

2018 Observational Seat Belt Survey



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Idaho Observational Seat Belt Survey

2018

Final Report

Prepared by the Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT

P.O. BOX 7129

Boise, Idaho 83707-1129

(208) 334-8100

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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. Under the Uniform Criteria, the survey must be evaluated every 5 years and new observation sites must be reselected. Because the sampling frame is based on the number of passenger motor vehicle fatalities, certain counties that were selected in the prior survey were no longer in the sampling frame and the entire survey design had to be redone. Comparisons to 2013-2017 and 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 25,691 vehicle occupants were observed. The total occupants observed were comprised of 20,010 drivers and 5,681 outboard passengers. Seventy percent (70%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 30% 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.

2018 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
85.4%	2.48%	80.5%	90.3%

2018 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	84.4%	3.4%	77.8%	90.9%
Secondary Roadway	85.2%	1.2%	82.8%	87.7%
Local Roadway	85.5%	3.2%	79.1%	91.8%

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

2018 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	85.4%	2.5%	80.5%	90.3%
Drivers	85.8%	2.5%	81.0%	90.6%
Passengers	83.9%	2.7%	78.7%	89.2%
Passenger Cars, Vans, & SUV's	88.6%	2.1%	84.4%	92.8%
Drivers	88.9%	2.0%	84.9%	92.9%
Passengers	87.5%	2.7%	82.1%	92.8%
Pick-Up Trucks	77.1%	3.3%	70.6%	83.6%
Drivers	77.9%	3.4%	71.2%	84.6%
Passengers	74.1%	3.0%	68.2%	80.1%

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 passenger vehicles was statistically significant in 2018.

2018 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	85.5%	83.8%	85.0%
2	92.4%	76.6%	87.3%
3	95.7%	83.3%	92.4%
4	74.5%	62.8%	70.3%
5	75.5%	59.3%	71.8%
6	79.2%	63.1%	75.0%
Statewide	88.6%	77.1%	85.4%

2018 Usage – Roadway Type by Vehicle Type

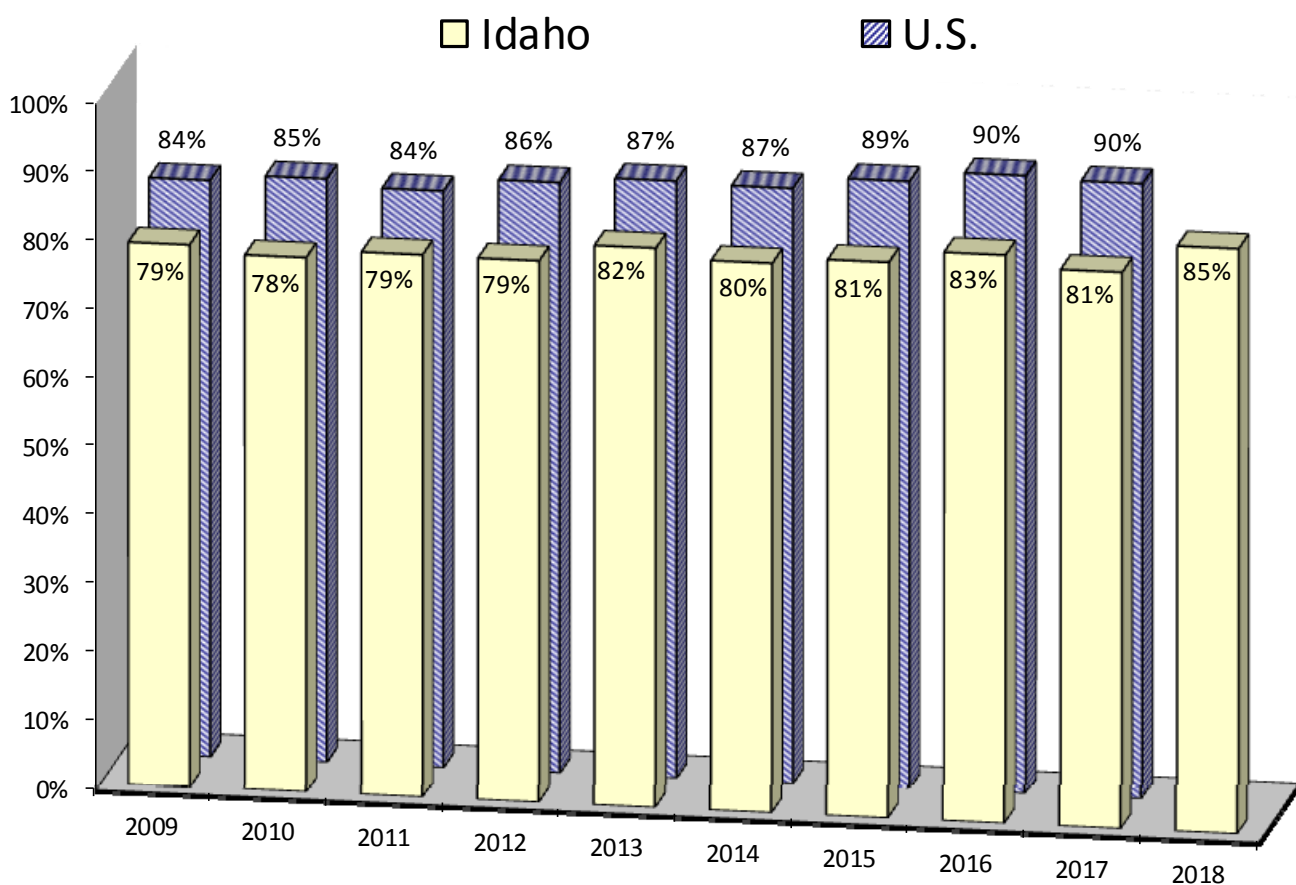
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	85.4%	81.9%	84.4%
Secondary Roadway	90.0%	75.3%	85.2%
Local Roadway	88.3%	77.7%	85.5%

2018 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	97.0%	92.3%	95.9%
Bannock	78.5%	66.1%	75.4%
Bonner	86.7%	81.5%	85.1%
Bonneville	79.2%	63.2%	75.1%
Canyon	91.0%	66.4%	82.6%
Cassia	67.8%	60.1%	64.9%
Elmore	95.4%	74.2%	88.7%
Franklin	72.0%	47.7%	67.4%
Fremont	79.4%	57.1%	69.3%
Jerome	82.5%	60.9%	75.1%
Kootenai	85.5%	83.9%	85.0%
Latah	89.2%	74.8%	84.6%
Nez Perce	92.7%	76.8%	87.5%
Twin Falls	74.7%	65.5%	71.3%
Washington	96.8%	87.0%	93.0%

Seat Belt Usage Trends

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



The survey design has been changed a few times since it was originally designed in 1986: in 1998, in 2013, and in 2018. Comparisons of surveys from different design periods (1986 – 1997; 1998-2012; 2013-2017; 2018-2022 (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 2017 to 2018 the Idaho observed seat belt usage decreased slightly from 81.2% to 85.4%. The difference could be due to the difference in survey designs. This difference is not statistically significant.

