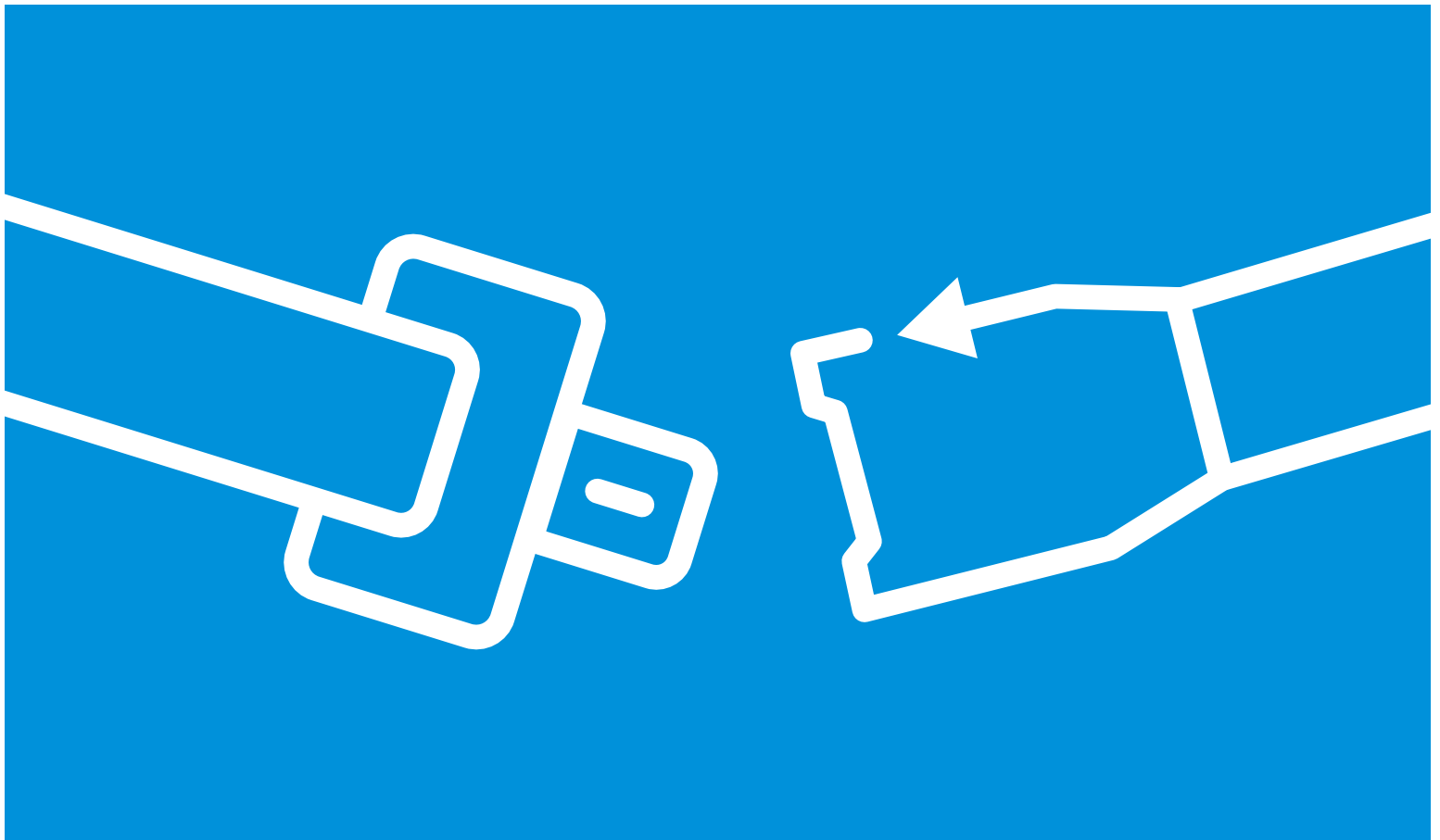


# 2022 Observational **Seat Belt Survey**



**Buckle up, Idaho.**



# **Idaho Observational Seat Belt Survey**

**2022**

## **Final Report**

Prepared by the Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT

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## Background

The National Highway Traffic Safety Administration's (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in April of 2011. An entirely new survey design was accepted as fully compliant with the Uniform Criteria and implemented for the 2013 observational survey. Under the Uniform Criteria, the survey must be evaluated every 5 years and new observation sites must be re-selected. 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 25,385 vehicle occupants were observed. The total occupants observed were comprised of 19,628 drivers and 5,757 outboard passengers. Seventy percent (69%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 31% 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.

### 2022 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
87.6%	2.33%	83.0%	92.1%

### 2022 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	86.8%	2.2%	82.6%	91.0%
Secondary Roadway	84.7%	1.4%	81.9%	87.4%
Local Roadway	88.5%	3.1%	82.4%	94.5%

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

## 2022 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
<b>All Vehicles</b>	<b>87.6%</b>	<b>2.3%</b>	<b>83.0%</b>	<b>92.1%</b>
Drivers	87.3%	2.5%	82.5%	92.1%
Passengers	88.6%	1.9%	84.8%	92.4%
<b>Passenger Cars, Vans, &amp; SUV's</b>	<b>89.6%</b>	<b>1.9%</b>	<b>85.8%</b>	<b>93.4%</b>
Drivers	89.6%	2.0%	85.7%	93.5%
Passengers	89.8%	1.8%	86.2%	93.3%
<b>Pick-Up Trucks</b>	<b>82.3%</b>	<b>3.3%</b>	<b>75.7%</b>	<b>88.8%</b>
Drivers	81.4%	3.5%	74.5%	88.3%
Passengers	85.6%	2.7%	80.3%	90.9%

The estimated seat belt usage for pick-up truck occupants continues to be 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 not statistically significant in 2022.

