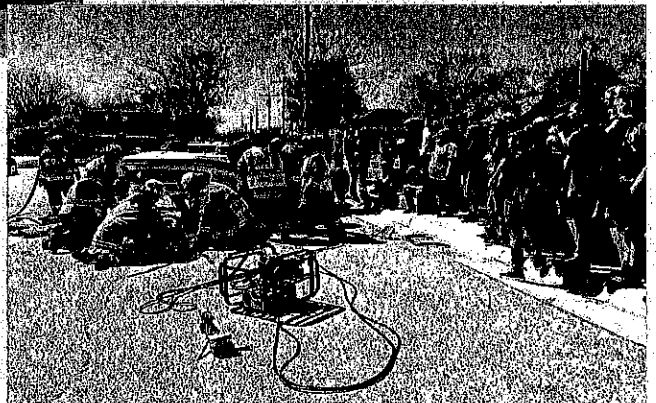
Survey



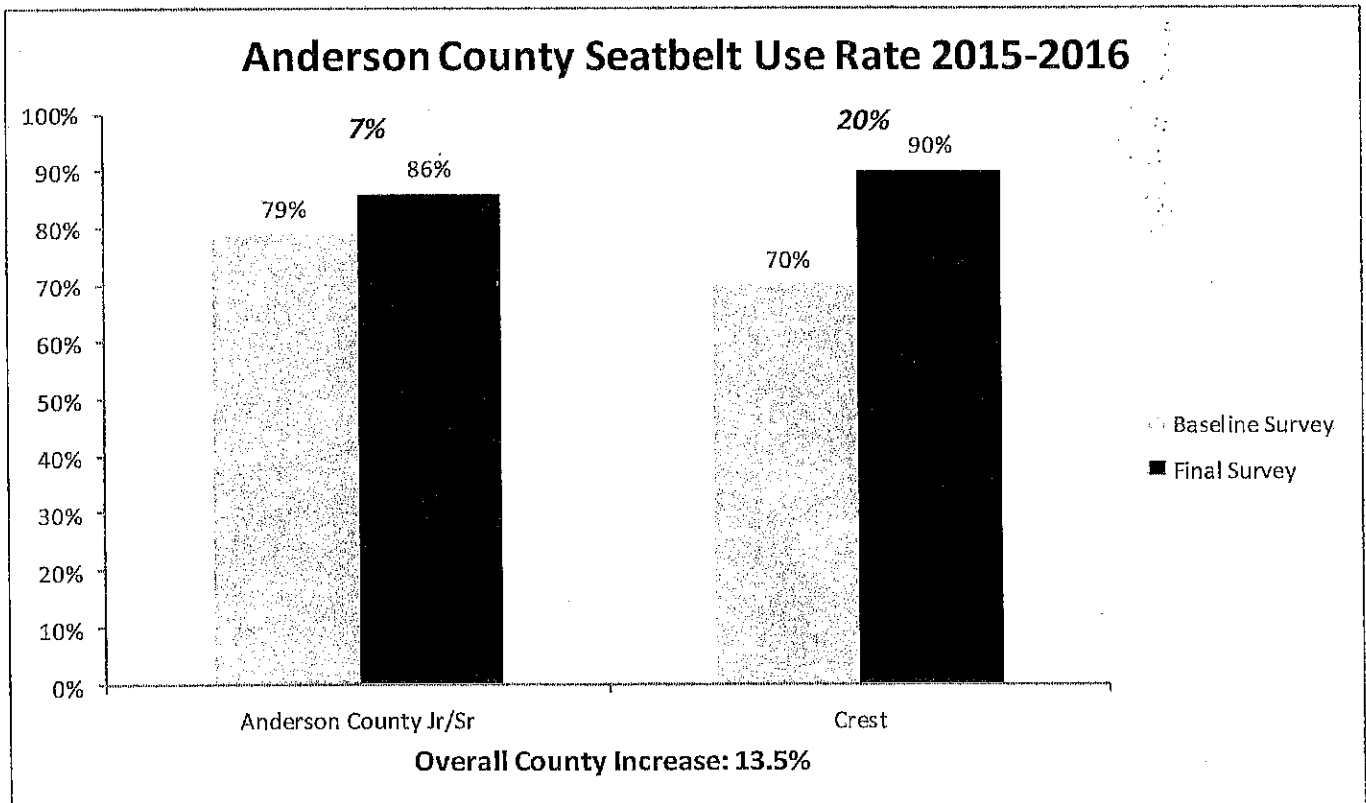
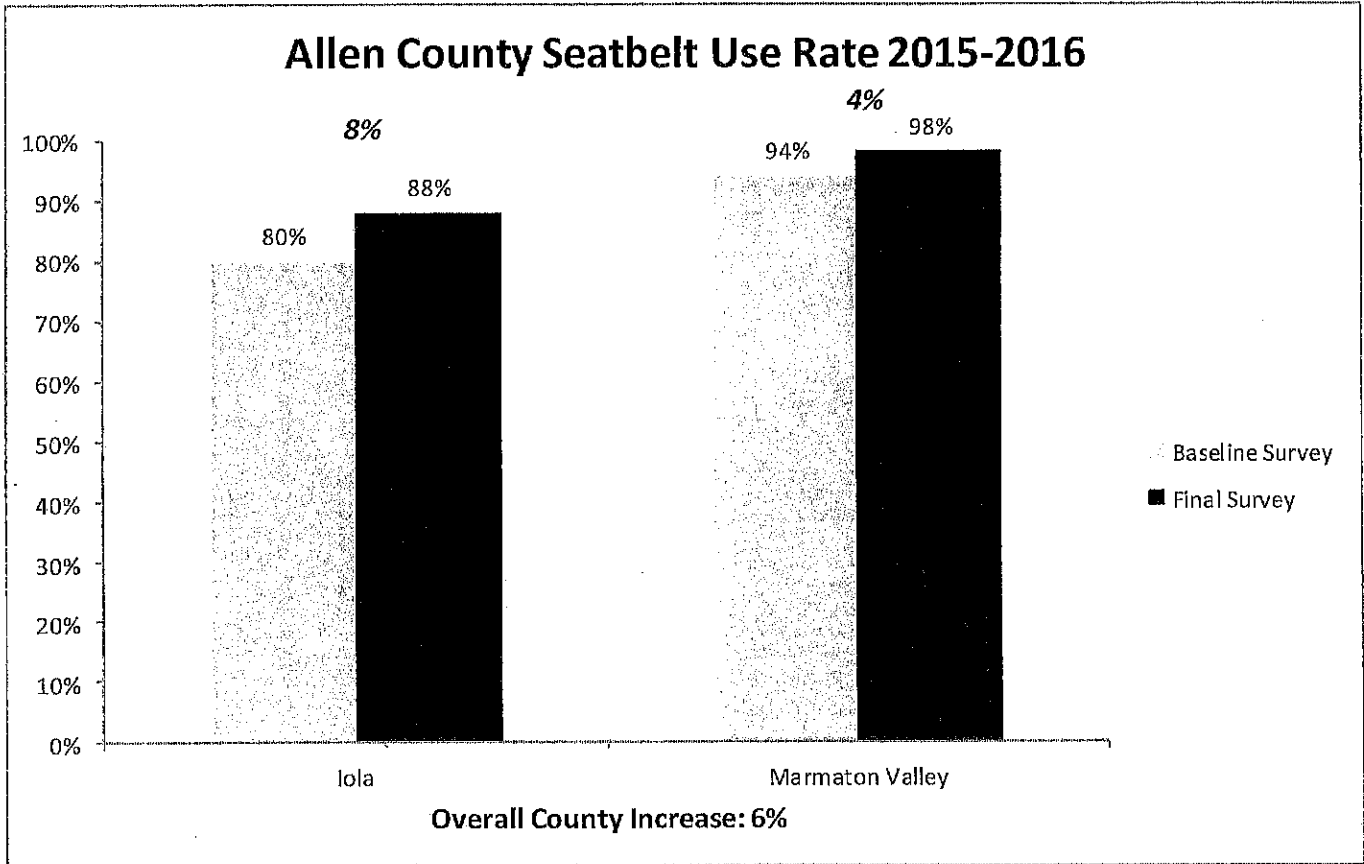
Prize Drawings



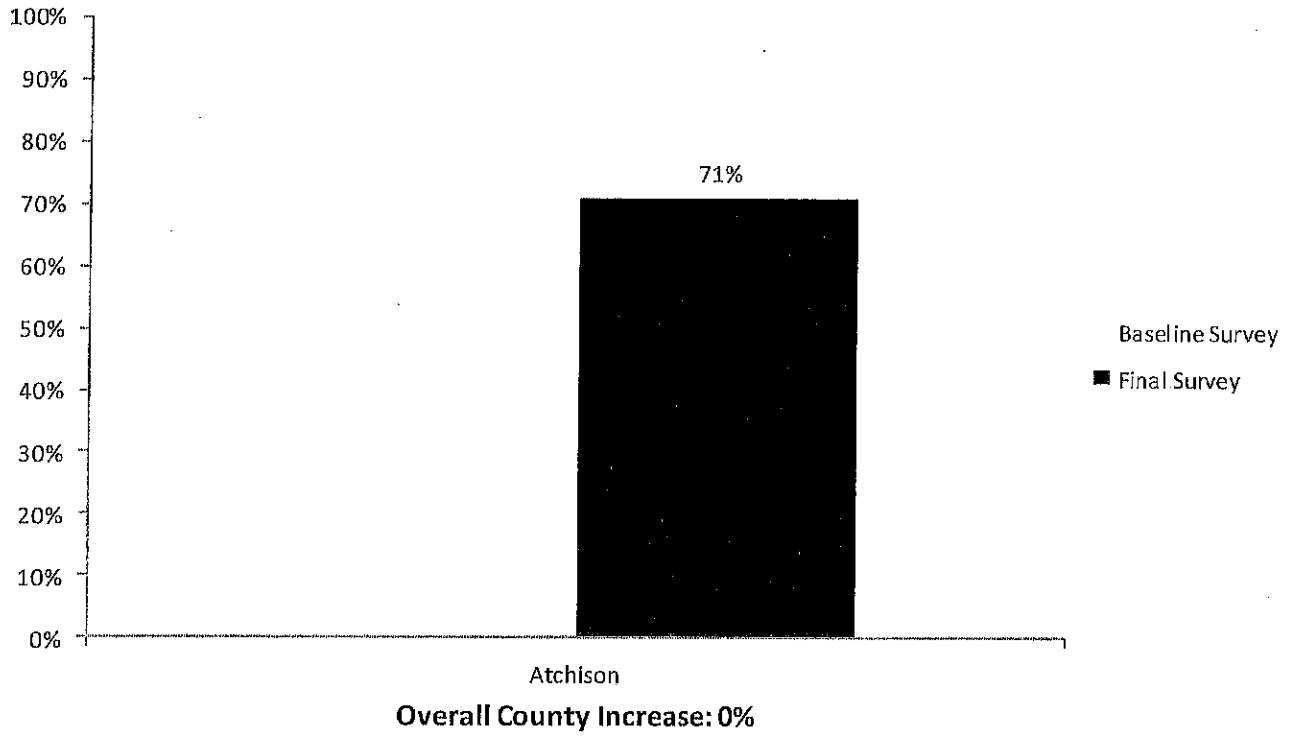
Educational Activities



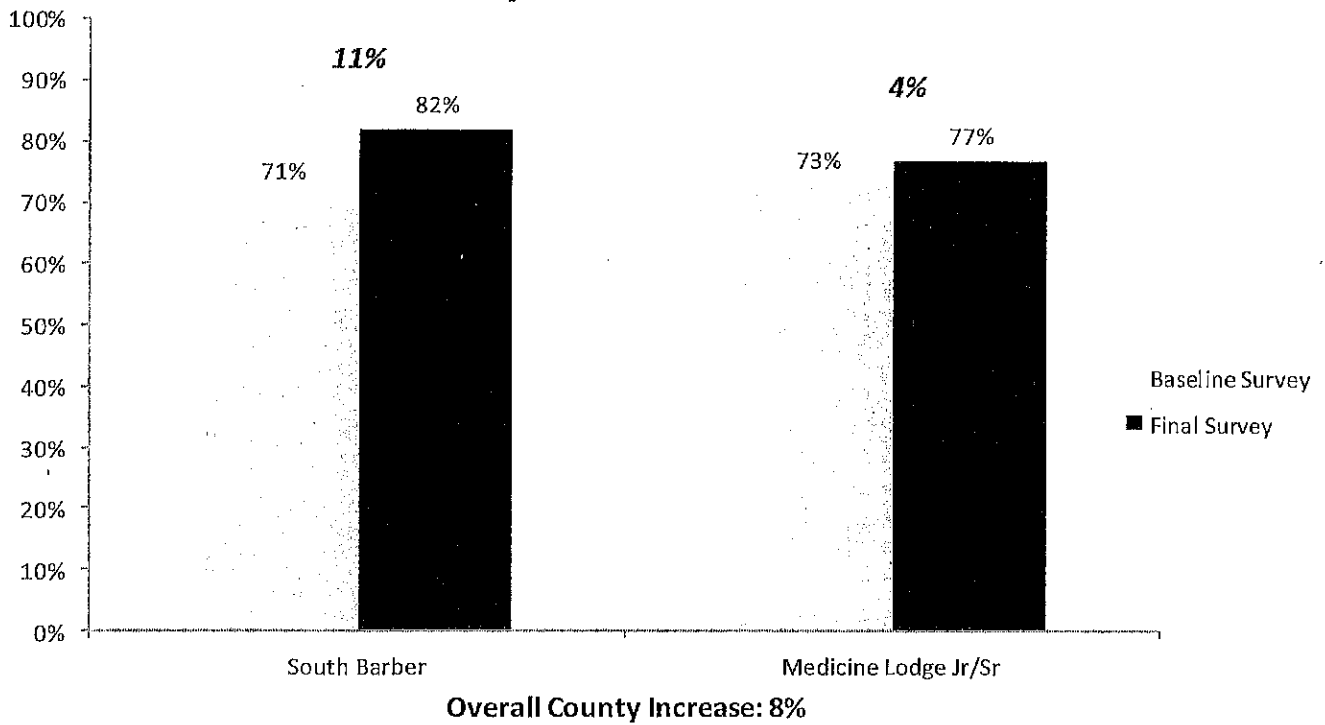
Individual County Results



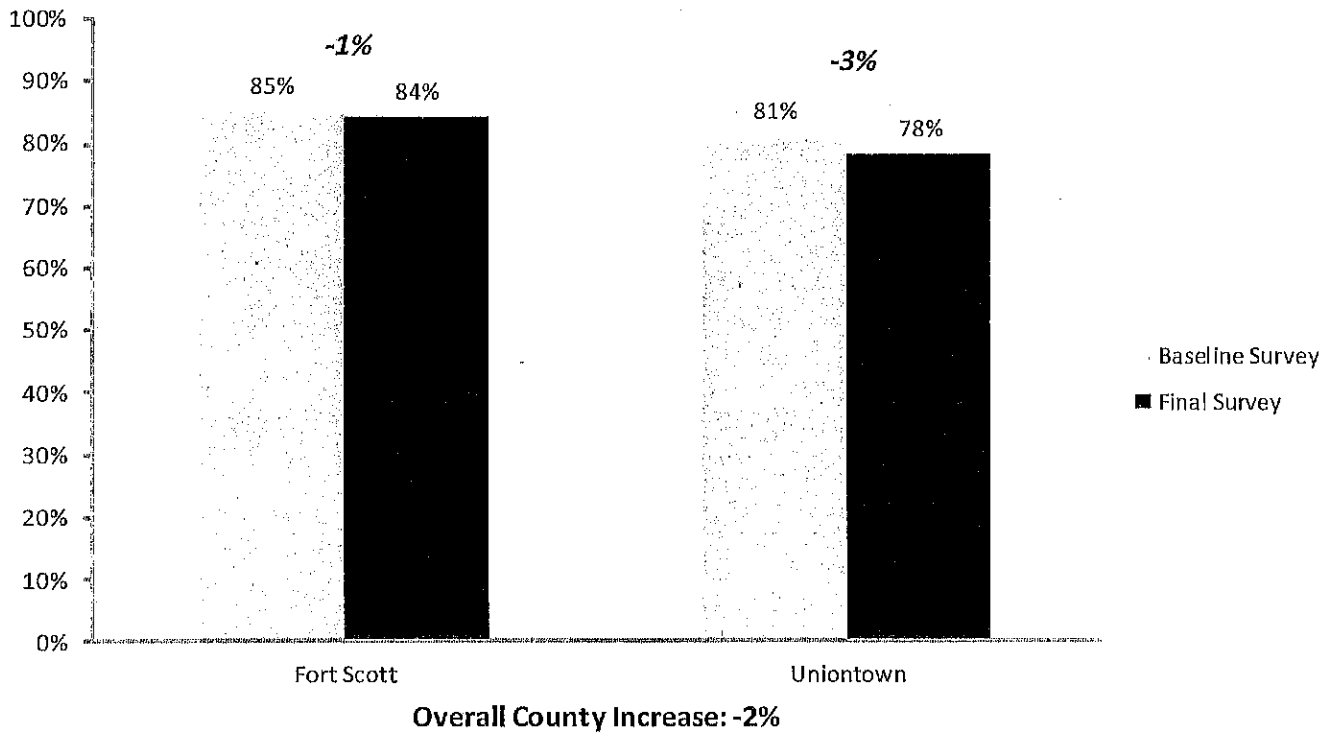
Atchison County Seatbelt Use Rate 2015-2016



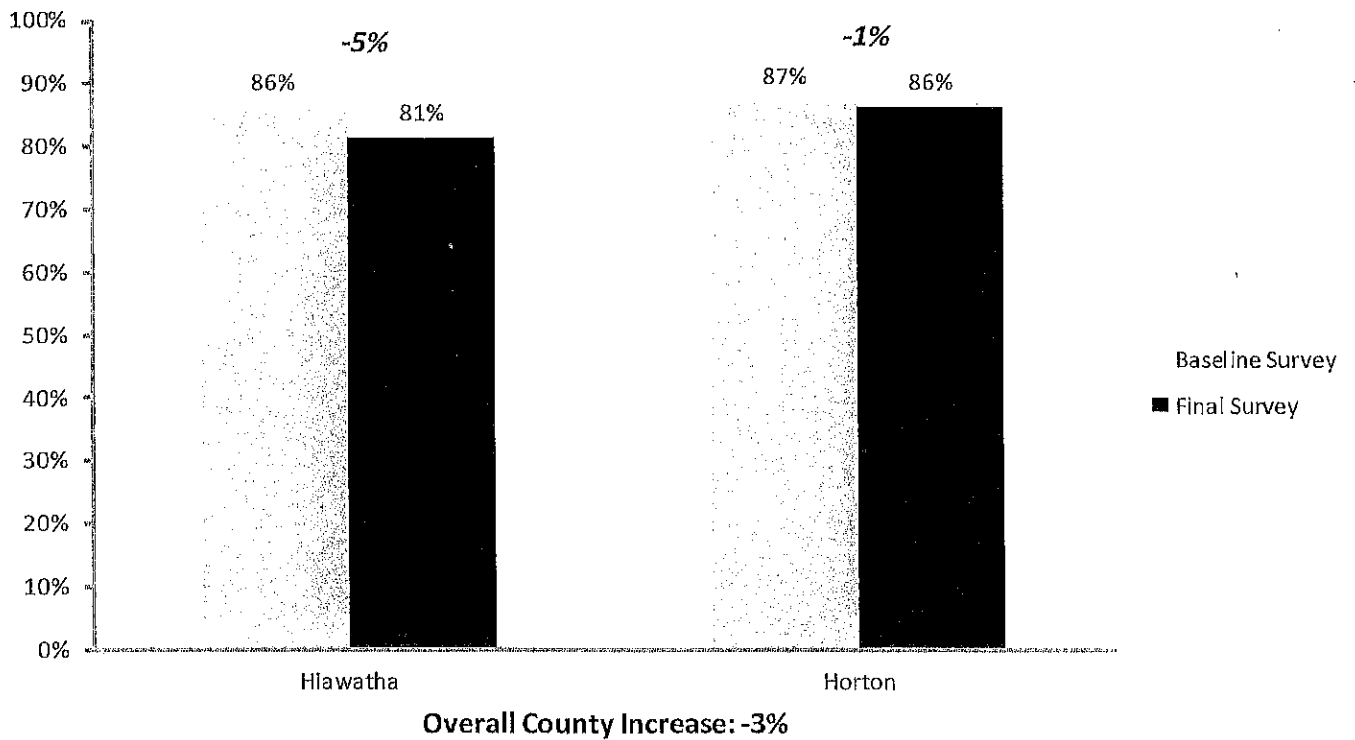
Barber County Seatbelt Use Rate 2015-2016



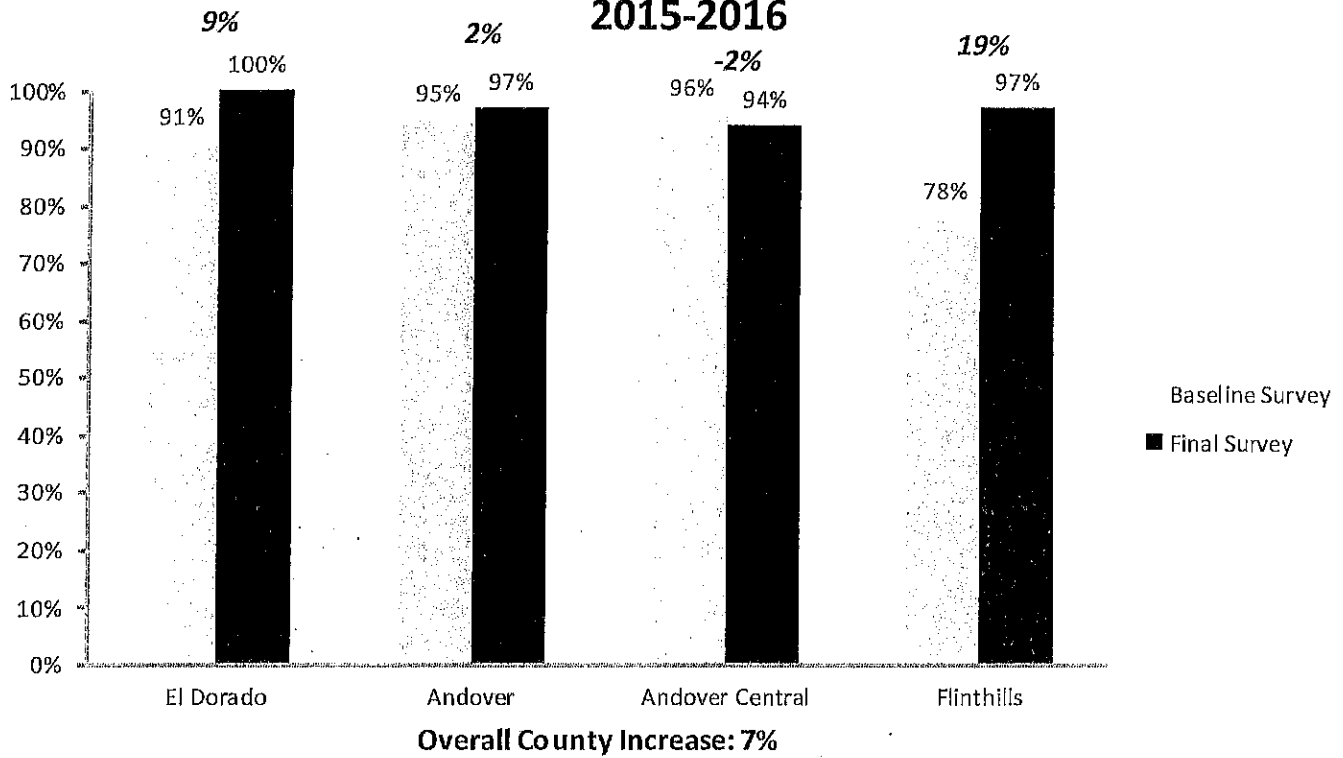
Bourbon County Seatbelt Use Rate 2015-2016