Observed Usage - Transportation District by Year

	2014	2015	2016	2017	2018	Ave Yearly Change 2014-2018
District 1	76.1%	74.4%	76.9%	76.1%	85.0%	2.9%
District 2	80.2%	78.6%	78.3%	84.2%	87.3%	2.2%
District 3	91.5%	89.5%	90.2%	89.5%	92.4%	0.3%
District 4	66.9%	57.8%	66.1%	72.6%	70.3%	1.9%
District 5	80.1%	86.6%	86.0%	89.1%	71.8%	-2.1%
District 6	70.5%	66.0%	66.6%	74.0%	75.0%	1.7%

Observed Usage – County by Year

	2014	2015	2016	2017	2018	Ave Yearly Change 2014-2018
Ada	92.2%	93.9%	91.7%	88.8%	95.9%	1.1%
Bannock	80.5%	87.2%	85.9%	89.4%	75.4%	-1.2%
Bingham	71.2%	79.7%	87.2%	82.4%	----	----
Bonner	81.0%	78.8%	77.1%	78.6%	85.1%	1.3%
Bonneville	70.5%	65.9%	66.0%	74.0%	75.1%	1.8%
Canyon	91.9%	88.1%	90.2%	91.5%	82.6%	-2.5%
Elmore	90.5%	89.4%	90.1%	89.0%	88.7%	-0.5%
Franklin	----	----	----	----	67.4%	----
Fremont	----	----	----	----	69.3%	----
Gem	80.2%	72.7%	76.2%	55.3%	----	----
Gooding	68.6%	56.2%	69.3%	72.4%	----	----
Jerome	----	----	----	----	75.1%	----
Kootenai	75.9%	74.1%	76.8%	76.0%	85.0%	3.0%
Latah	83.5%	82.9%	84.4%	83.4%	84.6%	0.3%
Madison	72.2%	67.7%	71.2%	74.0%	----	----
Minidoka	62.9%	57.0%	61.9%	72.6%	----	----
Nez Perce	80.6%	78.2%	77.4%	84.3%	87.5%	2.2%
Payette	90.5%	92.1%	86.3%	85.1%	----	----
Twin Falls	68.8%	59.7%	68.4%	72.7%	71.3%	1.4%
Washington	----	----	----	----	93.0%	----

Observed Usage – Vehicle Type by Year

	2014	2015	2016	2017	2018	Ave Yearly Change 2014-2018
Passenger Vehicles	82.4%	83.4%	85.5%	83.3%	88.6%	1.9%
Pickup Trucks	74.1%	75.8%	76.4%	75.5%	77.1%	1.0%
Overall Usage	80.2%	81.1%	82.9%	81.2%	85.4%	1.6%

2018 Usage by Observation Site

County	Location Designated Road		Intersection		2018 Usage
Bonner	1	US 2	North-East Bound	at Boyer Ave	88.2%
	2	SH 200 (E 4th Ave)	North-West Bound	at Main St	67.9%
	3	US 2	North-East Bound	at Division Ave (St)	88.9%
	4	US 2/US 95	North Bound	at Kootenai Cutoff Rd	82.1%
	5	US 2	West Bound	at SH 57	82.6%
	6	US 95 Sandpoint Exit -to Superior St	North Bound	at Superior St @ Stoplight	87.2%
Kootenai	7	I-90	East Bound	at Exit # 34 (Rose Lake/Harrison/St Maries SH3)	88.2%
	8	I-90	West Bound	at Exit #22 (Harrison/SH97)	90.3%
	9	I-90	East Bound	at Exit #2 (Pleasant Valley Rd)	90.5%
	10	I-90	West Bound	at Exit #5 (Spokane St)	91.8%
	11	US 95	North Bound	at Kathleen Ave	87.2%
	12	US 95	South Bound	at Hanley Ave	83.4%
	13	US 95	South Bound	at SH 58 Exit (Spokane/CDA Casino & Resort)	94.2%
	14	SH 54	West Bound	at SH 41	85.4%
	15	US 95	North Bound	at SH 58 Exit (Spokane/CDA Casino & Resort)	85.7%
	16	SH 3	South Bound	at Jct with SH 97 (traffic continuing SB on SH 3)	57.1%
	17	US 95	North Bound	at Lancaster Rd	86.5%
	18	SH 53	North Bound	at SH 41	83.0%
	19	Greensferry Rd	North Bound	at Poleline Ave	81.9%
	20	Honeysuckle Ave	East Bound	at Government Way	86.8%
	21	Seltice Way	East Bound	at Bay St	89.0%
	22	Ohio Match Rd	West Bound	at Pope Rd	66.4%
	23	Nettleton Gulch Rd	West Bound	at 15th St	96.5%
	24	Ramsey Rd	North Bound	at Brunner Rd	68.4%
	25	Diagonal Rd	North Bound	at Brunner Rd	63.4%
	26	Cougar Gulch Rd	East Bound	at US 95	88.2%
Latah	27	SH 3	East Bound	at SH 8 (1 st Ave)	71.4%
	28	SH 8	West Bound	at Blaine St	87.9%
	29	SH 3	North Bound	at SH 8/SH 3 (2nd Ave)	59.6%
	30	SH 6	West Bound	at US 95	78.8%
	31	US 95	North Bound	at Palouse River Dr	91.6%
	32	SH 6	East Bound	at US 95	93.3%
	33	SH 3 (1st Ave)	South Bound	at Jct SH 3/SH 8	68.8%
	34	SH 99	South Bound	at SH 3 (Main St)	78.3%
	35	SH 9	South Bound	at SH 8	58.1%
	36	US 95	South Bound	at D St	91.0%
Nez Perce	37	US 12 (Main St)	West Bound	at 18th St	89.5%
	38	US 12	South Bound	at 3rd Ave	84.9%
	39	SH 3	South Bound	at US 12 Jct	54.5%
	40	US 12	North Bound	at 3rd Ave	86.7%
	41	SH 128 (N&S Hwy)	East Bound	at US 12 Jct (to head East on US 12)	96.3%
	42	US 12 (Dike Bypass)	South Bound	at Main St/18th St	81.1%
	43	US 12 (Main St)	East Bound	at 21st St	88.0%
	44	5th ST	North Bound	at Main St	81.6%
	45	Burrell Ave	West Bound	at Thain Rd	80.6%
	46	Bryden Canyon Rd	East Bound	at 8th St EB Off Ramp	84.8%
	47	392 Rd (Big Canyon Rd)	North Bound	at US 12	76.9%
	48	505 Rd (Webb Rd)	North-East Bound	at US 95	82.4%
	49	Old Spiral Hwy	South Bound	at SH 128 (Down River Rd)	64.1%
	50	Thain Rd	North-East Bound	at Stewart Ave	86.5%

