

Idaho Observational Seat Belt Survey

2017

Final Report

Prepared by the Office of Highway Safety

**IDAHO TRANSPORTATION DEPARTMENT
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Background

The National Highway Traffic Safety Administration’s (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in April of 2011. An entirely new survey design was accepted as fully compliant with the Uniform Criteria and implemented for the 2013 observational survey. Comparisons of 2013 and future surveys to historical data (1986 – 2012 surveys) should be made with caution as the new methodology differs from the previous methodologies and survey designs.

A total of 33,135 vehicle occupants were observed. The total occupants observed were comprised of 25,978 drivers and 7,157 outboard passengers. Sixty-eight percent (67%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 33% were pick-up trucks. Vans and SUVs used to be counted separately, but were combined with passenger cars for the 2013 survey because seat belt usage was virtually the same for both groups of vehicles in the past.

2017 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
81.2%	1.9%	77.4%	84.9%

2017 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	90.9%	0.4%	90.2%	91.6%
Secondary Roadway	79.3%	1.4%	76.6%	82.1%
Local Roadway	81.1%	2.1%	77.1%	85.2%

Primary roads consist of Interstate Highways, secondary roads consist of U.S and State Highways, and local roads consist of all other roadways.

2017 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	81.2%	1.9%	77.4%	84.9%
Drivers	81.8%	1.8%	78.2%	85.3%
Passengers	79.3%	2.2%	75.0%	83.5%
Passenger Cars, Vans, & SUV's	83.3%	1.9%	79.5%	87.1%
Drivers	84.0%	1.9%	80.3%	87.7%
Passengers	81.1%	2.2%	76.9%	85.4%
Pick-Up Trucks	75.5%	2.1%	71.3%	79.6%
Drivers	76.0%	2.0%	72.1%	79.8%
Passengers	73.6%	2.6%	68.6%	78.6%

The estimated seat belt usage for pick-up truck occupants continues to be substantially lower than seat belt usage for either passenger cars or vans and sport utility vehicles (SUV's). The difference between seat belt use in pick-up trucks and in other vehicles was statistically significant in 2016.

2017 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	74.2%	80.6%	76.1%
2	87.1%	77.4%	84.2%
3	92.9%	79.0%	89.5%
4	78.9%	61.3%	72.6%
5	91.0%	82.9%	89.1%
6	78.1%	62.4%	74.0%
Statewide	83.3%	75.5%	81.2%

2017 Usage – Roadway Type by Vehicle Type

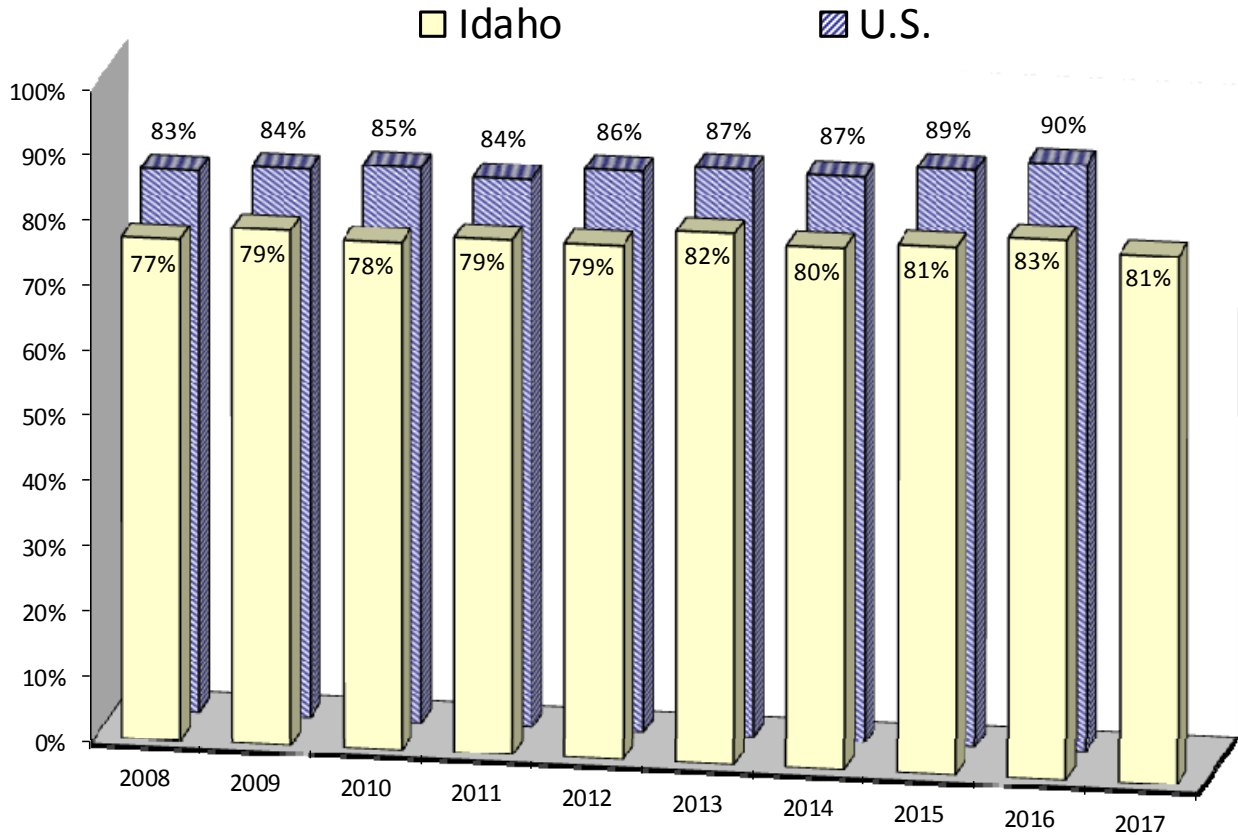
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	93.4%	82.8%	90.9%
Secondary Roadway	83.6%	70.6%	79.3%
Local Roadway	83.8%	75.9%	81.1%

2017 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	91.9%	80.8%	88.8%
Bannock	91.3%	83.1%	89.4%
Bingham	83.6%	79.9%	82.4%
Bonner	80.3%	76.0%	78.6%
Bonneville	78.0%	62.5%	74.0%
Canyon	94.6%	80.6%	91.5%
Elmore	91.4%	83.1%	89.0%
Gem	62.5%	45.6%	55.3%
Gooding	81.4%	58.8%	72.4%
Kootenai	74.0%	80.8%	76.0%
Latah	89.0%	72.3%	83.4%
Madison	78.7%	58.1%	74.0%
Minidoka	78.2%	62.8%	72.6%
Nez Perce	86.9%	78.0%	84.3%
Payette	89.0%	81.6%	85.1%
Twin Falls	78.2%	61.8%	72.7%

Seat Belt Usage Trends

Idaho Seat Belt Usage vs. U.S. Seat Belt Usage



The survey design has been changed a couple of times since it was originally designed in 1986: in 1998 and in 2013. Comparisons of surveys from different design periods (1986 – 1997; 1998-2012; 2013-2017 (the survey now has to be resampled every 5 years)) should be made conservatively, as the methodologies may differ greatly. The U.S. observed usage is measured by the NHTSA’s National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey and is independent from the State belt use surveys.

