## 2017 Observational

# Seat Belt Survey 



Your Safety o Your Mobility
Your Economic Opportunity


# Idaho Observational Seat Belt Survey 

## 2017

## Final Report

Prepared by the Office of Highway Safety

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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 <br> Usage | Standard <br> Error | Lower 95\% <br> Confidence Limit | Upper 95\% <br> Confidence Limit |
| :---: | :---: | :---: | :---: |
| $81.2 \%$ | $1.9 \%$ | $77.4 \%$ | $84.9 \%$ |

## 2017 Seat Belt Usage by Types of Road

|  | Estimated <br> Usage | Standard <br> Error | Lower 95\% <br> Confidence Limit | Upper 95\% <br> 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 <br> Usage | Standard <br> Error | Lower 95\% <br> Confidence Limit | Upper 95\% <br> Confidence Limit |
| :--- | :---: | :---: | :---: | :---: |
|  |  |  |  |  |
| All Vehicles | $\mathbf{8 1 . 2 \%}$ | $\mathbf{1 . 9 \%}$ | $77.4 \%$ | $\mathbf{8 4 . 9 \%}$ |
| $\quad$ Drivers | $81.8 \%$ | $1.8 \%$ | $78.2 \%$ | $85.3 \%$ |
| Passengers | $79.3 \%$ | $2.2 \%$ | $75.0 \%$ | $83.5 \%$ |
| Passenger Cars, |  |  |  |  |
| Vans, \& SUV's | $\mathbf{8 3 . 3 \%}$ | $\mathbf{1 . 9 \%}$ | $\mathbf{7 9 . 5 \%}$ | $\mathbf{8 7 . 1 \%}$ |
| $\quad$ Drivers | $84.0 \%$ | $1.9 \%$ | $80.3 \%$ | $87.7 \%$ |
| Passengers | $81.1 \%$ | $2.2 \%$ | $76.9 \%$ | $85.4 \%$ |
|  |  |  |  |  |
| Pick-Up Trucks | $75.5 \%$ | $\mathbf{2 . 1 \%}$ | $71.3 \%$ | $\mathbf{7 9 . 6 \%}$ |
| $\quad$ 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 <br> Sport Utility Vehicles | Pickup Trucks | All Vehicles |
| :---: | :---: | :---: | :---: |
| $\mathbf{1}$ | $74.2 \%$ | $80.6 \%$ | $76.1 \%$ |
| $\mathbf{2}$ | $87.1 \%$ | $77.4 \%$ | $84.2 \%$ |
| $\mathbf{3}$ | $92.9 \%$ | $79.0 \%$ | $89.5 \%$ |
| $\mathbf{4}$ | $78.9 \%$ | $61.3 \%$ | $72.6 \%$ |
| $\mathbf{5}$ | $91.0 \%$ | $82.9 \%$ | $89.1 \%$ |
| $\mathbf{6}$ | $78.1 \%$ | $62.4 \%$ | $74.0 \%$ |
| Statewide | $\mathbf{8 3 . 3 \%}$ | $75.5 \%$ | $\mathbf{8 1 . 2 \%}$ |

# 2017 Usage - Roadway Type by Vehicle Type 

| Passenger Cars, Vans, and <br> Rpoadway Type | Pility 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 <br> 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 | $78.2 \%$ | $62.8 \%$ | $72.6 \%$ |
| NezPerce | $86.9 \%$ | $78.0 \%$ | $84.3 \%$ |
| Payette | $89.0 \%$ | $81.6 \%$ | $85.1 \%$ |
| Twin Falls | $78.2 \%$ | $61.8 \%$ | $72.7 \%$ |

# 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
Ave Yearly

|  | 2013 | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | 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
Ave Yearly

|  | 2013 | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | Ave Yearly <br> 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 | $71.6 \%$ | $62.9 \%$ | $57.0 \%$ | $61.9 \%$ | $72.6 \%$ | $1.1 \%$ |
| NezPerce | $85.5 \%$ | $80.6 \%$ | $78.2 \%$ | $77.4 \%$ | $84.3 \%$ | $-0.2 \%$ |
| 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
Ave Yearly

|  | 2013 | 2014 | 2015 | 2016 | 2017 | Change 2013-2017 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| PassengerVehicles | $84.4 \%$ | $82.4 \%$ | $83.4 \%$ | $85.5 \%$ | $83.3 \%$ | $-0.3 \%$ |
| Pickup Trucks | $73.5 \%$ | $74.1 \%$ | $75.8 \%$ | $76.4 \%$ | $75.5 \%$ | $0.7 \%$ |
| Overall Usage | $\mathbf{8 1 . 6 \%}$ | $\mathbf{8 0 . 2 \%}$ | $\mathbf{8 1 . 1 \%}$ | $\mathbf{8 2 . 9 \%}$ | $\mathbf{8 1 . 2 \%}$ | $-0.1 \%$ |


| 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 $\sim 600 \mathrm{ft}$ 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 5 th 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 | Locatio | 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 ( $\mathrm{I}-84 \mathrm{BL}$ ) | at American Legion Blvd | 78.8\% |
|  | 98 | Main St (SH 78) | at Old US 30 | 100.0\% |
|  | 99 | American Legion Blvd (SH 51) | at N 10th E St | 82.4\% |
|  | 100 | American Legion Blvd (SH 51) | at N 2 nd ESt | 85.1\% |
| Gooding | 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 21 st 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 21 st 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 (E3800 N) | 68.9\% |


| County | Locatio | 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 Blandy 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\% |



