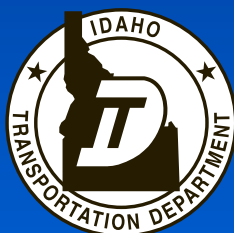


2019 Observational Seat Belt Survey



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Idaho Observational Seat Belt Survey

2019

Final Report

Prepared by the Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT

P.O. BOX 7129

Boise, Idaho 83707-1129

(208) 334-8100

July 25, 2019

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 in 2018. 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 26,057 vehicle occupants were observed. The total occupants observed were comprised of 20,509 drivers and 5,548 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.

2019 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
85.7%	1.95%	81.9%	89.5%

2019 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	86.0%	2.1%	81.9%	90.0%
Secondary Roadway	84.8%	1.1%	82.7%	87.0%
Local Roadway	86.0%	2.7%	80.7%	91.4%

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

2019 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	85.7%	1.9%	81.9%	89.5%
Drivers	85.3%	2.0%	81.3%	89.2%
Passengers	87.7%	2.0%	83.8%	91.6%
Passenger Cars, Vans, & SUV's	88.9%	1.7%	85.5%	92.3%
Drivers	88.6%	1.7%	85.1%	92.0%
Passengers	90.4%	1.8%	86.9%	93.9%
Pick-Up Trucks	77.2%	2.5%	72.4%	82.0%
Drivers	76.7%	2.6%	71.6%	81.8%
Passengers	79.4%	2.5%	74.6%	84.3%

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 2019.

2019 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	90.7%	82.9%	88.6%
2	86.6%	81.5%	85.0%
3	93.1%	80.9%	89.6%
4	78.4%	65.2%	73.9%
5	86.6%	75.7%	83.8%
6	80.3%	57.6%	75.6%
Statewide	88.9%	77.2%	85.7%

2019 Usage – Roadway Type by Vehicle Type

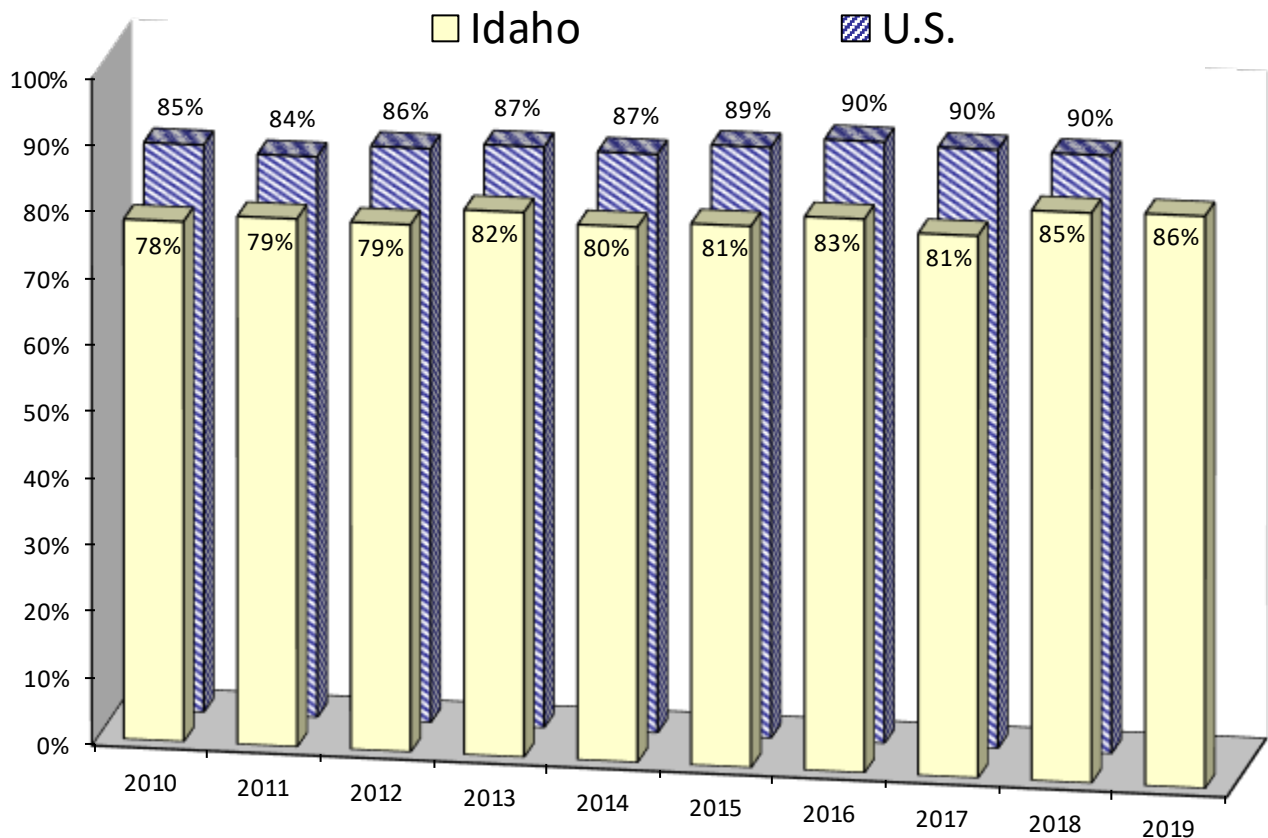
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	90.6%	79.4%	86.0%
Secondary Roadway	87.8%	78.0%	84.8%
Local Roadway	89.2%	76.1%	86.0%

2019 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	96.9%	89.5%	95.1%
Bannock	86.6%	81.8%	85.4%
Bonner	86.6%	76.6%	83.1%
Bonneville	80.1%	57.7%	75.5%
Canyon	86.9%	70.5%	81.3%
Cassia	77.7%	58.9%	68.7%
Elmore	94.7%	86.0%	91.7%
Franklin	86.7%	69.8%	82.3%
Fremont	92.7%	55.4%	82.0%
Jerome	72.7%	66.1%	70.4%
Kootenai	91.0%	83.7%	89.1%
Latah	85.2%	75.3%	82.2%
Nez Perce	86.9%	82.6%	85.6%
Twin Falls	80.8%	70.0%	77.8%
Washington	83.6%	72.5%	79.6%

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 2018 to 2019 the Idaho observed seat belt usage increased slightly from 85.4% to 85.7%. This difference is not statistically significant.