From 2016 to 2017 the Idaho observed seat belt usage decreased slightly from 82.9% to 81.2%. This difference is not statistically significant, meaning it could be due entirely to random variation.

Observed Usage - Transportation District by Year

	2013	2014	2015	2016	2017	Ave Yearly Change 2013-2017
District 1	72.3%	76.1%	74.4%	76.9%	76.1%	1.3%
District 2	85.0%	80.2%	78.6%	78.3%	84.2%	-0.1%
District 3	85.8%	91.5%	89.5%	90.2%	89.5%	1.1%
District 4	74.2%	66.9%	57.8%	66.1%	72.6%	0.2%
District 5	81.2%	80.1%	86.6%	86.0%	89.1%	2.4%
District 6	76.8%	70.5%	66.0%	66.6%	74.0%	-0.6%

Observed Usage – County by Year

	2013	2014	2015	2016	2017	Ave Yearly Change 2013-2017
Ada	92.2%	92.2%	93.9%	91.7%	88.8%	-0.9%
Bannock	81.2%	80.5%	87.2%	85.9%	89.4%	2.5%
Bingham	81.0%	71.2%	79.7%	87.2%	82.4%	0.9%
Bonner	78.3%	81.0%	78.8%	77.1%	78.6%	0.1%
Bonneville	76.9%	70.5%	65.9%	66.0%	74.0%	-0.7%
Canyon	81.4%	91.9%	88.1%	90.2%	91.5%	3.1%
Elmore	88.2%	90.5%	89.4%	90.1%	89.0%	0.2%
Gem	68.8%	80.2%	72.7%	76.2%	55.3%	-3.9%
Gooding	71.2%	68.6%	56.2%	69.3%	72.4%	1.5%
Kootenai	71.8%	75.9%	74.1%	76.8%	76.0%	1.5%
Latah	78.1%	83.5%	82.9%	84.4%	83.4%	1.7%
Madison	71.6%	72.2%	67.7%	71.2%	74.0%	0.9%
Minidoka	71.6%	62.9%	57.0%	61.9%	72.6%	1.1%
Nez Perce	85.5%	80.6%	78.2%	77.4%	84.3%	-0.2%
Payette	88.3%	90.5%	92.1%	86.3%	85.1%	-0.9%
Twin Falls	76.9%	68.8%	59.7%	68.4%	72.7%	-0.7%

Observed Usage – Vehicle Type by Year

	2013	2014	2015	2016	2017	Ave Yearly Change 2013-2017
Passenger Vehicles	84.4%	82.4%	83.4%	85.5%	83.3%	-0.3%
Pickup Trucks	73.5%	74.1%	75.8%	76.4%	75.5%	0.7%
Overall Usage	81.6%	80.2%	81.1%	82.9%	81.2%	-0.1%

2017 Usage by Observation Site

County	Location	Designated Road	Intersection	Usage
Kootenai	1	I-90	Exit # 34 (SH 3)	62.0%
	2	I-90	Exit # 22 (SH 97)	85.8%
	3	SH 97	Pullout ~600 ft south of IC 22 - at end of guardrail	90.4%
	4	SH 3	Jct with SH 97/SH 3	67.4%
	5	SH 41	Jct with SH 53 (Signal)	77.6%
	6	US 95	at Honeysuckle Ave	86.3%
	7	SH 54 (Smylie Blvd)	Jct with US 95 (Signal)	82.0%
	8	W Kid Island Bay Rd	at US 95 (Stop Sign)	92.9%
	9	Ramsey Rd	at SH 53 (Stop Sign)	63.2%
	10	N Syringa St	at 16th Ave (in between Greensferry & Idaho St)	80.4%
	11	Bosanko Ave	at US 95 (Signal) -Hippo Car Wash on the corner	71.4%
	12	Hayden Ave	at US 95 (Signal)	76.5%
Bonner	13	US 2 (Albeni Rd)	at SH 57 (9th ST) (signal)	74.4%
	14	US 95	Superior St Exit on the south end of the Byway (Signal)	81.8%
	15	US 95	at Kootenai Cutoff/Schweitzer Cutoff (Signal)	73.8%
	16	US 2 (Albeni Rd)	at SH 57 (signal)	71.9%
	17	US 95	at Kootenai Cutoff/Schweitzer Cutoff (Signal)	77.7%
	18	9th St (SH 57)	at US 2 (Albeni Rd)	66.2%
	19	US 2	at Division Ave	74.5%
	20	SH 200	at McGhee Rd	79.7%
	21	SH 200	at McGhee Rd	76.6%
	22	US 2 (N 5th Ave)	at Larch St	86.3%
Latah	23	Elk River Rd (SH 8)	at Jct SH8/SH3 (Stop Sign)	75.0%
	24	SH 3	at Jct SH8 (Elk River Rd)/SH3 (1st Ave) (Stop Sign)	71.9%
	25	SH 8	at Blaine St (Signal)	83.3%
	26	SH 3 (1st Ave)	at Jct SH8/SH3 (Stop Sign)	71.4%
	27	SH 9	at Jct with SH 8	78.1%
	28	SH 8	at Blaine St (Signal)	84.4%
	29	SH 99	at Jct with SH 8	85.2%
	30	SH 6	at Jct with US 95	85.2%
	31	US 95 (Main St)	at D Street	86.4%
	32	SH 3 (Wyoming St)	at Jct SH8/SH3 (2nd Ave) (Stop Sign)	67.4%
Nez Perce	33	SH 3	at Jct with US 12 (Stop Sign)	92.0%
	34	SH 128 (Down River Rd)	at Jct to East Bound US 12 (Stop Sign)	94.2%
	35	US 12	at 3rd Ave N	84.8%
	36	Main St (US 12)	at 18th St	86.9%
	37	D Street (US 12)	at 5th St	83.7%
	38	540 Rd N (Waha Rd)	at 505 Rd E (Tammy Creek Rd)	67.5%
	39	350 Rd N (Cottonwood Creek Rd/Gifford Ruebens Rd)	at US 12	84.4%
	40	Grelle Ave	at Thain Rd	83.5%
	41	Burrell Ave	at Thain Rd	71.2%
	42	9th St	at Main St (US 12)	86.1%