## 2022 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	89.5%	84.5%	88.1%
2	85.6%	79.5%	83.7%
3	94.7%	90.3%	93.5%
4	80.5%	68.1%	76.2%
5	78.6%	62.6%	74.4%
6	83.2%	66.5%	79.1%
Statewide	89.6%	82.3%	87.6%

## 2022 Usage – Roadway Type by Vehicle Type

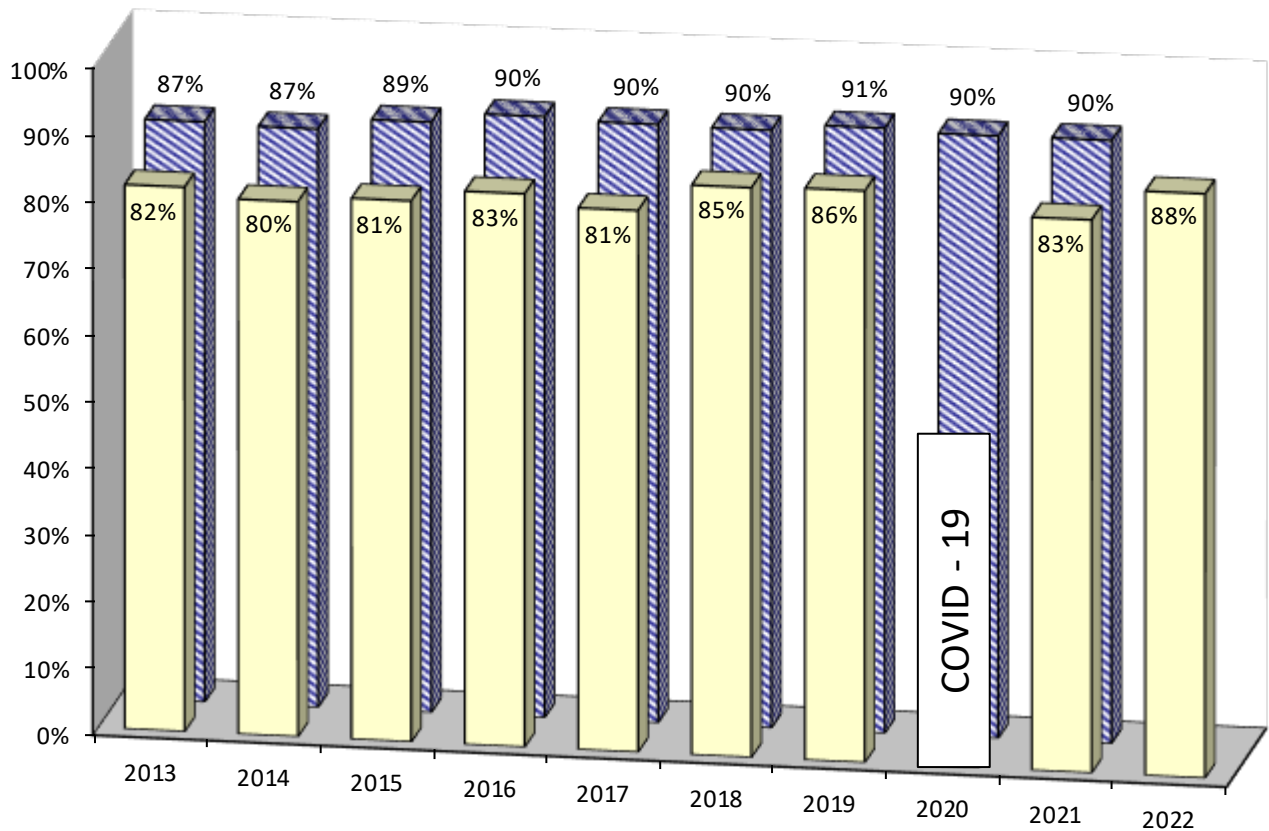
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	88.3%	84.0%	86.8%
Secondary Roadway	88.0%	77.4%	84.7%
Local Roadway	90.1%	84.0%	88.5%

## 2022 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	98.0%	95.8%	97.4%
Bannock	80.0%	63.4%	76.0%
Bonner	91.2%	84.0%	89.2%
Bonneville	83.1%	66.6%	79.1%
Canyon	80.1%	80.6%	80.3%
Cassia	79.2%	69.7%	75.0%
Elmore	97.5%	83.3%	93.6%
Franklin	75.0%	61.2%	70.7%
Fremont	87.4%	62.9%	77.8%
Jerome	88.8%	71.2%	81.6%
Kootenai	89.4%	84.6%	88.0%
Latah	92.9%	77.9%	87.8%
Nez Perce	84.3%	79.8%	82.9%
Twin Falls	78.6%	64.4%	74.9%
Washington	76.1%	71.6%	74.3%

## 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 2021 to 2022 the Idaho observed seat belt usage increased from 82.9% to 87.6%. This difference is statistically significant.

### Observed Usage – Vehicle Type by Year

	2018	2019	2020	2021	2022	Ave Yearly Change 2018-2022
Passenger Vehicles	88.6%	88.9%	////	87.4%	89.6%	0.4%
Pickup Trucks	77.1%	77.2%	////	72.5%	82.3%	2.5%
Overall Usage	85.4%	85.7%	////	82.9%	87.6%	0.9%

## Observed Usage - Transportation District by Year

	2018	2019	2020	2021	2022	Ave Yearly Change 2018-2022
<b>District 1</b>	85.0%	88.6%	////	85.1%	88.1%	1.3%
<b>District 2</b>	87.3%	85.0%	////	91.2%	83.7%	-1.2%
<b>District 3</b>	92.4%	89.6%	////	83.1%	93.5%	0.7%
<b>District 4</b>	70.3%	73.9%	////	69.8%	76.2%	2.9%
<b>District 5</b>	71.8%	83.8%	////	79.1%	74.4%	1.7%
<b>District 6</b>	75.0%	75.6%	////	81.2%	79.1%	1.9%

## Observed Usage – County by Year

	2018	2019	2020	2021	2022	Ave Yearly Change 2018-2022
<b>Ada</b>	95.9%	95.1%	////	89.4%	97.4%	0.7%
<b>Bannock</b>	75.4%	85.4%	////	83.3%	76.0%	0.7%
<b>Bonner</b>	85.1%	83.1%	////	82.5%	89.2%	1.7%
<b>Bonneville</b>	75.1%	75.5%	////	81.3%	79.1%	1.9%
<b>Canyon</b>	82.6%	81.3%	////	78.0%	80.3%	-0.9%
<b>Cassia</b>	64.9%	68.7%	////	60.3%	75.0%	6.0%
<b>Elmore</b>	88.7%	91.7%	////	88.2%	93.6%	1.9%
<b>Franklin</b>	67.4%	82.3%	////	66.2%	70.7%	3.1%
<b>Fremont</b>	69.3%	82.0%	////	73.4%	77.8%	4.6%
<b>Jerome</b>	75.1%	70.4%	////	73.8%	81.6%	3.0%
<b>Kootenai</b>	85.0%	89.1%	////	85.4%	88.0%	1.2%
<b>Latah</b>	84.6%	82.2%	////	86.9%	87.8%	1.3%
<b>Nez Perce</b>	87.5%	85.6%	////	91.9%	82.9%	-1.5%
<b>Twin Falls</b>	71.3%	77.8%	////	73.7%	74.9%	1.8%
<b>Washington</b>	93.0%	79.6%	////	78.4%	74.3%	-7.0%