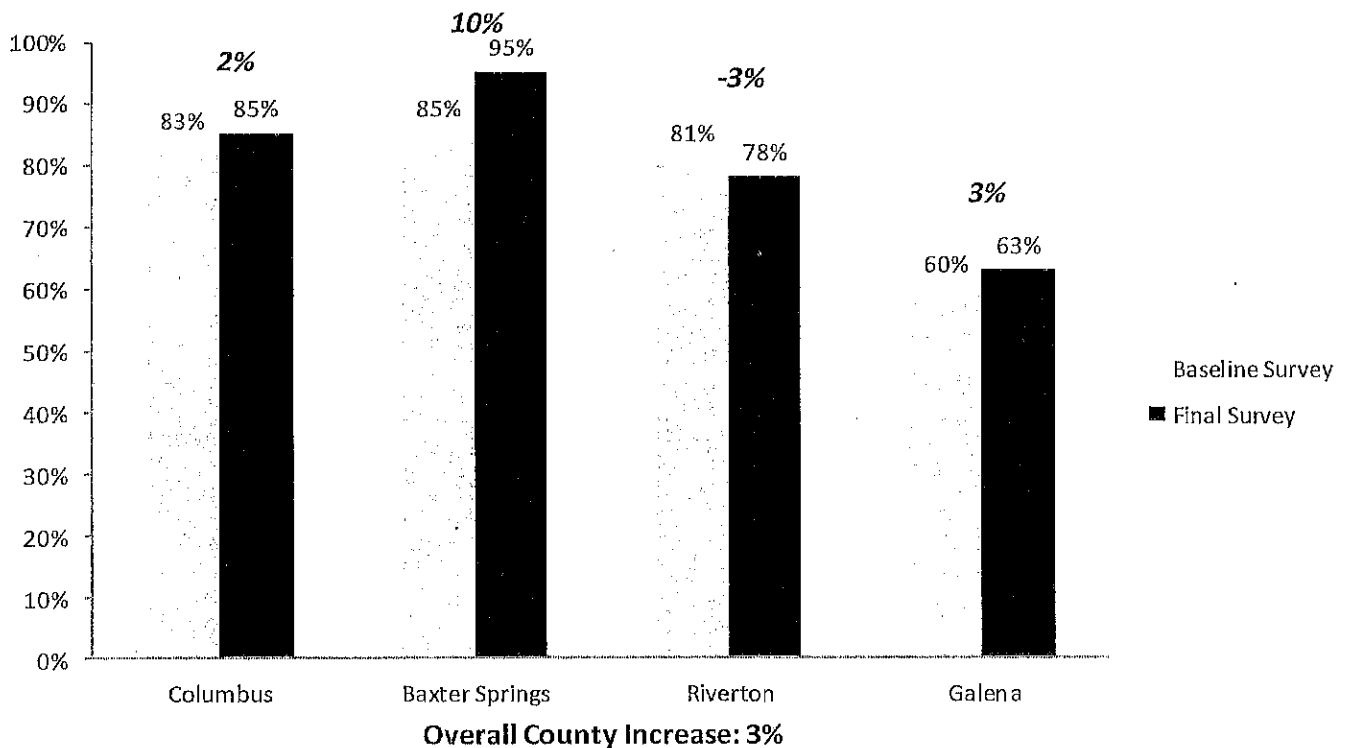
Brown County Seatbelt Use Rate 2015-2016



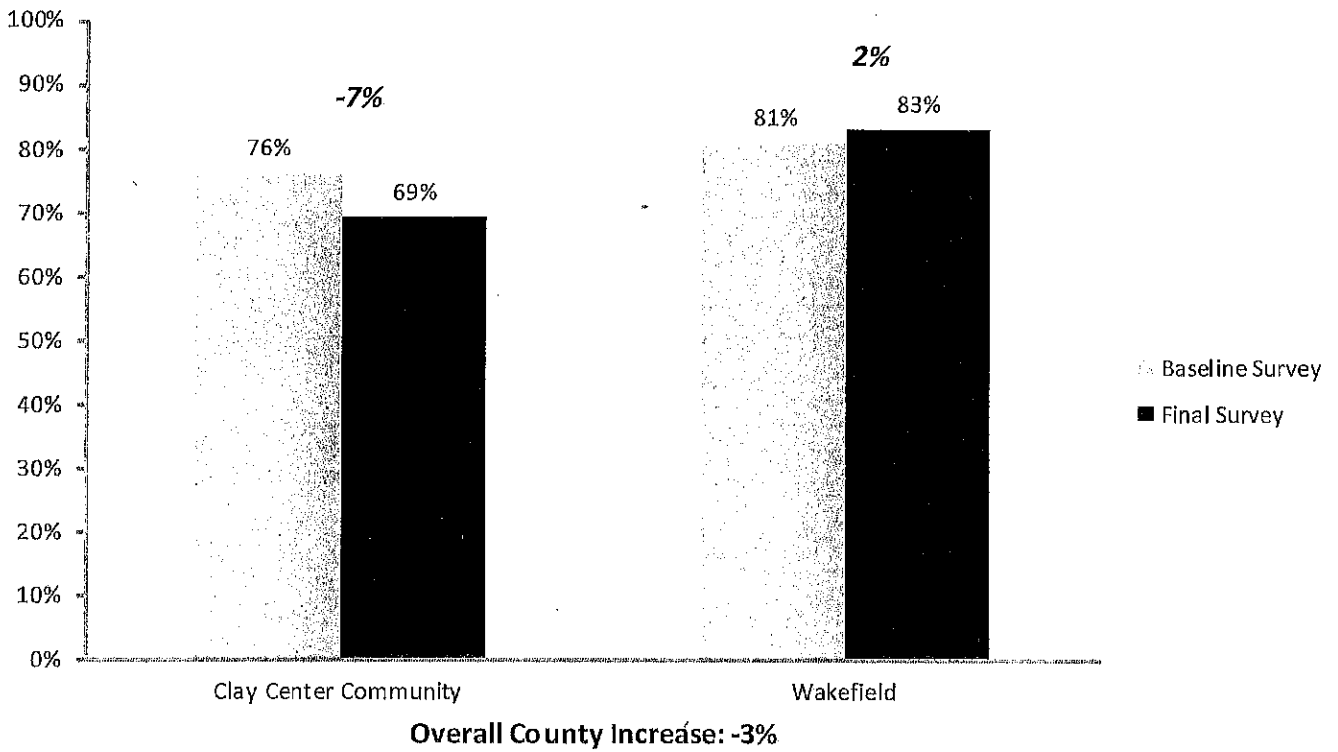
Butler County Seatbelt Use Rate 2015-2016



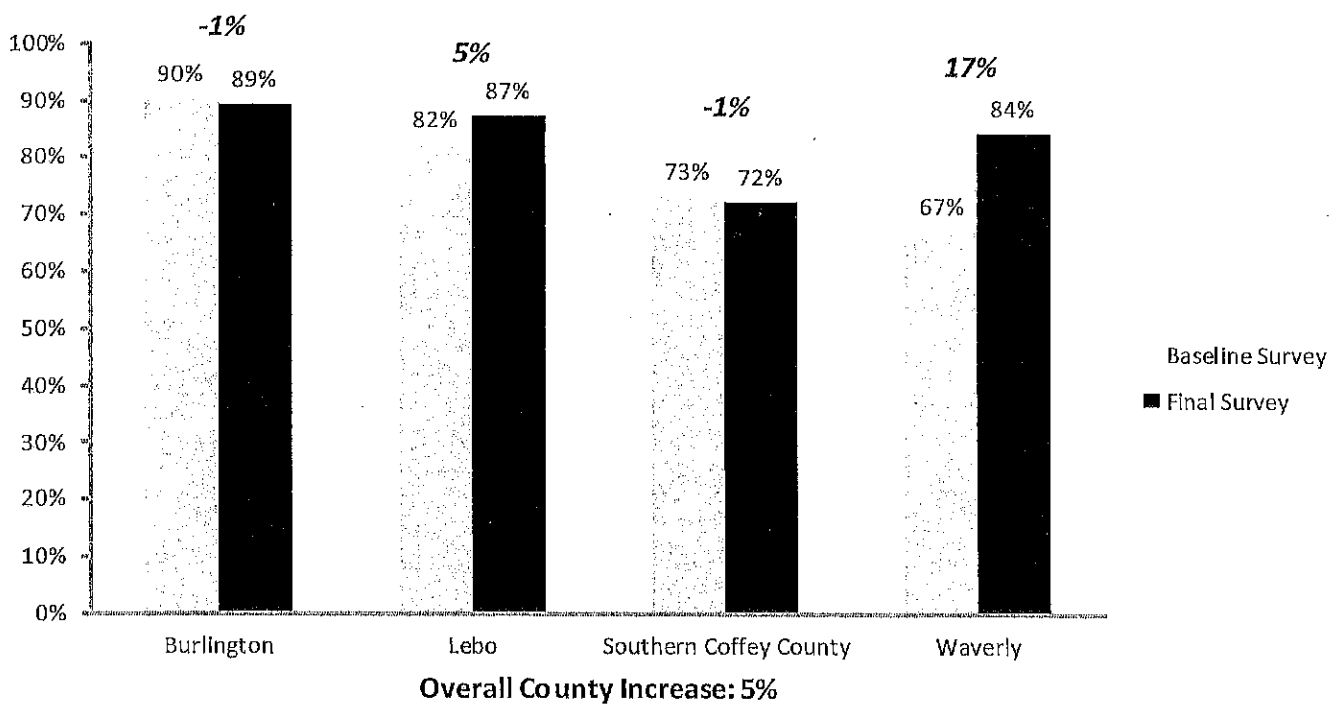
Cherokee County Seatbelt Use Rate 2015-2016



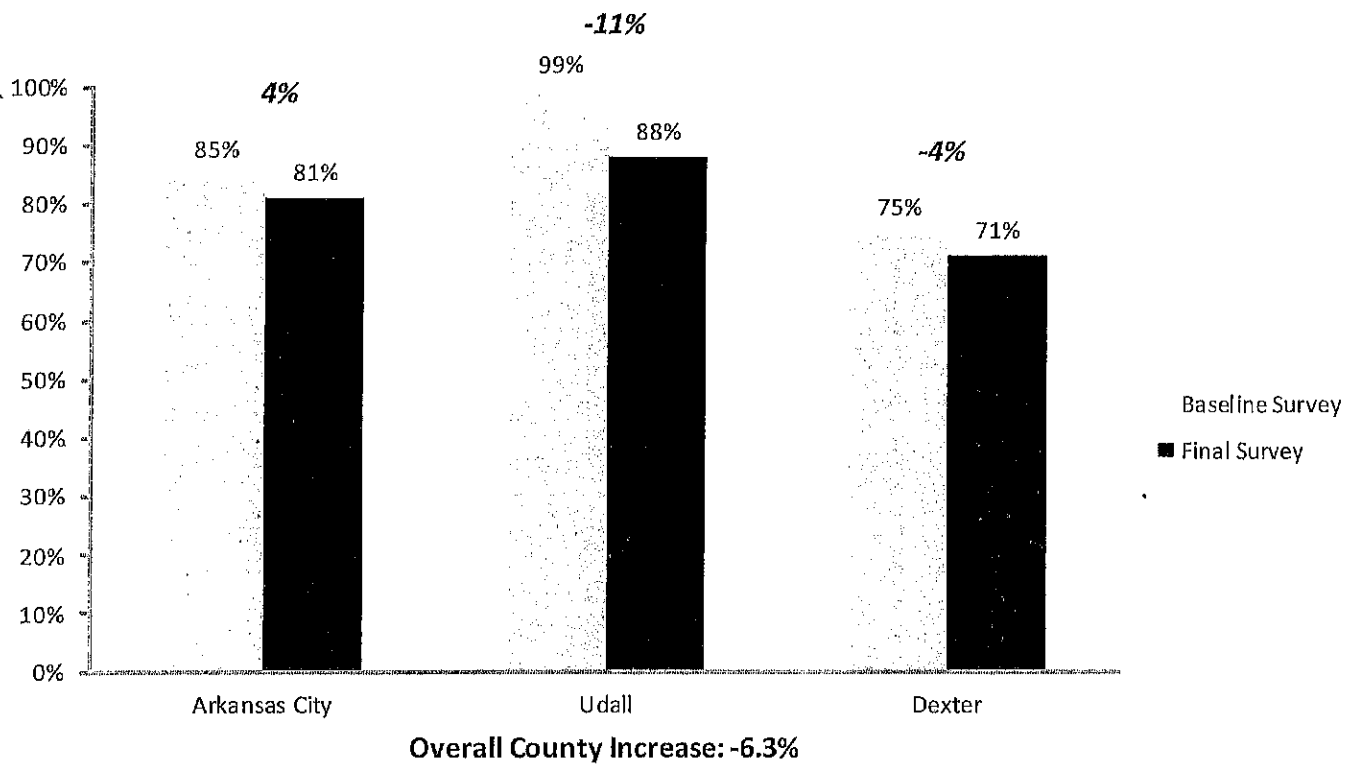
Clay County Seatbelt Use Rate 2015-2016



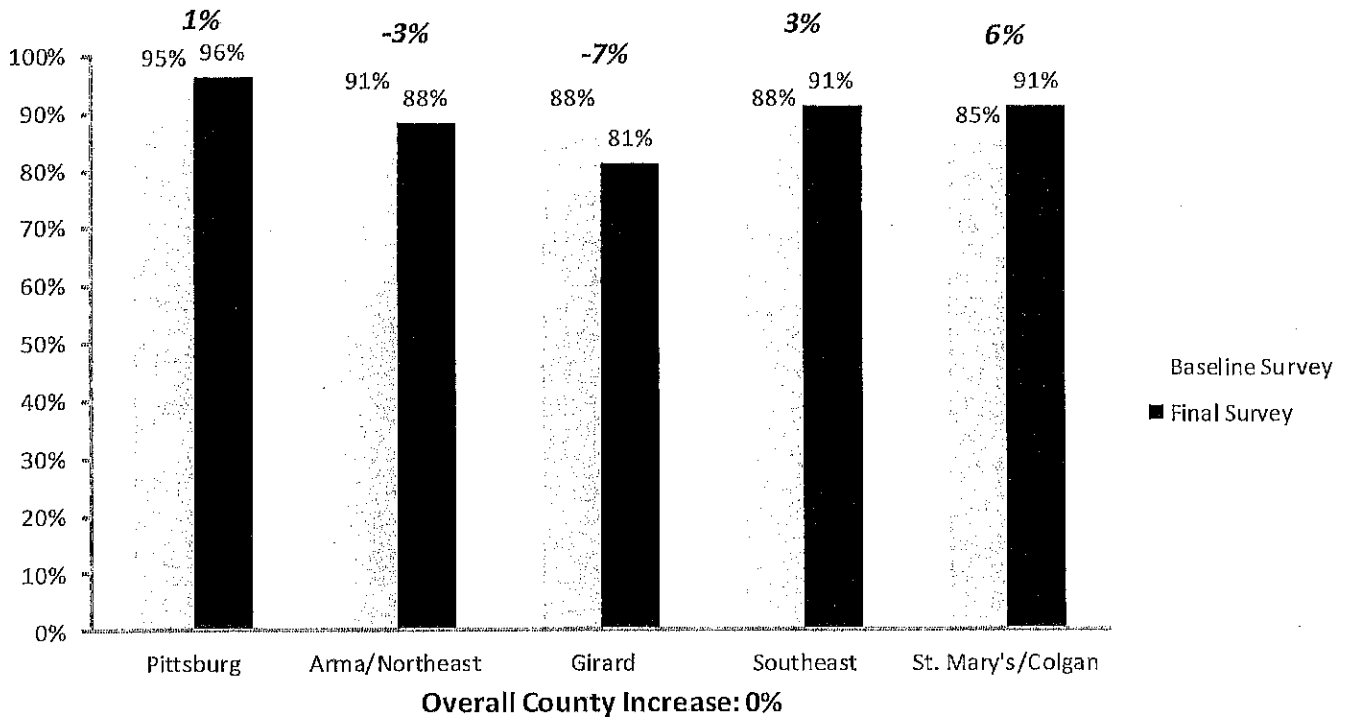
Coffey County Seatbelt Use Rate 2015-2016



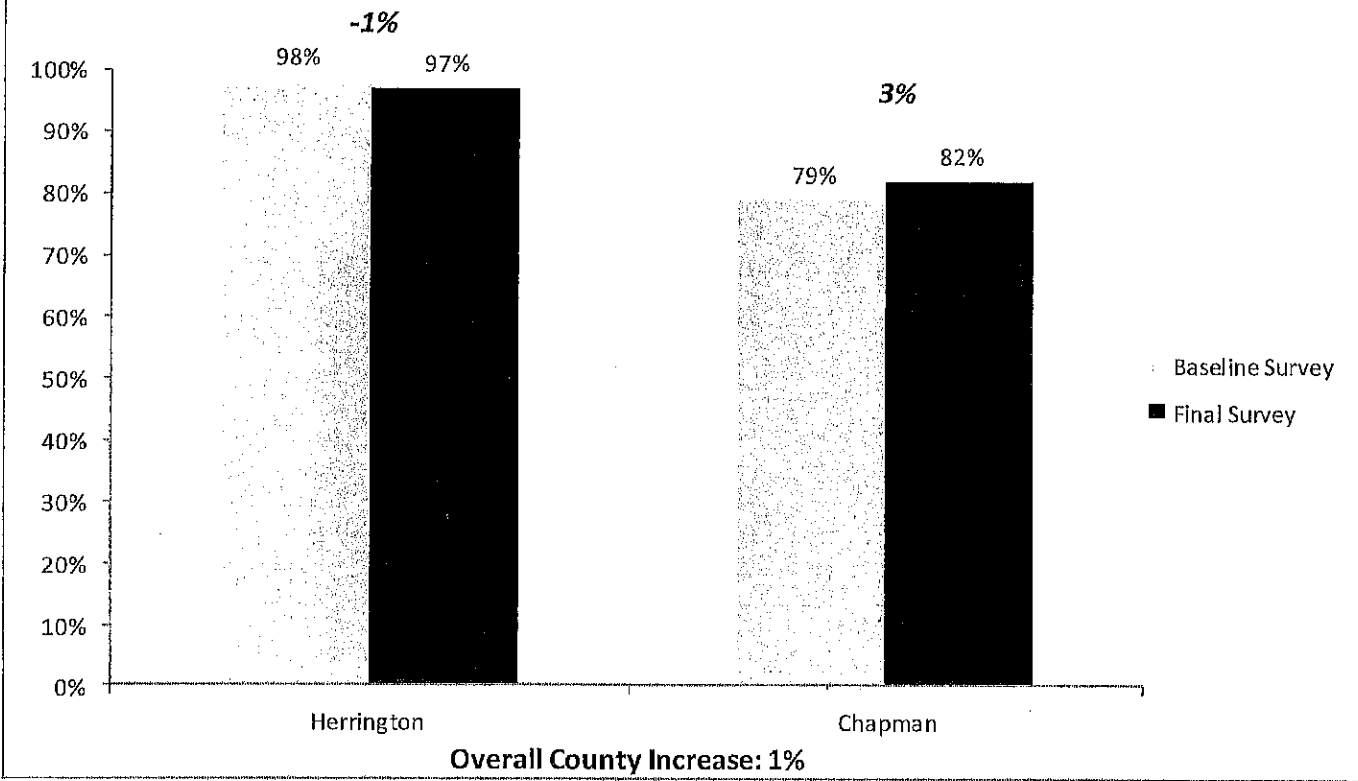
Cowley County Seatbelt Use Rate 2015-2016



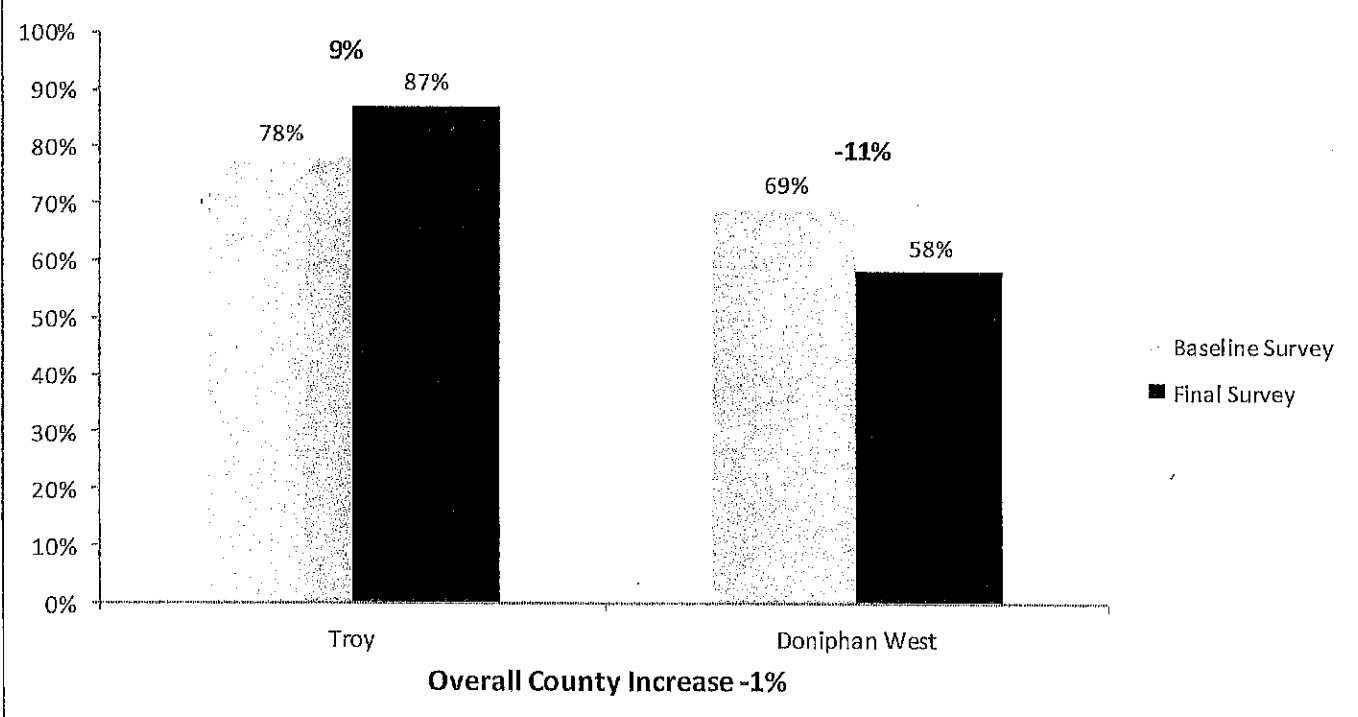
Crawford County Seatbelt Use Rate 2015-2016



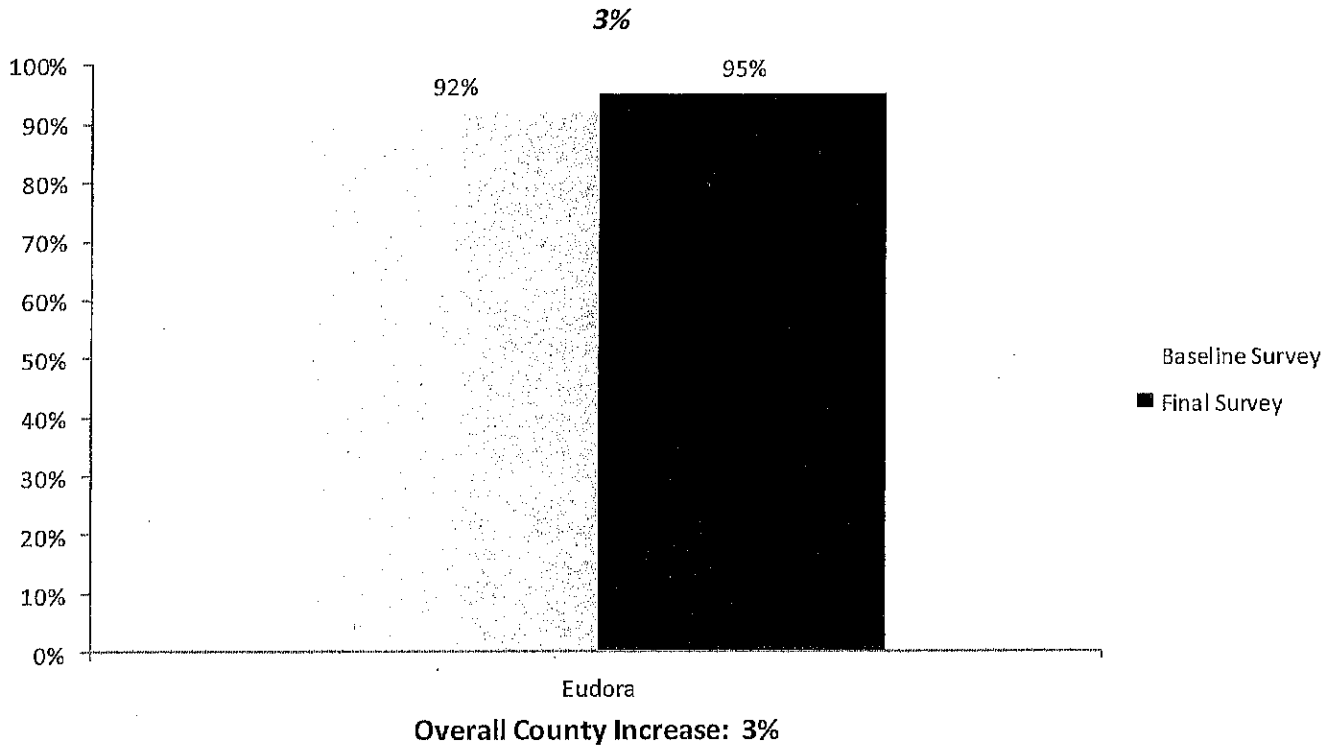
Dickinson County Seatbelt Use Rate 2015-2016