Observed Usage - Transportation District by Year

	2015	2016	2017	2018	2019	Ave Yearly Change 2015-2019
District 1	74.4%	76.9%	76.1%	85.0%	88.6%	4.5%
District 2	78.6%	78.3%	84.2%	87.3%	85.0%	2.0%
District 3	89.5%	90.2%	89.5%	92.4%	89.6%	0.0%
District 4	57.8%	66.1%	72.6%	70.3%	73.9%	6.5%
District 5	86.6%	86.0%	89.1%	71.8%	83.8%	0.1%
District 6	66.0%	66.6%	74.0%	75.0%	75.6%	3.5%

Observed Usage – County by Year

	2015	2016	2017	2018	2019	Ave Yearly Change 2015-2019
Ada	93.9%	91.7%	88.8%	95.9%	95.1%	0.4%
Bannock	87.2%	85.9%	89.4%	75.4%	85.4%	0.0%
Bingham	79.7%	87.2%	82.4%	----	----	----
Bonner	78.8%	77.1%	78.6%	85.1%	83.1%	1.4%
Bonneville	65.9%	66.0%	74.0%	75.1%	75.5%	3.6%
Canyon	88.1%	90.2%	91.5%	82.6%	81.3%	-1.9%
Elmore	89.4%	90.1%	89.0%	88.7%	91.7%	0.6%
Franklin	----	----	----	67.4%	82.3%	----
Fremont	----	----	----	69.3%	82.0%	----
Gem	72.7%	76.2%	55.3%	----	----	----
Gooding	56.2%	69.3%	72.4%	----	----	----
Jerome	----	----	----	75.1%	70.4%	----
Kootenai	74.1%	76.8%	76.0%	85.0%	89.1%	4.8%
Latah	82.9%	84.4%	83.4%	84.6%	82.2%	-0.2%
Madison	67.7%	71.2%	74.0%	----	----	----
Minidoka	57.0%	61.9%	72.6%	----	----	----
Nez Perce	78.2%	77.4%	84.3%	87.5%	85.6%	2.4%
Payette	92.1%	86.3%	85.1%	----	----	----
Twin Falls	59.7%	68.4%	72.7%	71.3%	77.8%	7.0%
Washington	----	----	----	93.0%	79.6%	----

Observed Usage – Vehicle Type by Year

	2015	2016	2017	2018	2019	Ave Yearly Change 2015-2019
Passenger Vehicles	83.4%	85.5%	83.3%	88.6%	88.9%	1.7%
Pickup Trucks	75.8%	76.4%	75.5%	77.1%	77.2%	0.5%
Overall Usage	81.1%	82.9%	81.2%	85.4%	85.7%	1.4%

2019 Usage by Observation Site

County	Location	Designated Road	Intersection	2019 Usage
Bonner	1	US 2	North-East Bound at Boyer Ave	86.9%
	2	SH 200 (E 4th Ave)	North-West Bound at Main St	73.8%
	3	US 2	North-East Bound at Division Ave (St)	75.6%
	4	US 2/US 95	North Bound at Kootenai Cutoff Rd	79.7%
	5	US 2	West Bound at SH 57	87.7%
	6	US 95 Sandpoint Exit -to Superior St	North Bound at Superior St @ Stoplight	81.1%
Kootenai	7	I-90	East Bound at Exit # 34 (Rose Lake/Harrison/St Maries SH3)	75.0%
	8	I-90	West Bound at Exit #22 (Harrison/SH97)	92.3%
	9	I-90	East Bound at Exit #2 (Pleasant Valley Rd)	89.7%
	10	I-90	West Bound at Exit #5 (Spokane St)	86.7%
	11	US 95	North Bound at Kathleen Ave	88.7%
	12	US 95	South Bound at Hanley Ave	87.7%
	13	US 95	South Bound at SH 58 Exit (Spokane/CDA Casino & Resort)	78.8%
	14	SH 54	West Bound at SH 41	85.4%
	15	US 95	North Bound at SH 58 Exit (Spokane/CDA Casino & Resort)	68.0%
	16	SH 3	South Bound at Jct with SH 97 (traffic continuing SB on SH 3)	87.1%
	17	US 95	North Bound at Lancaster Rd	52.5%
	18	SH 53	North Bound at SH 41	92.2%
	19	Greensferry Rd	North Bound at Poleline Ave	90.6%
	20	Honeysuckle Ave	East Bound at Government Way	84.4%
	21	Seltice Way	East Bound at Bay St	91.9%
	22	Ohio Match Rd	West Bound at Pope Rd	65.4%
	23	Nettleton Gulch Rd	West Bound at 15th St	78.6%
	24	Ramsey Rd	North Bound at Brunner Rd	75.8%
	25	Diagonal Rd	North Bound at Brunner Rd	75.0%
	26	Cougar Gulch Rd	East Bound at US 95	71.9%
Latah	27	SH 3	East Bound at SH 8 (1st Ave)	66.7%
	28	SH 8	West Bound at Blaine St	81.6%
	29	SH 3	North Bound at SH 8/SH 3 (2nd Ave)	65.4%
	30	SH 6	West Bound at US 95	82.2%
	31	US 95	North Bound at Palouse River Dr	87.8%
	32	SH 6	East Bound at US 95	80.0%
	33	SH 3 (1st Ave)	South Bound at Jct SH 3/SH 8	88.9%
	34	SH 99	South Bound at SH 3 (Main St)	75.0%
	35	SH 9	South Bound at SH 8	82.9%
	36	US 95	South Bound at D St	84.4%
Nez Perce	37	US 12 (Main St)	West Bound at 18th St	87.5%
	38	US 12	South Bound at 3rd Ave	83.7%
	39	SH 3	South Bound at US 12 Jct	81.8%
	40	US 12	North Bound at 3rd Ave	87.0%
	41	SH 128 (N&S Hwy)	East Bound at US 12 Jct (to head East on US 12)	89.8%
	42	US 12 (Dike Bypass)	South Bound at Main St/18th St	92.5%
	43	US 12 (Main St)	East Bound at 21st St	87.9%
	44	5th ST	North Bound at Main St	81.3%
	45	Burrell Ave	West Bound at Thain Rd	73.3%
	46	Bryden Canyon Rd	East Bound at 8th St EB Off Ramp	87.0%
	47	392 Rd (Big Canyon Rd)	North Bound at US 12	81.0%
	48	505 Rd (Webb Rd)	North-East Bound at US 95	82.1%
	49	Old Spiral Hwy	South Bound at SH 128 (Down River Rd)	81.3%
	50	Thain Rd	North-East Bound at Stewart Ave	78.2%