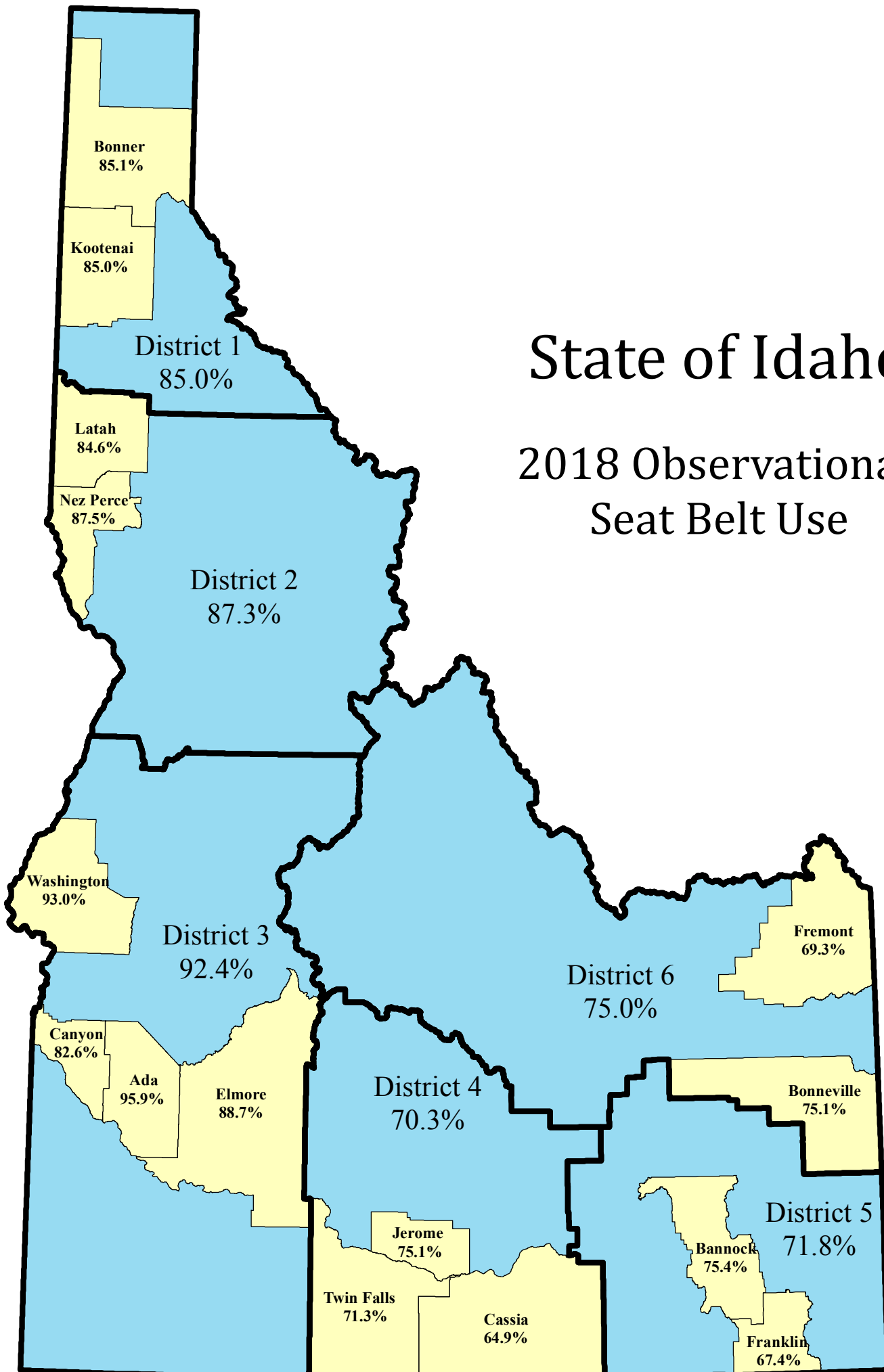
					2018
County	Location Designated Road		Intersection		Usage
Canyon	51	I-84	East Bound	at Exit #29 Franklin Blvd	94.0%
	52	I-84	East Bound	at Exit #35 Northside Blvd	94.2%
	53	I-84	East Bound	at Exit #33 SH 55 (Karcher/Midland)	91.5%
	54	I-84	West Bound	at Exit #29 Franklin Rd	88.2%
	55	SH 55 (Karcher Rd)	East Bound	at Middleton Rd	97.9%
	56	SH 45 (12th Ave Rd)	North Bound	at Greenhurst Rd	91.4%
	57	SH 55 (Karcher Rd)	West Bound	at Lake Ave	95.1%
	58	I-84 Bus (Nampa-Caldwell Blvd)	South-East Bound	at Middleton Rd	94.6%
	59	SH 19	West Bound	at US 95 (S 5th St)	90.9%
	60	SH 55 (Karcher Rd)	East Bound	at S 10th Ave	79.8%
	61	US 20/26	West Bound	at Middleton Rd	91.4%
	62	US 95	North Bound	at (traffic turning left onto) US 20/26 (at stop sign)	93.3%
	63	Notus Rd	South Bound	at SH 19 (Main St)	62.5%
	64	N 12 th Ave	North-East Bound	at Chicago St	78.9%
	65	E Madison St	South-East Bound	at Illinois Ave	57.1%
	66	Deer Flat Rd	West Bound	at SH 45	75.0%
	67	Lansing Ln	South Bound	at SH 44	81.8%
	68	Davis Ave	West Bound	at Midland Blvd	87.0%
	69	Lake Shore Dr	East Bound	at SH 45	81.9%
	70	Ustick Rd	East Bound	at Midland Blvd	91.0%
Washington	71	E 7th St (US 95)	South Bound	at E Park St	92.6%
	72	E 7th St (US 95)	North Bound	at E Park St	97.1%
	73	W Hopper Ave (SH 71)	East Bound	at Superior St (US 95)	60.0%
	74	Railroad St (US 95)	North Bound	at Bridge St	92.6%
	75	Superior St (US 95)	North Bound	at Central Blvd (US 95)	91.2%
	76	Superior St (US 95)	North Bound	at Hooper Ave	90.1%
Ada	77	I-84	East Bound	at Exit 52 (Orchard)	96.0%
	78	I-84	East Bound	at Exit 53 (Vista)	93.1%
	79	I-84	West Bound	at Blacks Creek Rest Area	96.7%
	80	I-84	East Bound	at Exit 50 B (Cole Road/Overland Rd)	96.6%
	81	SH 44 (State St)	West Bound	at Horseshoe Bend Rd	97.3%
	82	Chinden Blvd (US 20/26)	East Bound	at Meridian Rd	97.7%
	83	Chinden Blvd (US 20/26)	West Bound	at Fox Run Ave/Way	98.2%
	84	Chinden Blvd (US 20/26)	East Bound	at Maple Grove/Garrett	99.5%
	85	Eagle Rd (SH 55)	South Bound	at Bristol Heights/Hobble Creek	97.0%
	86	SH 44	East Bound	at Edgewood Ln	95.8%
	87	Meridian Rd (SH 69)	South Bound	at Deer Flat Rd	95.4%
	88	Meridian Rd (SH 69)	North Bound	at Amity Rd	96.5%
	89	SH 55	South Bound	at Floating Feather	97.4%
	90	SH 21	West Bound	at Grand Forest Drive/Technology Way	94.0%
	91	Eagle Rd	South Bound	at State Street (Not SH 44)	94.0%
	92	State St	North-West Bound	at Ellen's Ferry Dr.	98.2%
	93	Fairview Ave	West Bound	at Orchard St	93.1%
	94	Jefferson St	North-West Bound	at Broadway Ave/Ave B/E Fort St	94.1%
	95	Black Cat Rd	South Bound	at Victory Rd	87.0%
	96	State St	South-East Bound	at Pierce Park	99.8%
Elmore	97	Apple St	North Bound	at Parkcenter Blvd	87.4%
	98	Beacon Light Road	East Bound	at Linder Rd	92.6%
	99	Ustick Rd	East Bound	at Star Rd	87.8%
	100	Pleasant Valley Rd	North Bound	at Gowen Rd	98.9%
	101	I-84	West Bound	at Exit 121 (Glenn's Ferry)	100.0%
	102	I-84	East Bound	at Exit #95 (Mountain Home)	99.6%
	103	Old Hwy 30/SH 51 (Airbase Rd)	South Bound (WB)	at 3rd West in Mountain Home	87.3%
	104	SH 67 (Airbase Rd)	East Bound	at Jct SH 51	97.4%
	105	SH 78	North Bound	at Old Us 30/ (SH 78 left)	96.6%
	106	SH 167 (Grandview Rd)	North-East Bound	at Jct w/ SH 67 (Airbase Rd)	84.4%
	107	I-84 Bus (American Legion)	West Bound	at 10th East	90.6%
	108	SH 51	North Bound	at Jct SH 67 (Airbase Rd)/SH 51 (left)	89.2%