## 2022 Usage by Observation Site

County	Location	Designated Road	Intersection	2022 Usage
Bonner	1	US 2	North-East Bound at Boyer Ave	88.9%
	2	SH 200 (E 4th Ave)	North-West Bound at Main St	86.1%
	3	US 2	North-East Bound at Division Ave (St)	90.8%
	4	US 2/US 95	North Bound at Kootenai Cutoff Rd	91.3%
	5	US 2	West Bound at SH 57	87.6%
	6	US 95 Sandpoint Exit -to Superior St	North Bound at Superior St @ Stoplight	90.0%
Kootenai	7	I-90	East Bound at Exit # 34 (Rose Lake/Harrison/St Maries SH3)	94.1%
	8	I-90	West Bound at Exit #22 (Harrison/SH97)	78.3%
	9	I-90	East Bound at Exit #2 (Pleasant Valley Rd)	86.3%
	10	I-90	West Bound at Exit #5 (Spokane St)	87.0%
	11	US 95	North Bound at Kathleen Ave	90.5%
	12	US 95	South Bound at Hanley Ave	90.1%
	13	US 95	South Bound at SH 58 Exit (Spokane/CDA Casino & Resort)	82.2%
	14	SH 54	West Bound at SH 41	88.6%
	15	US 95	North Bound at SH 58 Exit (Spokane/CDA Casino & Resort)	91.7%
	16	SH 3	South Bound at Jct with SH 97 (traffic continuing SB on SH 3)	87.5%
	17	US 95	North Bound at Lancaster Rd	92.5%
	18	SH 53	North Bound at SH 41	85.4%
	19	Greensferry Rd	North Bound at Poleline Ave	90.7%
	20	Honeysuckle Ave	East Bound at Government Way	85.1%
	21	Seltice Way	East Bound at Bay St	82.8%
	22	Ohio Match Rd	West Bound at Pope Rd	81.5%
	23	Nettleton Gulch Rd	West Bound at 15th St	86.7%
	24	Ramsey Rd	North Bound at Brunner Rd	84.9%
	25	Diagonal Rd	North Bound at Brunner Rd	90.2%
	26	Cougar Gulch Rd	East Bound at US 95	85.7%
Latah	27	SH 3	East Bound at SH 8 (1st Ave)	68.2%
	28	SH 8	West Bound at Blaine St	89.8%
	29	SH 3	North Bound at SH 8/SH 3 (2nd Ave )	69.0%
	30	SH 6	West Bound at US 95	87.5%
	31	US 95	North Bound at Palouse River Dr	93.1%
	32	SH 6	East Bound at US 95	90.5%
	33	SH 3 (1st Ave)	South Bound at Jct SH 3/SH 8	50.0%
	34	SH 99	South Bound at SH 3 (Main St)	84.4%
	35	SH 9	South Bound at SH 8	58.8%
	36	US 95	South Bound at D St	91.8%
Nez Perce	37	US 12 (Main St)	West Bound at 18th St	80.9%
	38	US 12	South Bound at 3rd Ave	86.9%
	39	SH 3	South Bound at US 12 Jct	50.0%
	40	US 12	North Bound at 3rd Ave	88.3%
	41	SH 128 (N&S Hwy)	East Bound at US 12 Jct (to head East on US 12)	90.6%
	42	US 12 (Dike Bypass)	South Bound at Main St/18th St	83.3%
	43	US 12 (Main St)	East Bound at 21st St	87.0%
	44	5th ST	North Bound at Main St	80.6%
	45	Burrell Ave	West Bound at Thain Rd	91.7%
	46	Bryden Canyon Rd	East Bound at 8th St EB Off Ramp	85.7%
	47	392 Rd (Big Canyon Rd)	North Bound at US 12	71.4%
	48	505 Rd (Webb Rd)	North-East Bound at US 95	Not Done
	49	Old Spiral Hwy	South Bound at SH 128 (Down River Rd)	81.0%
	50	Thain Rd	North-East Bound at Stewart Ave	77.6%