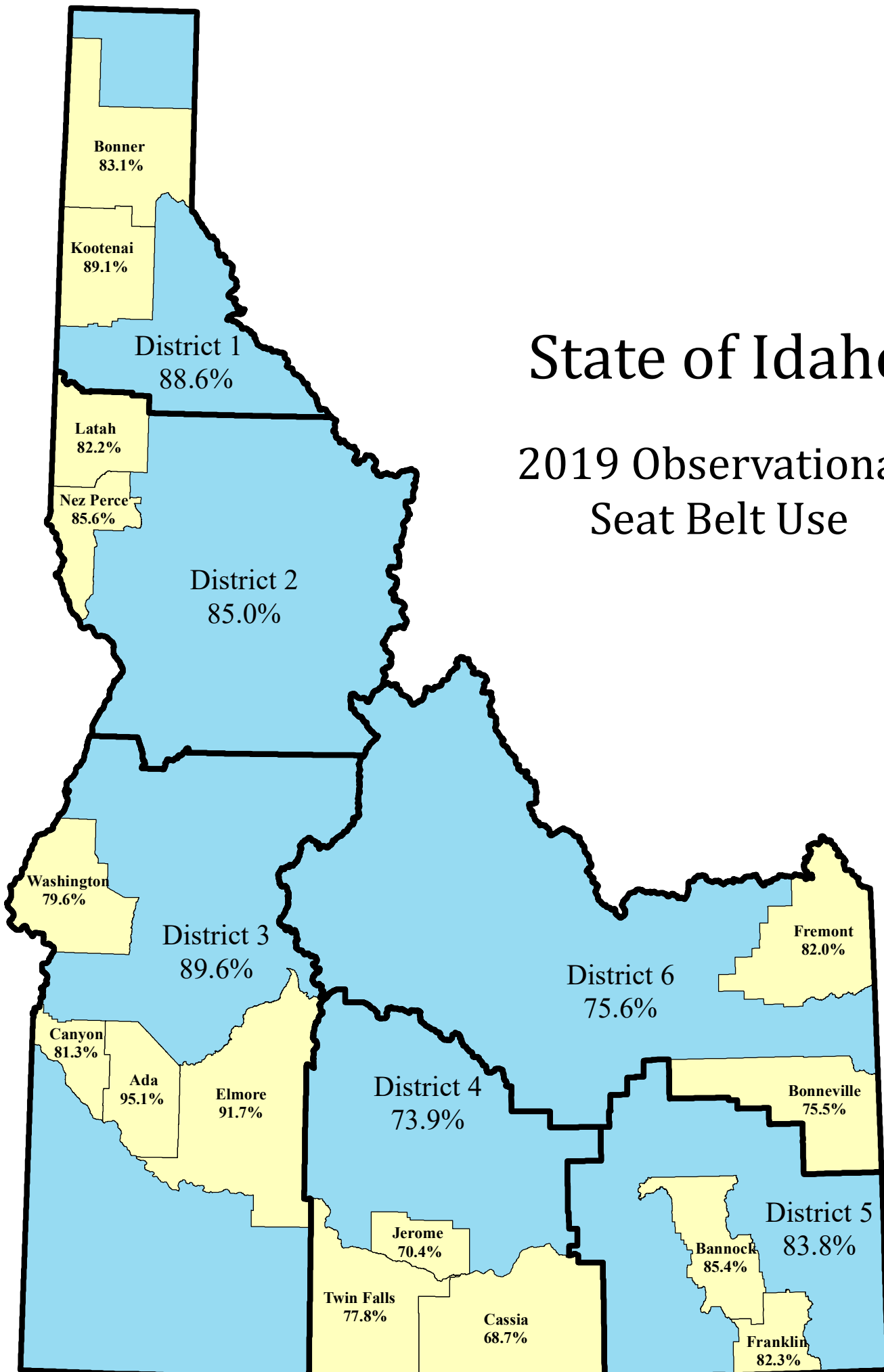
County	Location	Designated Road	Intersection		2019 Usage
Canyon	51	I-84	East Bound	at Exit #29 Franklin Blvd	91.3%
	52	I-84	East Bound	at Exit #35 Northside Blvd	92.6%
	53	I-84	East Bound	at Exit #33 SH 55 (Karcher/Midland)	87.9%
	54	I-84	West Bound	at Exit #29 Franklin Rd	90.8%
	55	SH 55 (Karcher Rd)	East Bound	at Middleton Rd	94.1%
	56	SH 45 (12th Ave Rd)	North Bound	at Greenhurst Rd	84.4%
	57	SH 55 (Karcher Rd)	West Bound	at Lake Ave	85.1%
	58	I-84 Bus (Nampa-Caldwell Blvd)	South-East Bound	at Middleton Rd	79.7%
	59	SH 19	West Bound	at US 95 (S 5th St)	65.6%
	60	SH 55 (Karcher Rd)	East Bound	at S 10th Ave	84.0%
	61	US 20/26	West Bound	at Middleton Rd	98.0%
	62	US 95	North Bound	at (traffic turning left onto) US 20/26 (at stop sign)	63.6%
	63	Notus Rd	South Bound	at SH 19 (Main St)	73.9%
	64	N 12th Ave	North-East Bound	at Chicago St	81.2%
	65	E Madison St	South-East Bound	at Illinois Ave	73.8%
	66	Deer Flat Rd	West Bound	at SH 45	59.5%
	67	Lansing Ln	South Bound	at SH 44	100.0%
	68	Davis Ave	West Bound	at Midland Blvd	84.4%
	69	Lake Shore Dr	East Bound	at SH 45	82.1%
	70	Ustick Rd	East Bound	at Midland Blvd	97.1%
Washington	71	E 7th St (US 95)	South Bound	at E Park St	80.2%
	72	E 7th St (US 95)	North Bound	at E Park St	77.7%
	73	W Hopper Ave (SH 71)	East Bound	at Superior St (US 95)	73.0%
	74	Railroad St (US 95)	North Bound	at Bridge St	84.2%
	75	Superior St (US 95)	North Bound	at Central Blvd (US 95)	62.5%
	76	Superior St (US 95)	North Bound	at Hooper Ave	79.6%
Ada	77	I-84	East Bound	at Exit 52 (Orchard)	95.4%
	78	I-84	East Bound	at Exit 53 (Vista)	97.8%
	79	I-84	West Bound	at Blacks Creek Rest Area	97.3%
	80	I-84	East Bound	at Exit 50 B (Cole Road/Overland Rd)	98.2%
	81	SH 44 (State St)	West Bound	at Horseshoe Bend Rd	97.4%
	82	Chinden Blvd (US 20/26)	East Bound	at Meridian Rd	98.8%
	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	93.2%
	85	Eagle Rd (SH 55)	South Bound	at Bristol Heights/Hobble Creek	93.6%
	86	SH 44	East Bound	at Edgewood Ln	97.6%
	87	Meridian Rd (SH 69)	South Bound	at Deer Flat Rd	92.9%
	88	Meridian Rd (SH 69)	North Bound	at Amity Rd	96.0%
	89	SH 55	South Bound	at Floating Feather	96.4%
	90	SH 21	West Bound	at Grand Forest Drive/Technology Way	97.8%
	91	Eagle Rd	South Bound	at State Street (Not SH 44)	97.4%
	92	State St	North-West Bound	at Ellen's Ferry Dr.	93.5%
	93	Fairview Ave	West Bound	at Orchard St	94.1%
	94	Jefferson St	North-West Bound	at Broadway Ave/Ave B/E Fort St	97.5%
	95	Black Cat Rd	South Bound	at Victory Rd	94.9%
	96	State St	South-East Bound	at Pierce Park	94.5%
	97	Apple St	North Bound	at Parkcenter Blvd	94.9%
	98	Beacon Light Road	East Bound	at Linder Rd	96.7%
	99	Ustick Rd	East Bound	at Star Rd	96.5%
	100	Pleasant Valley Rd	North Bound	at Gowen Rd	94.8%
Elmore	101	I-84	West Bound	at Exit 121 (Glenn's Ferry)	92.3%
	102	I-84	East Bound	at Exit #95 (Mountain Home)	98.4%
	103	Old Hwy 30/SH 51 (Airbase Rd)	South Bound (WB)	at 3rd West in Mountain Home	91.4%
	104	SH 67 (Airbase Rd)	East Bound	at Jct SH 51	96.9%
	105	SH 78	North Bound	at Old Us 30/ (SH 78 left)	71.0%
	106	SH 167 (Grandview Rd)	North-East Bound	at Jct w/ SH 67 (Airbase Rd)	96.3%
	107	I-84 Bus (American Legion)	West Bound	at 10th East	93.4%
	108	SH 51	North Bound	at Jct SH 67 (Airbase Rd)/SH 51 (left)	88.4%