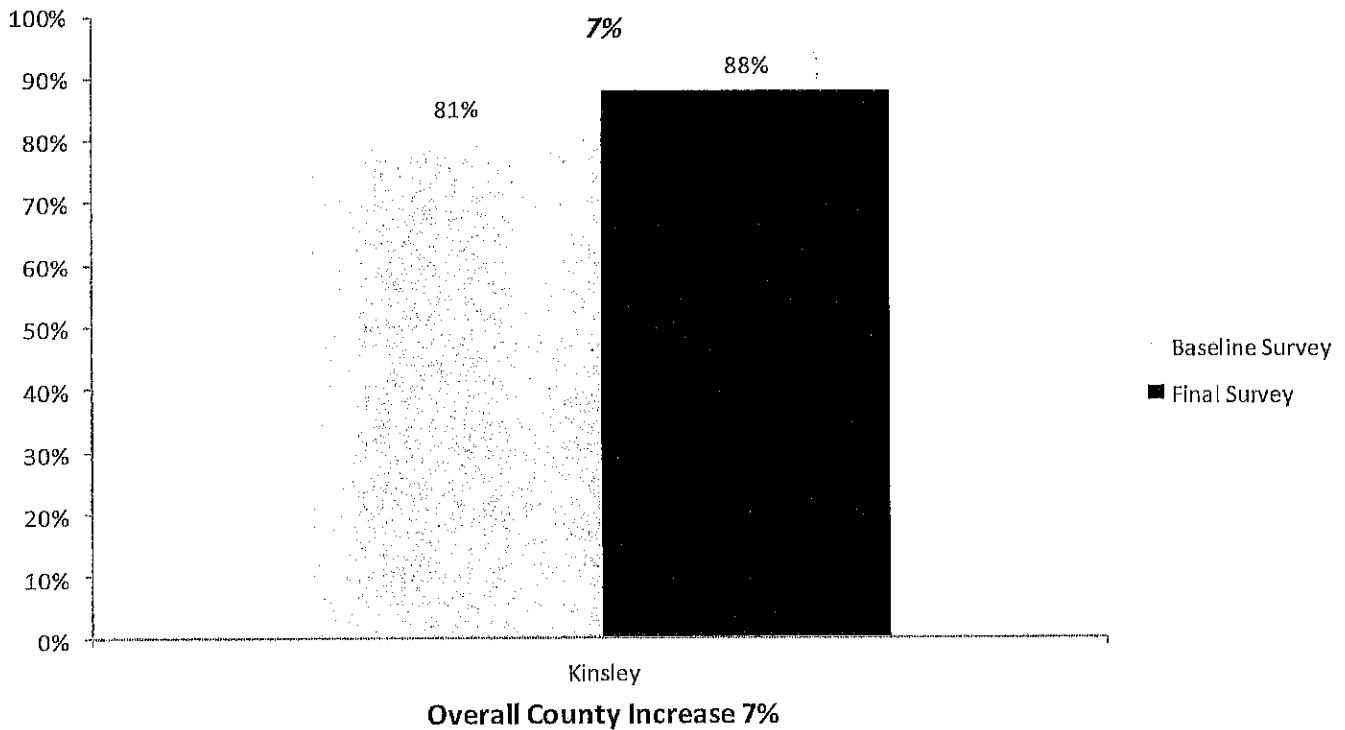
Doniphan County Seatbelt Use Rate 2015-2016



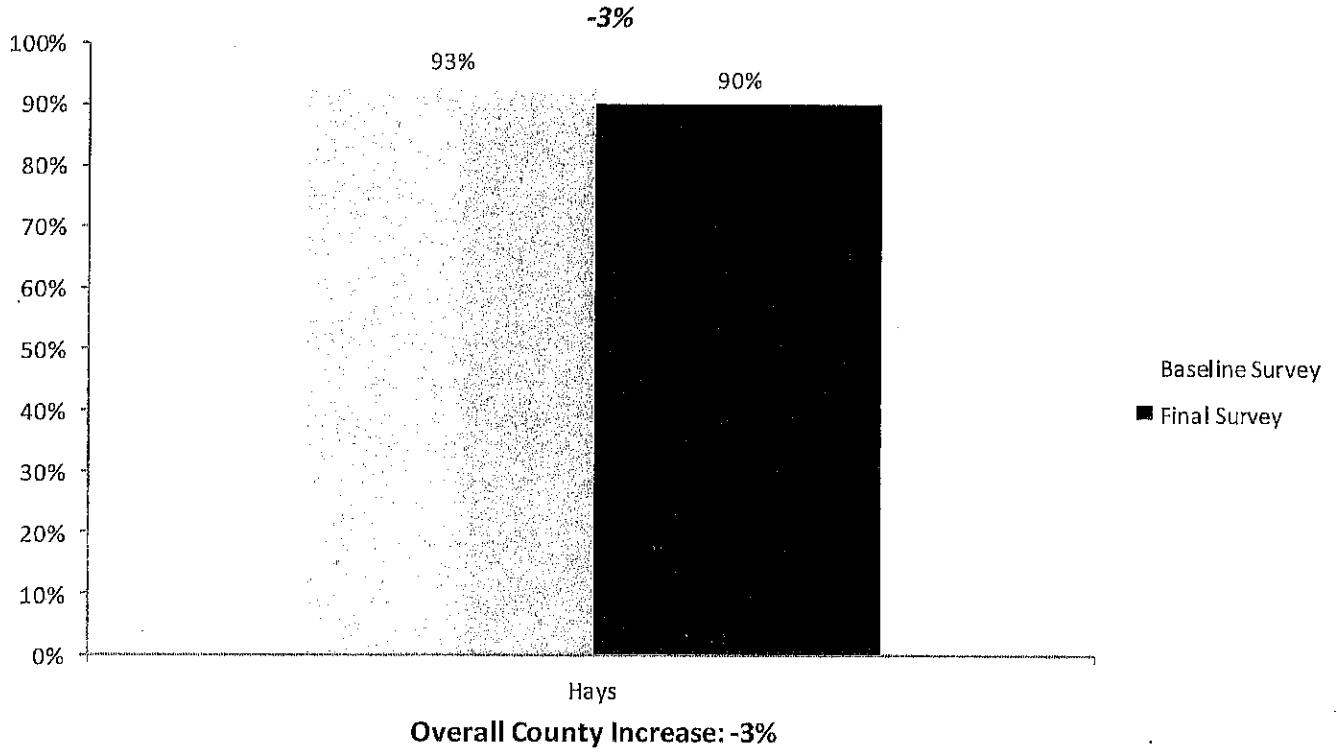
Douglas County Seatbelt Use Rate 2015-2016



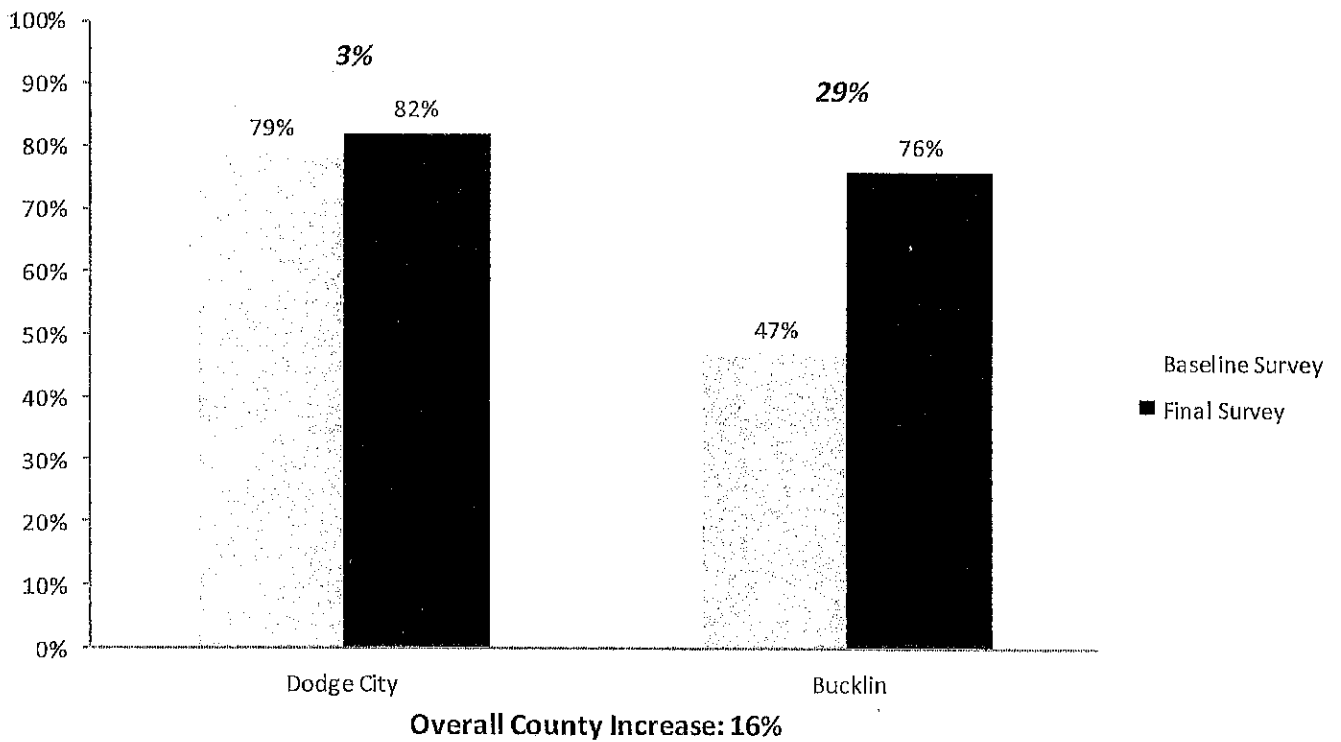
Edwards County Seatbelt Use Rate 2015-2016



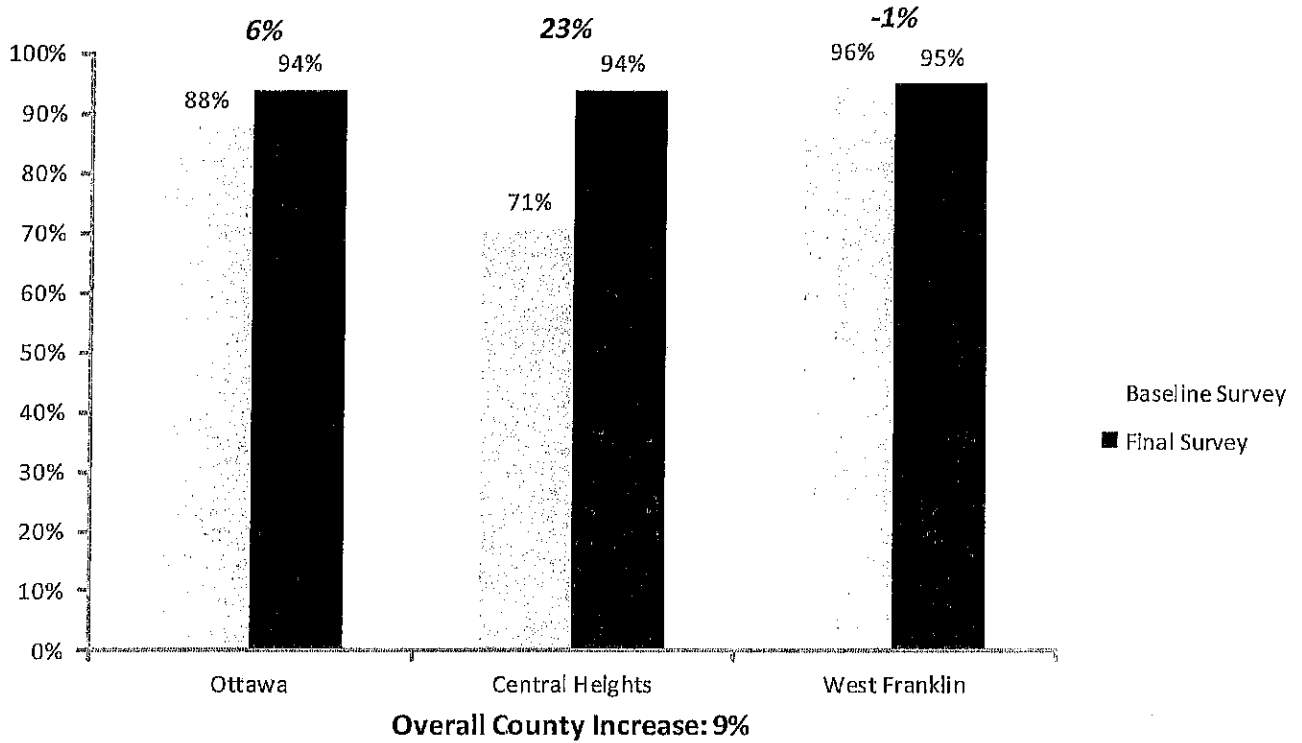
Ellis County Seatbelt Use Rate 2015-2016



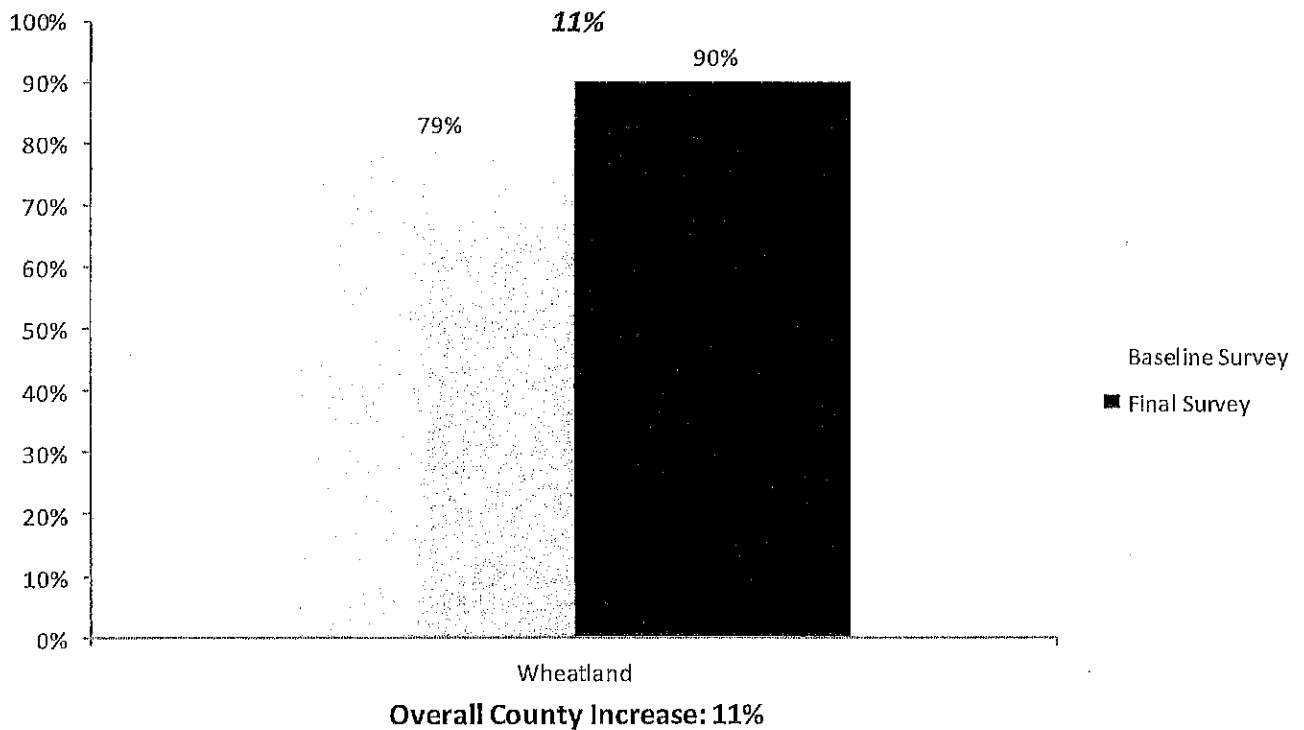
Ford County Seatbelt Use Rate 2015-2016



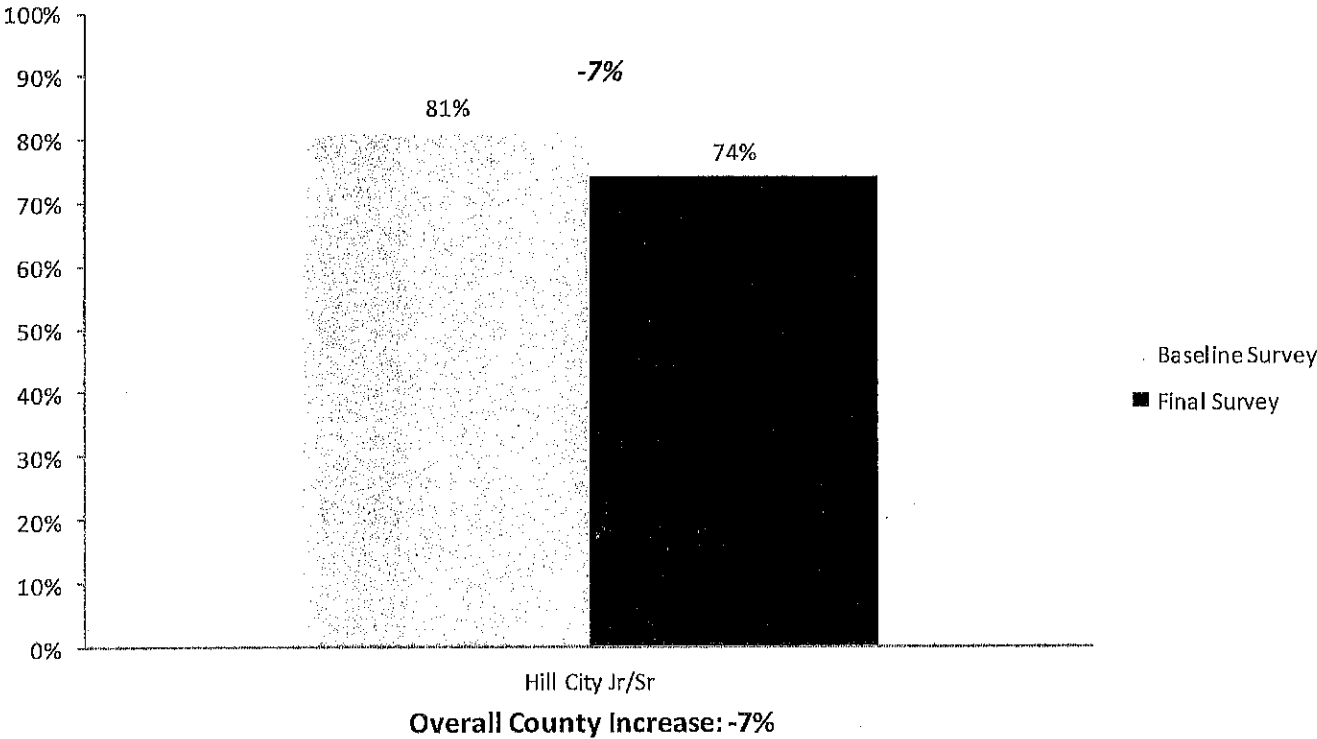
Franklin County Seatbelt Use Rate 2015-2016



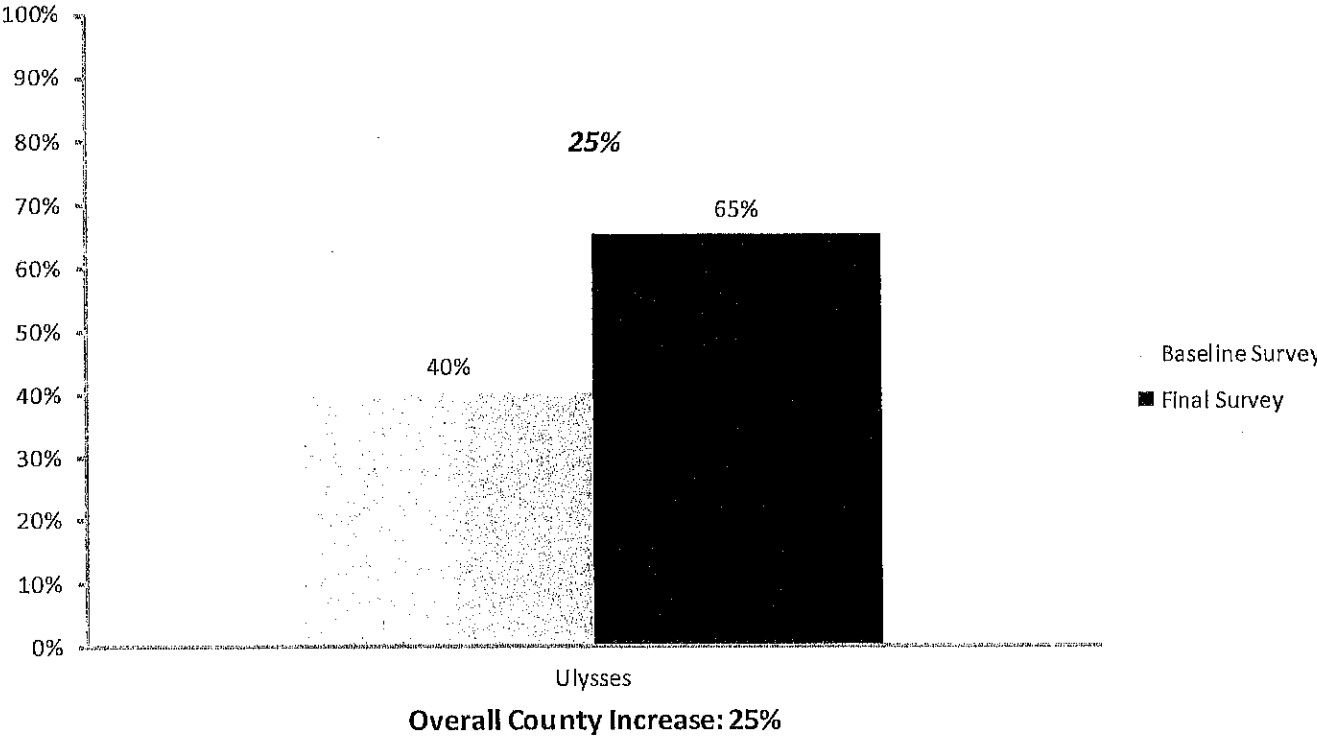
Gove County Seatbelt Use Rate 2015-2016



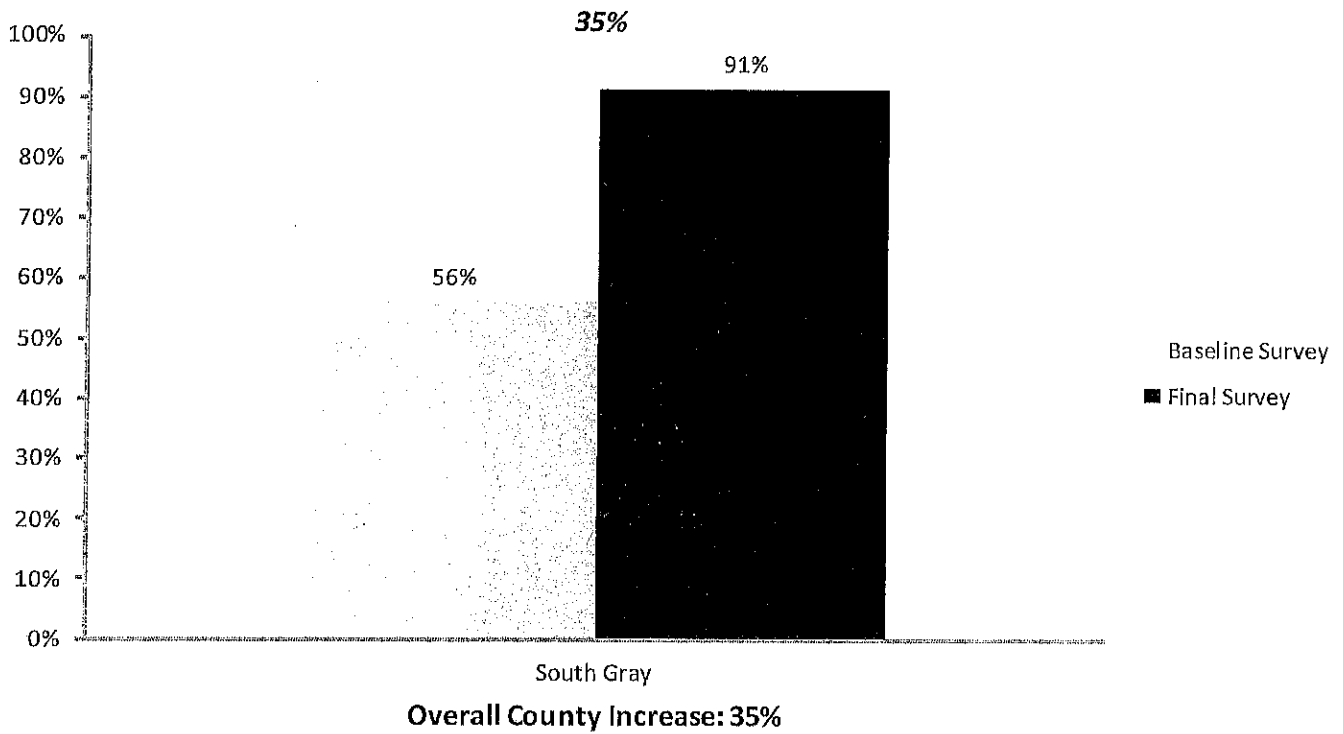
Graham County Seatbelt Use Rate 2015-2016