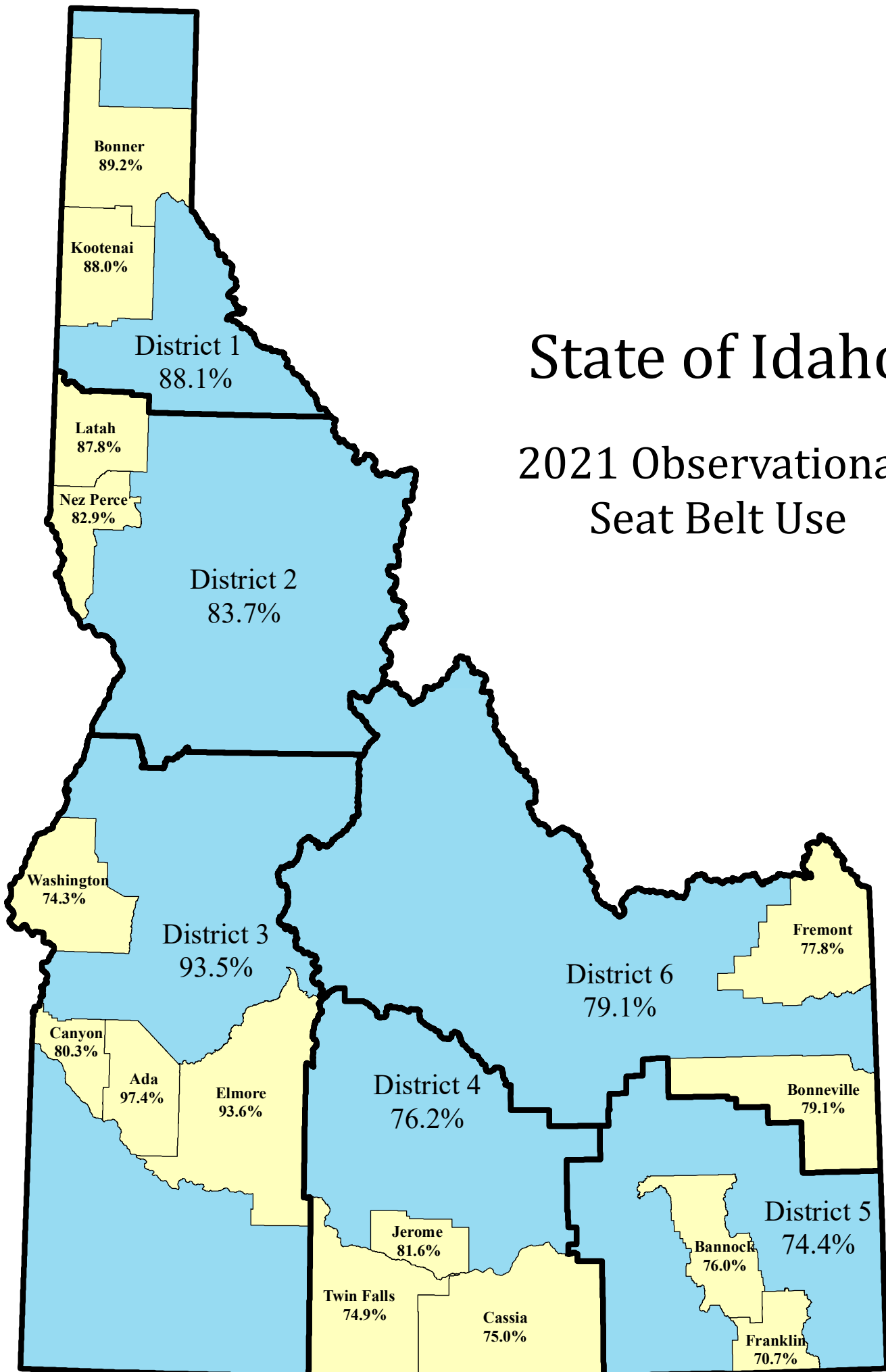
					2022 Usage
County	Location	Designated Road	Intersection		
Canyon	51	I-84	East Bound	at Exit #29 Franklin Blvd	71.3%
	52	I-84	East Bound	at Exit #35 Northside Blvd	88.7%
	53	I-84	East Bound	at Exit #33 SH 55 (Karcher/Midland)	92.9%
	54	I-84	West Bound	at Exit #29 Franklin Rd	84.0%
	55	SH 55 (Karcher Rd)	East Bound	at Middleton Rd	84.3%
	56	SH 45 (12th Ave Rd)	North Bound	at Greenhurst Rd	90.9%
	57	SH 55 (Karcher Rd)	West Bound	at Lake Ave	78.7%
	58	I-84 Bus (Nampa-Caldwell Blvd)	South-East Bound	at Middleton Rd	76.9%
	59	SH 19	West Bound	at US 95 (S 5th St)	100.0%
	60	SH 55 (Karcher Rd)	East Bound	at S 10th Ave	80.0%
	61	US 20/26	West Bound	at Middleton Rd	88.8%
	62	US 95	North Bound	at (traffic turning left onto) US 20/26 (at stop sign)	75.0%
	63	Notus Rd	South Bound	at SH 19 (Main St)	72.7%
	64	N 12 th Ave	North-East Bound	at Chicago St	100.0%
	65	E Madison St	South-East Bound	at Illinois Ave	69.8%
	66	Deer Flat Rd	West Bound	at SH 45	79.2%
	67	Lansing Ln	South Bound	at SH 44	100.0%
	68	Davis Ave	West Bound	at Midland Blvd	84.5%
	69	Lake Shore Dr	East Bound	at SH 45	83.0%
	70	Ustick Rd	East Bound	at Midland Blvd	Not Done
Washington	71	E 7th St (US 95)	South Bound	at E Park St	68.4%
	72	E 7th St (US 95)	North Bound	at E Park St	79.2%
	73	W Hopper Ave (SH 71)	East Bound	at Superior St (US 95)	71.7%
	74	Railroad St (US 95)	North Bound	at Bridge St	84.4%
	75	Superior St (US 95)	North Bound	at Central Blvd (US 95)	89.9%
	76	Superior St (US 95)	North Bound	at Hooper Ave	79.5%
Ada	77	I-84	East Bound	at Exit 52 (Orchard)	93.4%
	78	I-84	East Bound	at Exit 53 (Vista)	97.9%
	79	I-84	West Bound	at Blacks Creek Rest Area	94.6%
	80	I-84	East Bound	at Exit 50 B (Cole Road/Overland Rd)	99.6%
	81	SH 44 (State St)	West Bound	at Horseshoe Bend Rd	98.2%
	82	Chinden Blvd (US 20/26)	East Bound	at Meridian Rd	98.4%
	83	Chinden Blvd (US 20/26)	West Bound	at Fox Run Ave/Way	98.7%
	84	Chinden Blvd (US 20/26)	East Bound	at Maple Grove/Garrett	99.0%
	85	Eagle Rd (SH 55)	South Bound	at Bristol Heights/Hobble Creek	99.6%
	86	SH 44	East Bound	at Edgewood Ln	99.5%
	87	Meridian Rd (SH 69)	South Bound	at Deer Flat Rd	93.6%
	88	Meridian Rd (SH 69)	North Bound	at Amity Rd	98.6%
	89	SH 55	South Bound	at Floating Feather	96.2%
	90	SH 21	West Bound	at Grand Forest Drive/Technology Way	96.9%
	91	Eagle Rd	South Bound	at State Street (Not SH 44)	98.2%
	92	State St	North-West Bound	at Ellen's Ferry Dr.	98.7%
	93	Fairview Ave	West Bound	at Orchard St	95.4%
	94	Jefferson St	North-West Bound	at Broadway Ave/Ave B/E Fort St	98.4%
	95	Black Cat Rd	South Bound	at Victory Rd	90.1%
	96	State St	South-East Bound	at Pierce Park	99.2%
	97	Apple St	North Bound	at Parkcenter Blvd	92.8%
	98	Beacon Light Road	East Bound	at Linder Rd	98.3%
	99	Ustick Rd	East Bound	at Star Rd	92.0%
	100	Pleasant Valley Rd	North Bound	at Gowen Rd	95.2%
Elmore	101	I-84	West Bound	at Exit 121 (Glenn's Ferry)	91.3%
	102	I-84	East Bound	at Exit #95 (Mountain Home)	100.0%
	103	Old Hwy 30/SH 51 (Airbase Rd)	South Bound (WB)	at 3rd West in Mountain Home	93.3%
	104	SH 67 (Airbase Rd)	East Bound	at Jct SH 51	98.3%
	105	SH 78	North Bound	at Old Us 30/ (SH 78 left)	92.9%
	106	SH 167 (Grandview Rd)	North-East Bound	at Jct w/ SH 67 (Airbase Rd )	85.3%
	107	I-84 Bus (American Legion)	West Bound	at 10th East	98.3%
	108	SH 51	North Bound	at Jct SH 67 (Airbase Rd)/SH 51 (left)	95.2%