County	Location Designated Road		Intersection		2018 Usage
Jerome	109	I-84	West Bound	at Exit 173 (Twin Falls/Sun Valley/US 93)	79.8%
	110	I-84	East Bound	at Exit 188 (Hazelton/Valley Road)	90.9%
	111	SH 25 (Main St)	West Bound	at Lincoln Ave	64.6%
	112	US 93 NB	North Bound	at I-84 WB Off Ramp Exit 173 (Twin Falls/Sun Valley)	88.1%
	113	SH 25	East Bound	at US 93	80.9%
	114	SH 25	West Bound	at US 93	69.1%
	115	S 1300 E Rd (SH 50)	North Bound	at SH 25	42.9%
	116	SH 25 (Main St)	East Bound	at Howard Ave	48.6%
Cassia	117	I-84	East Bound	at Exit 216 (Declo)	61.5%
	118	I-84	West Bound	at Exit 216 (Declo)	80.6%
	119	SH 77 (Main St)	South Bound	at Market St	66.7%
	120	SH 27	North Bound	at 27th St	63.4%
	121	US 30 (Main St)	East Bound	at Oakley Ave	69.4%
	122	SH 27 (Center St)	South Bound	at Main St	58.3%
	123	SH 77	South Bound	at Elba-Almo Rd/SH 77	87.5%
	124	SH 77 (N Clark St)	North Bound	at SH 81 (Marsh Field Rd)	65.2%
Twin Falls	125	Blue lake Blvd	North Bound	at Caswell Ave	69.5%
	126	2nd Ave N (US 30)	North-West Bound	at Shoshone St	74.8%
	127	Broadway Ave (US 30)	South-East Bound	at Main St	64.5%
	128	4100 N (US 30)	West Bound	at Clear Lake Rd/Burley Ave/Broadway Ave	70.9%
	129	SH 74	South-West Bound	at US 93	92.9%
	130	Addison Ave (US 30)	East Bound	at Morrison St	77.4%
	131	Kimberly Rd (US 30)	West Bound	at 3200 E Rd	72.3%
	132	Poleline Rd (US 30)	West Bound	at Park View Rd	79.3%
Bannock	133	I-15	South Bound	at Exit # 63 SB (Mink Creek)	77.8%
	134	I-15	North Bound	at Exit #71 NB (Pocatello Creek Rd)	81.5%
	135	I-15	South Bound	at Exit #67 SB (5th Ave)	82.3%
	136	I-15	North Bound	at Exit #31 NB (Downey/Preston)	80.5%
	137	Yellowstone Ave (US 91)	North Bound	at Breneman St	73.7%
	138	SH 40	East Bound	at US 91	54.5%
	139	Yellowstone Ave (US 91)	South Bound	at Pearl St	87.4%
	140	I-15 BL (N 4th Ave)	South-East Bound	at Clark St	89.6%
	141	Garrett Way (US 30)	South-East Bound	at Main St/Hawthorne Rd	87.0%
	142	Yellowstone Hwy (US 91)	South Bound	at Chubbuck Rd	67.0%
	143	W Quinn Rd	East Bound	at Hawthorne Rd	71.7%
	144	S 2nd Ave	North-West Bound	at Fredregill Rd	83.8%
	145	Hawthorne Rd	North Bound	at Chubbuck Rd	76.4%
	146	Hiline Rd	South Bound	at Pearl St/El Rancho Blvd	80.4%
	147	Price Rd	North Bound	at US 30	75.6%
	148	Rio Vista Rd	South Bound	at Tyhee Rd	36.4%
Franklin	149	US 91 (State St)	South Bound	at Oneida St (SH 36)	46.2%
	150	SH 36 (E 800 North)	South-West Bound	at US 91 (State St)	30.8%
	151	US 91 (State St)	North Bound	at 2nd South St	60.4%
	152	SH 36	North-East Bound	at SH 36/Westside Hwy	57.1%
	153	2nd South St	West Bound	at State St	71.8%
	154	1st East St	North Bound	at 2nd South St	54.5%
	155	S State St	North Bound	at US 91	63.3%
	156	2nd West St	North Bound	at Oneidea St (SH 36)	46.7%