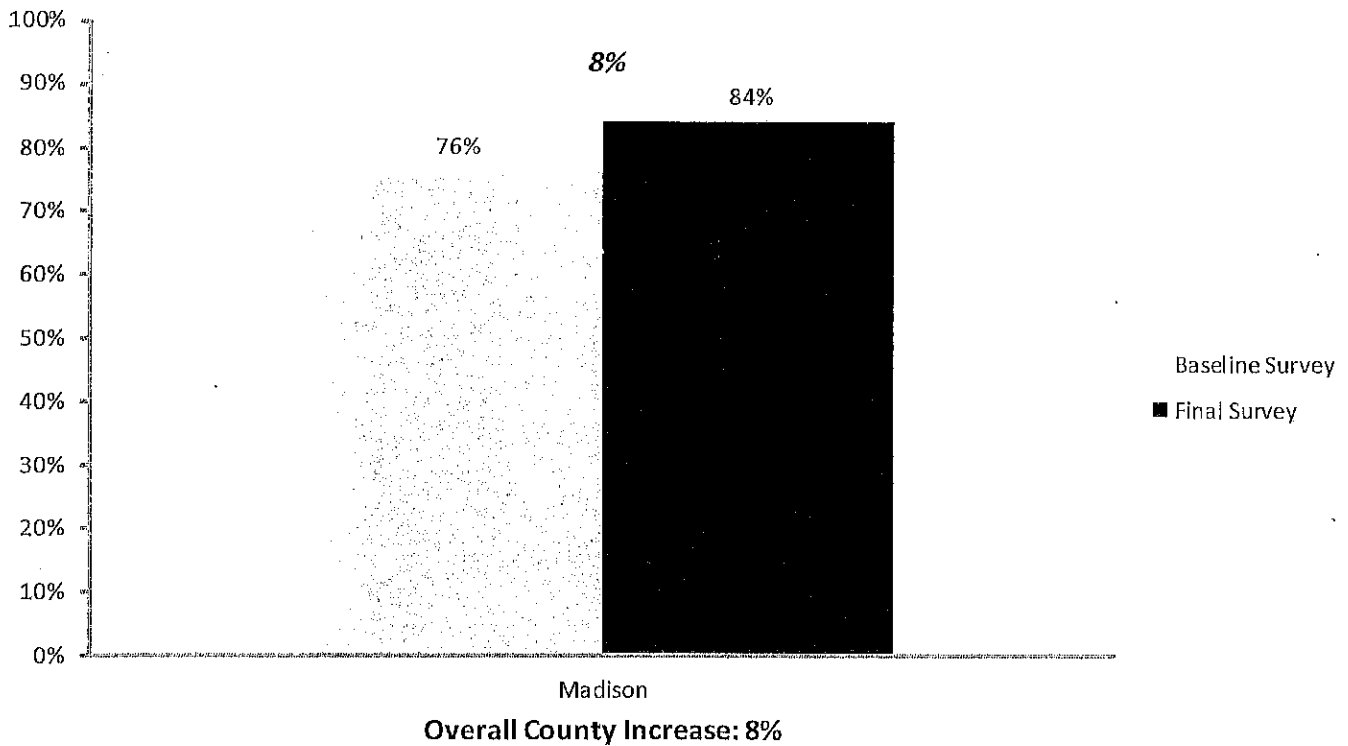
Grant County Seatbelt Use Rate 2015-2016



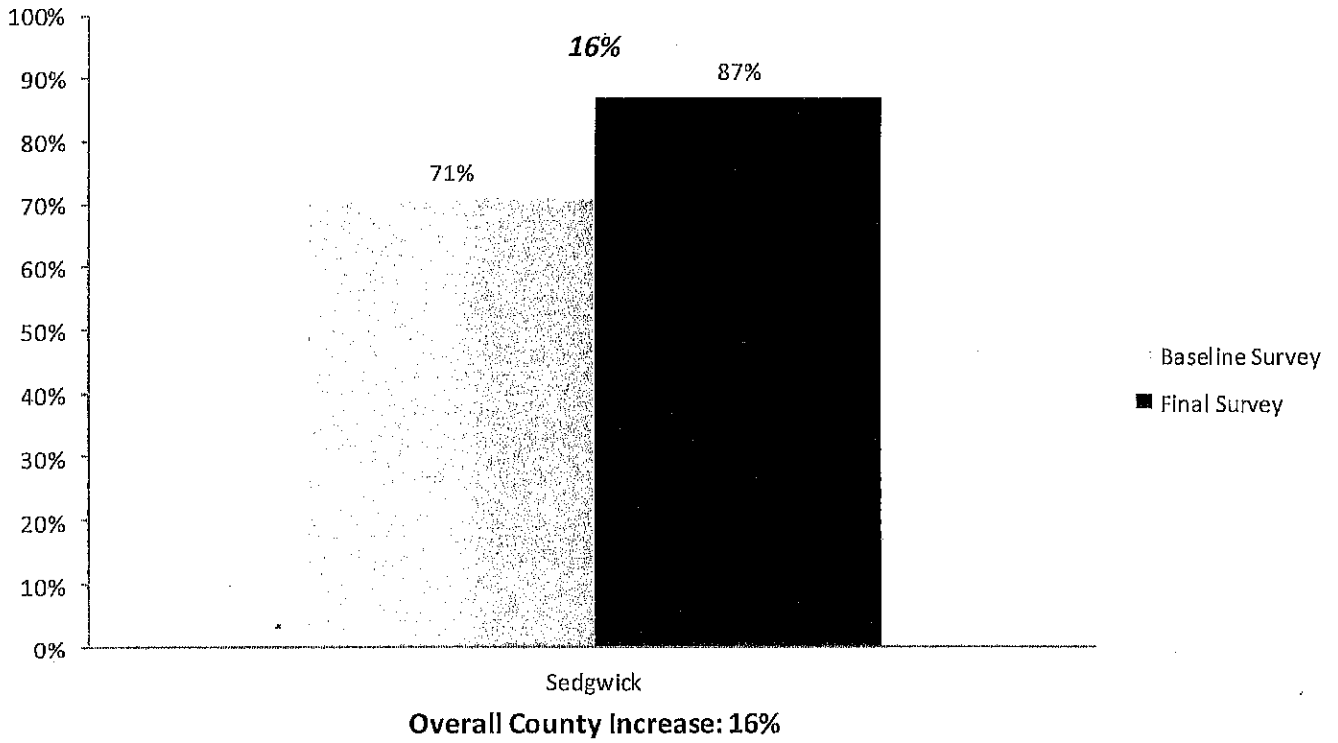
Gray County Seatbelt Use Rate 2015-2016



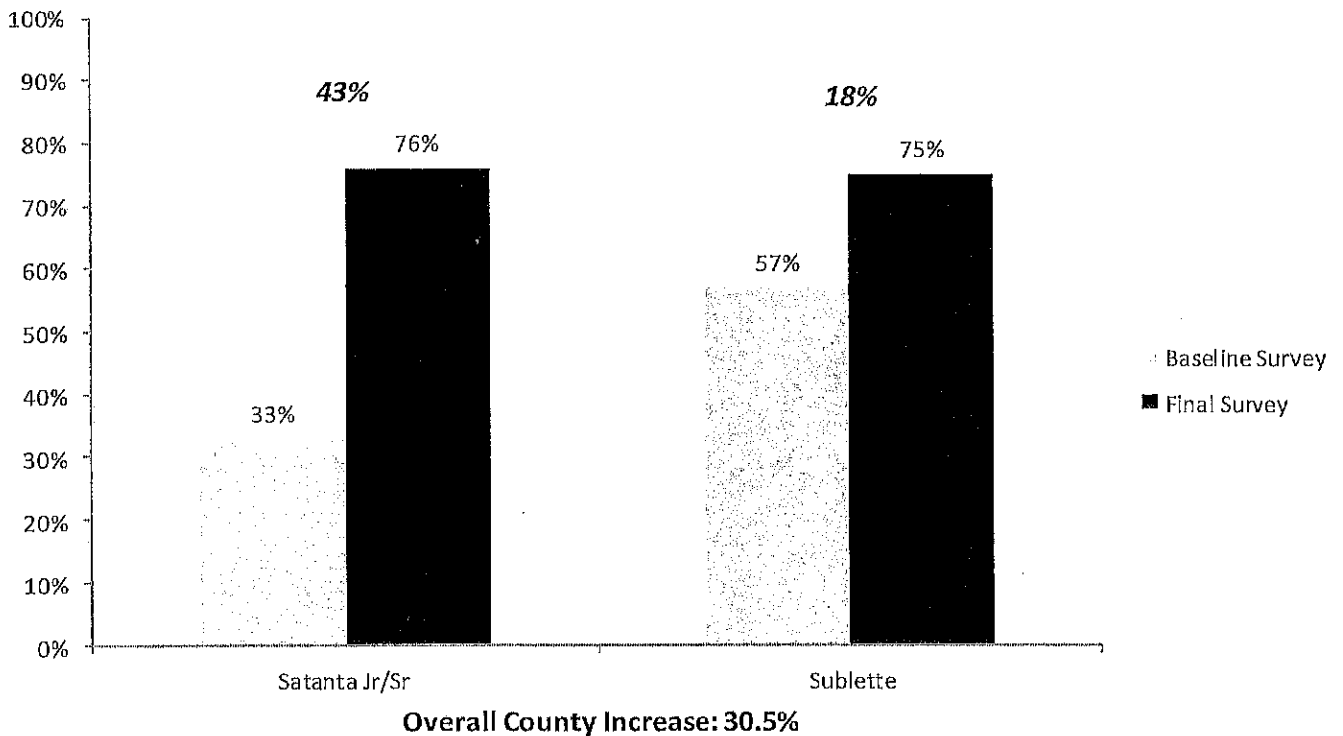
Greenwood County Seatbelt Use Rate 2015-2016



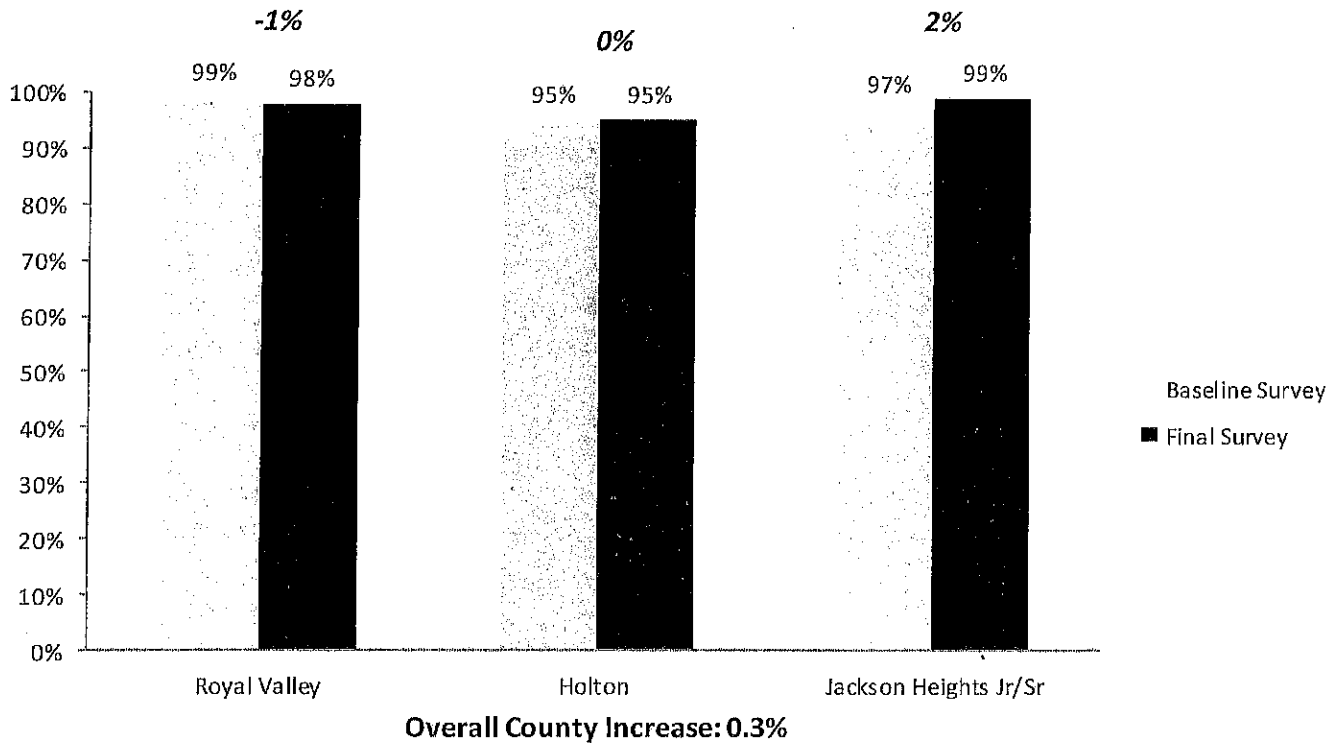
Harvey County Seatbelt Use Rate 2015-2016



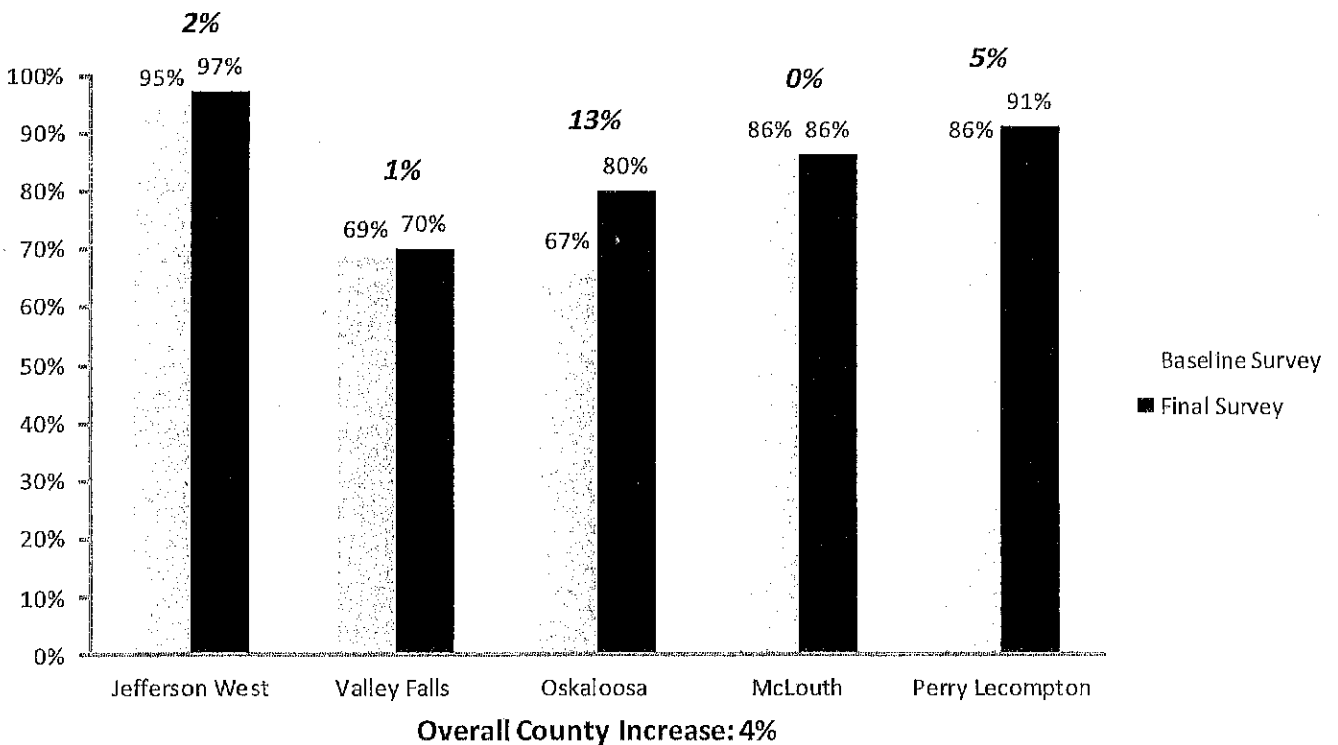
Haskell County Seatbelt Use Rate 2015-2016



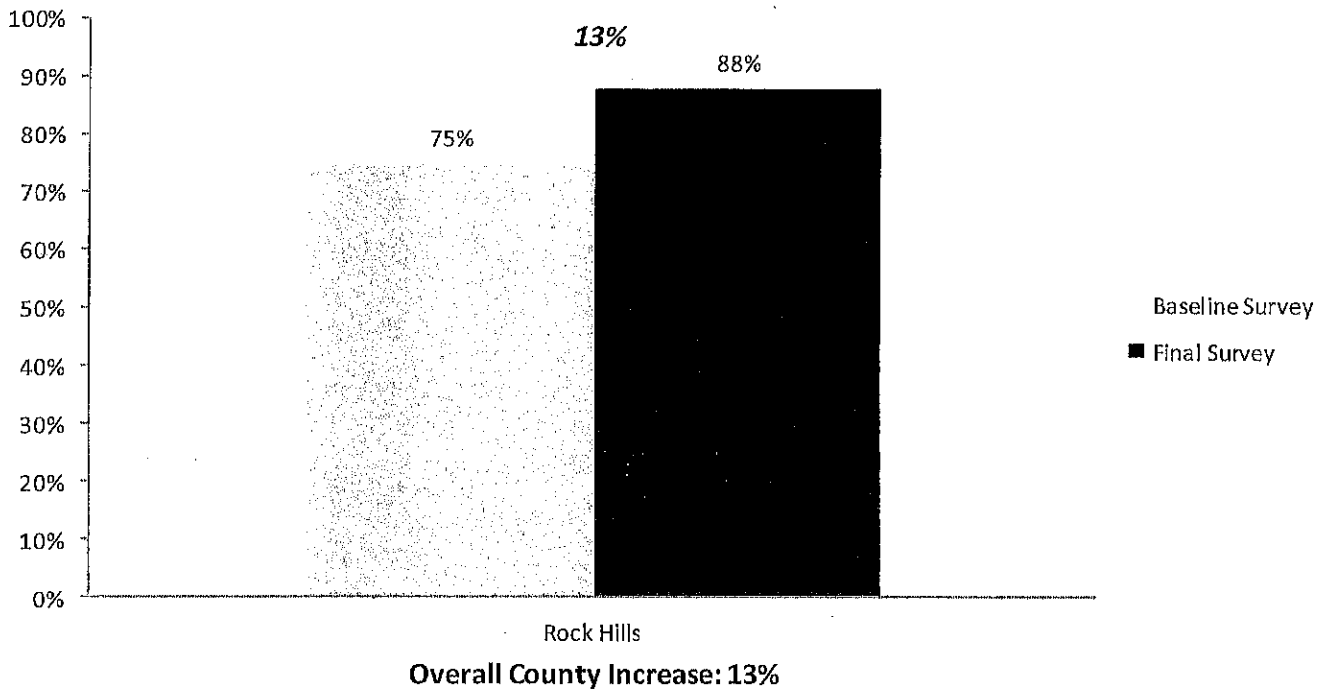
Jackson County Seatbelt Use Rate 2015-2016



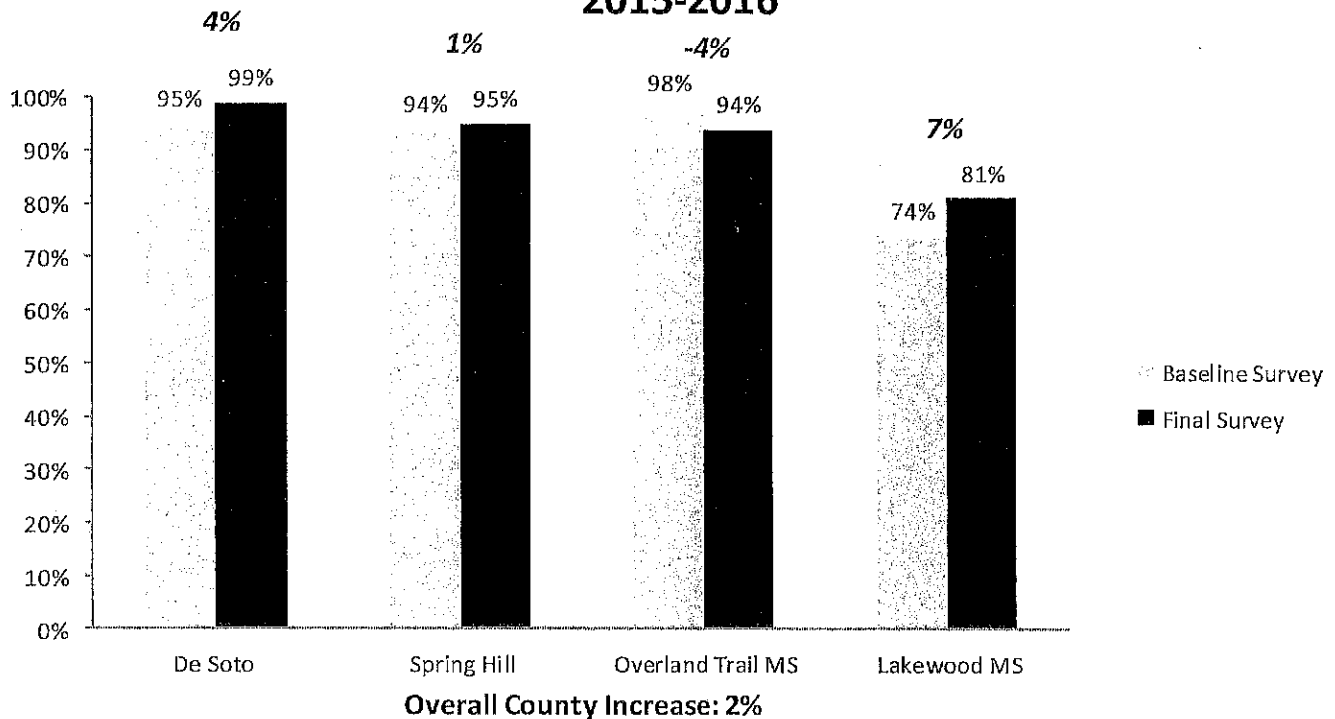
Jefferson County Seatbelt Use Rate 2015-2016