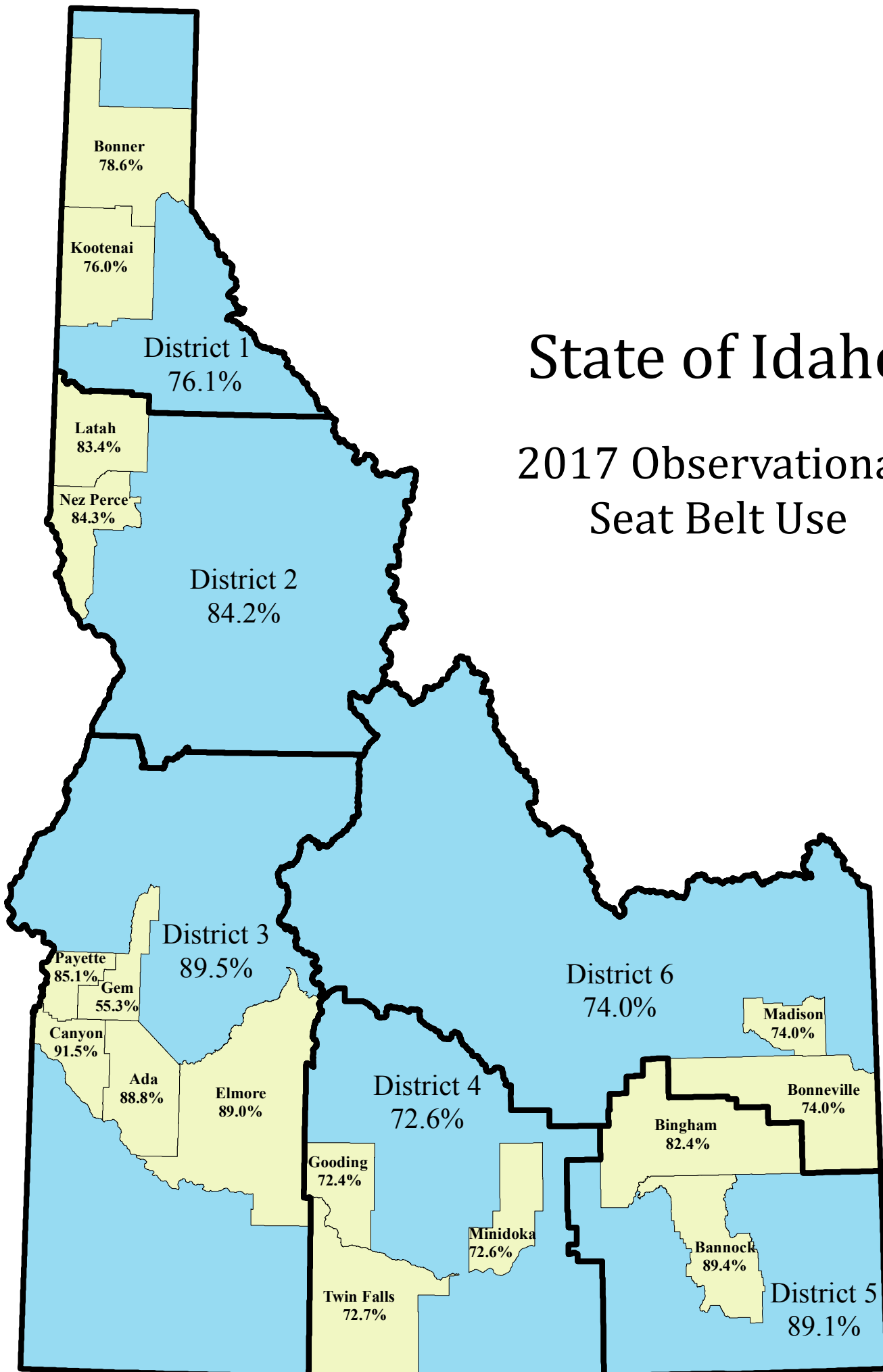
County	Location	Designated Road	Intersection	Usage	
Canyon	43	I-84	Exit #29 Franklin Road	85.9%	
	44	I-84	Exit #38 Garrity Blvd	90.0%	
	45	US 95	at Jct US 20/26 (Stop Sign)	75.0%	
	46	Nampa Blvd (SH 55)	at 6th St N/Shannon Drive (Near IC #35 - Northside Blvd)	81.3%	
	47	Cleveland Blvd (I-84 BL)	at Happy Day Blvd/Laster St (SE of Ustick)	57.0%	
	48	Grove St (US 20/26/95)	Between Roswell Blvd & North 4th Street (25 MPH)	71.3%	
	49	12th Ave Rd (SH 45)	at Lake Lowell Ave/E Amity Ave	84.9%	
	50	Purple Sage Rd	at Middleton Rd	83.3%	
	51	Birch Ln	at Franklin Rd (b/w Karcher Rd & Cherry Ln)	75.9%	
	52	Linden St	at Middleton Rd	77.6%	
	53	Indiana Ave	at Linden St	96.2%	
	54	Cherry Ln	at Star Rd	92.6%	
	Gem	55	SH 16	at Sub Station Road	79.1%
		56	SH 52	at Washington Ave (SH 52)	65.6%
57		E Black Canyon Hwy (SH 52)	at N Washington Ave/Van Deusen Rd	67.0%	
58		SH 16	at Sub Station Road	57.4%	
59		Washington Ave (SH 52)	at 4th St	64.3%	
60		Sweet Ola Hwy	at SH 52	29.6%	
61		W Black Canyon Hwy	at N Washington Ave/Van Deusen Rd	57.1%	
62		W Idaho Blvd	at N Washington Ave (SH 52)	65.8%	
63		S Boise Ave	at W 12th St	58.3%	
64		W Main St	at Cascada Rd/Mill Rd	39.2%	
Payette	65	I-84	Exit # 13 (Black Canyon Exit)	88.6%	
	66	I-84	Exit # 3 (US 95 Payette/Fruitland Exit)	97.2%	
	67	SH 52 (2nd Ave)	at US 95	90.5%	
	68	Whitley Drive (US 95)	at NW 16th St	87.2%	
	69	US 30	at SH 72 (stop sign)	86.5%	
	70	NW 16th St (US 30)	at Whitley Dr (US 95)	77.5%	
	71	US 95	at 7th Ave N	90.1%	
	72	S Pennsylvania Ave (US 95 BL)	at US 95	80.5%	
	73	Whitley Drive (US 95)	at NW 16th St	78.9%	
	74	Main St (US 95 BL)	at Center Ave	86.2%	
	75	US 95	at 7th Ave N	89.6%	
	76	SH 52	at Jct SH 72/SH52	88.9%	
Ada	77	I-84	at Exit #46 (Eagle Rd)	92.1%	
	78	I-184	at Exit #2 (Curtis Rd)	94.1%	
	79	Chinden Blvd (US 20/26)	at Star Road	88.9%	
	80	SH 44	at Edgewood Rd(State St)/Riverside Dr	97.2%	
	81	SH 55	at Floating Feather	95.4%	
	82	Meridian Rd (SH 69)	at Victory Rd	92.8%	
	83	Eagle Rd (SH 55)	at Island Wood Dr	98.9%	
	84	McMillan Rd	at 10 Mile Rd	90.9%	
	85	Federal Way	at Gowen Rd	93.4%	
	86	Beacon Light Rd	at SH 55	92.7%	
	87	E 3rd St	at Pine Ave	88.1%	
	88	Linder Rd	at Deer Flat Rd	76.6%	