					2018 Usage
County	Location Designated Road		Intersection		
Bonneville	157	I-15	North Bound	at Exit 116 (Sunnyside Rd)	86.2%
	158	I-15	South Bound	at Exit 118 (Historic Downtown / Arco - Broadway St)	78.9%
	159	I-15	North Bound	at Exit 128 (Osgood Area - W 145 N Rd)	71.1%
	160	I-15	South Bound	at Exit 113 (Shelley - W 65 S Rd)	87.2%
	161	US 20	North-East Bound	at Exit # 311 (St Leon Rd (N 15 E Rd))	77.0%
	162	Northgate Mile (US 26)	South-West Bound	at Holmes Ave	74.7%
	163	US 26	South-West Bound	at SH 43 (Ammon Rd / 35th E)	81.5%
	164	US 26	North-East Bound	at SH 43 (Ammon Rd / 35th E)	74.4%
	165	US 91 (Yellowstone Hwy)	North Bound	at 65 S (York Rd)	58.6%
	166	US 20	North-East Bound	at Exit #313 (Hitt / 25th E)	75.5%
	167	I-15 BL (US 26/91)	North Bound	at Pancheri Dr/17th St	77.3%
	168	S 5th W St	North Bound	at W 65 St	67.3%
	169	E 17th St	East Bound	at St Clair Rd (S 15 E)	76.7%
	170	N 55th E	North Bound	at County Line Rd (145th Rd N)	76.9%
	171	St Clair Rd (S 15th E)	North Bound	at E Sunnyside Rd	71.5%
	172	1st St	West Bound	at Ammon Rd	71.4%
	173	Pioneer Rd	East Bound	at Utah Ave	71.6%
	174	N River Rd	North-West Bound	at W 145th N Rd	66.7%
Fremont	175	SH 32 (3600 E)	North Bound	at SH 47	67.6%
	176	SH 87	South-East Bound	at US 20	91.3%
	177	US 20	North Bound	at Exit #344 (South St. Anthony)	53.5%
	178	SH 47	West Bound	at US 20	61.7%
	179	US 20	North-East Bound	at Exit #346 (St Anthony)	72.1%
	180	US 20	South-West Bound	at Exit #346 (St Anthony)	56.3%

State of Idaho

2018 Observational Seat Belt Use



July 2018

Raw Data for Each Location

				Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period	
County	Location	Strata	Direction	Drivers		Passengers		Drivers		Passengers		Drivers		Passengers								
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Bonner	1	Secondary	NE	63	7	8	2	28	4	6	1	91	11	14	3	7	1.51	1670.12	1.000	Tuesday	3	
	2	Secondary	NW	30	12	11	4	12	10	4	1	42	22	15	5	7	1.51	525.69	1.000	Tuesday	1	
	3	Secondary	NE	58	7	22	1	18	5	6	0	76	12	28	1	7	1.51	337.64	1.000	Tuesday	2	
	4	Secondary	N	12	2	2	1	7	1	2	1	19	3	4	2	3	1.51	202.05	2.000	Tuesday	2	
	5	Secondary	W	86	11	16	8	34	11	11	1	120	22	27	9	10	1.51	147.93	1.000	Tuesday	3	
	6	Secondary	N	211	16	28	8	58	19	9	2	269	35	37	10	29	1.51	97.61	1.000	Tuesday	1	
Kootenai	7	Primary	E	19	3	3	1	7	0	1	0	26	3	4	1	19	1.00	203.28	2.000	Monday	3	
	8	Primary	W	12	1	6	0	7	2	3	0	19	3	9	0	0	1.00	110.07	2.000	Friday	2	
	9	Primary	E	59	5	17	4	25	2	4	0	84	7	21	4	11	1.00	57.10	2.000	Tuesday	1	
	10	Primary	W	100	6	22	2	56	7	13	2	156	13	35	4	5	1.00	35.39	2.000	Friday	3	
	11	Secondary	N	155	21	21	3	74	11	9	3	229	32	30	6	9	1.00	754.08	2.000	Friday	1	
	12	Secondary	S	175	28	29	7	85	20	17	6	260	48	46	13	10	1.00	411.30	2.000	Friday	1	
	13	Secondary	S	27	1	9	1	10	1	3	0	37	2	12	1	23	1.00	303.56	2.000	Monday	2	
	14	Secondary	W	48	8	19	3	15	2	6	2	63	10	25	5	5	1.00	232.31	1.000	Tuesday	2	
	15	Secondary	N	12	1	1	0	5	1	0	1	17	2	1	1	13	1.00	162.96	1.000	Monday	2	
	16	Secondary	S	6	3	2	2	4	3	0	1	10	6	2	3	11	1.00	143.06	1.000	Monday	3	
	17	Secondary	N	163	19	25	7	55	9	25	7	218	28	50	14	81	1.00	94.28	2.000	Saturday	2	
	18	Secondary	N	38	8	14	1	20	7	6	0	58	15	20	1	25	1.00	69.03	1.000	Tuesday	2	
	19	Local	N	56	9	16	6	20	4	3	2	76	13	19	8	6	1.00	21051.44	1.000	Tuesday	1	
	20	Local	E	233	23	64	24	107	17	35	3	340	40	99	27	134	1.00	10900.17	1.000	Saturday	1	
	21	Local	E	106	11	31	3	62	8	12	4	168	19	43	7	7	1.00	6573.72	2.000	Friday	2	
	22	Local	W	37	14	10	8	20	11	4	3	57	25	14	11	11	1.00	4407.54	1.000	Saturday	2	
	23	Local	W	37	1	6	0	11	1	1	0	48	2	7	0	0	1.00	2827.31	1.000	Friday	1	
	24	Local	N	67	37	34	11	35	16	11	4	102	53	45	15	27	1.00	1879.22	1.000	Saturday	3	
	25	Local	N	25	13	15	8	16	11	8	5	41	24	23	13	9	1.00	1162.16	1.000	Saturday	2	
	26	Local	E	19	2	5	0	4	2	2	0	23	4	7	0	18	1.00	704.17	1.000	Monday	1	
	Latah	27	Secondary	E	11	2	5	2	7	5	2	1	18	7	7	3	1	1.22	1467.88	1.000	Thursday	1
		28	Secondary	W	153	12	29	5	54	13	10	4	207	25	39	9	6	1.22	835.97	1.000	Wednesday	2
		29	Secondary	N	13	5	2	2	11	9	5	5	24	14	7	7	2	1.22	555.16	1.000	Thursday	2
		30	Secondary	W	44	10	7	2	24	9	7	1	68	19	14	3	7	1.22	420.57	1.000	Wednesday	1
		31	Secondary	N	107	9	21	1	31	5	4	0	138	14	25	1	7	1.22	341.45	2.000	Wednesday	2
		32	Secondary	E	6	1	4	0	4	0	0	0	10	1	4	0	0	1.22	277.45	1.000	Wednesday	1
33		Secondary	S	5	1	2	0	3	3	1	1	8	4	3	1	0	1.22	225.96	1.000	Thursday	1	
34		Secondary	S	8	2	3	0	5	2	2	1	13	4	5	1	2	1.22	167.38	1.000	Thursday	3	
35		Secondary	S	7	4	3	3	7	5	1	1	14	9	4	4	2	1.22	130.13	1.000	Thursday	2	
36		Secondary	S	80	6	18	0	37	6	6	2	117	12	24	2	3	1.22	103.42	2.000	Wednesday	1	
Nez Perce	37	Secondary	W	106	7	28	0	45	11	8	4	151	18	36	4	3	1.19	11233.37	2.000	Monday	1	
	38	Secondary	S	110	15	37	6	61	15	17	4	171	30	54	10	8	1.19	369.17	2.000	Wednesday	2	
	39	Secondary	S	5	2	0	0	1	2	0	1	6	4	0	1	1	1.19	210.00	1.000	Thursday	3	
	40	Secondary	N	104	13	45	2	60	18	12	1	164	31	57	3	1	1.19	125.70	2.000	Monday	1	
	41	Secondary	E	35	1	12	0	21	2	10	0	56	3	22	0	1	1.19	98.36	1.000	Monday	2	
	42	Secondary	S	22	2	4	0	4	5	0	0	26	7	4	0	0	1.19	528.13	1.000	Monday	1	
	43	Secondary	E	59	7	22	1	35	7	9	2	94	14	31	3	0	1.19	604.97	2.000	Tuesday	1	
	44	Local	N	42	6	7	1	12	6	1	1	54	12	8	2	0	1.19	5542.88	1.000	Monday	1	
	45	Local	W	108	22	31	1	63	23	10	5	171	45	41	6	5	1.19	2551.30	1.000	Tuesday	2	
	46	Local	E	49	9	12	1	15	4	2	0	64	13	14	1	1	1.19	1385.87	2.000	Tuesday	3	
	47	Local	N	9	2	5	0	5	3	1	1	14	5	6	1	0	1.19	870.44	1.000	Tuesday	1	
	48	Local	NE	9	1	6	1	12	4	1	0	21	5	7	1	0	1.19	647.17	1.000	Tuesday	2	
	49	Local	S	12	3	2	1	8	8	3	2	20	11	5	3	1	1.19	405.89	1.000	Monday	2	
	50	Local	NE	256	30	67	12	110	26	29	4	366	56	96	16	7	1.19	261.20	1.000	Tuesday	2	