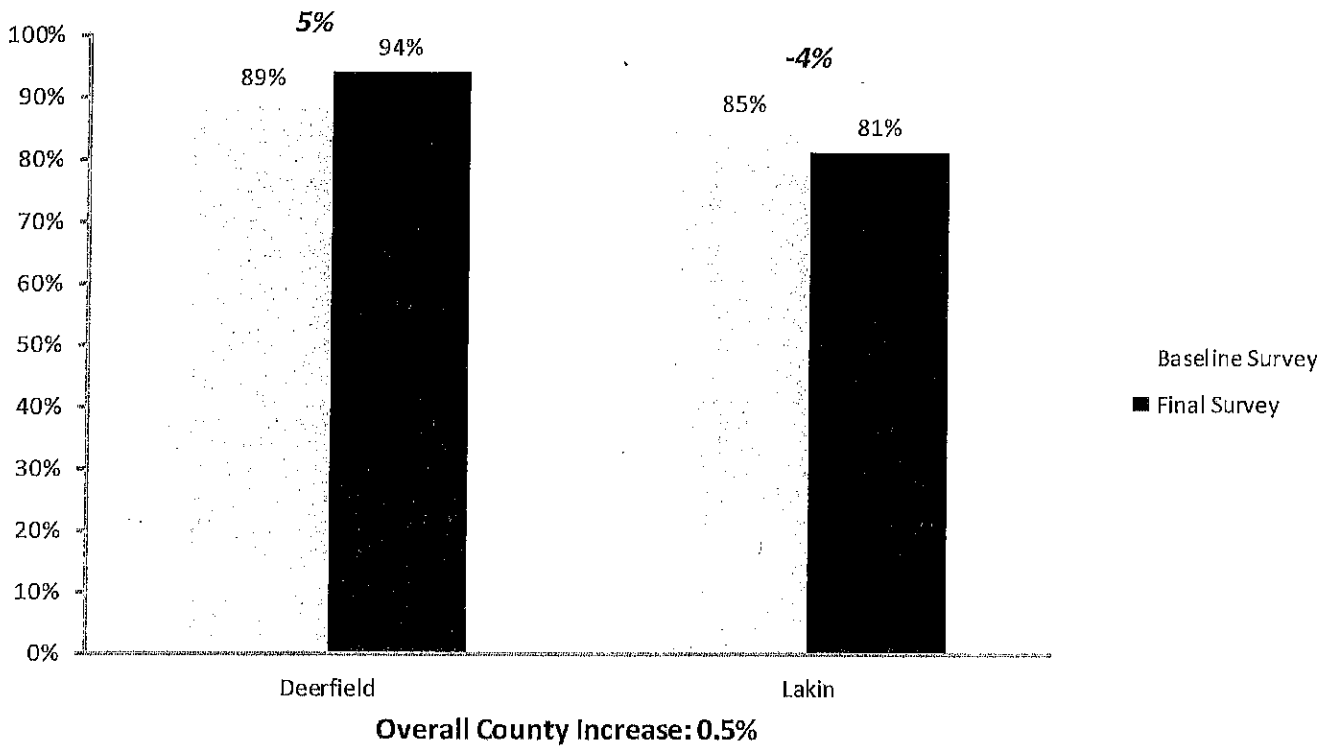
Jewell County Seatbelt Use Rate 2015-2016



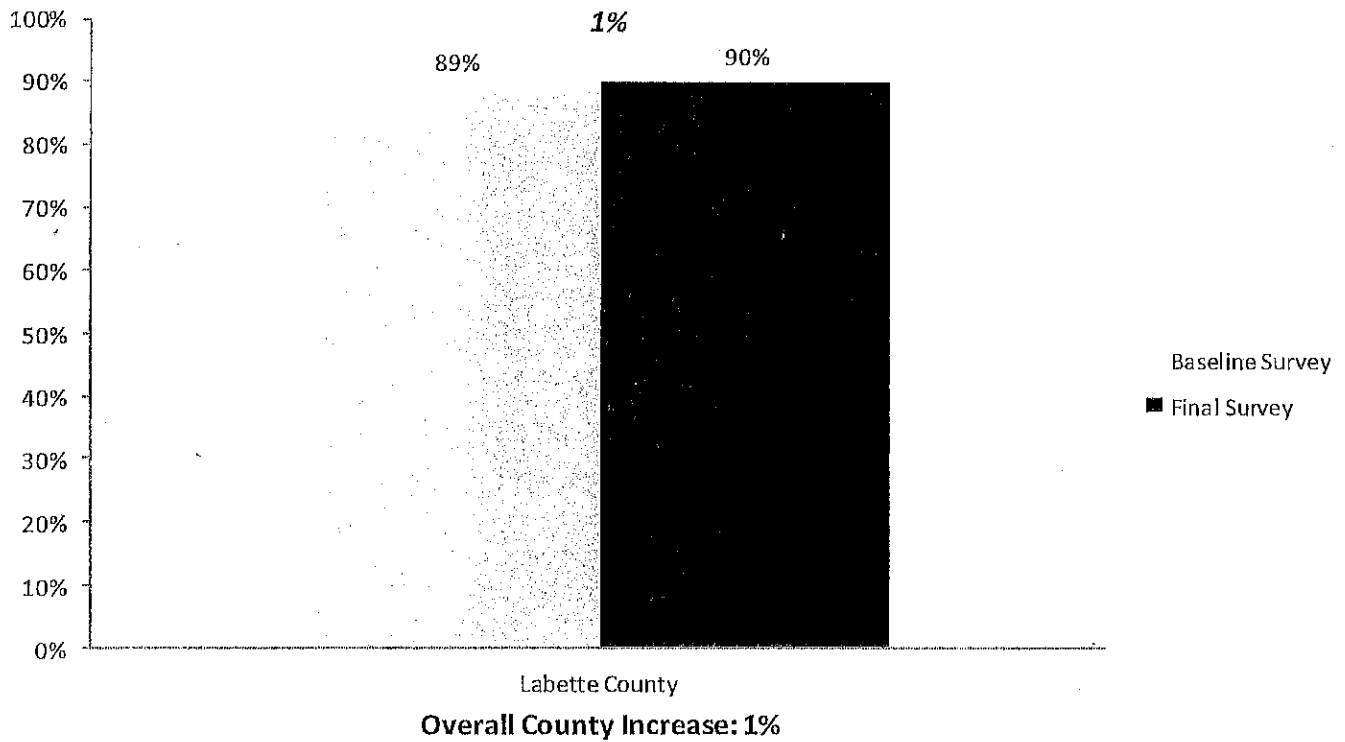
Johnson County Seatbelt Use Rate 2015-2016



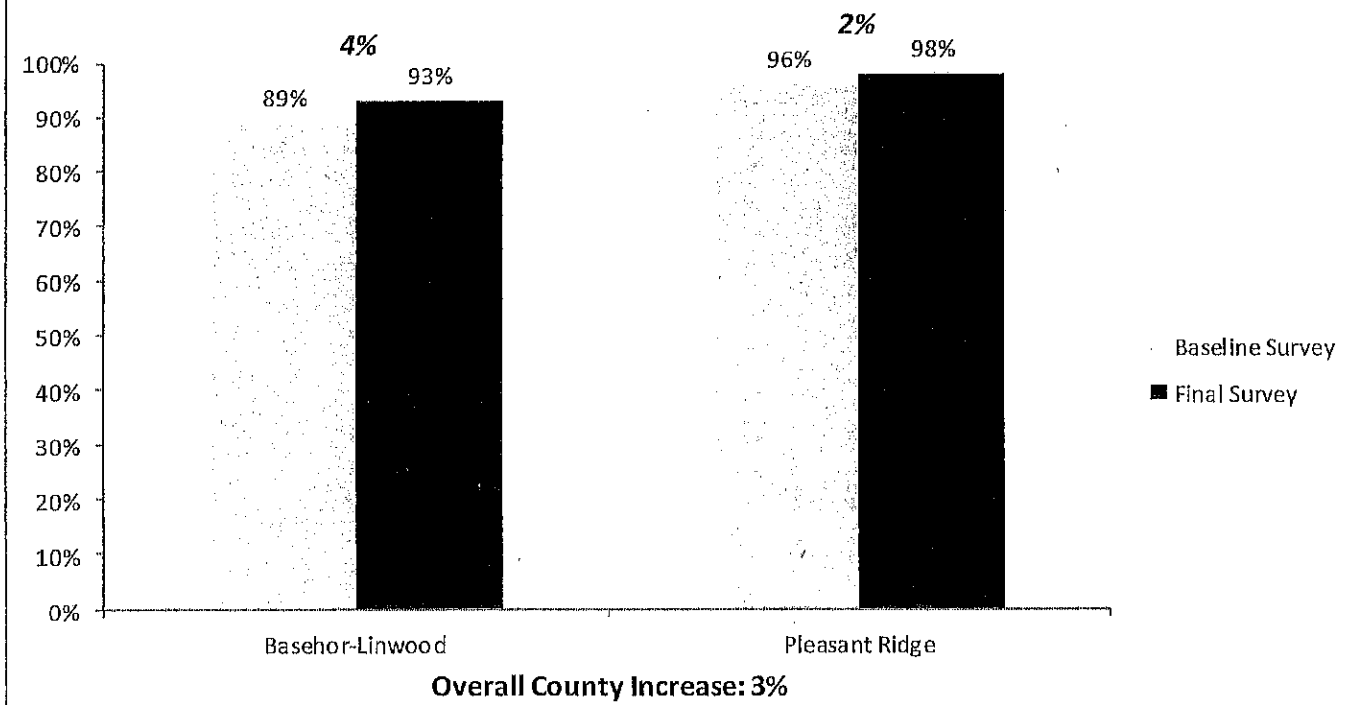
Kearny County Seatbelt Use Rate 2015-2016



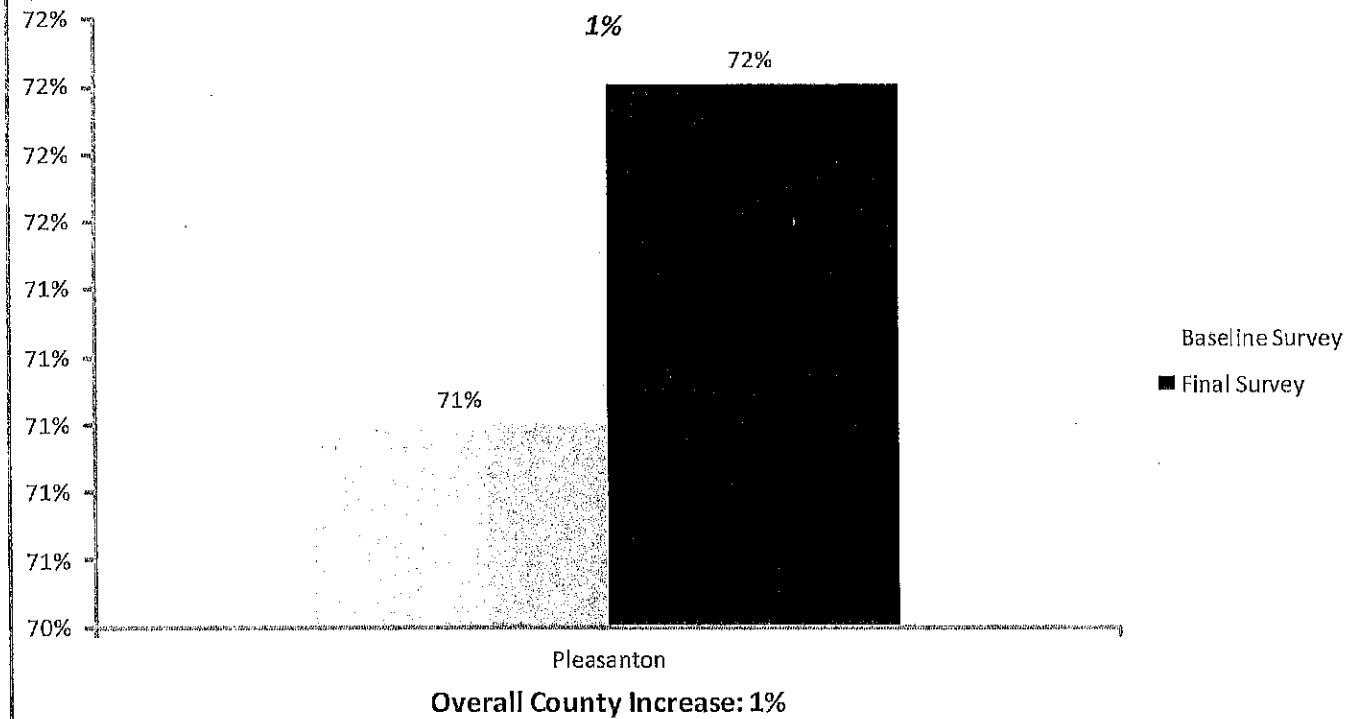
Labette County Seatbelt Use Rate 2015-2016



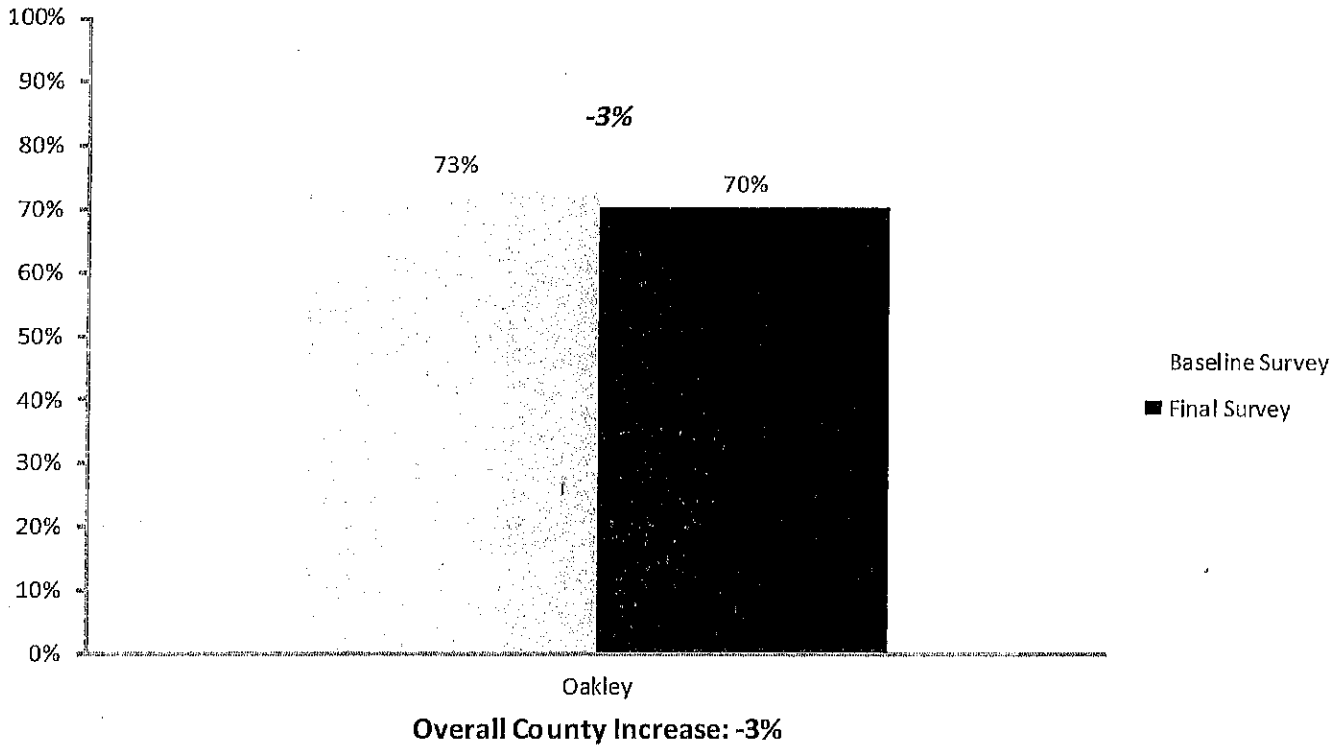
Leavenworth County Seatbelt Use Rate 2015-2016



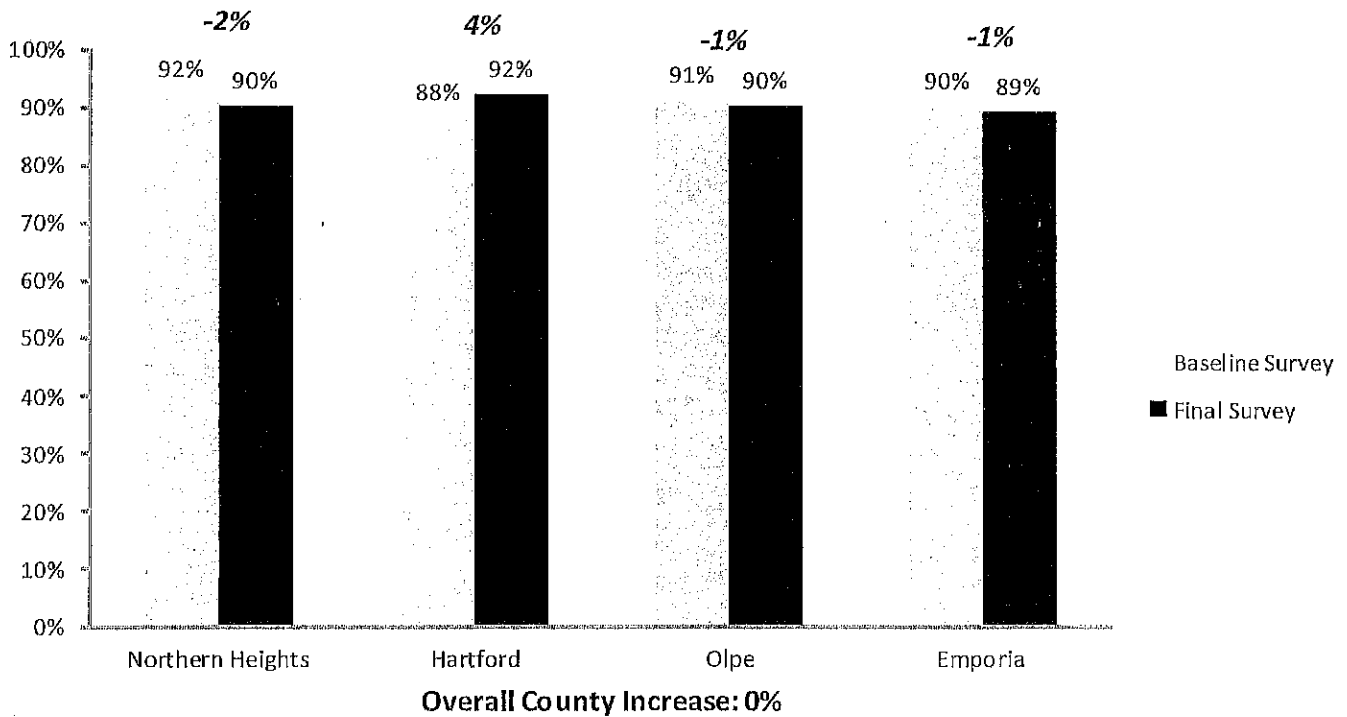
Linn County Seatbelt Use Rate 2015-2016



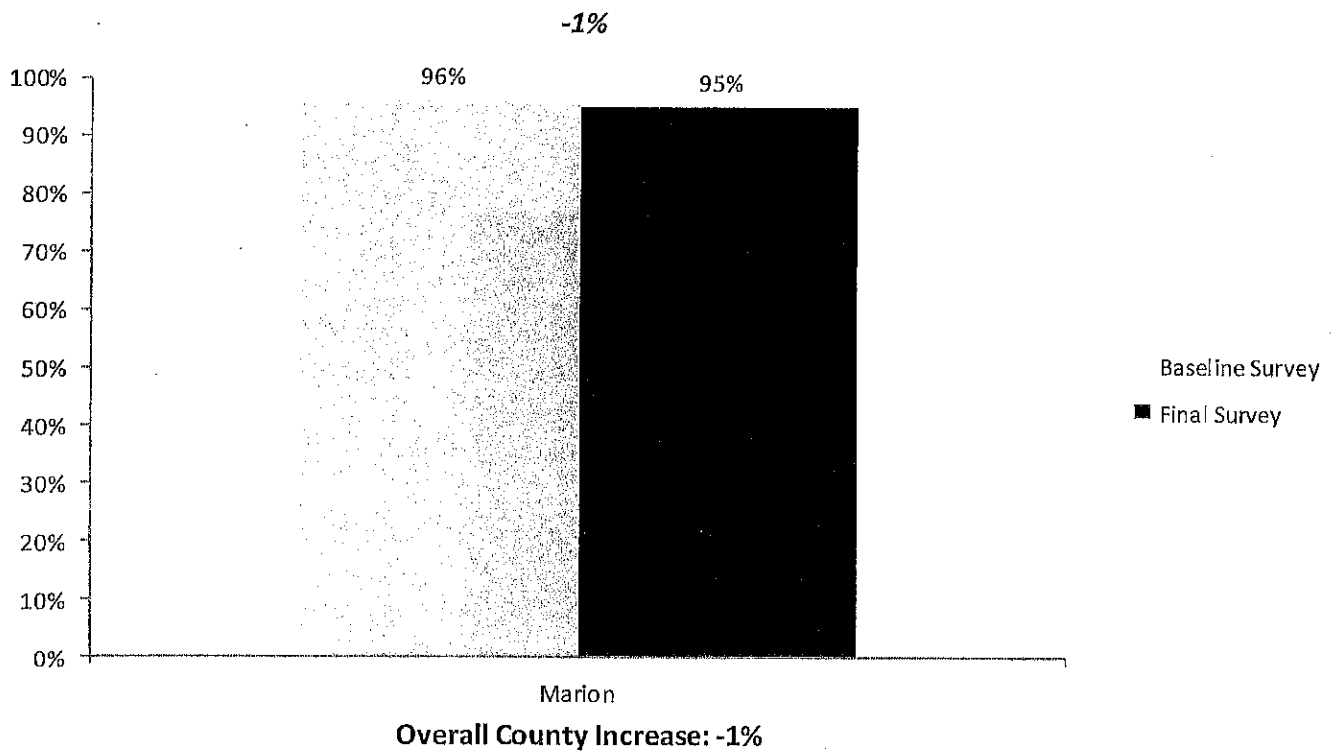
Logan County Seatbelt Use Rate 2015-2016