County	Location	Designated Road	Intersection		2022 Usage
Jerome	109	I-84	West Bound	at Exit 173 (Twin Falls/Sun Valley/US 93)	85.0%
	110	I-84	East Bound	at Exit 188 (Hazelton/Valley Road)	84.0%
	111	SH 25 (Main St)	West Bound	at Lincoln Ave	70.0%
	112	US 93 NB	North Bound	at I-84 WB Off Ramp Exit 173 (Twin Falls/Sun Valley)	88.0%
	113	SH 25	East Bound	at US 93	84.4%
	114	SH 25	West Bound	at US 93	67.5%
	115	S 1300 E Rd (SH 50)	North Bound	at SH 25	100.0%
Cassia	116	SH 25 (Main St)	East Bound	at Howard Ave	51.4%
	117	I-84	East Bound	at Exit 216 (Declo)	88.1%
	118	I-84	West Bound	at Exit 216 (Declo)	96.9%
	119	SH 77 (Main St)	South Bound	at Market St	41.7%
	120	SH 27	North Bound	at 27th St	75.0%
	121	US 30 (Main St)	East Bound	at Oakley Ave	74.1%
	122	SH 27 (Center St)	South Bound	at Main St	63.6%
Twin Falls	123	SH 77	South Bound	at Elba-Almo Rd/SH 77	54.2%
	124	SH 77 (N Clark St)	North Bound	at SH 81 (Marsh Field Rd)	66.0%
	125	Blue lake Blvd	North Bound	at Caswell Ave	75.0%
	126	2nd Ave N (US 30)	North-West Bound	at Shoshone St	75.6%
	127	Broadway Ave (US 30)	South-East Bound	at Main St	54.4%
	128	4100 N (US 30)	West Bound	at Clear Lake Rd/Burley Ave/Broadway Ave	67.5%
	129	SH 74	South-West Bound	at US 93	91.7%
Bannock	130	Addison Ave (US 30)	East Bound	at Morrison St	80.3%
	131	Kimberly Rd (US 30)	West Bound	at 3200 E Rd	80.2%
	132	Poleline Rd (US 30)	West Bound	at Park View Rd	85.1%
	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)	81.4%
	135	I-15	South Bound	at Exit #67 SB (5th Ave)	74.6%
	136	I-15	North Bound	at Exit #31 NB (Downey/Preston )	93.8%
Franklin	137	Yellowstone Ave (US 91)	North Bound	at Breneman St	80.7%
	138	SH 40	East Bound	at US 91	69.2%
	139	Yellowstone Ave (US 91)	South Bound	at Pearl St	88.4%
	140	I-15 BL (N 4th Ave)	South-East Bound	at Clark St	76.4%
	141	Garrett Way (US 30)	South-East Bound	at Main St/Hawthorne Rd	71.4%
	142	Yellowstone Hwy (US 91)	South Bound	at Chubbuck Rd	73.0%
	143	W Quinn Rd	East Bound	at Hawthorne Rd	72.9%
Franklin	144	S 2nd Ave	North-West Bound	at Fredregill Rd	85.7%
	145	Hawthorne Rd	North Bound	at Chubbuck Rd	78.6%
	146	Hiline Rd	South Bound	at Pearl St/El Rancho Blvd	76.6%
	147	Price Rd	North Bound	at US 30	84.9%
	148	Rio Vista Rd	South Bound	at Tyhee Rd	22.2%
	149	US 91 (State St)	South Bound	at Oneida St (SH 36)	72.8%
	150	SH 36 (E 800 North)	South-West Bound	at US 91 (State St)	45.5%
Franklin	151	US 91 (State St)	North Bound	at 2nd South St	67.7%
	152	SH 36	North-East Bound	at SH 36/Westside Hwy	65.0%
	153	2nd South St	West Bound	at State St	66.7%
	154	1st East St	North Bound	at 2nd South St	66.7%
	155	S State St	North Bound	at US 91	71.0%
	156	2nd West St	North Bound	at Oneidea St (SH 36)	60.0%

					2022
County	Location	Designated Road	Intersection		Usage
Bonneville	157	I-15	North Bound	at Exit 116 (Sunnyside Rd)	88.4%
	158	I-15	South Bound	at Exit 118 (Historic Downtown / Arco - Broadway St)	81.5%
	159	I-15	North Bound	at Exit 128 (Osgood Area - W 145 N Rd)	90.0%
	160	I-15	South Bound	at Exit 113 (Shelley - W 65 S Rd)	87.7%
	161	US 20	North-East Bound	at Exit # 311 (St Leon Rd (N 15 E Rd))	92.3%
	162	Northgate Mile (US 26)	South-West Bound	at Holmes Ave	77.2%
	163	US 26	South-West Bound	at SH 43 (Ammon Rd / 35th E)	84.5%
	164	US 26	North-East Bound	at SH 43 (Ammon Rd / 35th E)	82.7%
	165	US 91 (Yellowstone Hwy)	North Bound	at 65 S (York Rd)	76.9%
	166	US 20	North-East Bound	at Exit #313 (Hitt / 25th E)	71.4%
	167	I-15 BL (US 26/91)	North Bound	at Pancheri Dr/17th St	67.5%
	168	S 5th W St	North Bound	at W 65 St	78.3%
	169	E 17th St	East Bound	at St Clair Rd (S 15 E)	78.8%
	170	N 55th E	North Bound	at County Line Rd (145th Rd N)	80.0%
	171	St Clair Rd (S 15th E)	North Bound	at E Sunnyside Rd	82.4%
	172	1st St	West Bound	at Ammon Rd	67.9%
	173	Pioneer Rd	East Bound	at Utah Ave	77.2%
	174	N River Rd	North-West Bound	at W 145th N Rd	64.3%
Fremont	175	SH 32 (3600 E)	North Bound	at SH 47	80.3%
	176	SH 87	South-East Bound	at US 20	91.1%
	177	US 20	North Bound	at Exit #344 (South St. Anthony)	57.9%
	178	SH 47	West Bound	at US 20	76.5%
	179	US 20	North-East Bound	at Exit #346 (St Anthony)	65.0%
	180	US 20	South-West Bound	at Exit #346 (St Anthony)	63.6%