Raw Data for Each Location

				Cars / Vans / SUVs				Pick-Ups				Total											
County	Location	Strata	Direction	Drivers		Passengers		Drivers		Passengers		Drivers		Passengers		Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period		
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained								
Canyon	51	Primary	E	50	1	24	0	17	3	3	2	67	4	27	2	21	1.00	369.71	3.000	Friday	2		
	52	Primary	E	79	4	24	2	33	3	9	0	112	7	33	2	4	1.00	91.51	2.000	Monday	2		
	53	Primary	E	32	5	10	0	7	0	5	0	39	5	15	0	0	1.00	58.71	2.000	Sunday	1		
	54	Primary	W	99	12	11	3	38	6	9	0	137	18	20	3	4	1.00	33.80	2.000	Wednesday	1		
	55	Secondary	E	137	4	63	0	53	2	22	0	190	6	85	0	10	1.00	2740.82	2.000	Sunday	2		
	56	Secondary	N	110	3	37	3	52	12	14	2	162	15	51	5	2	1.00	995.89	2.000	Monday	1		
	57	Secondary	W	232	12	109	1	95	11	45	1	327	23	154	2	14	1.00	777.65	1.000	Sunday	2		
	58	Secondary	SE	170	8	74	2	52	7	21	1	222	15	95	3	10	1.00	526.51	2.000	Sunday	1		
	59	Secondary	W	10	1	2	0	7	1	1	0	17	2	3	0	0	1.00	380.15	1.000	Wednesday	2		
	60	Secondary	E	187	27	103	17	60	37	33	16	247	64	136	33	13	1.00	287.23	1.000	Sunday	2		
	61	Secondary	W	125	6	20	1	51	11	6	1	176	17	26	2	17	1.00	226.42	1.000	Friday	1		
	62	Secondary	N	3	0	1	0	7	1	3	0	10	1	4	0	0	1.00	132.49	1.000	Wednesday	2		
	63	Local	S	4	0	1	0	4	5	1	1	8	5	2	1	1	1.00	72421.86	1.000	Wednesday	1		
	64	Local	NE	35	9	15	1	10	5	0	1	45	14	15	2	0	1.00	19550.54	1.000	Wednesday	1		
	65	Local	SE	11	5	3	2	5	6	1	2	16	11	4	4	4	1.00	13711.55	1.000	Friday	2		
	66	Local	W	22	2	5	0	11	10	1	1	33	12	6	1	1	1.00	9536.75	1.000	Monday	1		
	67	Local	S	33	4	11	1	8	5	2	2	41	9	13	3	5	1.00	6900.76	1.000	Friday	1		
	68	Local	W	66	8	20	2	22	7	6	0	88	15	26	2	3	1.00	4916.38	1.000	Monday	2		
	69	Local	E	32	2	4	1	25	11	7	1	57	13	11	2	1	1.00	3687.38	1.000	Monday	1		
	70	Local	E	112	7	29	4	29	5	1	1	141	12	30	5	12	1.00	2184.70	1.000	Friday	1		
Washington	71	Secondary	S	26	1	10	0	18	3	9	1	44	4	19	1	19	6.30	372.56	2.000	Friday	3		
	72	Secondary	N	33	1	17	0	12	0	4	1	45	1	21	1	19	6.30	192.84	2.000	Friday	1		
	73	Secondary	E	6	2	1	1	1	2	1	1	7	4	2	2	0	6.30	124.69	1.000	Friday	2		
	74	Secondary	N	55	3	29	0	19	4	9	2	74	7	38	2	10	6.30	83.10	1.000	Friday	1		
	75	Secondary	N	40	1	27	0	29	7	18	3	69	8	45	3	12	6.30	65.41	1.000	Friday	2		
	76	Secondary	N	20	4	7	0	25	0	12	3	45	4	19	3	19	6.30	40.27	1.000	Friday	2		
Ada	77	Primary	E	96	3	10	0	53	4	7	0	149	7	17	0	0	1.00	424.03	3.000	Tuesday	1		
	78	Primary	E	107	6	13	4	12	0	2	0	119	6	15	4	2	1.00	78.52	2.000	Tuesday	3		
	79	Primary	W	31	1	14	0	9	1	4	0	40	2	18	0	0	1.00	42.22	2.000	Sunday	3		
	80	Primary	E	191	7	76	2	37	2	6	0	228	9	82	2	3	1.00	24.13	2.000	Friday	3		
	81	Secondary	W	71	0	9	0	26	2	4	1	97	2	13	1	0	1.00	195.56	2.000	Friday	1		
	82	Secondary	E	345	3	83	1	101	6	12	3	446	9	95	4	12	1.00	118.67	1.000	Monday	3		
	83	Secondary	W	428	3	102	1	158	8	25	1	586	11	127	2	15	1.00	83.26	1.000	Monday	3		
	84	Secondary	E	245	1	65	1	63	0	14	0	308	1	79	1	4	1.00	60.12	2.000	Friday	2		
	85	Secondary	S	316	9	96	3	85	3	26	1	401	12	122	4	12	1.00	44.81	2.000	Friday	2		
	86	Secondary	E	188	6	56	2	81	5	18	2	269	11	74	4	11	1.00	34.97	2.000	Friday	2		
	87	Secondary	S	108	3	21	2	48	4	11	0	156	7	32	2	1	1.00	25.92	2.000	Monday	1		
	88	Secondary	N	227	11	84	1	90	3	17	0	317	14	101	1	4	1.00	17.53	2.000	Monday	1		
	89	Secondary	S	106	2	30	1	41	2	10	0	147	4	40	1	1	1.00	14.32	2.000	Friday	1		
	90	Secondary	W	128	3	28	2	46	6	16	3	174	9	44	5	3	1.00	6.45	2.000	Tuesday	2		
	91	Local	S	201	8	58	3	57	6	14	4	258	14	72	7	3	1.00	11309.05	2.000	Friday	2		
	92	Local	NW	208	5	39	0	67	1	9	0	275	6	48	0	5	1.00	5460.86	2.000	Friday	1		
	93	Local	W	135	10	23	2	28	2	4	0	163	12	27	2	0	1.00	4200.85	2.000	Tuesday	3		
	94	Local	NW	70	5	24	0	15	2	2	0	85	7	26	0	0	1.00	3473.47	1.000	Tuesday	3		
	95	Local	S	28	3	3	0	13	2	3	2	41	5	6	2	0	1.00	13506.99	1.000	Monday	2		
	96	Local	SE	256	0	70	0	71	1	18	0	327	1	88	0	1	1.00	10453.41	2.000	Friday	1		
97	Local	N	44	6	13	1	13	3	6	1	57	9	19	2	0	1.00	8366.10	2.000	Tuesday	2			
98	Local	E	51	1	13	0	18	4	6	2	69	5	19	2	2	1.00	6050.64	1.000	Friday	3			
99	Local	E	35	4	13	0	13	4	4	1	48	8	17	1	0	1.00	4120.64	1.000	Monday	2			
100	Local	N	44	1	13	0	23	0	6	0	67	1	19	0	0	1.00	2406.80	1.000	Tuesday	1			
Elmore	101	Primary	W	6	0	3	0	5	0	1	0	11	0	4	0	0	1.40	113.92	2.000	Sunday	1		
	102	Primary	E	148	1	74	0	38	0	21	0	186	1	95	0	1	1.40	25.89	2.000	Sunday	3		
	103	Secondary	SW	30	2	10	0	13	5	2	1	43	7	12	1	0	1.40	8396.77	2.000	Tuesday	1		
	104	Secondary	E	99	1	23	0	22	2	4	1	121	3	27	1	0	1.40	373.92	2.000	Tuesday	2		
	105	Secondary	N	11	0	6	0	7	1	4	0	18	1	10	0	0	1.40	187.25	1.000	Sunday	2		
	106	Secondary	NE	14	2	4	0	6	3	3	0	20	5	7	0	0	1.40	106.85	1.000	Tuesday	2		
	107	Secondary	W	115	9	52	7	43	5	22	3	158	14	74	10	0	1.40	213.83	2.000	Sunday	2		
	108	Secondary	N	46	3	16	2	18	2	3	3	64	5	19	5	0	1.40	42.53	1.000	Tuesday	2		