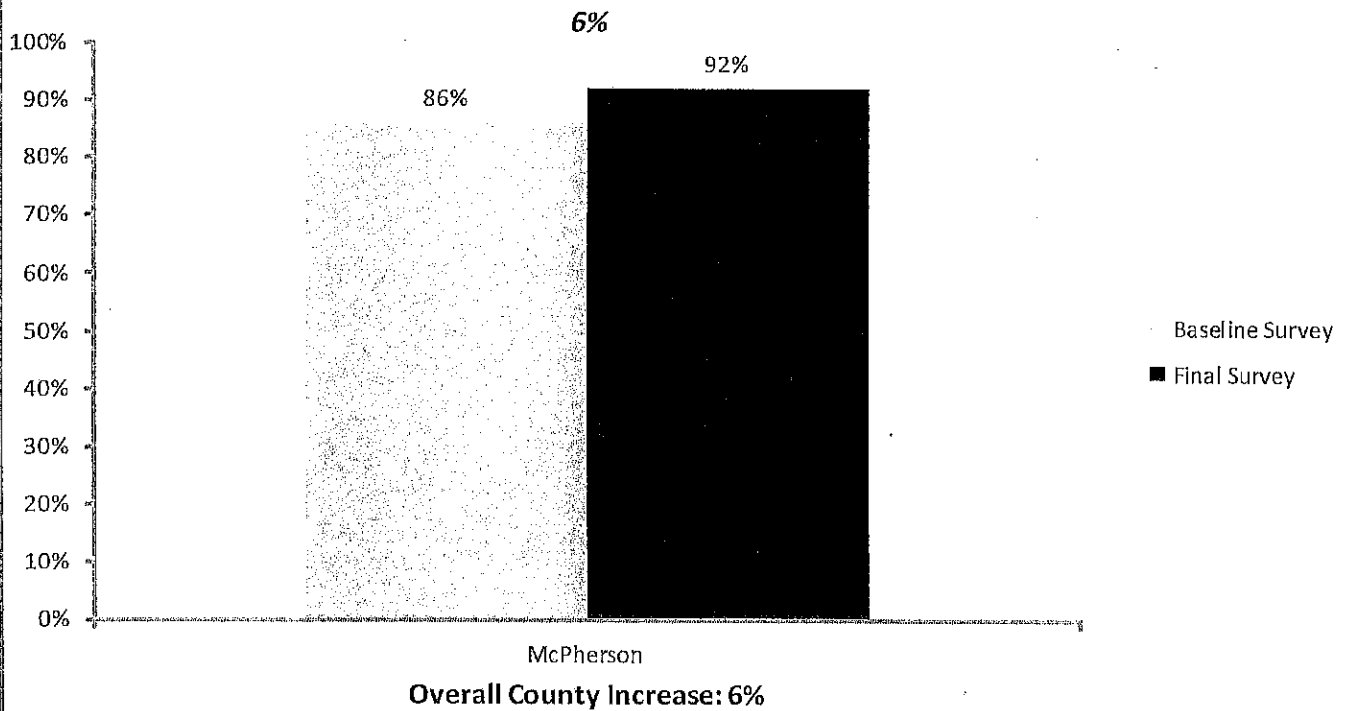
Lyon County Seatbelt Use Rate 2015-2016



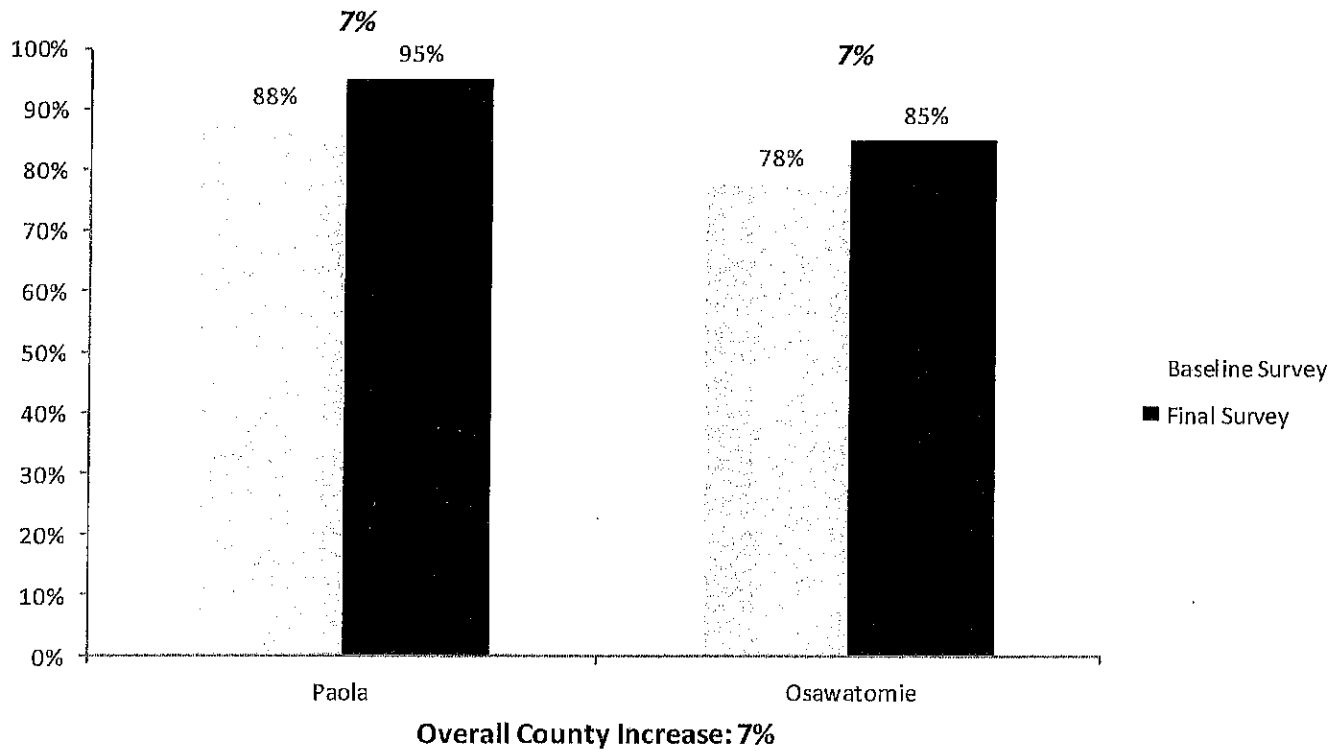
Marion County Seatbelt Use Rate 2015-2016



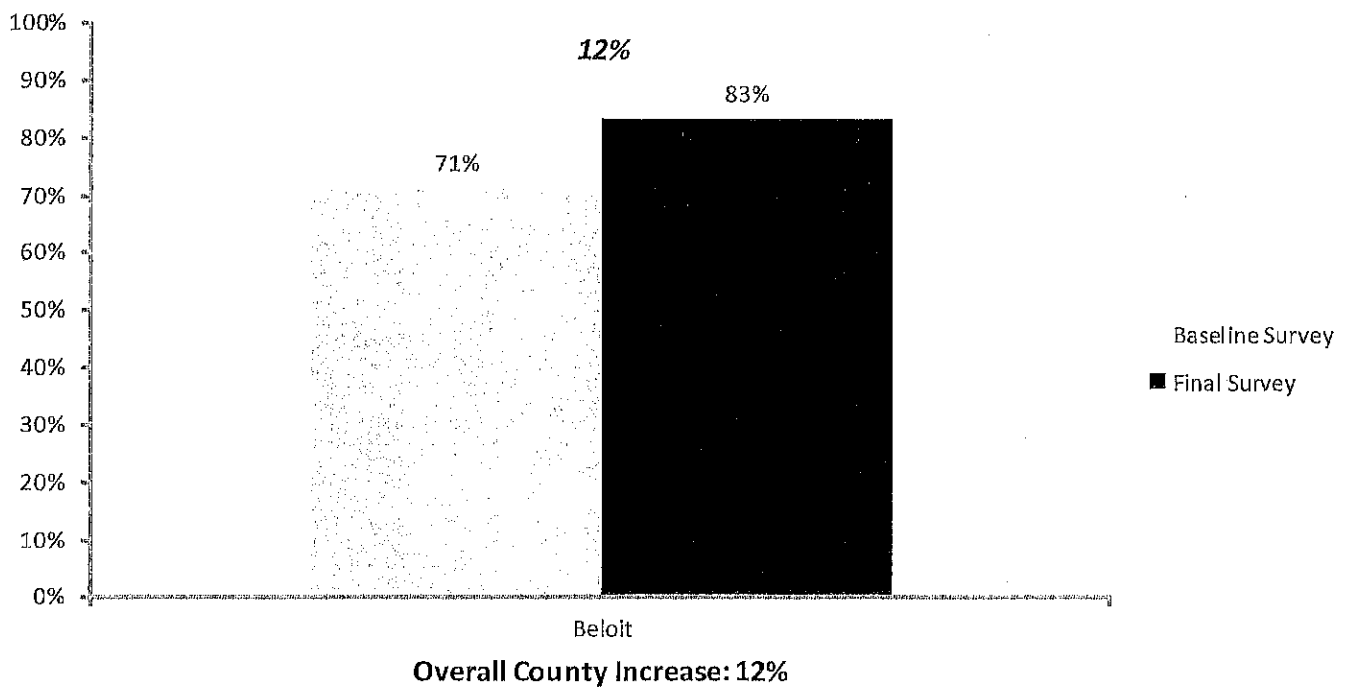
McPherson County Seatbelt Use Rate 2015-2016



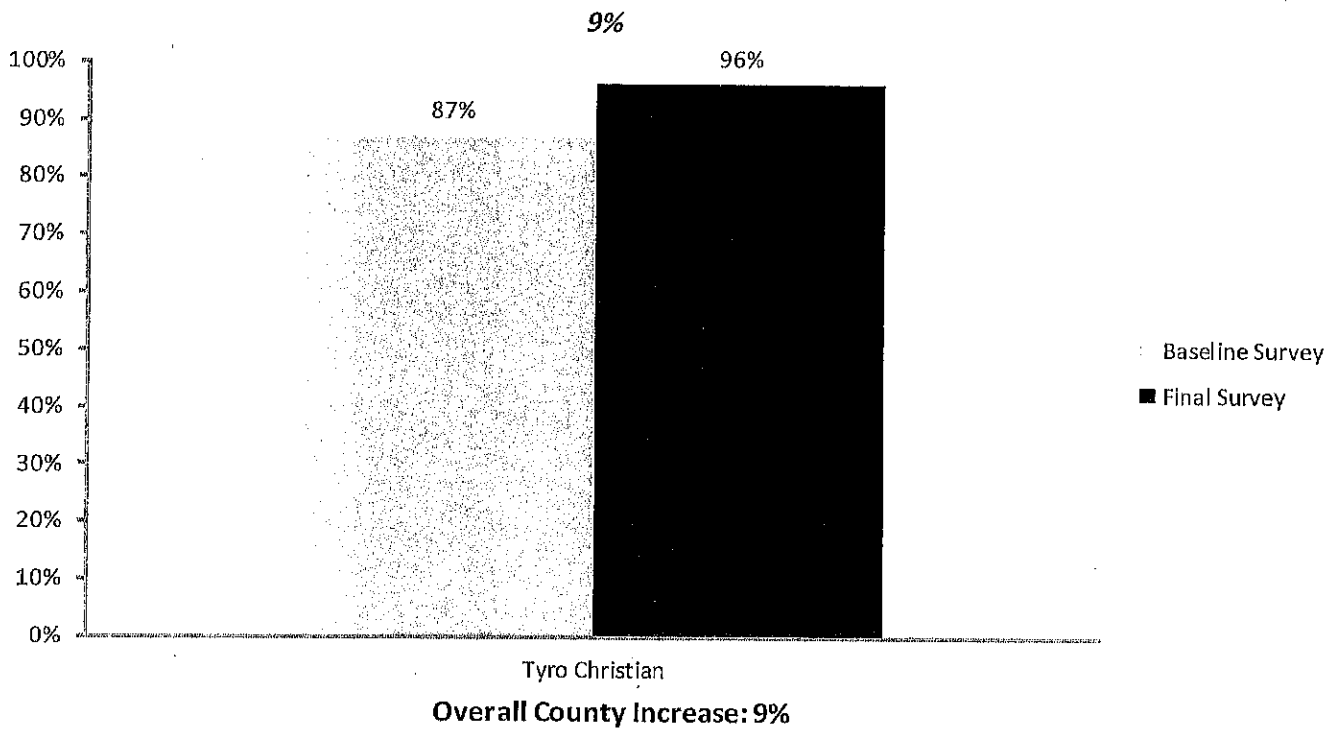
Miami County Seatbelt Use Rate 2015-2016



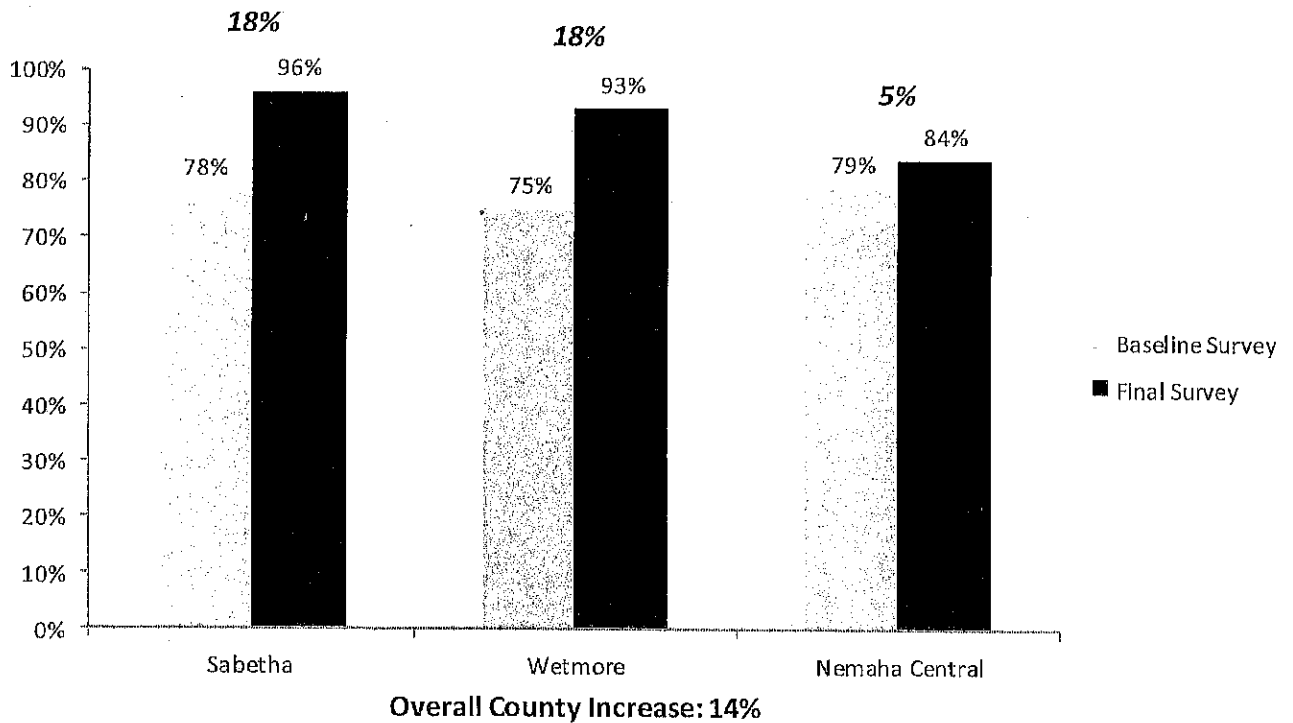
Mitchell County Seatbelt Use Rate 2015-2016



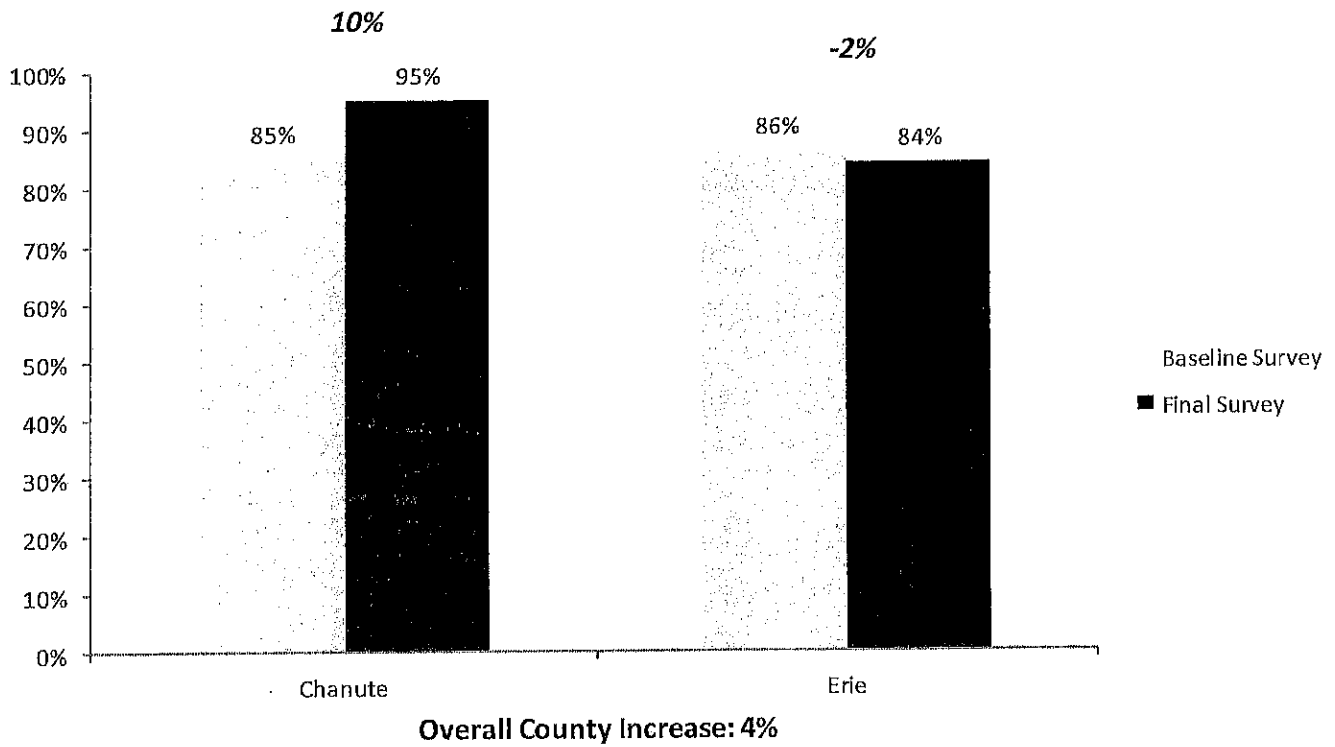
Montgomery County Seatbelt Use Rate 2015-2016



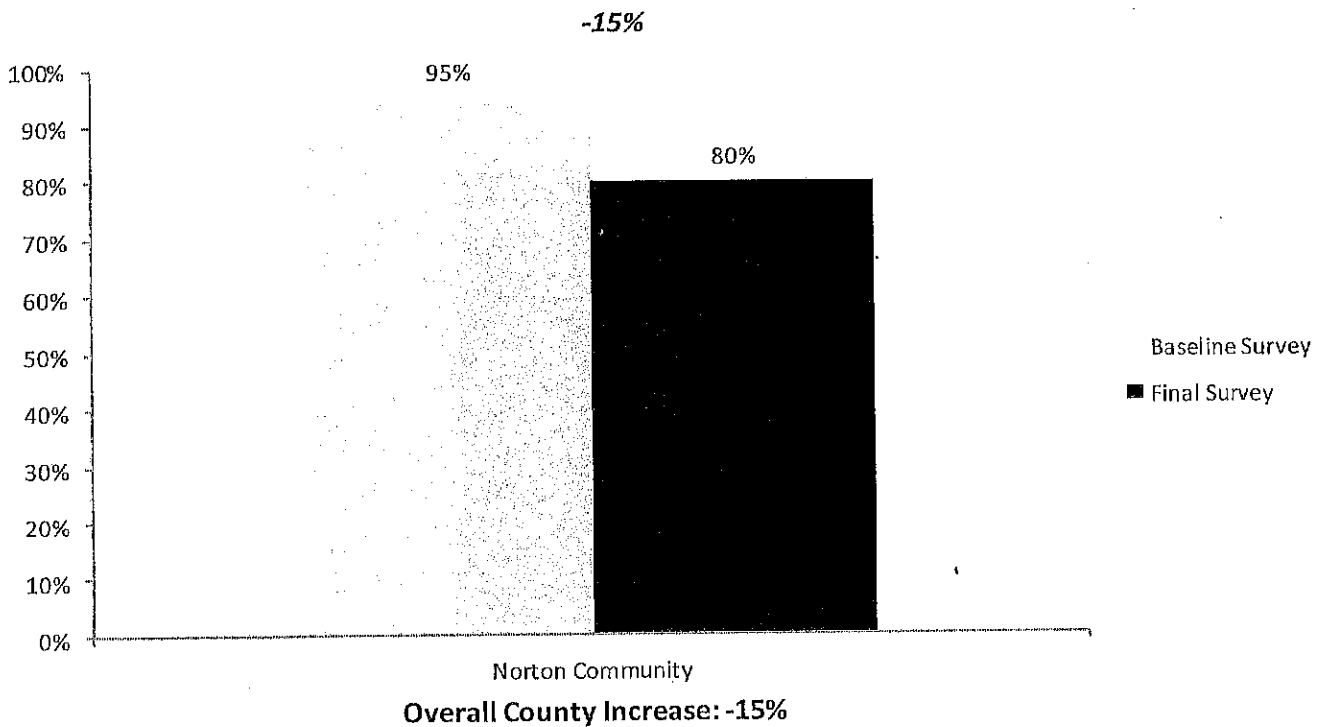
Nemaha County Seatbelt Use Rate 2015-2016



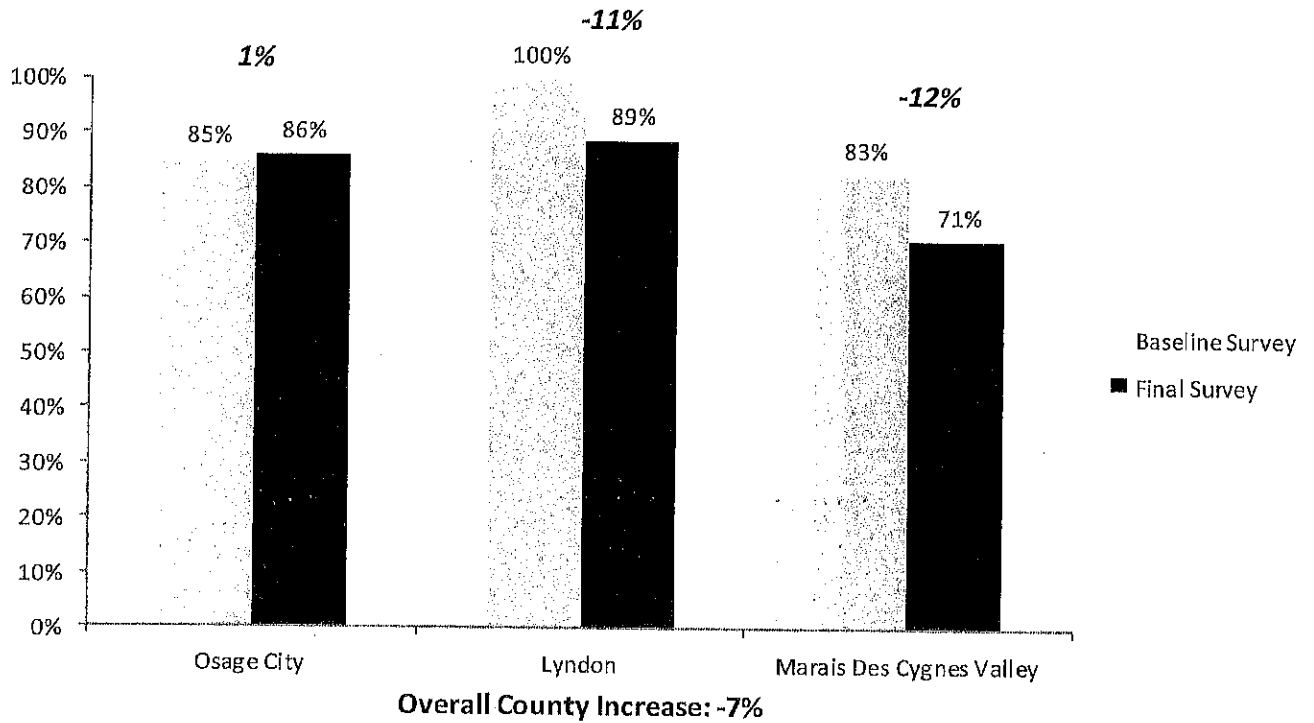
Neosho County Seatbelt Use Rate 2015-2016



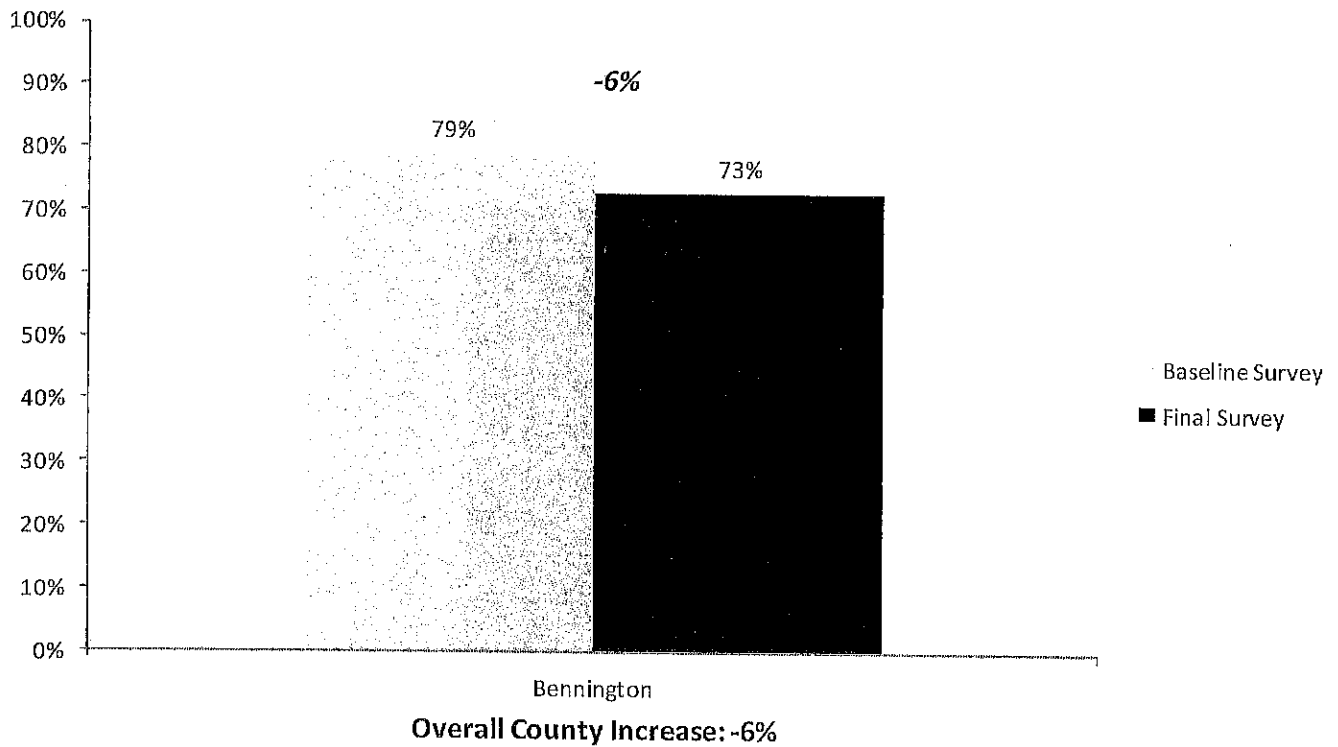
Norton County Seatbelt Use Rate 2015-2016