# State of Idaho

## 2021 Observational Seat Belt Use



### Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Bonner	1	Secondary	NE	102	13	26	2	34	6	6	0	136	19	32	2	7	1.51	1670.12	1.000	Tuesday	3
	2	Secondary	NW	44	4	17	2	22	8	10	1	66	12	27	3	1	1.51	525.69	1.000	Tuesday	2
	3	Secondary	NE	111	9	35	2	50	9	12	1	161	18	47	3	11	1.51	337.64	1.000	Tuesday	3
	4	Secondary	N	98	1	27	1	37	11	5	3	135	12	32	4	7	1.51	202.05	2.000	Tuesday	3
	5	Secondary	W	70	12	33	3	46	7	21	2	116	19	54	5	12	1.51	147.93	1.000	Tuesday	3
	6	Secondary	N	155	13	56	4	69	15	25	2	224	28	81	6	8	1.51	97.61	1.000	Tuesday	2
Kootenai	7	Primary	E	13	1	4	0	11	1	4	0	24	2	8	0	2	1.00	203.28	2.000	Monday	3
	8	Primary	W	8	3	5	2	3	0	2	0	11	3	7	2	0	1.00	110.07	2.000	Friday	3
	9	Primary	E	117	17	43	3	43	12	12	2	160	29	55	5	11	1.00	57.10	2.000	Tuesday	2
	10	Primary	W	141	26	55	4	32	5	12	1	173	31	67	5	3	1.00	35.39	2.000	Friday	3
	11	Secondary	N	253	25	87	6	107	13	32	6	360	38	119	12	8	1.00	754.08	2.000	Friday	2
	12	Secondary	S	252	27	91	6	126	22	51	2	378	49	142	8	14	1.00	411.30	2.000	Friday	2
	13	Secondary	S	19	6	8	1	6	1	4	0	25	7	12	1	3	1.00	303.56	2.000	Monday	3
	14	Secondary	W	66	9	26	1	45	8	10	1	111	17	36	2	6	1.00	232.31	1.000	Tuesday	3
	15	Secondary	N	62	4	27	1	36	7	7	0	98	11	34	1	8	1.00	162.96	2.000	Monday	3
	16	Secondary	S	7	0	4	0	3	2	0	0	10	2	4	0	0	1.00	143.06	1.000	Monday	3
	17	Secondary	N	176	10	71	2	85	13	37	5	261	23	108	7	14	1.00	94.28	2.000	Saturday	1
	18	Secondary	N	164	23	45	6	99	24	25	4	263	47	70	10	5	1.00	69.03	2.000	Tuesday	3
	19	Local	N	158	12	51	5	63	11	20	2	221	23	71	7	12	1.00	21051.44	1.000	Tuesday	3
	20	Local	E	70	15	26	3	29	5	6	0	99	20	32	3	1	1.00	10900.17	1.000	Saturday	1
	21	Local	E	121	17	28	9	33	13	11	1	154	30	39	10	7	1.00	6573.72	2.000	Friday	3
	22	Local	W	7	2	1	1	9	2	5	0	16	4	6	1	0	1.00	4407.54	1.000	Saturday	2
	23	Local	W	17	3	6	0	3	1	0	0	20	4	6	0	0	1.00	2827.31	1.000	Friday	2
	24	Local	N	30	4	11	1	16	6	5	0	46	10	16	1	0	1.00	1879.22	1.000	Saturday	3
	25	Local	N	75	7	26	4	35	4	12	1	110	11	38	5	5	1.00	1162.16	1.000	Saturday	2
	26	Local	E	23	3	6	1	13	2	0	1	36	5	6	2	2	1.00	704.17	1.000	Monday	2
Latah	27	Secondary	E	4	0	2	0	5	4	4	3	9	4	6	3	0	1.22	1467.88	1.000	Thursday	1
	28	Secondary	W	133	8	26	3	52	9	8	5	185	17	34	8	5	1.22	835.97	1.000	Wednesday	2
	29	Secondary	N	8	4	3	0	8	5	1	0	16	9	4	0	1	1.22	555.16	1.000	Thursday	2
	30	Secondary	W	48	6	10	0	28	7	5	0	76	13	15	0	2	1.22	420.57	1.000	Wednesday	1
	31	Secondary	N	99	7	22	2	35	3	6	0	134	10	28	2	3	1.22	341.45	2.000	Wednesday	2
	32	Secondary	E	9	1	3	0	7	1	0	0	16	2	3	0	0	1.22	277.45	1.000	Wednesday	1
	33	Secondary	S	5	1	0	0	4	6	0	2	9	7	0	2	2	1.22	225.96	1.000	Thursday	1
	34	Secondary	S	12	2	7	0	6	3	2	0	18	5	9	0	0	1.22	167.38	1.000	Thursday	2
	35	Secondary	S	4	1	0	0	4	4	2	2	8	5	2	2	1	1.22	130.13	1.000	Thursday	2
	36	Secondary	S	87	4	19	0	34	7	5	2	121	11	24	2	5	1.22	103.42	2.000	Wednesday	1
Nez Perce	37	Secondary	W	19	5	6	1	11	3	2	0	30	8	8	1	2	1.19	11233.37	2.000	Monday	1
	38	Secondary	S	105	10	42	3	65	17	20	5	170	27	62	8	8	1.19	369.17	2.000	Wednesday	2
	39	Secondary	S	1	2	1	0	0	0	0	0	1	2	1	0	0	1.19	210.00	1.000	Thursday	3
	40	Secondary	N	158	19	55	4	78	17	25	2	236	36	80	6	7	1.19	125.70	2.000	Monday	2
	41	Secondary	E	35	0	11	1	25	5	6	2	60	5	17	3	2	1.19	98.36	1.000	Monday	2
	42	Secondary	S	19	2	2	0	7	4	2	0	26	6	4	0	0	1.19	528.13	1.000	Monday	1
	43	Secondary	E	49	5	14	1	46	10	11	2	95	15	25	3	6	1.19	604.97	2.000	Tuesday	1
	44	Local	N	33	9	6	1	9	2	2	0	42	11	8	1	0	1.19	5542.88	1.000	Monday	1
	45	Local	W	10	1	0	0	1	0	0	0	11	1	0	0	0	1.19	2551.30	1.000	Tuesday	3
	46	Local	E	106	10	21	5	25	9	4	2	131	19	25	7	5	1.19	1385.87	2.000	Tuesday	3
	47	Local	N	8	3	0	0	2	1	0	0	10	4	0	0	2	1.19	870.44	1.000	Tuesday	1
	48	Local	NE	0	0	0	0	0	0	0	0	0	0	0	0	0	1.19	647.17	1.000	Tuesday	2
	49	Local	S	15	2	4	3	13	3	2	0	28	5	6	3	0	1.19	405.89	1.000	Monday	2
	50	Local	NE	101	20	23	8	34	15	8	5	135	35	31	13	10	1.19	261.20	2.000	Tuesday	3