County	Location	Designated Road	Intersection	Usage
Elmore	89	I-84	Exit #120 (Glenns Ferry)	92.3%
	90	I-84	Exit # 95 (Mountain Home/Fairfield)	95.7%
	91	Airbase Rd (SH 67)	at SH 51 Jct	91.7%
	92	SH 51	at Airbase Rd/W 6th St (SH 67/51)	87.5%
	93	Grandview Rd (SH 167)	at Airbase Rd (SH 67)	86.8%
	94	S 3rd W (I-84 BL)	at W 6th S ST (SH 51)	79.7%
	95	SH 167 (Roosevelt Ave)	at SH 78	45.5%
	96	Airbase Rd (SH 67)	at SH 51 Jct	88.5%
	97	N 2nd E St (I-84 BL)	at American Legion Blvd	78.8%
	98	Main St (SH 78)	at Old US 30	100.0%
Gooding	99	American Legion Blvd (SH 51)	at N 10th E St	82.4%
	100	American Legion Blvd (SH 51)	at N 2nd E St	85.1%
	101	I-84	Exit # 141 (US 26/30 - Bliss/Gooding/Hagerman)	78.6%
	102	I-84	Exit # 157 (SH 46 - Wendell/Gooding)	85.7%
	103	US 30	at Jct US 26/30 - near I-84 IC #141	84.8%
	104	SH 46	at 2nd Ave W	65.3%
	105	SH 46	at 14th Ave	67.6%
	106	University Ave (US 26)	at Main St (SH 46)	82.1%
	107	University Ave (US 26)	at Main St (SH 46)	75.8%
	108	US 30	at Lake St	61.1%
	109	US 30	at Main St	72.1%
	110	Idaho St (SH 46)	at Main St	70.1%
	111	Idaho St (SH 46)	at Main St	62.4%
	112	Main St/ E 2950 S (SH 46 Spur)	at Idaho St (SH 46)	60.0%
Minidoka	113	I-84	Exit #211 (Heyburn/Burley - US 30/SH 24)	83.3%
	114	I-84	Exit #208 (Burley/Paul - SH 27)	85.3%
	115	SH 24	at 100 South Rd (SH 25)/100 West Rd	63.6%
	116	Read Ave (SH 24)	at Meridian Rd/A St	66.3%
	117	100 South Rd/W Ellis St (SH 25)	at Main St (SH 27)	71.2%
	118	US 30	at 21st St	65.1%
	119	100 South Rd/W Ellis St (SH 25)	at Main St (SH 27)	74.6%
	120	S 200 E (SH 25)	at Baseline Road (SH 25)	56.8%
	121	US 30	at 7th St St	70.0%
	122	US 30	at 7th St St	67.5%
	123	US 30	at 21st St	77.2%
	124	W 100 South Rd (SH 25)	at SH 24	72.4%
Twin Falls	125	Broadway Ave N (US 30)	at Clear lakes Rd (N 1500 E Rd)/Burley Ave	74.6%
	126	Kimberly Road (US 30)	at Eastland Drive	79.7%
	127	Addison Ave (E 3900 N Rd)	at SH 50	79.5%
	128	N 3500 E (US 30)	at Kimberly Rd (E 3800 N) / Jct US 30 & SH 50	83.6%
	129	SH 74	at US 93	87.5%
	130	Addison Ave W (US 30/93)	at Morrison St / St Lukes	79.2%
	131	Addison Ave (E 3900 N Rd)	at Blue Lakes Blvd (US 93)	74.6%
	132	2nd Ave W (US 30)	at Shoshone St (SH 74)	70.8%
	133	Eastland Dr (N 3100 E Rd)	at Falls Ave (E 4000 N Rd)	79.9%
	134	Eastland Dr (N 3100 E Rd)	at Kimberly Rd (E 3800 N)	68.9%

County	Location	Designated Road	Intersection	Usage	
Bannock	135	I-15	Exit # 67 (South 5th Ave)	85.7%	
	136	I-15	Exit # 71 (Pocatello Creek Rd)	90.2%	
	137	Yellowstone Ave (US 91)	at Chubbuck Rd	92.0%	
	138	Garrett Way (US 30)	at E Gould St	77.9%	
	139	US 30 (Garrett Way)	at N Main St/Alemeda Rd	78.7%	
	140	W Quinn Rd (US 91)	at Blandly St/Hurley Dr	92.1%	
	141	Yellowstone Ave (US 91)	at Alemeda St	93.6%	
	142	Tyhee Rd	at US 91	90.2%	
	143	Hiline Rd	at Chubbuck Rd	91.7%	
	144	W Syphon Rd	at N Rio Vista Rd	80.0%	
	145	N 15th Ave	at Clark St	86.4%	
	146	E Chubbuck Rd	at Hiline Rd	89.9%	
	Bingham	147	I-15	Exit #93 (Blackfoot)	85.6%
		148	I-15	Exit #80 Fort Hall (Ross Fork Rd/Simplot Rd)	77.8%
149		US 26	at SH 39 (near I-15 Exit 93)	84.8%	
150		SH 39	at Washington Ave	65.9%	
151		SH 39	at Lincoln Ave	74.3%	
152		SH 39	at US 26	81.7%	
153		State St (US 91)	at Fir St	83.8%	
154		NW Main St (US 91)	at Alice St	80.2%	
155		US 26	at SH 39 (near I-15 Exit 93)	83.9%	
156		NW Main St (US 91)	at Alice St	89.7%	
157		State St (US 91)	at Fir St	85.1%	
158		Judicial St (I-15 BL)	at Broadway St	82.6%	
Madison		159	US 20 (Yellowstone Hwy)	at Exit #337 North Rexburg (N Salem Rd)	72.9%
		160	SH 33	at 12th W (N 2000 W) - just West of US 20	69.8%
	161	SH 33	at N 2nd E St (SH 33)	65.8%	
	162	US 20 (Yellowstone Hwy)	at Exit #339 Sugar City/Driggs (9th N Rd)	74.7%	
	163	US 20 (Yellowstone Hwy)	at Exit #332 South Rexburg (University Blvd)	85.6%	
	164	US 20 (Yellowstone Hwy)	at Exit #333 Rexburg (SH 33)	74.0%	
	165	S Front St (SH 33)	at Center St	54.9%	
	166	US 20 (Yellowstone Hwy)	at Exit #333 Rexburg (SH 33)	78.8%	
	167	N 2nd E (SH 33)	at E 1st N	75.3%	
	168	N 2nd E (SH 33)	at Teton R Village	72.7%	
Bonneville	169	I-15	Exit #113	75.4%	
	170	I-15	Exit #118 (Broadway St)	82.3%	
	171	US 20	Exit #310 (Holmes Ave/N 5th E Rd)	62.7%	
	172	Broadway St (US 20)	at Bellin Rd (West of I-15 Exit # 118)	65.2%	
	173	Yellowstone Hwy (I 15-BL/US 26)	at Sunnyside Rd	73.5%	
	174	Northgate Mile/Yellowstone Hwy (US 26)	at Lincoln Rd/Anderson St	61.6%	
	175	Yellowstone Ave (US 20/26)	at Broadway St (I-15 BL)	66.7%	
	176	N 55th E	at Iona Rd /Owens Ave	48.3%	
	177	Hitt Rd (N 25th E Rd)	at Telford Rd (E 49th N Rd)	76.0%	
	178	E 25th St	at Channing Way (near Grand Teton Mall)	66.8%	
	179	Ammon Rd	at Iona Rd	70.5%	
	180	Sunnyside Rd	at Ammon Rd	76.3%	