County	Location	Designated Road	Intersection		2019 Usage
Jerome	109	I-84	West Bound	at Exit 173 (Twin Falls/Sun Valley/US 93)	78.0%
	110	I-84	East Bound	at Exit 188 (Hazelton/Valley Road)	76.5%
	111	SH 25 (Main St)	West Bound	at Lincoln Ave	42.9%
	112	US 93 NB	North Bound	at I-84 WB Off Ramp Exit 173 (Twin Falls/Sun Valley)	81.7%
	113	SH 25	East Bound	at US 93	58.3%
	114	SH 25	West Bound	at US 93	52.4%
	115	S 1300 E Rd (SH 50)	North Bound	at SH 25	70.0%
	116	SH 25 (Main St)	East Bound	at Howard Ave	46.7%
Cassia	117	I-84	East Bound	at Exit 216 (Declo)	72.1%
	118	I-84	West Bound	at Exit 216 (Declo)	77.3%
	119	SH 77 (Main St)	South Bound	at Market St	89.5%
	120	SH 27	North Bound	at 27th St	63.2%
	121	US 30 (Main St)	East Bound	at Oakley Ave	60.7%
	122	SH 27 (Center St)	South Bound	at Main St	60.9%
	123	SH 77	South Bound	at Elba-Almo Rd/SH 77	70.0%
	124	SH 77 (N Clark St)	North Bound	at SH 81 (Marsh Field Rd)	67.7%
Twin Falls	125	Blue lake Blvd	North Bound	at Caswell Ave	76.6%
	126	2nd Ave N (US 30)	North-West Bound	at Shoshone St	83.5%
	127	Broadway Ave (US 30)	South-East Bound	at Main St	61.7%
	128	4100 N (US 30)	West Bound	at Clear Lake Rd/Burley Ave/Broadway Ave	52.5%
	129	SH 74	South-West Bound	at US 93	81.6%
	130	Addison Ave (US 30)	East Bound	at Morrison St	75.0%
	131	Kimberly Rd (US 30)	West Bound	at 3200 E Rd	78.7%
	132	Poleline Rd (US 30)	West Bound	at Park View Rd	82.8%
Bannock	133	I-15	South Bound	at Exit # 63 SB (Mink Creek)	91.3%
	134	I-15	North Bound	at Exit #71 NB (Pocatello Creek Rd)	94.3%
	135	I-15	South Bound	at Exit #67 SB (5th Ave)	83.3%
	136	I-15	North Bound	at Exit #31 NB (Downey/Preston)	83.3%
	137	Yellowstone Ave (US 91)	North Bound	at Breneman St	90.7%
	138	SH 40	East Bound	at US 91	65.9%
	139	Yellowstone Ave (US 91)	South Bound	at Pearl St	87.6%
	140	I-15 BL (N 4th Ave)	South-East Bound	at Clark St	94.4%
	141	Garrett Way (US 30)	South-East Bound	at Main St/Hawthorne Rd	91.9%
	142	Yellowstone Hwy (US 91)	South Bound	at Chubbuck Rd	87.6%
	143	W Quinn Rd	East Bound	at Hawthorne Rd	83.0%
	144	S 2nd Ave	North-West Bound	at Fredregill Rd	88.9%
	145	Hawthorne Rd	North Bound	at Chubbuck Rd	86.8%
	146	Hiline Rd	South Bound	at Pearl St/El Rancho Blvd	78.9%
	147	Price Rd	North Bound	at US 30	87.3%
	148	Rio Vista Rd	South Bound	at Tyhee Rd	80.6%
Franklin	149	US 91 (State St)	South Bound	at Oneida St (SH 36)	62.1%
	150	SH 36 (E 800 North)	South-West Bound	at US 91 (State St)	56.0%
	151	US 91 (State St)	North Bound	at 2nd South St	90.0%
	152	SH 36	North-East Bound	at SH 36/Westside Hwy	69.7%
	153	2nd South St	West Bound	at State St	83.7%
	154	1st East St	North Bound	at 2nd South St	94.3%
	155	S State St	North Bound	at US 91	80.7%
	156	2nd West St	North Bound	at Oneidea St (SH 36)	75.0%