Raw Data for Each Location

County				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							
Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Jerome	109	Primary	W	67	20	28	3	26	8	13	3	93	28	41	6	6	4.08	113.28	2.000	Saturday	1
	110	Primary	E	4	1	3	0	2	0	1	0	6	1	4	0	0	4.08	37.71	2.000	Wednesday	2
	111	Secondary	W	23	7	10	1	7	12	2	3	30	19	12	4	6	4.08	420.91	2.000	Saturday	2
	112	Secondary	N	33	5	20	1	14	4	7	0	47	9	27	1	13	4.08	181.36	2.000	Saturday	1
	113	Secondary	E	53	10	21	4	23	10	9	1	76	20	30	5	1	4.08	117.01	1.000	Saturday	2
	114	Secondary	W	12	7	4	2	17	6	5	2	29	13	9	4	0	4.08	92.29	1.000	Saturday	1
	115	Secondary	N	1	1	0	0	2	3	0	0	3	4	0	0	0	4.08	71.01	1.000	Friday	1
	116	Secondary	E	10	4	1	0	5	12	1	2	15	16	2	2	0	4.08	52.20	1.000	Friday	1
Cassia	117	Primary	E	14	10	2	1	6	3	2	1	20	13	4	2	3	3.99	565.90	2.000	Wednesday	1
	118	Primary	W	11	2	8	0	7	5	3	0	18	7	11	0	6	3.99	78.07	2.000	Wednesday	2
	119	Secondary	S	6	1	1	2	2	2	1	0	8	3	2	2	0	3.99	750.56	1.000	Wednesday	1
	120	Secondary	N	45	23	14	4	22	19	9	6	67	42	23	10	5	3.99	290.93	2.000	Friday	2
	121	Secondary	E	43	18	12	3	24	14	5	2	67	32	17	5	2	3.99	163.58	2.000	Friday	2
	122	Secondary	S	9	6	7	0	7	8	5	6	16	14	12	6	1	3.99	108.49	1.000	Friday	2
	123	Secondary	S	4	1	2	0	6	1	2	0	10	2	4	0	1	3.99	78.40	1.000	Wednesday	2
	124	Secondary	N	12	6	1	1	13	7	4	2	25	13	5	3	2	3.99	53.27	1.000	Wednesday	2
Twin Falls	125	Secondary	N	81	33	14	5	49	24	11	6	130	57	25	11	3	1.12	1374.48	2.000	Saturday	1
	126	Secondary	NW	45	10	16	3	13	12	3	1	58	22	19	4	2	1.12	664.23	3.000	Wednesday	1
	127	Secondary	SE	25	11	7	7	11	7	6	2	36	18	13	9	0	1.12	380.68	1.000	Wednesday	1
	128	Secondary	W	53	21	13	2	25	12	4	4	78	33	17	6	4	1.12	265.10	1.000	Wednesday	1
	129	Secondary	SW	5	0	1	0	6	1	1	0	11	1	2	0	1	1.12	182.49	1.000	Wednesday	2
	130	Secondary	E	78	23	29	6	44	16	10	2	122	39	39	8	1	1.12	135.97	2.000	Wednesday	2
	131	Secondary	W	52	21	8	3	28	9	6	3	80	30	14	6	3	1.12	117.01	2.000	Friday	1
	132	Secondary	W	106	20	31	6	36	17	7	4	142	37	38	10	0	1.12	48.82	2.000	Wednesday	3
Bannock	133	Primary	S	11	2	5	2	9	3	3	1	20	5	8	3	0	1.00	483.02	2.000	Tuesday	3
	134	Primary	N	43	7	11	3	9	4	3	1	52	11	14	4	5	1.00	161.12	2.000	Friday	1
	135	Primary	S	37	6	8	1	17	7	3	0	54	13	11	1	4	1.00	90.78	2.000	Friday	1
	136	Primary	N	13	3	8	2	7	2	5	1	20	5	13	3	0	1.00	51.50	2.000	Monday	3
	137	Secondary	N	72	20	24	4	22	12	5	8	94	32	29	12	8	1.00	1182.35	3.000	Friday	1
	138	Secondary	E	9	6	4	3	3	5	2	1	12	11	6	4	0	1.00	527.33	1.000	Monday	2
	139	Secondary	S	180	17	45	9	78	13	17	7	258	30	62	16	24	1.00	375.90	2.000	Friday	2
	140	Secondary	SE	89	9	22	4	28	3	7	1	117	12	29	5	7	1.00	176.23	2.000	Friday	1
	141	Secondary	SE	64	7	17	4	32	6	7	1	96	13	24	5	4	1.00	110.18	2.000	Friday	1
	142	Secondary	S	86	32	18	10	35	23	3	5	121	55	21	15	15	1.00	65.06	2.000	Friday	2
	143	Local	E	81	26	19	9	22	14	7	2	103	40	26	11	3	1.00	12074.42	1.000	Friday	1
	144	Local	NW	39	4	7	2	9	4	2	1	48	8	9	3	2	1.00	6050.52	1.000	Friday	1