State of Idaho

2017 Observational Seat Belt Use



Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Kootenai	1	Primary	E	13	5	4	3	10	8	4	3	23	13	8	6	16	1.0000	57.8406	2.000	Sunday	3
	2	Primary	E	86	9	42	9	19	6	4	1	105	15	46	10	26	1.0000	212.5815	2.000	Sunday	2
	3	Secondary	N	21	4	16	1	7	0	3	0	28	4	19	1	50	1.0000	17.7228	1.000	Sunday	3
	4	Secondary	S	14	6	9	2	4	6	4	1	18	12	13	3	15	1.0000	49.9961	1.000	Sunday	3
	5	Secondary	S	210	42	60	28	82	30	28	10	292	72	88	38	168	1.0000	79.7552	1.000	Monday	2
	6	Secondary	S	249	22	68	18	140	28	68	15	389	50	136	33	242	1.0000	129.2213	2.000	Monday	3
	7	Secondary	W	58	11	30	6	72	10	8	10	130	21	38	16	126	1.0000	261.9079	1.000	Monday	1
	8	Local	W	46	1	4	1	23	2	6	2	69	3	10	3	16	1.0000	500.0798	1.000	Wednesday	1
	9	Local	N	28	10	6	2	10	10	4	6	38	20	10	8	15	1.0000	1,021.3189	1.000	Monday	2
	10	Local	S	29	7	8	0	4	3	0	0	33	10	8	0	7	1.0000	1,997.3293	1.000	Wednesday	2
	11	Local	E	98	40	47	23	45	10	20	6	143	50	67	29	49	1.0000	4,215.1767	1.000	Wednesday	2
	12	Local	E	220	86	110	30	110	25	42	10	330	111	152	40	76	1.0000	18,328.4210	1.000	Wednesday	2
Bonner	13	Secondary	W	87	19	15	6	43	25	6	2	130	44	21	8	133	1.0000	13.9824	1.000	Friday	2
	14	Secondary	N	146	23	23	10	83	20	13	6	229	43	36	16	26	1.0000	28.3548	1.000	Friday	1
	15	Secondary	S	225	70	61	22	137	58	40	14	362	128	101	36	75	1.0000	34.3385	1.000	Tuesday	2
	16	Secondary	E	85	24	24	10	46	27	24	9	131	51	48	19	76	1.0000	274.8721	1.000	Friday	2
	17	Secondary	N	132	27	16	12	88	27	11	5	220	54	27	17	25	1.0000	58.5877	2.000	Tuesday	2
	18	Secondary	S	71	33	27	8	36	25	15	10	107	58	42	18	69	1.0000	86.9044	1.000	Friday	2
	19	Secondary	E	146	46	51	17	78	26	17	11	224	72	68	28	185	1.0000	68.4697	1.000	Friday	1
	20	Secondary	E	211	43	60	11	95	37	26	9	306	80	86	20	13	1.0000	99.2507	1.000	Tuesday	3
	21	Secondary	W	163	42	47	8	77	32	20	12	240	74	67	20	16	1.0000	107.9688	1.000	Tuesday	3
	22	Secondary	E	146	22	38	11	115	16	35	4	261	38	73	15	32	1.0000	160.3315	2.000	Tuesday	1
Latah	23	Secondary	W	1	1	0	0	7	2	1	0	8	3	1	0	1	1.2500	17.3185	1.000	Monday	1
	24	Secondary	E	8	1	0	1	10	6	5	1	18	7	5	2	0	1.2500	25.7634	1.000	Monday	1
	25	Secondary	W	156	26	26	8	47	13	16	2	203	39	42	10	2	1.2500	33.5077	1.000	Tuesday	2
	26	Secondary	S	8	2	3	1	8	5	1	0	16	7	4	1	1	1.2500	44.5332	1.000	Monday	1
	27	Secondary	S	10	3	5	1	7	2	3	1	17	5	8	2	0	1.2500	56.5324	1.000	Monday	2
	28	Secondary	E	179	20	33	6	48	21	6	2	227	41	39	8	1	1.2500	69.0491	1.000	Tuesday	2
	29	Secondary	N	11	1	1	0	9	3	2	0	20	4	3	0	0	1.2500	89.1193	1.000	Tuesday	3
	30	Secondary	W	49	6	9	0	41	10	10	3	90	16	19	3	14	1.2500	130.9814	1.000	Tuesday	1
	31	Secondary	S	119	11	21	2	38	14	7	2	157	25	28	4	2	1.2500	205.5480	2.000	Tuesday	1
	32	Secondary	N	11	5	4	0	13	7	1	2	24	12	5	2	2	1.2500	426.8044	1.000	Monday	2
Nez Perce	33	Secondary	S	18	1	6	0	17	1	5	2	35	2	11	2	1	1.2500	12.2721	1.000	Thursday	1
	34	Secondary	E	41	0	11	2	19	3	10	0	60	3	21	2	0	1.2500	25.6353	1.000	Thursday	2
	35	Secondary	W	171	21	54	10	83	24	26	5	254	45	80	15	8	1.2500	40.1980	2.000	Thursday	2
	36	Secondary	E	196	26	62	6	73	19	20	2	269	45	82	8	3	1.2500	125.8391	2.000	Thursday	3
	37	Secondary	W	156	19	40	6	44	19	7	4	200	38	47	10	1	1.2500	304.0632	2.000	Tuesday	1
	38	Local	N	8	3	2	1	13	6	4	3	21	9	6	4	2	1.2500	158.7296	1.000	Tuesday	2
	39	Local	N	17	1	2	3	8	1	0	0	25	2	2	3	7	1.2500	282.1282	1.000	Thursday	1
	40	Local	W	122	18	20	4	58	19	12	1	180	37	32	5	1	1.2500	518.3153	1.000	Tuesday	2
	41	Local	E	53	14	9	3	24	17	3	2	77	31	12	5	1	1.2500	1,314.2993	1.000	Tuesday	2
	42	Local	N	164	26	26	1	61	14	9	1	225	40	35	2	18	1.2500	3,951.3288	1.000	Tuesday	1