County	Location	Designated Road	Intersection		2019 Usage
Bonneville	157	I-15	North Bound	at Exit 116 (Sunnyside Rd)	85.7%
	158	I-15	South Bound	at Exit 118 (Historic Downtown / Arco - Broadway St)	89.4%
	159	I-15	North Bound	at Exit 128 (Osgood Area - W 145 N Rd)	84.2%
	160	I-15	South Bound	at Exit 113 (Shelley - W 65 S Rd)	62.2%
	161	US 20	North-East Bound	at Exit # 311 (St Leon Rd (N 15 E Rd))	87.5%
	162	Northgate Mile (US 26)	South-West Bound	at Holmes Ave	76.0%
	163	US 26	South-West Bound	at SH 43 (Ammon Rd / 35th E)	80.4%
	164	US 26	North-East Bound	at SH 43 (Ammon Rd / 35th E)	82.0%
	165	US 91 (Yellowstone Hwy)	North Bound	at 65 S (York Rd)	70.5%
	166	US 20	North-East Bound	at Exit #313 (Hitt / 25th E)	80.0%
	167	I-15 BL (US 26/91)	North Bound	at Pancheri Dr/17th St	68.5%
	168	S 5th W St	North Bound	at W 65 St	65.9%
	169	E 17th St	East Bound	at St Clair Rd (S 15 E)	76.2%
	170	N 55th E	North Bound	at County Line Rd (145th Rd N)	85.2%
	171	St Clair Rd (S 15th E)	North Bound	at E Sunnyside Rd	71.2%
	172	1st St	West Bound	at Ammon Rd	69.4%
	173	Pioneer Rd	East Bound	at Utah Ave	87.7%
	174	N River Rd	North-West Bound	at W 145th N Rd	68.4%
Fremont	175	SH 32 (3600 E)	North Bound	at SH 47	89.5%
	176	SH 87	South-East Bound	at US 20	93.8%
	177	US 20	North Bound	at Exit #344 (South St. Anthony)	77.5%
	178	SH 47	West Bound	at US 20	63.5%
	179	US 20	North-East Bound	at Exit #346 (St Anthony)	76.5%
	180	US 20	South-West Bound	at Exit #346 (St Anthony)	56.3%

State of Idaho

2019 Observational Seat Belt Use



July 2019

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						
Bonner	1	Secondary	NE	118	12	14	0	42	14	12	2	160	26	26	2	22	1.51	1670.12	1.000	Tuesday	2
	2	Secondary	NW	39	15	3	12	45	6	6	0	84	21	9	12	3	1.51	525.69	1.000	Tuesday	1
	3	Secondary	NE	123	24	27	6	36	27	9	6	159	51	36	12	18	1.51	337.64	1.000	Tuesday	2
	4	Secondary	N	96	18	30	3	48	24	3	0	144	42	33	3	12	1.51	202.05	1.000	Tuesday	2
	5	Secondary	W	86	10	17	4	74	12	22	2	160	22	39	6	5	1.51	147.93	1.000	Tuesday	3
	6	Secondary	N	177	39	33	3	80	24	18	6	257	63	51	9	58	1.51	97.61	1.000	Tuesday	1
Kootenai	7	Primary	E	10	1	2	0	9	5	3	2	19	6	5	2	1	1.00	203.28	2.000	Monday	2
	8	Primary	W	6	0	2	0	3	1	1	0	9	1	3	0	0	1.00	110.07	2.000	Friday	2
	9	Primary	E	93	12	24	2	54	7	21	1	147	19	45	3	4	1.00	57.10	2.000	Tuesday	1
	10	Primary	W	141	21	39	9	75	12	31	2	216	33	70	11	5	1.00	35.39	2.000	Friday	3
	11	Secondary	N	111	10	53	2	63	16	16	3	174	26	69	5	8	1.00	754.08	2.000	Friday	1
	12	Secondary	S	210	28	61	6	129	21	15	3	339	49	76	9	11	1.00	411.30	2.000	Friday	1
	13	Secondary	S	14	2	6	2	6	3	0	0	20	5	6	2	0	1.00	303.56	2.000	Monday	1
	14	Secondary	W	54	7	18	3	36	8	9	2	90	15	27	5	2	1.00	232.31	1.000	Tuesday	2
	15	Secondary	N	11	3	4	2	2	3	0	0	13	6	4	2	0	1.00	162.96	2.000	Monday	1
	16	Secondary	S	12	2	4	0	8	1	3	1	20	3	7	1	1	1.00	143.06	1.000	Monday	2
	17	Secondary	N	39	39	6	6	34	28	4	2	73	67	10	8	69	1.00	94.28	2.000	Saturday	1
	18	Secondary	N	105	10	36	2	57	6	15	0	162	16	51	2	5	1.00	69.03	2.000	Tuesday	2
	19	Local	N	99	9	24	1	36	6	4	1	135	15	28	2	2	1.00	21051.44	1.000	Tuesday	1
	20	Local	E	76	11	20	4	22	6	6	2	98	17	26	6	21	1.00	10900.17	1.000	Saturday	1
	21	Local	E	153	12	48	3	52	7	9	1	205	19	57	4	8	1.00	6573.72	2.000	Friday	2
	22	Local	W	11	3	2	1	4	3	0	2	15	6	2	3	0	1.00	4407.54	1.000	Saturday	1
	23	Local	W	15	6	6	0	12	3	0	0	27	9	6	0	0	1.00	2827.31	1.000	Friday	1
	24	Local	N	17	5	3	0	4	2	1	1	21	7	4	1	20	1.00	1879.22	1.000	Saturday	2
	25	Local	N	19	10	13	0	6	2	1	1	25	12	14	1	7	1.00	1162.16	1.000	Saturday	2
	26	Local	E	25	6	9	0	12	12	0	0	37	18	9	0	3	1.00	704.17	1.000	Monday	1
Latah	27	Secondary	E	7	2	1	0	4	3	2	2	11	5	3	2	0	1.22	1467.88	1.000	Thursday	1
	28	Secondary	W	126	32	36	5	50	12	14	2	176	44	50	7	1	1.22	835.97	1.000	Wednesday	2
	29	Secondary	N	14	5	6	0	10	10	4	3	24	15	10	3	0	1.22	555.16	1.000	Thursday	2
	30	Secondary	W	50	7	11	1	22	9	5	2	72	16	16	3	1	1.22	420.57	1.000	Wednesday	1
	31	Secondary	N	144	18	44	5	47	9	10	2	191	27	54	7	2	1.22	341.45	2.000	Wednesday	2
	32	Secondary	E	33	4	5	0	15	6	3	4	48	10	8	4	4	1.22	277.45	1.000	Wednesday	1
	33	Secondary	S	9	1	4	1	2	0	1	0	11	1	5	1	0	1.22	225.96	1.000	Thursday	1
	34	Secondary	S	12	1	5	0	3	4	1	2	15	5	6	2	1	1.22	167.38	1.000	Thursday	2
	35	Secondary	S	14	2	4	1	8	3	3	0	22	5	7	1	0	1.22	130.13	1.000	Thursday	2
	36	Secondary	S	93	14	18	3	30	9	11	2	123	23	29	5	0	1.22	103.42	2.000	Wednesday	2
Nez Perce	37	Secondary	W	77	12	24	4	40	5	13	1	117	17	37	5	4	1.19	11233.37	1.000	Monday	1
	38	Secondary	S	172	25	52	5	89	29	27	7	261	54	79	12	3	1.19	369.17	2.000	Wednesday	2
	39	Secondary	S	4	1	4	0	1	1	0	0	5	2	4	0	0	1.19	210.00	1.000	Thursday	2
	40	Secondary	N	94	12	40	2	37	10	9	3	131	22	49	5	2	1.19	125.70	2.000	Monday	2
	41	Secondary	E	54	4	17	1	20	6	6	0	74	10	23	1	1	1.19	98.36	1.000	Monday	2
	42	Secondary	S	21	1	5	1	9	1	2	0	30	2	7	1	0	1.19	528.13	1.000	Monday	1
	43	Secondary	E	18	3	3	1	8	0	0	0	26	3	3	1	0	1.19	604.97	1.000	Tuesday	1
	44	Local	N	43	8	8	0	9	6	1	0	52	14	9	0	2	1.19	5542.88	1.000	Monday	1
	45	Local	W	10	5	6	1	5	1	1	1	15	6	7	2	1	1.19	2551.30	1.000	Tuesday	2
	46	Local	E	52	4	15	1	15	7	5	1	67	11	20	2	5	1.19	1385.87	2.000	Tuesday	3
	47	Local	N	13	0	8	0	11	5	2	3	24	5	10	3	1	1.19	870.44	1.000	Tuesday	1
	48	Local	NE	27	3	13	0	10	8	5	1	37	11	18	1	3	1.19	647.17	1.000	Tuesday	2
	49	Local	S	4	1	2	1	6	1	1	0	10	2	3	1	0	1.19	405.89	1.000	Monday	2
	50	Local	NE	127	19	31	13	31	21	5	1	158	40	36	14	10	1.19	261.20	2.000	Tuesday	2