	145	Local	N	81	24	17	1	20	8	5	5	101	32	22	6	22	1.00	3407.97	1.000	Friday	1
	146	Local	S	51	9	8	2	12	5	3	2	63	14	11	4	3	1.00	2005.43	1.000	Friday	2
	147	Local	N	19	7	10	4	4	0	1	0	23	7	11	4	3	1.00	1114.46	1.000	Tuesday	3
	148	Local	S	3	2	1	2	0	3	0	0	3	5	1	2	0	1.00	575.05	1.000	Friday	2
Franklin	149	Secondary	S	33	28	8	8	11	21	2	6	44	49	10	14	4	2.73	567.88	2.000	Monday	1
	150	Secondary	SW	2	3	1	2	1	3	0	1	3	6	1	3	0	2.73	233.38	1.000	Monday	2
	151	Secondary	N	70	38	28	15	19	21	5	6	89	59	33	21	22	2.73	134.91	2.000	Tuesday	2
	152	Secondary	NE	7	3	1	1	3	4	1	1	10	7	2	2	1	2.73	79.01	1.000	Monday	1
	153	Local	W	51	17	16	5	5	5	2	2	56	22	18	7	5	2.73	9569.41	1.000	Tuesday	2
	154	Local	N	6	5	1	1	3	4	2	0	9	9	3	1	0	2.73	1788.85	1.000	Tuesday	1
	155	Local	N	29	17	7	1	19	12	2	3	48	29	9	4	1	2.73	910.98	1.000	Tuesday	1
	156	Local	N	7	5	0	1	0	2	0	0	7	7	0	1	0	2.73	514.02	1.000	Monday	1

Raw Data for Each Location

				Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
County	Location	Strata	Direction	Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Bonneville	157	Primary	N	109	19	46	2	40	10	17	3	149	29	63	5	14	1.00	128.29	2.000	Monday	2
	158	Primary	S	42	10	17	6	21	4	6	3	63	14	23	9	5	1.00	50.98	2.000	Tuesday	2
	159	Primary	N	17	4	7	1	2	5	1	1	19	9	8	2	2	1.00	25.80	2.000	Saturday	3
	160	Primary	S	23	3	8	0	3	2	0	0	26	5	8	0	0	1.00	14.89	2.000	Monday	3
	161	Secondary	NE	33	5	18	2	17	11	9	5	50	16	27	7	6	1.00	2081.42	2.000	Saturday	1
	162	Secondary	SW	116	24	20	6	46	25	7	9	162	49	27	15	14	1.00	769.51	1.000	Tuesday	1
	163	Secondary	SW	97	11	31	4	38	20	15	6	135	31	46	10	19	1.00	426.19	1.000	Tuesday	1
	164	Secondary	NE	65	16	41	10	19	16	9	4	84	32	50	14	11	1.00	283.86	1.000	Saturday	1
	165	Secondary	N	71	29	21	9	20	33	7	13	91	62	28	22	14	1.00	209.43	1.000	Monday	2
	166	Secondary	NE	20	5	8	2	9	4	3	2	29	9	11	4	4	1.00	144.44	2.000	Saturday	2
	167	Secondary	N	78	22	12	4	36	7	7	6	114	29	19	10	3	1.00	101.72	2.000	Tuesday	1
	168	Local	N	21	9	2	4	9	3	1	0	30	12	3	4	2	1.00	25135.08	1.000	Monday	3
	169	Local	E	390	87	78	23	84	49	20	15	474	136	98	38	39	1.00	10672.52	1.000	Monday	1
	170	Local	N	12	2	5	0	11	4	2	3	23	6	7	3	3	1.00	6241.64	1.000	Saturday	2
	171	Local	N	61	17	13	4	22	18	7	2	83	35	20	6	10	1.00	4109.48	1.000	Monday	1
	172	Local	W	102	28	22	10	36	14	5	14	138	42	27	24	16	1.00	2615.45	1.000	Tuesday	1
	173	Local	E	53	14	16	5	11	11	3	3	64	25	19	8	2	1.00	1566.75	1.000	Tuesday	2
174	Local	NW	7	3	5	2	2	1	0	1	9	4	5	3	0	1.00	958.70	1.000	Saturday	3	
Fremont	175	Secondary	N	7	3	6	1	6	5	4	2	13	8	10	3	5	1.60	1116.28	1.000	Monday	2
	176	Secondary	SE	27	1	15	0	13	2	8	3	40	3	23	3	1	1.60	322.67	1.000	Monday	3
	177	Secondary	N	12	4	1	1	7	12	3	3	19	16	4	4	1	1.60	188.64	2.000	Monday	1
	178	Secondary	W	37	14	15	4	13	22	9	6	50	36	24	10	8	1.60	130.09	1.000	Monday	2
	179	Secondary	NE	35	11	7	3	13	9	7	1	48	20	14	4	1	1.60	80.51	2.000	Monday	1
	180	Secondary	SW	14	11	8	2	9	11	5	4	23	22	13	6	0	1.60	56.17	2.000	Monday	3