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period	
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers								
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Canyon	43	Primary	E	108	11	27	7	24	8	0	0	132	19	27	7	8	1.0000	49.7454	2.000	Friday	1	
	44	Primary	E	211	21	59	4	62	11	20	3	273	32	79	7	14	1.0000	162.5759	2.000	Monday	3	
	45	Secondary	N	63	19	20	1	43	22	9	3	106	41	29	4	15	1.0000	48.1334	1.000	Friday	2	
	46	Secondary	N	199	45	69	10	49	17	18	5	248	62	87	15	16	1.0000	97.2317	2.000	Sunday	1	
	47	Secondary	E	87	54	17	11	31	33	8	10	118	87	25	21	27	1.0000	141.7807	1.000	Monday	1	
	48	Secondary	S	24	7	7	3	20	9	6	4	44	16	13	7	6	1.0000	242.0193	1.000	Friday	1	
	49	Secondary	N	121	22	47	7	24	5	5	1	145	27	52	8	9	1.0000	403.9771	2.000	Sunday	1	
	50	Local	E	24	2	10	3	7	4	4	0	31	6	14	3	0	1.0000	1.293.0320	1.000	Sunday	2	
	51	Local	W	28	6	6	2	7	5	0	0	35	11	6	2	7	1.0000	2,214.2458	1.000	Monday	1	
	52	Local	E	55	15	22	8	14	5	6	0	69	20	28	8	2	1.0000	3,723.4287	1.000	Sunday	1	
	53	Local	N	49	3	10	0	16	0	1	0	65	3	11	0	5	1.0000	6,305.1304	2.000	Friday	1	
	54	Local	E	95	4	17	0	22	6	4	1	117	10	21	1	10	1.0000	49,831.2093	1.000	Monday	2	
	Gem	55	Secondary	S	21	4	9	1	3	3	1	1	24	7	10	2	1	1.6667	12.5509	1.000	Thursday	1
		56	Secondary	E	61	28	12	6	25	19	5	1	86	47	17	7	3	1.6667	22.5942	1.000	Thursday	1
57		Secondary	W	26	11	5	7	28	13	8	2	54	24	13	9	0	1.6667	48.0904	1.000	Friday	2	
58		Secondary	N	24	8	2	0	5	11	0	4	29	19	2	4	4	1.6667	78.6651	1.000	Friday	1	
59		Secondary	N	143	59	39	10	80	71	14	13	223	130	53	23	14	1.6667	248.0714	1.000	Thursday	2	
60		Local	S	3	4	0	0	5	12	0	3	8	16	0	3	0	1.6667	98.7243	1.000	Friday	3	
61		Local	E	8	4	0	2	6	5	2	1	14	9	2	3	3	1.6667	218.0228	1.000	Friday	2	
62		Local	E	23	12	9	2	15	9	5	4	38	21	14	6	3	1.6667	392.4410	1.000	Thursday	2	
63		Local	S	10	4	2	2	2	4	0	0	12	8	2	2	1	1.6667	723.6480	1.000	Thursday	3	
64		Local	S	9	12	3	3	8	14	0	2	17	26	3	5	12	1.6667	1,714.9704	1.000	Friday	1	
Payette	65	Primary	E	14	3	6	0	9	1	2	0	23	4	8	0	0	1.2500	8.6830	2.000	Wednesday	2	
	66	Primary	W	88	4	24	0	51	1	12	0	139	5	36	0	7	1.2500	30.0802	2.000	Wednesday	1	
	67	Secondary	W	44	2	8	1	29	4	5	2	73	6	13	3	4	1.2500	12.4238	1.000	Thursday	2	
	68	Secondary	N	76	5	27	3	45	13	16	3	121	18	43	6	11	1.2500	19.0060	2.000	Friday	1	
	69	Secondary	N	22	2	5	0	14	3	4	2	36	5	9	2	3	1.2500	25.1177	1.000	Wednesday	1	
	70	Secondary	E	111	16	46	9	57	28	24	16	168	44	70	25	14	1.2500	32.3502	1.000	Friday	1	
	71	Secondary	S	102	12	29	2	97	10	26	4	199	22	55	6	10	1.2500	40.2270	1.000	Thursday	2	
	72	Secondary	S	47	10	17	3	57	14	19	7	104	24	36	10	22	1.2500	49.5442	1.000	Friday	2	
	73	Secondary	S	82	15	32	6	114	34	48	19	196	49	80	25	15	1.2500	61.6551	2.000	Friday	1	
	74	Secondary	N	58	7	17	3	60	12	15	2	118	19	32	5	9	1.2500	79.5219	1.000	Thursday	1	
	75	Secondary	N	94	10	20	2	96	11	15	3	190	21	35	5	7	1.2500	108.3007	1.000	Thursday	2	
	76	Secondary	E	11	1	4	0	19	4	6	0	30	5	10	0	1	1.2500	190.9619	1.000	Wednesday	2	