### 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
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Canyon	51	Primary	E	51	25	15	3	30	15	16	2	81	40	31	5	17	1.00	369.71	3.000	Friday	2
	52	Primary	E	115	10	41	6	42	10	7	0	157	20	48	6	21	1.00	91.51	2.000	Monday	3
	53	Primary	E	65	6	31	3	20	1	14	0	85	7	45	3	12	1.00	58.71	2.000	Sunday	1
	54	Primary	W	126	19	28	6	38	12	7	1	164	31	35	7	17	1.00	33.80	2.000	Wednesday	1
	55	Secondary	E	173	26	83	18	51	13	30	6	224	39	113	24	14	1.00	2740.82	1.000	Sunday	2
	56	Secondary	N	189	12	57	1	76	17	19	4	265	29	76	5	48	1.00	995.89	1.000	Monday	2
	57	Secondary	W	196	56	98	21	69	21	37	10	265	77	135	31	16	1.00	777.65	2.000	Sunday	2
	58	Secondary	SE	130	44	64	15	36	15	19	1	166	59	83	16	26	1.00	526.51	2.000	Sunday	2
	59	Secondary	W	11	0	2	0	4	0	2	0	15	0	4	0	2	1.00	380.15	1.000	Wednesday	2
	60	Secondary	E	114	23	59	11	42	20	21	5	156	43	80	16	5	1.00	287.23	1.000	Sunday	3
	61	Secondary	W	114	12	26	3	46	10	12	0	160	22	38	3	32	1.00	226.42	2.000	Friday	1
	62	Secondary	N	1	0	0	0	4	2	1	0	5	2	1	0	1	1.00	132.49	1.000	Wednesday	2
	63	Local	S	2	1	0	1	4	1	2	0	6	2	2	1	0	1.00	72421.86	1.000	Wednesday	2
	64	Local	NE	2	0	0	0	1	0	3	0	3	0	3	0	1	1.00	19550.54	1.000	Wednesday	1
	65	Local	SE	16	8	5	2	6	3	3	0	22	11	8	2	6	1.00	13711.55	1.000	Friday	2
	66	Local	W	37	9	10	1	24	9	5	1	61	18	15	2	7	1.00	9536.75	1.000	Monday	1
	67	Local	S	10	0	4	0	3	0	1	0	13	0	5	0	2	1.00	6900.76	1.000	Friday	2
	68	Local	W	26	9	16	0	13	2	5	0	39	11	21	0	10	1.00	4916.38	1.000	Monday	3
	69	Local	E	39	5	11	0	23	10	10	2	62	15	21	2	17	1.00	3687.38	1.000	Monday	2
	70	Local	E	0	0	0	0	0	0	0	0	0	0	0	0	0	1.00	2184.70	1.000	Friday	1
Washington	71	Secondary	S	85	34	35	17	48	27	18	8	133	61	53	25	30	6.30	372.56	1.000	Friday	3
	72	Secondary	N	102	26	28	5	69	26	18	0	171	52	46	5	66	6.30	192.84	1.000	Friday	3
	73	Secondary	E	21	7	11	2	8	7	3	1	29	14	14	3	9	6.30	124.69	1.000	Friday	1
	74	Secondary	N	50	11	21	0	50	13	14	1	100	24	35	1	43	6.30	83.10	1.000	Friday	2
	75	Secondary	N	44	1	9	1	24	6	12	2	68	7	21	3	5	6.30	65.41	2.000	Friday	1
	76	Secondary	N	37	12	15	4	30	7	11	1	67	19	26	5	18	6.30	40.27	1.000	Friday	2
Ada	77	Primary	E	85	6	7	0	44	4	5	0	129	10	12	0	0	1.00	424.03	4.000	Tuesday	1
	78	Primary	E	98	1	14	0	22	2	3	0	120	3	17	0	0	1.00	78.52	4.000	Tuesday	3
	79	Primary	W	17	1	12	1	4	0	2	0	21	1	14	1	0	1.00	42.22	2.000	Sunday	3
	80	Primary	E	156	1	44	0	40	0	8	0	196	1	52	0	0	1.00	24.13	4.000	Friday	3
	81	Secondary	W	167	3	68	0	113	3	27	1	280	6	95	1	3	1.00	195.56	2.000	Friday	1
	82	Secondary	E	144	2	38	0	56	2	12	0	200	4	50	0	3	1.00	118.67	2.000	Monday	3
	83	Secondary	W	328	4	80	0	88	3	19	0	416	7	99	0	2	1.00	83.26	2.000	Monday	3
	84	Secondary	E	237	4	65	0	68	0	20	0	305	4	85	0	4	1.00	60.12	2.000	Friday	2
	85	Secondary	S	283	1	76	0	119	1	19	0	402	2	95	0	2	1.00	44.81	2.000	Friday	3
	86	Secondary	E	242	1	60	0	76	1	23	0	318	2	83	0	0	1.00	34.97	2.000	Friday	2
	87	Secondary	S	64	4	7	0	26	3	5	0	90	7	12	0	2	1.00	25.92	2.000	Monday	1
	88	Secondary	N	311	3	68	0	108	3	17	1	419	6	85	1	5	1.00	17.53	2.000	Monday	1
	89	Secondary	S	116	3	26	0	65	4	19	2	181	7	45	2	1	1.00	14.32	2.000	Friday	1
	90	Secondary	W	100	4	19	0	57	2	12	0	157	6	31	0	1	1.00	6.45	2.000	Tuesday	2
	91	Local	S	190	4	51	0	61	2	19	0	251	6	70	0	0	1.00	11309.05	1.000	Friday	3
	92	Local	NW	262	2	56	1	96	2	27	1	358	4	83	2	4	1.00	5460.86	2.000	Friday	1
	93	Local	W	122	6	16	0	27	1	2	1	149	7	18	1	0	1.00	4200.85	2.000	Tuesday	3
	94	Local	NW	52	0	5	0	3	1	0	0	55	1	5	0	0	1.00	3473.47	1.000	Tuesday	3
	95	Local	S	81	6	20	1	40	6	4	3	121	12	24	4	1	1.00	13506.99	1.000	Monday	2
	96	Local	SE	294	3	76	0	98	1	29	0	392	4	105	0	3	1.00	10453.41	2.000	Friday	2
97	Local	N	57	3	14	1	5	2	1	0	62	5	15	1	0	1.00	8366.10	2.000	Tuesday	3	
98	Local	E	81	1	24	0	55	1	15	1	136	2	39	1	2	1.00	6050.64	1.000	Friday	3	
99	Local	E	49	3	8	1	20	3	4	0	69	6	12	1	3	1.00	4120.64	1.000	Monday	2	
100	Local	N	24	1	3	0	27	1	6	1	51	2	9	1	0	1.00	2406.80	1.000	Tuesday	1	
Elmore	101	Primary	W	10	0	3	0	5	1	3	1	15	1	6	1	0	1.40	113.92	2.000	Sunday	1
	102	Primary	E	36	0	16	0	13	0	8	0	49	0	24	0	0	1.40	25.89	2.000	Sunday	3
	103	Secondary	SW	88	3	26	0	32	7	6	1	120	10	32	1	0	1.40	8396.77	2.000	Tuesday	1
	104	Secondary	E	76	2	23	0	15	0	2	0	91	2	25	0	2	1.40	373.92	2.000	Tuesday	2
	105	Secondary	N	15	0	11	1	8	1	5	1	23	1	16	2	2	1.40	187.25	1.000	Sunday	1
	106	Secondary	NE	10	1	5	1	10	2	4	1	20	3	9	2	0	1.40	106.85	1.000	Tuesday	2
	107	Secondary	W	118	2	54	0	42	2	13	0	160	4	67	0	1	1.40	213.83	2.000	Sunday	2
	108	Secondary	N	47	1	14	0	29	3	10	1	76	4	24	1	0	1.40	42.53	1.000	Tuesday	2