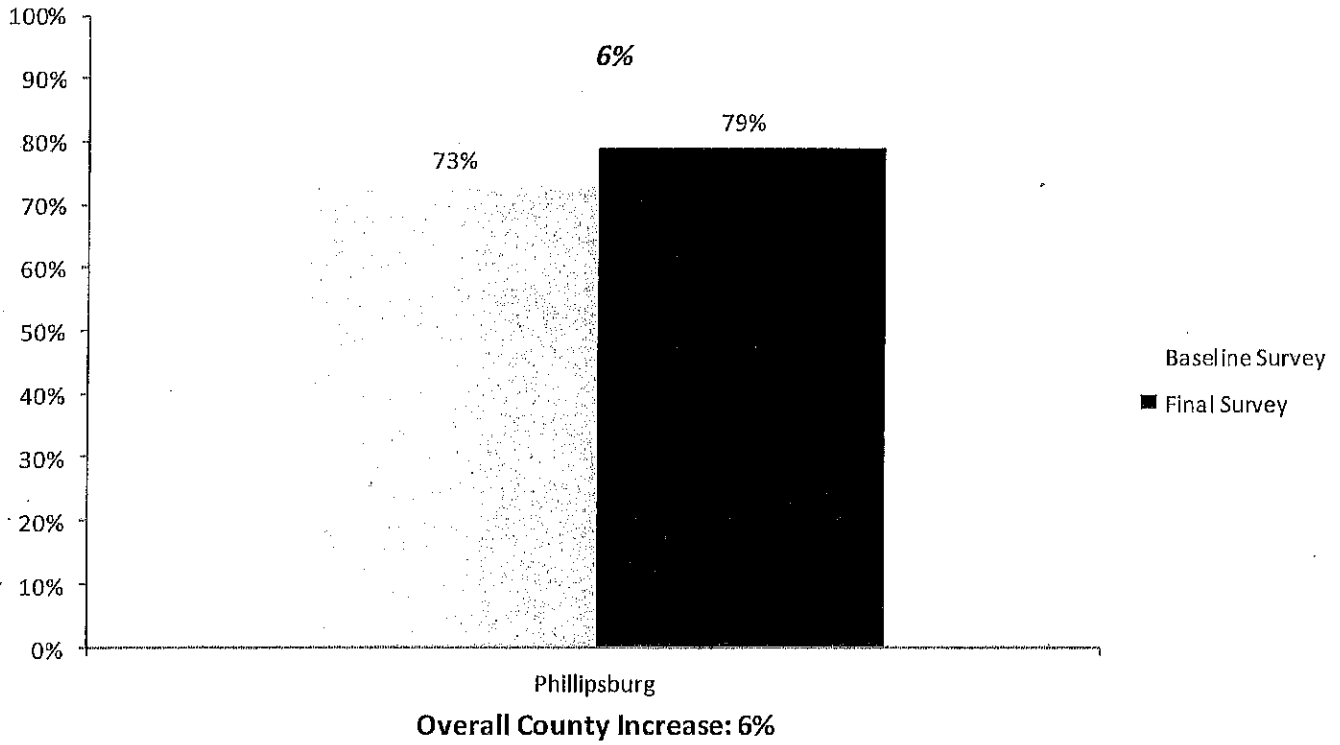
Osage County Seatbelt Use Rate 2015-2016



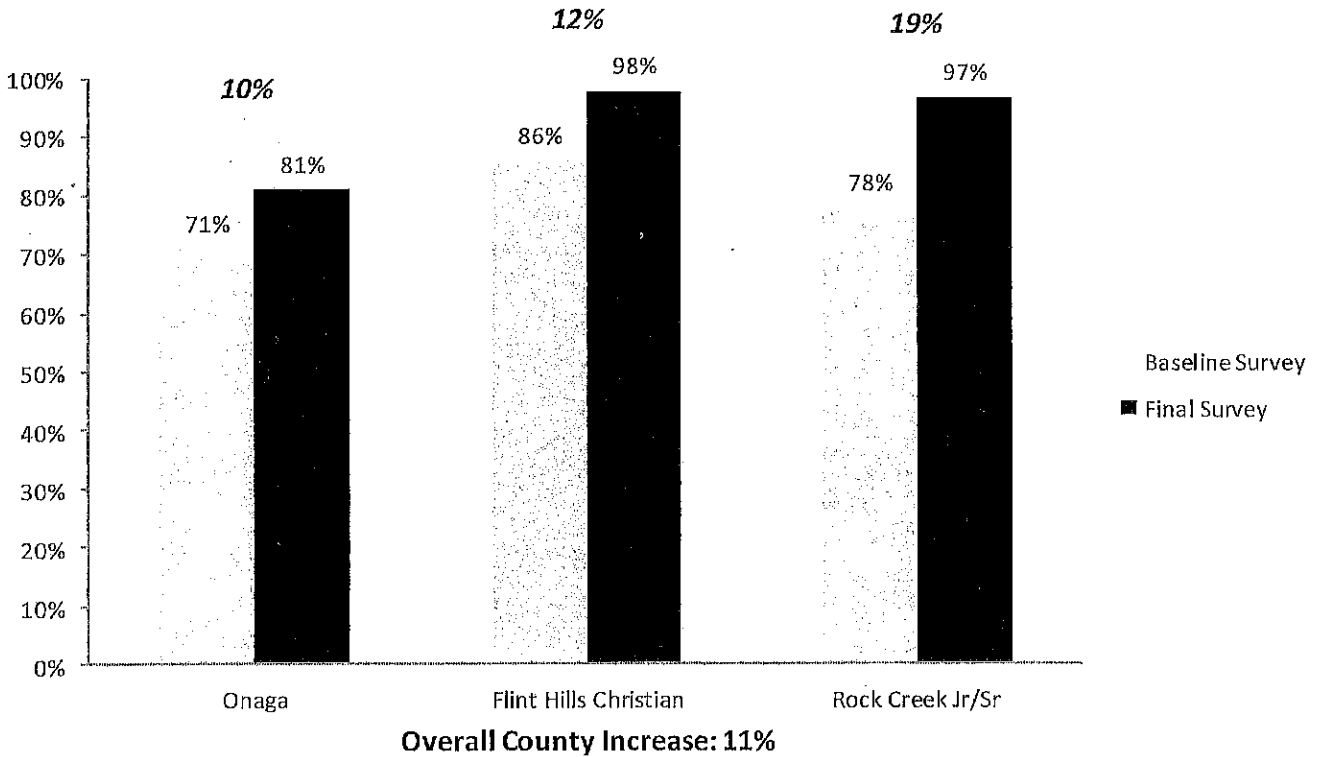
Ottawa County Seatbelt Use Rate 2015-2016



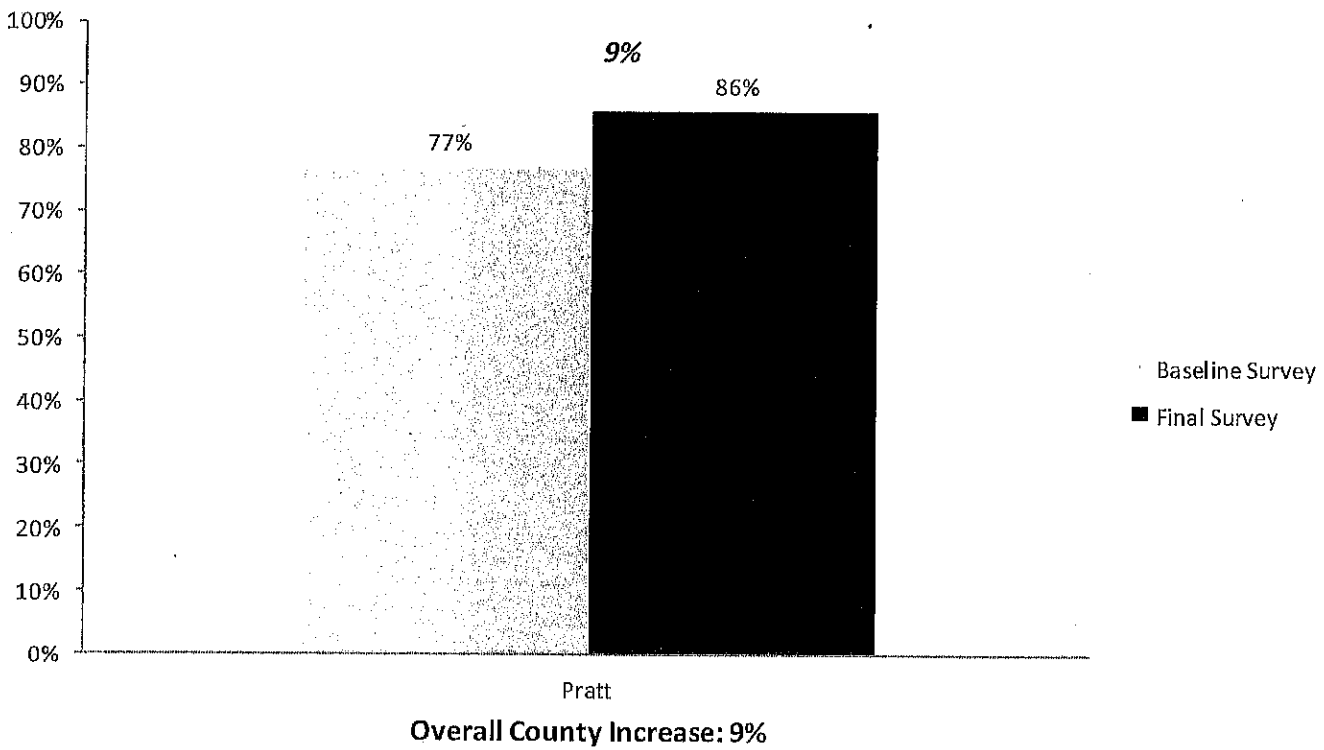
Phillips County Seatbelt Use Rate 2015-2016



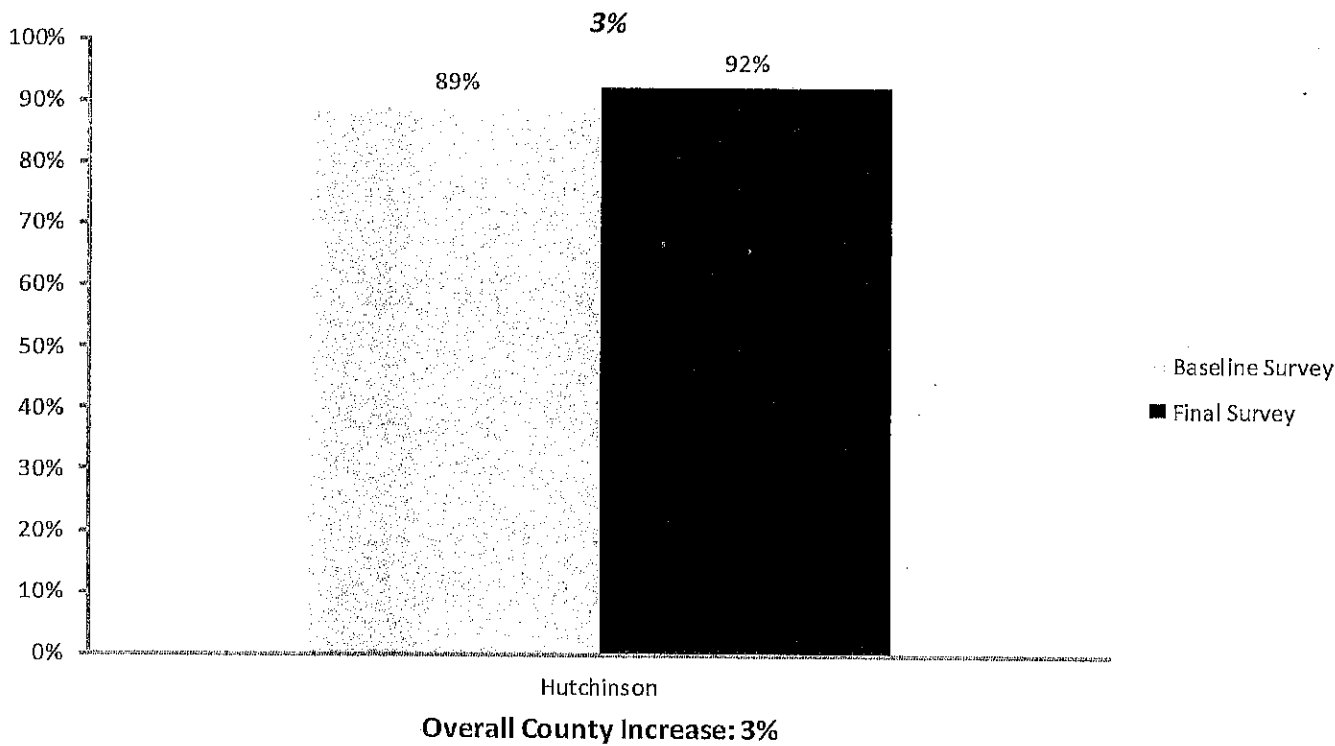
Pottawatomie County Seatbelt Use Rate 2015-2016



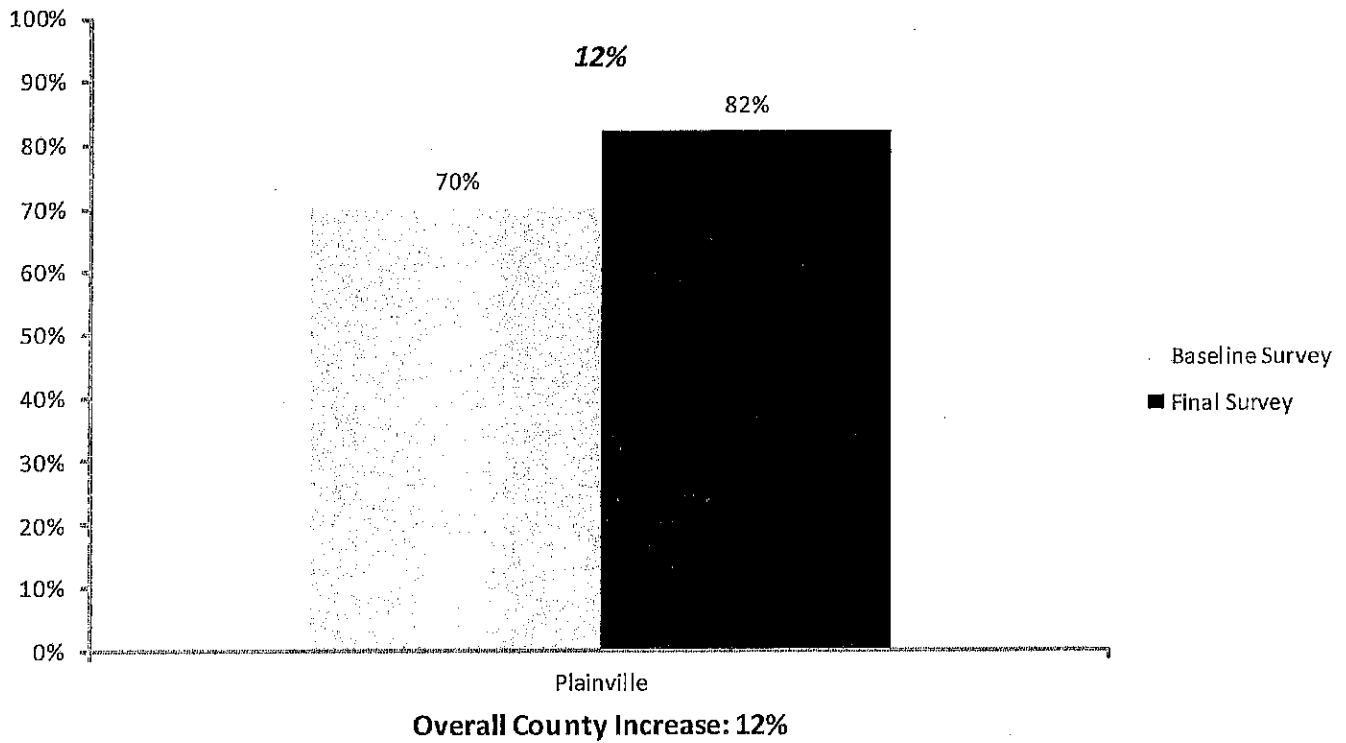
Pratt County Seatbelt Use Rate 2015-2016



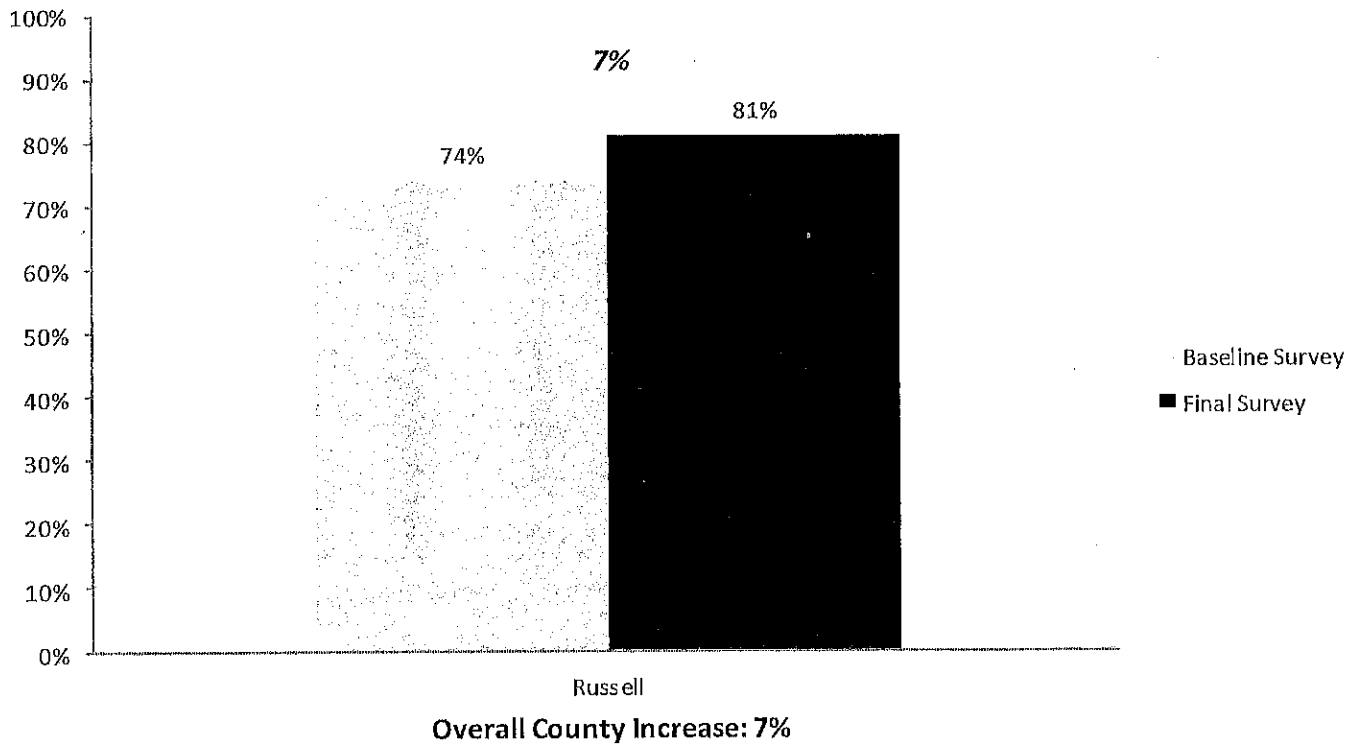
Reno County Seatbelt Use Rate 2015-2016



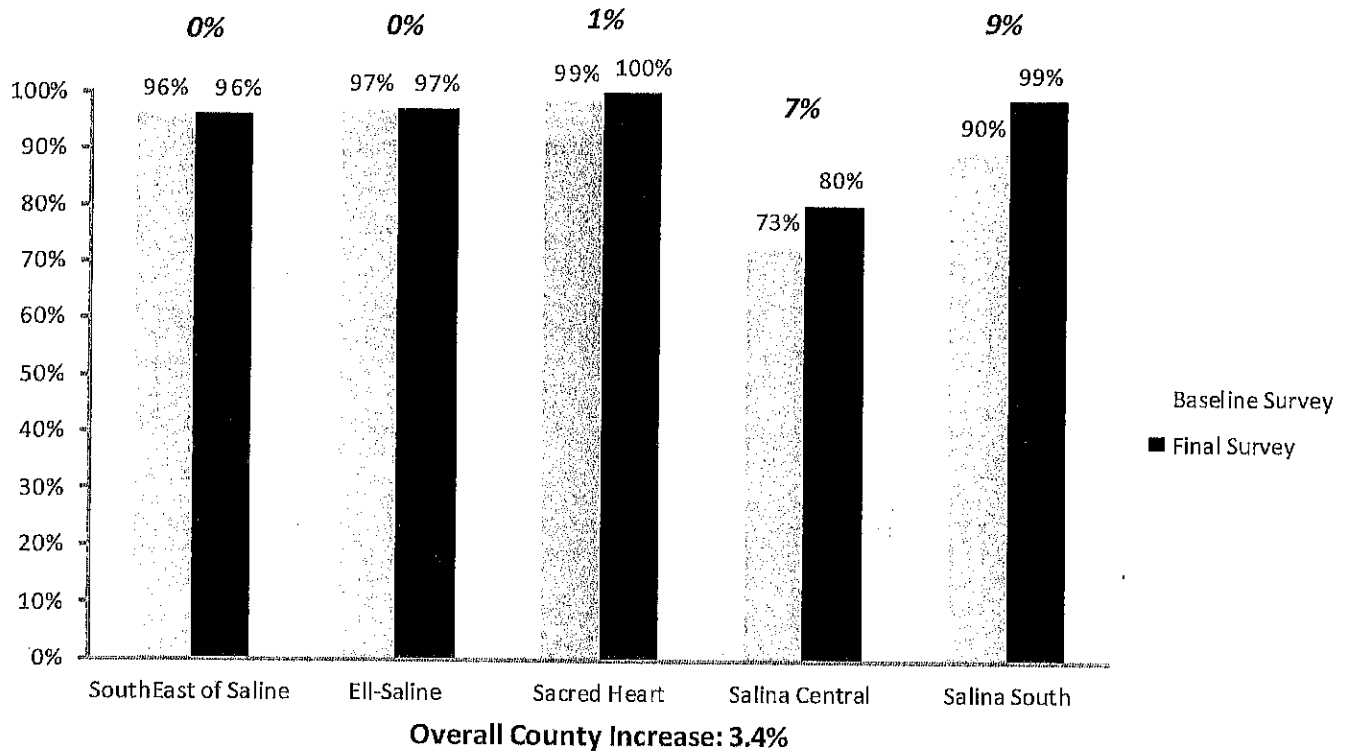
Rooks County Seatbelt Use Rate 2015-2016