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers								
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Ada	77	Primary	E	198	16	49	2	57	8	12	1	255	24	61	3	9	1.0000	73.2907	3.000	Wednesday	2	
	78	Primary	W	116	6	26	1	15	2	2	1	131	8	28	2	2	1.0000	621.7431	3.000	Friday	2	
	79	Secondary	W	129	13	27	1	37	9	7	2	166	22	34	3	10	1.0000	17.7000	2.000	Friday	3	
	80	Secondary	E	325	7	161	3	104	4	45	4	429	11	206	7	23	1.0000	29.5190	1.000	Saturday	2	
	81	Secondary	S	169	4	93	3	74	6	36	5	243	10	129	8	31	1.0000	61.1482	2.000	Saturday	3	
	82	Secondary	N	283	19	60	3	75	8	8	3	358	27	68	6	32	1.0000	112.0449	2.000	Wednesday	1	
	83	Secondary	N	430	3	180	1	128	4	45	1	558	7	225	2	56	1.0000	213.6714	2.000	Saturday	3	
	84	Local	W	37	4	9	0	12	2	2	0	49	6	11	0	4	1.0000	1,053.5961	1.000	Friday	2	
	85	Local	E	131	5	20	3	41	5	5	1	172	10	25	4	3	1.0000	2,619.2764	2.000	Friday	1	
	86	Local	E	112	5	57	1	52	6	20	7	164	11	77	8	7	1.0000	4,519.8166	1.000	Saturday	3	
	87	Local	N	37	5	6	1	13	2	3	0	50	7	9	1	4	1.0000	7,326.5185	1.000	Wednesday	2	
	88	Local	N	55	11	6	2	20	9	1	3	75	20	7	5	19	1.0000	11,852.1345	1.000	Wednesday	1	
	Elmore	89	Primary	E	12	2	5	0	5	0	2	0	17	2	7	0	0	1.2500	64.6784	2.000	Monday	1
		90	Primary	E	97	1	45	1	38	4	18	3	135	5	63	4	3	1.2500	312.4147	2.000	Monday	2
91		Secondary	E	92	8	32	1	30	5	12	1	122	13	44	2	3	1.2500	2.9200	2.000	Tuesday	3	
92		Secondary	N	47	4	21	2	18	7	5	0	65	11	26	2	1	1.2500	8.7983	1.000	Thursday	2	
93		Secondary	N	19	1	3	0	8	3	3	1	27	4	6	1	0	1.2500	12.3253	1.000	Thursday	2	
94		Secondary	W	58	11	15	5	24	10	9	1	82	21	24	6	0	1.2500	16.6549	1.000	Tuesday	2	
95		Secondary	S	13	10	3	1	6	15	3	4	19	25	6	5	1	1.2500	21.9778	1.000	Thursday	3	
96		Secondary	W	77	5	18	2	18	7	3	1	95	12	21	3	1	1.2500	27.9456	2.000	Thursday	1	
97		Secondary	N	103	19	22	4	45	18	5	6	128	37	27	10	10	1.2500	36.9073	1.500	Thursday	1	
98		Secondary	N	10	0	6	0	5	0	1	0	15	0	7	0	0	1.2500	57.9180	1.000	Monday	2	
99		Secondary	E	172	33	45	8	42	13	12	4	214	46	57	12	4	1.2500	90.2994	2.000	Monday	3	
100		Secondary	S	122	15	24	7	53	11	13	4	175	26	37	11	2	1.2500	157.3807	2.000	Tuesday	1	
Gooding	101	Primary	E	13	4	8	2	1	0	0	0	14	4	8	2	2	3.3333	23.9433	2.000	Saturday	3	
	102	Primary	W	46	3	10	0	30	11	10	2	76	14	20	2	5	3.3333	73.2531	2.000	Wednesday	3	
	103	Secondary	W	14	1	9	2	3	2	2	0	17	3	11	2	5	3.3333	2.8810	1.000	Saturday	2	
	104	Secondary	S	30	12	9	1	22	20	3	1	52	32	12	2	0	3.3333	5.1886	1.000	Thursday	1	
	105	Secondary	N	62	18	13	6	34	30	10	3	96	48	23	9	7	3.3333	8.4293	1.000	Thursday	1	
	106	Secondary	E	20	3	7	1	16	6	3	0	36	9	10	1	3	3.3333	13.1783	1.000	Thursday	2	
	107	Secondary	W	23	6	8	0	15	9	4	1	38	15	12	1	0	3.3333	17.8333	1.000	Thursday	2	
	108	Secondary	W	31	9	7	2	16	21	4	5	47	30	11	7	6	3.3333	21.1199	1.000	Saturday	1	
	109	Secondary	E	54	14	24	7	20	13	13	9	74	27	37	16	9	3.3333	28.3813	1.000	Saturday	2	
	110	Secondary	S	110	37	17	10	45	25	4	3	155	62	21	13	14	3.3333	37.1268	1.000	Wednesday	1	
	111	Secondary	N	57	23	15	10	14	15	2	5	71	38	17	15	17	3.3333	70.0687	1.000	Wednesday	2	
	112	Secondary	E	8	0	2	0	5	10	0	0	13	10	2	0	2	3.3333	135.1235	2.000	Wednesday	2	
Minidoka	113	Primary	E	44	6	15	1	16	7	5	2	60	13	20	3	4	2.5000	24.9356	2.000	Thursday	2	
	114	Primary	W	32	4	7	1	18	5	1	0	50	9	8	1	5	2.5000	47.6504	2.000	Thursday	1	
	115	Secondary	N	66	26	18	4	40	35	7	10	106	61	25	14	2	2.5000	9.9319	1.000	Friday	1	
	116	Secondary	S	26	8	3	3	26	16	6	4	52	24	9	7	2	2.5000	12.7103	1.000	Friday	2	
	117	Secondary	E	26	2	4	0	17	14	0	3	43	16	4	3	2	2.5000	17.1186	1.000	Thursday	1	
	118	Secondary	W	45	14	9	5	25	20	3	5	70	34	12	10	10	2.5000	22.5110	1.000	Tuesday	2	
	119	Secondary	W	21	4	8	0	15	9	3	3	36	13	11	3	0	2.5000	30.9298	1.000	Thursday	2	
	120	Secondary	N	14	5	4	1	7	11	0	2	21	16	4	3	2	2.5000	37.4449	1.000	Friday	2	
	121	Secondary	W	71	22	9	5	25	20	7	1	96	42	16	6	30	2.5000	46.9629	1.000	Tuesday	1	
	122	Secondary	E	127	41	16	10	50	35	2	8	177	76	18	18	57	2.5000	68.5238	1.000	Tuesday	2	
	123	Secondary	E	52	12	15	7	26	6	2	3	78	18	17	10	18	2.5000	106.6965	1.000	Tuesday	2	
	124	Secondary	E	37	12	9	1	22	11	3	3	59	23	12	4	4	2.5000	248.8086	1.000	Friday	1	
Twin Falls	125	Secondary	E	92	24	26	7	19	14	7	4	111	38	33	11	0	1.0000	18.8156	1.000	Tuesday	1	
	126	Secondary	W	101	20	37	6	45	20	9	3	146	40	46	9	6	1.0000	31.6958	1.000	Saturday	2	
	127	Secondary	E	34	7	10	1	12	6	2	1	46	13	12	2	0	1.0000	40.6306	1.000	Monday	1	
	128	Secondary	W	36	3	4	2	15	6	1	0	51	9	5	2	3	1.0000	48.0953	1.000	Monday	1	
	129	Secondary	W	7	0	1	0	8	3	5	0	15	3	6	0	0	1.0000	63.2613	1.000	Tuesday	2	
	130	Secondary	E	88	23	9	2	43	11	5	2	131	34	14	4	24	1.0000	94.3424	1.000	Tuesday	1	
	131	Secondary	W	160	50	29	7	49	24	9	3	209	74	38	10	13	1.0000	131.4732	1.000	Monday	2	
	132	Secondary	E	109	42	21	6	44	20	5	6	153	62	26	12	4	1.0000	182.8778	1.000	Monday	2	
	133	Secondary	S	89	16	21	6	32	14	9	2	121	30	30	8	1	1.0000	305.5041	1.000	Saturday	1	
	134	Secondary	N	77	22	15	5	31	24	8	8	108	46	23	13	0	1.0000	905.3367	1.000	Saturday	1	