Raw Data for Each Location

CountyLocationStrataDirection				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							
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained
Canyon	51	Primary	E	91	5	39	3	35	5	13	4	126	10	52	7	9	1.00	369.71	3.000	Friday	2
	52	Primary	E	119	7	22	2	38	5	10	1	157	12	32	3	3	1.00	91.51	2.000	Monday	2
	53	Primary	E	16	3	9	0	3	1	1	0	19	4	10	0	1	1.00	58.71	2.000	Sunday	1
	54	Primary	W	42	3	7	0	9	3	1	0	51	6	8	0	11	1.00	33.80	2.000	Wednesday	1
	55	Secondary	E	135	7	49	4	51	5	21	0	186	12	70	4	23	1.00	2740.82	2.000	Sunday	1
	56	Secondary	N	120	12	25	3	32	15	7	4	152	27	32	7	4	1.00	995.89	2.000	Monday	1
	57	Secondary	W	136	24	46	12	76	10	34	5	212	34	80	17	44	1.00	777.65	2.000	Sunday	1
	58	Secondary	SE	55	14	17	1	33	13	5	0	88	27	22	1	33	1.00	526.51	2.000	Sunday	1
	59	Secondary	W	42	15	11	4	24	19	7	6	66	34	18	10	9	1.00	380.15	1.000	Wednesday	2
	60	Secondary	E	129	18	63	7	54	18	21	8	183	36	84	15	28	1.00	287.23	1.000	Sunday	2
	61	Secondary	W	107	2	29	0	52	2	11	0	159	4	40	0	9	1.00	226.42	1.000	Friday	1
	62	Secondary	N	5	1	1	0	0	3	1	0	5	4	2	0	0	1.00	132.49	1.000	Wednesday	2
	63	Local	S	13	6	6	0	13	6	2	0	26	12	8	0	1	1.00	72421.86	1.000	Wednesday	1
	64	Local	NE	68	6	11	2	15	14	1	0	83	20	12	2	9	1.00	19550.54	1.000	Wednesday	1
	65	Local	SE	16	3	8	1	5	6	2	1	21	9	10	2	3	1.00	13711.55	1.000	Friday	2
	66	Local	W	19	9	2	0	4	7	0	1	23	16	2	1	1	1.00	9536.75	1.000	Monday	1
	67	Local	S	35	0	5	0	14	0	2	0	49	0	7	0	2	1.00	6900.76	1.000	Friday	1
	68	Local	W	75	8	18	2	16	10	5	1	91	18	23	3	2	1.00	4916.38	1.000	Monday	2
	69	Local	E	43	2	8	0	22	12	5	3	65	14	13	3	0	1.00	3687.38	1.000	Monday	1
	70	Local	E	71	2	10	0	18	1	2	0	89	3	12	0	4	1.00	2184.70	1.000	Friday	1
Washington	71	Secondary	S	151	32	69	11	66	30	29	5	217	62	98	16	12	6.30	372.56	2.000	Friday	3
	72	Secondary	N	76	19	30	3	53	25	19	4	129	44	49	7	5	6.30	192.84	2.000	Friday	1
	73	Secondary	E	11	2	6	0	5	6	5	2	16	8	11	2	1	6.30	124.69	1.000	Friday	2
	74	Secondary	N	39	3	21	4	30	8	22	6	69	11	43	10	3	6.30	83.10	1.000	Friday	1
	75	Secondary	N	9	5	3	2	8	4	0	1	17	9	3	3	1	6.30	65.41	1.000	Friday	2
	76	Secondary	N	72	15	36	5	47	22	24	4	119	37	60	9	3	6.30	40.27	2.000	Friday	2
Ada	77	Primary	E	64	2	6	0	31	2	2	1	95	4	8	1	0	1.00	424.03	3.000	Tuesday	1
	78	Primary	E	122	3	16	0	36	1	7	0	158	4	23	0	1	1.00	78.52	2.000	Tuesday	3
	79	Primary	W	34	0	21	2	11	0	7	0	45	0	28	2	0	1.00	42.22	2.000	Sunday	3
	80	Primary	E	207	1	79	2	40	3	10	0	247	4	89	2	0	1.00	24.13	2.000	Friday	3
	81	Secondary	W	264	6	61	0	104	5	28	1	368	11	89	1	10	1.00	195.56	2.000	Friday	1
	82	Secondary	E	358	5	80	0	98	2	18	0	456	7	98	0	13	1.00	118.67	1.000	Monday	3
	83	Secondary	W	483	7	117	0	152	6	17	1	635	13	134	1	18	1.00	83.26	1.000	Monday	3
	84	Secondary	E	237	13	68	2	55	10	10	2	292	23	78	4	4	1.00	60.12	2.000	Friday	2
	85	Secondary	S	292	15	91	1	75	15	23	2	367	30	114	3	10	1.00	44.81	2.000	Friday	2
	86	Secondary	E	258	5	57	0	74	3	26	2	332	8	83	2	5	1.00	34.97	2.000	Friday	2
	87	Secondary	S	49	1	6	0	21	4	2	1	70	5	8	1	2	1.00	25.92	2.000	Monday	1
	88	Secondary	N	221	9	62	1	66	3	12	2	287	12	74	3	11	1.00	17.53	2.000	Monday	1
	89	Secondary	S	119	1	35	2	48	4	14	1	167	5	49	3	0	1.00	14.32	2.000	Friday	1
	90	Secondary	W	103	2	27	0	37	2	9	0	140	4	36	0	1	1.00	6.45	2.000	Tuesday	2
	91	Local	S	182	3	51	0	53	5	10	0	235	8	61	0	0	1.00	11309.05	1.000	Friday	3
	92	Local	NW	175	6	26	0	51	10	5	2	226	16	31	2	11	1.00	5460.86	2.000	Friday	1
	93	Local	W	170	9	23	1	28	3	1	1	198	12	24	2	1	1.00	4200.85	2.000	Tuesday	3
	94	Local	NW	52	1	19	0	7	1	1	0	59	2	20	0	0	1.00	3473.47	1.000	Tuesday	3
	95	Local	S	24	1	8	0	19	2	5	0	43	3	13	0	0	1.00	13506.99	1.000	Monday	2
	96	Local	SE	218	10	52	1	63	8	13	1	281	18	65	2	1	1.00	10453.41	2.000	Friday	1
97	Local	N	46	1	8	0	17	2	4	1	63	3	12	1	0	1.00	8366.10	2.000	Tuesday	2	
98	Local	E	57	2	16	0	36	1	8	1	93	3	24	1	2	1.00	6050.64	1.000	Friday	3	
99	Local	E	66	2	18	1	20	1	5	0	86	3	23	1	1	1.00	4120.64	1.000	Monday	2	
100	Local	N	30	1	4	1	19	1	2	0	49	2	6	1	0	1.00	2406.80	1.000	Tuesday	1	
Elmore	101	Primary	W	9	1	3	0	0	0	0	0	9	1	3	0	0	1.40	113.92	2.000	Sunday	1
	102	Primary	E	122	1	53	1	46	1	26	1	168	2	79	2	1	1.40	25.89	2.000	Sunday	3
	103	Secondary	SW	59	3	11	1	26	4	10	2	85	7	21	3	4	1.40	8396.77	2.000	Tuesday	1
	104	Secondary	E	67	1	9	0	13	1	6	1	80	2	15	1	1	1.40	373.92	2.000	Tuesday	2
	105	Secondary	N	7	3	6	0	6	4	3	2	13	7	9	2	0	1.40	187.25	1.000	Sunday	2
	106	Secondary	NE	16	0	2	0	8	1	0	0	24	1	2	0	0	1.40	106.85	1.000	Tuesday	2
	107	Secondary	W	140	11	53	2	34	3	15	1	174	14	68	3	5	1.40	213.83	2.000	Sunday	2
	108	Secondary	N	31	5	10	1	28	3	7	1	59	8	17	2	0	1.40	42.53	1.000	Tuesday	3