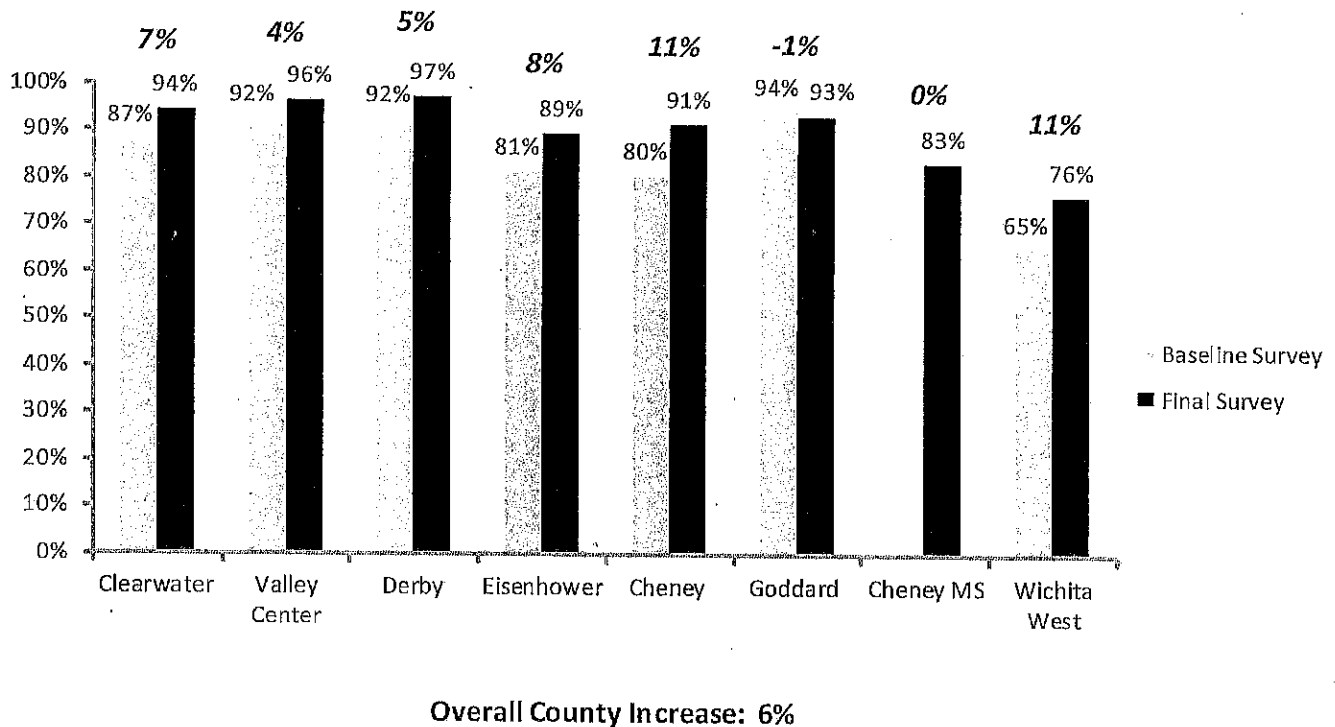
Russell County Seatbelt Use Rate 2015-2016



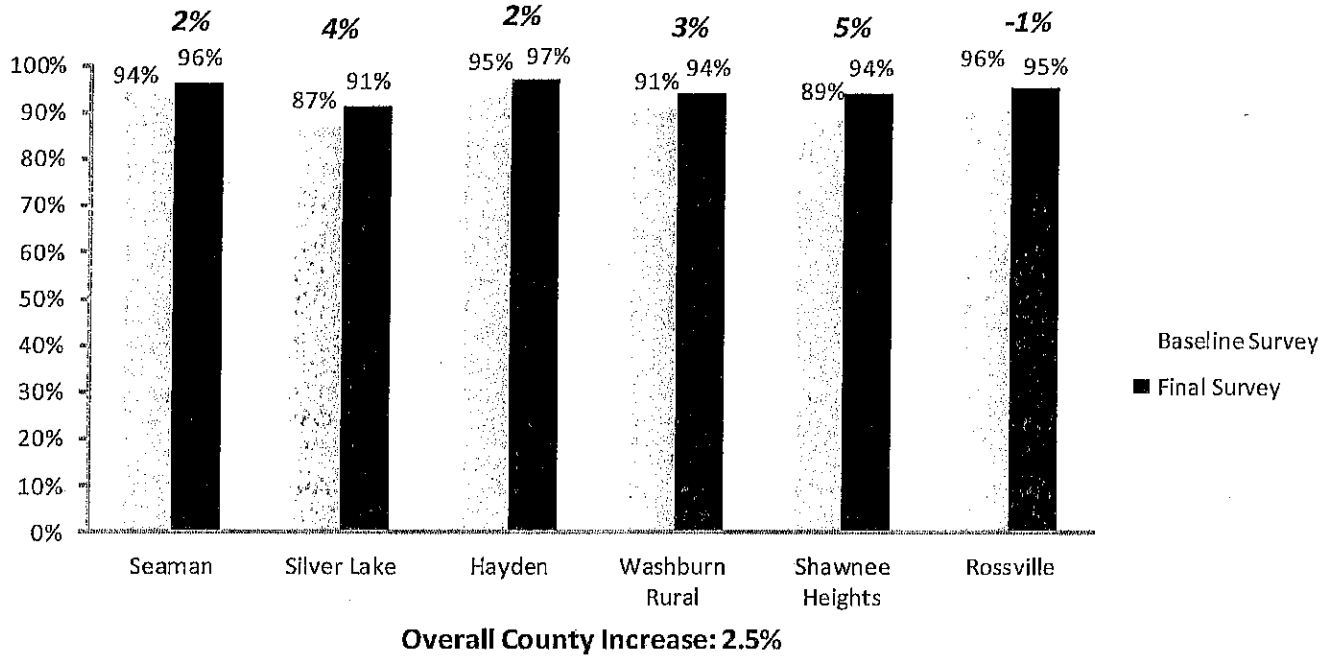
Saline County Seatbelt Use Rate 2015-2016



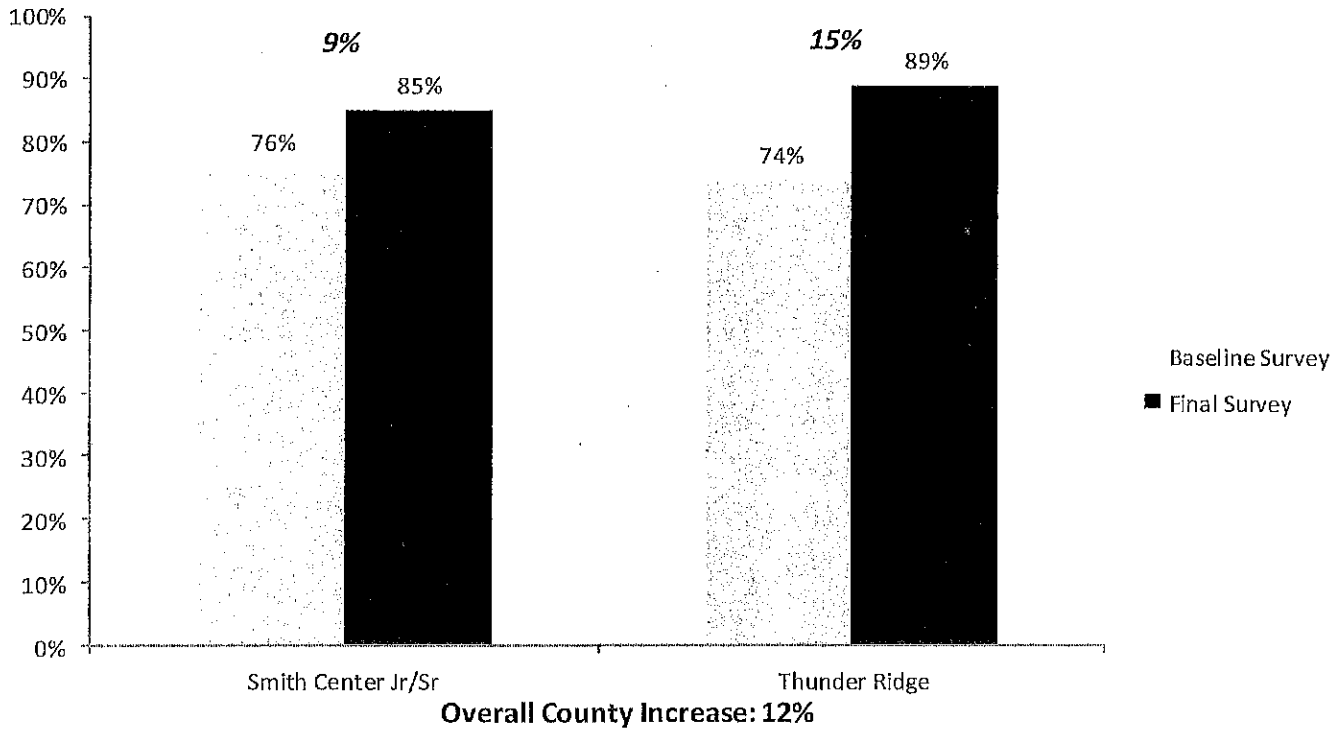
Sedgwick County Seatbelt Use Rate 2015-2016



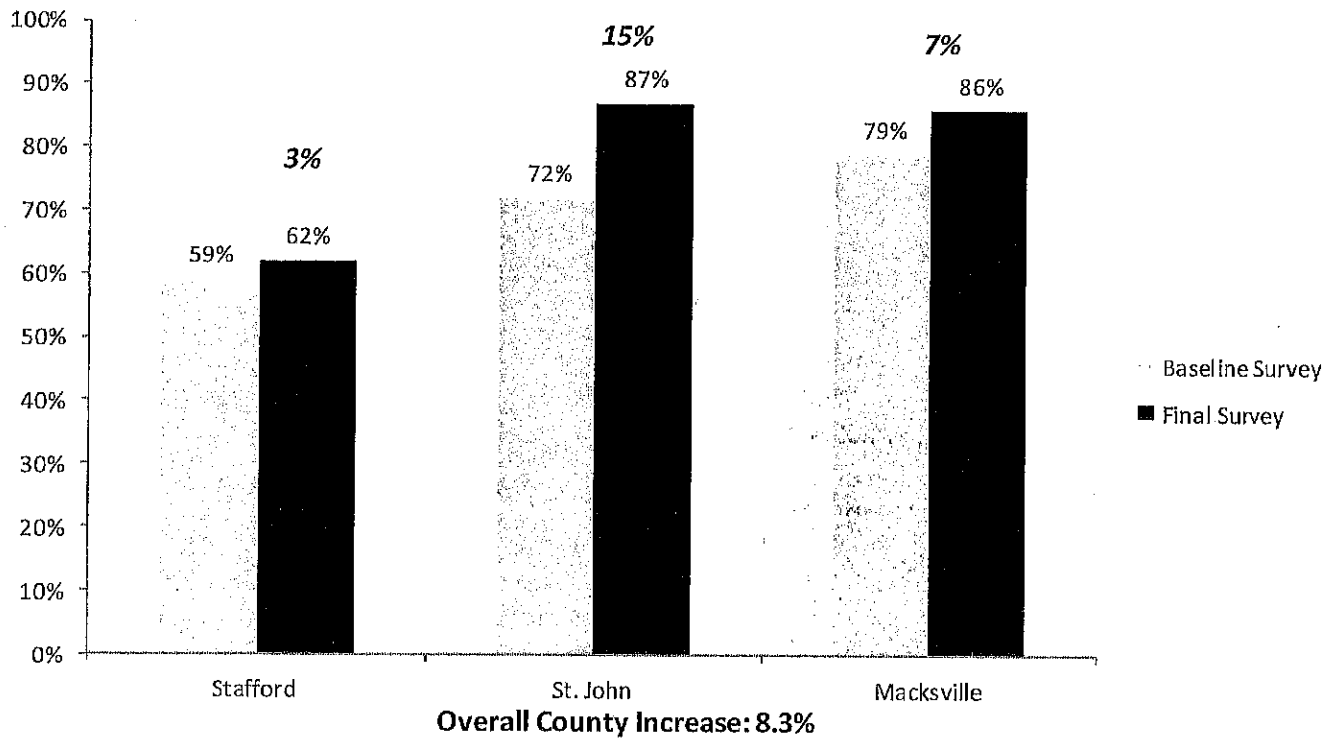
Shawnee County Seatbelt Use Rate 2015-2016



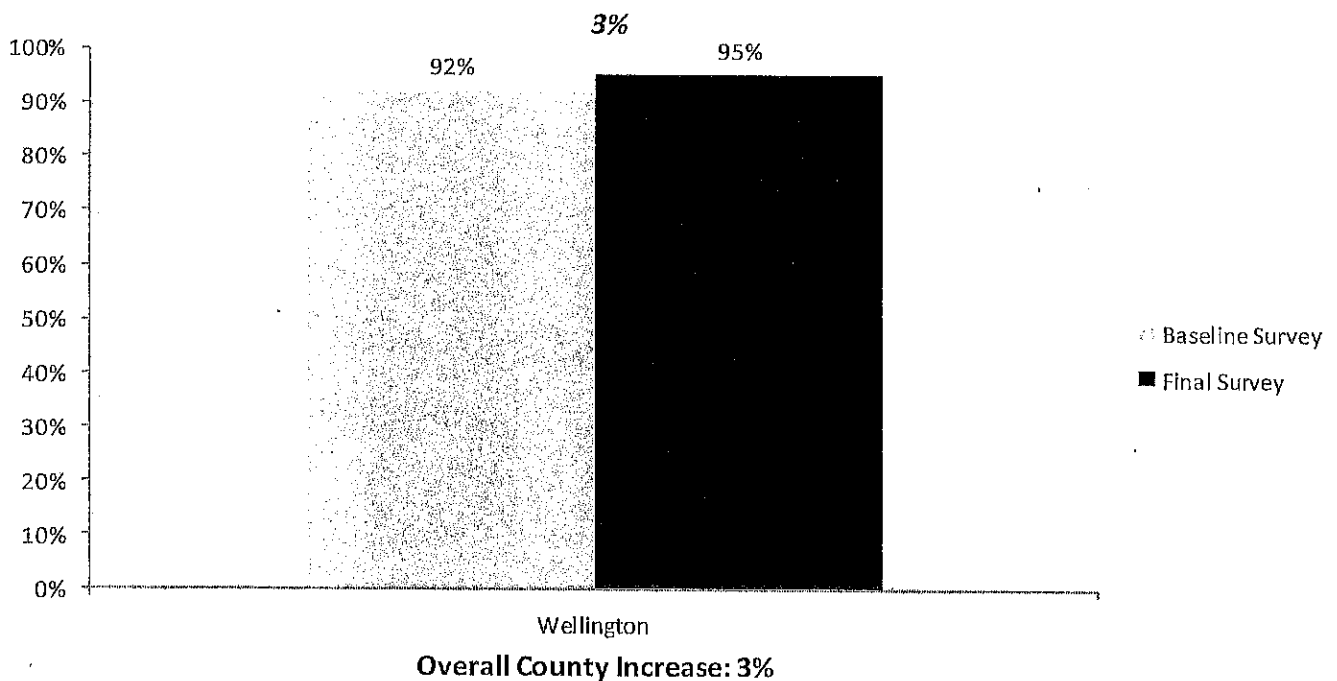
Smith County Seatbelt Use Rate 2015-2016



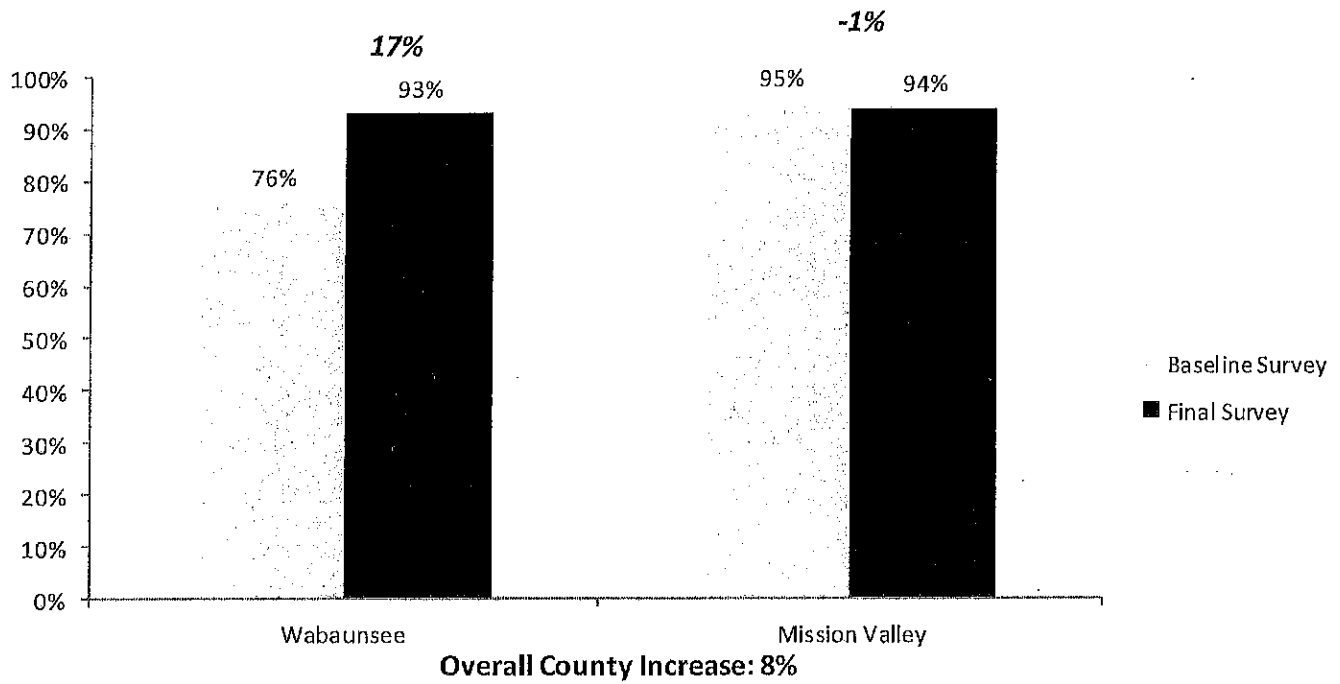
Stafford County Seatbelt Use Rate 2015-2016



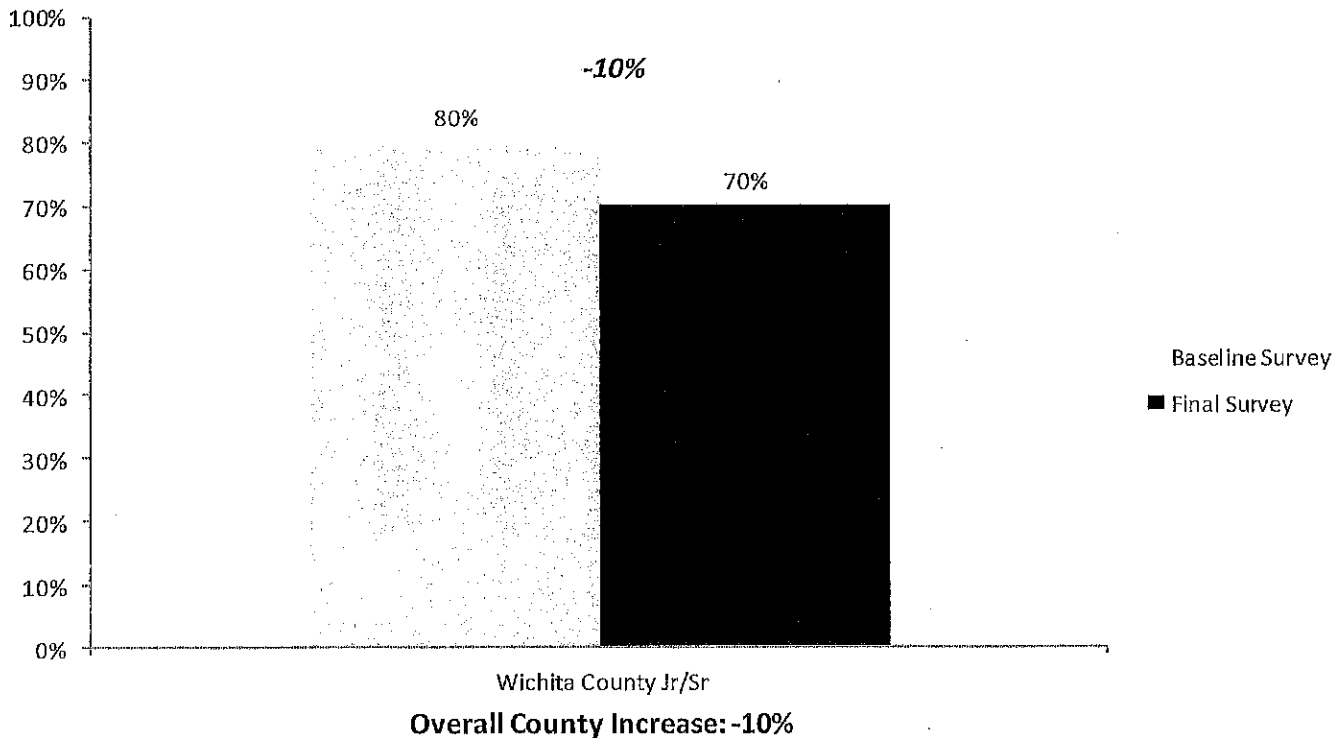
Sumner County Seatbelt Use Rate 2015-2016



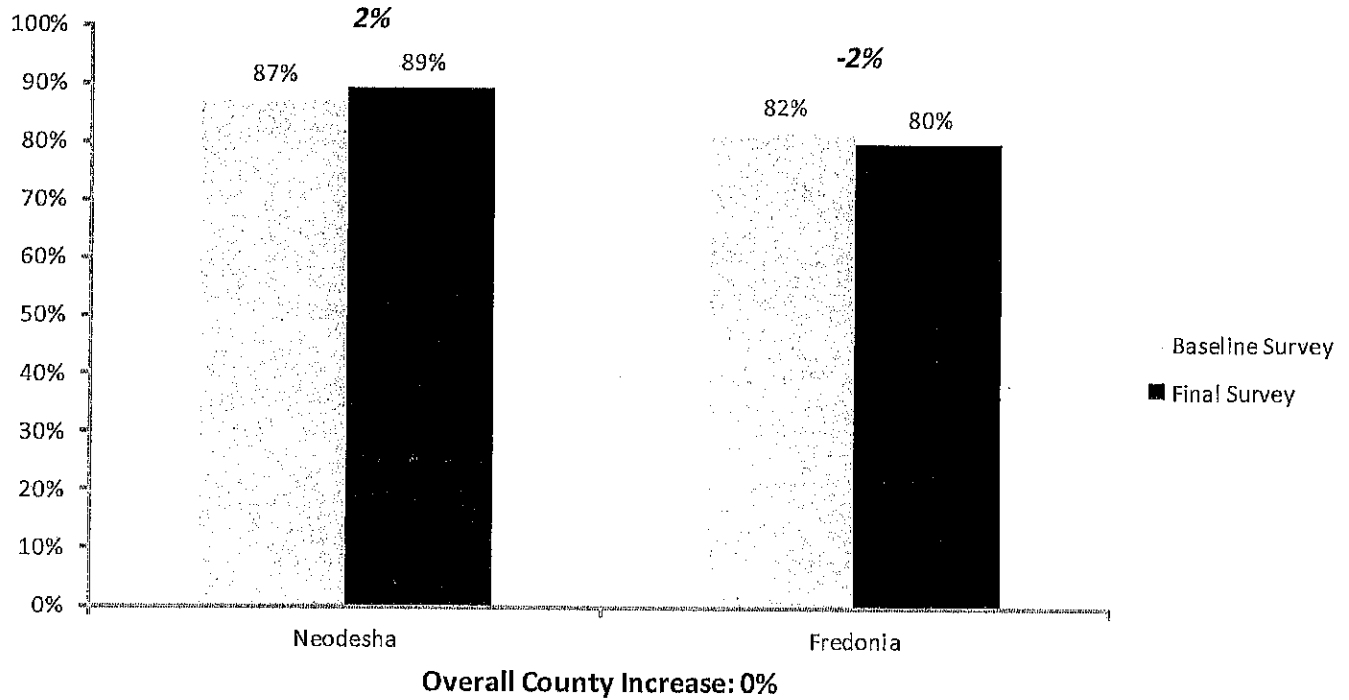
Wabaunsee County Seatbelt Use Rate 2015-2016



Wichita County Seatbelt Use Rate 2015-2016



Wilson County Seatbelt Use Rate 2015-2016



Wyandotte County Seatbelt Use Rate 2015-2016