# Raw Data for Each Location 

| County | Location | Strata | Direction | Cars / Vans/SUVs ${ }_{\text {Drivers }}$ |  |  |  | Pick-Ups |  |  |  | Total |  |  |  | Non Observations | County Weight | $\begin{gathered} \text { Road } \\ \text { Weight } \end{gathered}$ | $\begin{gathered} \text { Lane } \\ \text { Weight } \end{gathered}$ | Day of the Week | $\begin{aligned} & \text { Time } \\ & \text { Period } \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $$ | ivers Unrestrained | Pass Restrained | engers Unrestrained | (estrained | ivers Unrestrained | Pass Restrained | engers Unrestrained | $\begin{gathered} \text { Dri } \\ \text { Restrained } \end{gathered}$ | vers <br> Unrestrained | $\begin{gathered} \text { Pass } \\ \text { Restrained } \end{gathered}$ | engers 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 |
|  |  | 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 |  | 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 |  | 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 |  | 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 |  | 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 |  | 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 | , | 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 | , | 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 |  |
|  | 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 | , | 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 | , | 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 | , | 1.2500 | 518.3153 | 1.000 | Tuesday | 2 |
|  | 41 | Local | E | 53 | 14 | 96 | 3 | 24 | 17 |  |  | 77 | 31 | 12 | 5 | 18 | 1.2500 | 1,314.2993 | 1.000 | Tuesday |  |
|  | 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 | Drivers Cars/Vans/SUVs ${ }^{\text {Passengers }}$ |  |  |  | Pick-Ups |  |  |  | Total |  |  |  | NonObservations | County Weight | $\begin{gathered} \text { Road } \\ \text { Weight } \end{gathered}$ | $\begin{gathered} \text { Lane } \\ \text { Weight } \end{gathered}$ | Day of the Week | $\begin{aligned} & \text { Time } \\ & \text { Period } \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | ( Destrained | ivers Unrestrained | $\begin{array}{r} \text { Pas } \\ \text { Restrained } \\ \hline \end{array}$ | engers Unrestrained | $\xrightarrow{\text { Restrained }}$ | ivers Unrestrained | $\begin{array}{r} \text { Pas } \\ \text { Restrained } \\ \hline \end{array}$ | engers Unrestrained | Restrained | ivers Unrestrained | $\begin{array}{r} \text { Pas } \\ \text { Restrained } \\ \hline \end{array}$ | 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 | - | 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 | 5 | 12 | 0 | 3 | 8 | 16 |  | 3 | , | 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 | , | 97 | 10 | 26 | 4 | 199 | 22 | 55 | , | 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 | , | 96 | 11 | 15 | 3 | 190 | 21 | 35 | 5 | 7 | 1.2500 | 108.3007 | 1.000 | Thursday | 2 |
|  | 76 | Secondary | E | 11 | 1 | + | 0 | 19 | 4 | 6 | 0 | 30 | 5 | 10 | 0 | 1 | 1.2500 | 190.9619 | 1.000 | Wednesday | 2 |

# Raw Data for Each Location 



Raw Data for Each Location

| County | Location | Strata | Direction | Cars / Vans / SuVs |  |  |  | Pick-Ups |  |  |  | Total |  |  |  | NonObservations | $\begin{aligned} & \text { County } \\ & \text { Weight } \\ & \hline \end{aligned}$ | $\begin{gathered} \text { Road } \\ \text { Weight } \end{gathered}$ | $\begin{gathered} \text { Lane } \\ \text { Weight } \end{gathered}$ | Day of the Week | $\begin{aligned} & \text { Time } \\ & \text { Period } \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Drivers |  | Passengers |  | Drivers |  | Passengers |  | Drivers |  | Passengers |  |  |  |  |  |  |  |
| 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 |  | 2 | 23 | 7 | 4 | 2 | 62 | 15 | 8 | 4 |  | 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 | , | 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 |  | 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 |  | 0 | 17 | 11 | 1 | 1 | 49 | 28 | 7 | 1 | 3 | 1.2500 | 11.3044 | 1.000 | Wednesday | 1 |
|  | 151 | Secondary | S | 25 | 7 | 3 |  | 22 | 8 | 2 | 2 | 47 | 15 | 5 | 3 |  | 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 |  | 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 |
|  | 169 | Primary | S | 62 | 11 | 17 | 4 | 16 | 14 | 0 | 2 | 78 | 25 | 17 | 6 | 10 | 1.0000 | 15.2145 | 2.000 | Saturday | 3 |
| (enter $\begin{aligned} & \text { Bonnevill } \\ & \text { Bonner }\end{aligned}$ | 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 |  | 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 |  |