Raw Data for Each Location

CountyLocationStrataDirection				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							
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained
Jerome	109	Primary	W	70	17	27	3	24	16	7	0	94	33	34	3	10	4.08	113.28	2.000	Saturday	1
	110	Primary	E	6	2	1	0	5	2	1	0	11	4	2	0	4	4.08	37.71	2.000	Wednesday	2
	111	Secondary	W	12	10	2	4	1	3	0	3	13	13	2	7	7	4.08	420.91	2.000	Saturday	2
	112	Secondary	N	55	15	15	1	47	11	8	1	102	26	23	2	9	4.08	181.36	2.000	Saturday	1
	113	Secondary	E	6	2	1	0	7	6	0	2	13	8	1	2	2	4.08	117.01	1.000	Saturday	1
	114	Secondary	W	6	3	0	1	3	3	2	3	9	6	2	4	0	4.08	92.29	1.000	Saturday	1
	115	Secondary	N	3	1	1	1	2	1	1	0	5	2	2	1	0	4.08	71.01	1.000	Friday	1
116	Secondary	E	6	2	1	1	7	11	0	2	13	13	1	3	1	4.08	52.20	1.000	Friday	1	
Cassia	117	Primary	E	13	2	0	1	15	6	3	3	28	8	3	4	2	3.99	565.90	2.000	Wednesday	1
	118	Primary	W	27	3	13	2	8	6	3	4	35	9	16	6	4	3.99	78.07	2.000	Wednesday	2
	119	Secondary	S	9	1	4	0	4	1	0	0	13	2	4	0	0	3.99	750.56	1.000	Wednesday	1
	120	Secondary	N	29	7	8	3	21	19	2	6	50	26	10	9	7	3.99	290.93	1.000	Friday	2
	121	Secondary	E	49	19	6	8	22	19	5	7	71	38	11	15	10	3.99	163.58	2.000	Friday	2
	122	Secondary	S	10	5	7	1	7	10	4	2	17	15	11	3	1	3.99	108.49	1.000	Friday	3
	123	Secondary	S	3	1	0	0	7	4	4	1	10	5	4	1	1	3.99	78.40	1.000	Wednesday	2
124	Secondary	N	22	13	6	1	11	5	3	1	33	18	9	2	1	3.99	53.27	1.000	Wednesday	2	
Twin Falls	125	Secondary	N	137	34	27	5	39	21	7	4	176	55	34	9	3	1.12	1374.48	2.000	Saturday	1
	126	Secondary	NW	76	13	10	4	25	6	5	0	101	19	15	4	3	1.12	664.23	3.000	Wednesday	1
	127	Secondary	SE	18	10	2	2	14	9	3	2	32	19	5	4	2	1.12	380.68	1.000	Wednesday	1
	128	Secondary	W	10	5	0	0	8	11	3	3	18	16	3	3	2	1.12	265.10	1.000	Wednesday	1
	129	Secondary	SW	14	5	6	0	7	2	4	0	21	7	10	0	2	1.12	182.49	1.000	Wednesday	2
	130	Secondary	E	60	23	13	4	42	11	8	3	102	34	21	7	14	1.12	135.97	2.000	Wednesday	2
	131	Secondary	W	50	14	6	2	35	9	5	1	85	23	11	3	7	1.12	117.01	2.000	Friday	1
132	Secondary	W	55	8	9	3	26	7	6	2	81	15	15	5	17	1.12	48.82	2.000	Wednesday	2	
Bannock	133	Primary	S	39	2	13	1	18	2	3	2	57	4	16	3	1	1.00	483.02	2.000	Tuesday	3
	134	Primary	N	90	5	18	1	35	3	6	0	125	8	24	1	6	1.00	161.12	2.000	Friday	1
	135	Primary	S	65	13	23	6	25	4	7	1	90	17	30	7	9	1.00	90.78	2.000	Friday	1
	136	Primary	N	19	4	4	1	9	1	3	1	28	5	7	2	3	1.00	51.50	2.000	Monday	3
	137	Secondary	N	88	4	18	2	18	5	3	2	106	9	21	4	6	1.00	1182.35	1.500	Friday	1
	138	Secondary	E	14	7	4	2	8	4	3	2	22	11	7	4	3	1.00	527.33	1.000	Monday	2
	139	Secondary	S	194	18	43	5	43	13	18	6	237	31	61	11	12	1.00	375.90	2.000	Friday	2
	140	Secondary	SE	158	7	45	4	40	3	8	1	198	10	53	5	6	1.00	176.23	1.000	Friday	1
	141	Secondary	SE	164	13	32	4	57	4	21	3	221	17	53	7	10	1.00	110.18	2.000	Friday	2
	142	Secondary	S	113	17	28	4	37	4	12	2	150	21	40	6	8	1.00	65.06	2.000	Friday	2
	143	Local	E	50	9	17	4	15	3	6	2	65	12	23	6	4	1.00	12074.42	1.000	Friday	1
	144	Local	NW	9	1	3	1	3	0	1	0	12	1	4	1	1	1.00	6050.52	1.000	Friday	1
	145	Local	N	99	14	23	3	42	7	13	3	141	21	36	6	8	1.00	3407.97	1.000	Friday	2
	146	Local	S	68	17	17	4	17	5	3	2	85	22	20	6	12	1.00	2005.43	1.000	Friday	2
	147	Local	N	45	7	19	1	18	4	7	1	63	11	26	2	2	1.00	1114.46	1.000	Tuesday	2
	148	Local	S	19	2	1	1	7	3	2	1	26	5	3	2	1	1.00	575.05	1.000	Friday	2
Franklin	149	Secondary	S	29	13	9	4	13	12	3	4	42	25	12	8	7	2.73	567.88	2.000	Monday	2
	150	Secondary	SW	7	4	2	2	4	4	1	1	11	8	3	3	1	2.73	233.38	1.000	Monday	2
	151	Secondary	N	85	8	33	0	37	8	7	2	122	16	40	2	5	2.73	134.91	2.000	Tuesday	2
	152	Secondary	NE	13	3	3	0	5	6	2	1	18	9	5	1	1	2.73	79.01	1.000	Monday	1
	153	Local	W	53	8	13	1	13	6	3	1	66	14	16	2	4	2.73	9569.41	1.000	Tuesday	2
	154	Local	N	19	1	4	0	6	1	4	0	25	2	8	0	0	2.73	1788.85	1.000	Tuesday	1
	155	Local	N	50	11	15	3	20	5	7	3	70	16	22	6	4	2.73	910.98	1.000	Tuesday	1
156	Local	N	8	3	2	0	3	2	2	0	11	5	4	0	2	2.73	514.02	1.000	Monday	1	