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers								
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Bannock	135	Primary	S	88	12	29	3	36	9	9	3	124	21	38	6	10	1.0000	67.6272	2.000	Tuesday	2	
	136	Primary	N	53	4	14	1	27	4	7	2	80	8	21	3	8	1.0000	253.3989	2.000	Sunday	1	
	137	Secondary	S	130	5	20	2	30	8	5	1	160	13	25	3	16	1.0000	22.9022	1.000	Thursday	1	
	138	Secondary	E	69	14	11	1	41	17	6	4	110	31	17	5	12	1.0000	35.3932	1.000	Tuesday	1	
	139	Secondary	E	39	8	4	2	23	7	4	2	62	15	8	4	5	1.0000	70.0604	1.000	Tuesday	1	
	140	Secondary	S	105	7	24	2	28	3	7	2	133	10	31	4	9	1.0000	131.2074	1.000	Thursday	2	
	141	Secondary	N	125	4	17	3	44	4	4	2	169	8	21	5	7	1.0000	279.5999	1.000	Sunday	1	
	142	Local	E	45	3	7	1	20	4	2	0	65	7	9	1	1	1.0000	393.6797	1.000	Thursday	1	
	143	Local	S	39	3	8	1	12	2	7	0	51	5	15	1	1	1.0000	783.3945	1.000	Sunday	1	
	144	Local	W	13	1	0	0	6	4	1	0	19	5	1	0	2	1.0000	1,513.1066	1.000	Thursday	1	
	145	Local	SE	41	5	4	2	6	1	0	0	47	6	4	2	1	1.0000	3,245.2351	1.000	Tuesday	2	
	146	Local	W	44	3	12	2	13	3	2	0	57	6	14	2	5	1.0000	18,537.4371	1.000	Sunday	1	
	Bingham	147	Primary	S	135	14	32	6	44	12	9	5	179	26	41	11	12	1.2500	13.7821	2.000	Friday	2
		148	Primary	S	55	10	19	2	28	14	3	4	83	24	22	6	8	1.2500	62.0328	2.000	Tuesday	1
149		Secondary	E	65	7	22	4	40	10	7	3	105	17	29	7	6	1.2500	8.6098	1.000	Wednesday	2	
150		Secondary	N	32	17	6	0	17	11	1	1	49	28	7	1	3	1.2500	11.3044	1.000	Wednesday	1	
151		Secondary	S	25	7	3	1	22	8	2	2	47	15	5	3	4	1.2500	14.4836	1.000	Wednesday	1	
152		Secondary	N	72	12	17	4	39	12	6	2	111	24	23	6	7	1.2500	18.3542	1.000	Wednesday	2	
153		Secondary	N	42	6	8	2	29	7	4	1	71	13	12	3	9	1.2500	22.5451	1.000	Friday	1	
154		Secondary	S	70	13	28	5	40	12	12	7	110	25	40	12	11	1.2500	26.6127	1.000	Friday	2	
155		Secondary	W	84	14	15	4	34	7	13	3	118	21	28	7	8	1.2500	33.8405	1.000	Tuesday	1	
156		Secondary	N	50	4	15	2	28	3	3	2	78	7	18	4	5	1.2500	50.0104	1.000	Tuesday	2	
157		Secondary	S	56	9	11	3	27	4	3	1	83	13	14	4	10	1.2500	88.1935	1.000	Friday	1	
158		Secondary	SE	45	15	19	3	24	2	12	1	69	17	31	4	8	1.2500	210.5618	1.000	Tuesday	2	
Madison		159	Secondary	S	99	25	37	10	23	21	8	6	122	46	45	16	9	1.4286	7.9236	2.000	Monday	1
		160	Secondary	E	76	17	20	8	26	28	12	5	102	45	32	13	4	1.4286	9.7269	1.000	Tuesday	2
	161	Secondary	S	71	24	17	5	12	22	2	2	83	46	19	7	13	1.4286	12.7060	1.000	Monday	2	
	162	Secondary	N	28	7	13	0	17	10	1	3	45	17	14	3	3	1.4286	15.4998	2.000	Monday	2	
	163	Secondary	N	192	18	28	3	35	21	6	2	227	39	34	5	13	1.4286	19.4085	2.000	Tuesday	1	
	164	Secondary	N	163	43	24	6	60	33	12	9	223	76	36	15	8	1.4286	23.8145	2.000	Monday	1	
	165	Secondary	N	23	15	4	4	7	11	5	2	30	26	9	6	8	1.4286	30.0660	1.000	Monday	2	
	166	Secondary	S	49	10	14	4	31	10	10	4	80	20	24	8	10	1.4286	46.5032	2.000	Tuesday	1	
	167	Secondary	N	206	42	56	18	32	27	2	10	238	69	58	28	27	1.4286	74.2821	2.000	Tuesday	2	
	168	Secondary	S	239	67	65	26	47	35	16	10	286	102	81	36	47	1.4286	152.7716	2.000	Tuesday	3	
Bonneville Bonner	169	Primary	S	62	11	17	4	16	14	0	2	78	25	17	6	10	1.0000	15.2145	2.000	Saturday	3	
	13	Secondary	W	87	19	15	6	43	25	6	2	130	44	21	8	133	1.0000	13.9824	1.000	Friday	2	
	14	Secondary	N	146	23	23	10	83	20	13	6	229	43	36	16	26	1.0000	28.3548	1.000	Friday	1	
	15	Secondary	S	225	70	61	22	137	58	40	14	362	128	101	36	75	1.0000	34.3385	1.000	Tuesday	2	
	16	Secondary	E	85	24	24	10	46	27	24	9	131	51	48	19	76	1.0000	274.8721	1.000	Friday	2	
	17	Secondary	N	132	27	16	12	88	27	11	5	220	54	27	17	25	1.0000	58.5877	2.000	Tuesday	2	
	18	Secondary	S	71	33	27	8	36	25	15	10	107	58	42	18	69	1.0000	86.9044	1.000	Friday	2	
	19	Secondary	E	146	46	51	17	78	26	17	11	224	72	68	28	185	1.0000	68.4697	1.000	Friday	1	
	20	Secondary	E	211	43	60	11	95	37	26	9	306	80	86	20	13	1.0000	99.2507	1.000	Tuesday	3	
	21	Secondary	W	163	42	47	8	77	32	20	12	240	74	67	20	16	1.0000	107.9688	1.000	Tuesday	3	
	22	Secondary	E	146	22	38	11	115	16	35	4	261	38	73	15	32	1.0000	160.3315	2.000	Tuesday	1	