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CountyLocationStrataDirection				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						
Bonneville	157	Primary	N	131	17	55	11	35	8	12	3	166	25	67	14	12	1.00	128.29	2.000	Monday	2
	158	Primary	S	50	4	18	2	10	3	6	1	60	7	24	3	2	1.00	50.98	2.000	Tuesday	3
	159	Primary	N	14	0	10	1	5	3	3	2	19	3	13	3	1	1.00	25.80	2.000	Saturday	3
	160	Primary	S	8	6	1	0	10	5	4	3	18	11	5	3	1	1.00	14.89	2.000	Monday	3
	161	Secondary	NE	36	1	26	1	17	8	5	2	53	9	31	3	3	1.00	2081.42	2.000	Saturday	1
	162	Secondary	SW	108	23	21	4	45	28	10	3	153	51	31	7	20	1.00	769.51	1.000	Tuesday	1
	163	Secondary	SW	104	24	34	6	54	16	17	5	158	40	51	11	14	1.00	426.19	1.000	Tuesday	1
	164	Secondary	NE	90	12	49	10	55	15	24	11	145	27	73	21	35	1.00	283.86	1.000	Saturday	1
	165	Secondary	N	114	27	26	13	29	25	3	7	143	52	29	20	24	1.00	209.43	1.000	Monday	3
	166	Secondary	NE	19	2	8	2	4	3	1	1	23	5	9	3	1	1.00	144.44	1.000	Saturday	2
	167	Secondary	N	162	44	36	10	44	47	8	14	206	91	44	24	32	1.00	101.72	1.000	Tuesday	1
	168	Local	N	18	5	3	2	4	5	2	2	22	10	5	4	6	1.00	25135.08	1.000	Monday	3
	169	Local	E	226	58	63	13	36	26	5	6	262	84	68	19	6	1.00	10672.52	2.000	Monday	1
	170	Local	N	15	2	4	0	3	2	1	0	18	4	5	0	1	1.00	6241.64	1.000	Saturday	2
	171	Local	N	84	26	20	8	27	16	5	5	111	42	25	13	20	1.00	4109.48	1.000	Monday	2
	172	Local	W	64	27	16	7	23	13	6	1	87	40	22	8	7	1.00	2615.45	1.000	Tuesday	1
	173	Local	E	42	5	12	2	13	1	4	2	55	6	16	4	5	1.00	1566.75	1.000	Tuesday	2
174	Local	NW	8	2	3	0	1	3	1	1	9	5	4	1	0	1.00	958.70	1.000	Saturday	2	
Fremont	175	Secondary	N	25	0	18	0	6	5	2	1	31	5	20	1	4	1.60	1116.28	1.000	Monday	2
	176	Secondary	SE	13	0	9	0	4	2	4	0	17	2	13	0	6	1.60	322.67	1.000	Monday	3
	177	Secondary	N	17	2	6	1	7	4	1	2	24	6	7	3	0	1.60	188.64	2.000	Monday	1
	178	Secondary	W	31	11	15	7	11	12	4	5	42	23	19	12	2	1.60	130.09	1.000	Monday	2
	179	Secondary	NE	50	7	12	3	12	13	4	1	62	20	16	4	4	1.60	80.51	2.000	Monday	1
	180	Secondary	SW	21	8	11	5	6	14	2	4	27	22	13	9	2	1.60	56.17	2.000	Monday	3