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				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						
Jerome	109	Primary	W	34	5	16	1	11	6	7	0	45	11	23	1	4	4.08	113.28	2.000	Saturday	1
	110	Primary	E	12	1	3	0	6	3	0	0	18	4	3	0	0	4.08	37.71	2.000	Wednesday	2
	111	Secondary	W	6	2	1	0	6	2	1	2	12	4	2	2	0	4.08	420.91	2.000	Saturday	2
	112	Secondary	N	33	2	19	1	20	5	9	3	53	7	28	4	0	4.08	181.36	2.000	Saturday	1
	113	Secondary	E	27	3	8	2	13	4	6	1	40	7	14	3	0	4.08	117.01	1.000	Saturday	1
	114	Secondary	W	15	3	3	1	6	7	3	2	21	10	6	3	3	4.08	92.29	1.000	Saturday	1
	115	Secondary	N	2	0	0	0	1	0	0	0	3	0	0	0	0	4.08	71.01	1.000	Friday	1
	116	Secondary	E	12	7	3	0	3	8	0	2	15	15	3	2	0	4.08	52.20	1.000	Friday	1
Cassia	117	Primary	E	15	2	3	0	13	2	6	1	28	4	9	1	0	3.99	565.90	2.000	Wednesday	1
	118	Primary	W	12	1	4	0	9	0	6	0	21	1	10	0	1	3.99	78.07	2.000	Wednesday	3
	119	Secondary	S	5	4	1	1	4	8	0	1	9	12	1	2	0	3.99	750.56	1.000	Wednesday	1
	120	Secondary	N	28	7	9	1	16	9	4	2	44	16	13	3	6	3.99	290.93	2.000	Friday	2
	121	Secondary	E	34	11	11	3	16	6	2	2	50	17	13	5	0	3.99	163.58	2.000	Friday	1
	122	Secondary	S	8	7	4	2	6	2	3	1	14	9	7	3	0	3.99	108.49	1.000	Friday	2
	123	Secondary	S	6	5	6	3	1	3	0	0	7	8	6	3	2	3.99	78.40	1.000	Wednesday	1
	124	Secondary	N	15	6	4	4	9	5	5	2	24	11	9	6	4	3.99	53.27	1.000	Wednesday	2
Twin Falls	125	Secondary	N	92	27	23	4	16	13	4	1	108	40	27	5	0	1.12	1374.48	2.000	Saturday	1
	126	Secondary	NW	31	8	9	4	22	7	3	2	53	15	12	6	2	1.12	664.23	3.000	Wednesday	1
	127	Secondary	SE	22	12	7	3	16	20	4	6	38	32	11	9	3	1.12	380.68	1.000	Wednesday	1
	128	Secondary	W	13	8	2	1	11	4	1	0	24	12	3	1	3	1.12	265.10	1.000	Wednesday	1
	129	Secondary	SW	12	2	3	0	6	0	1	0	18	2	4	0	1	1.12	182.49	1.000	Wednesday	1
	130	Secondary	E	58	14	17	2	18	6	5	2	76	20	22	4	7	1.12	135.97	2.000	Wednesday	2
	131	Secondary	W	56	12	9	0	25	10	3	1	81	22	12	1	3	1.12	117.01	2.000	Friday	1
	132	Secondary	W	107	12	24	2	36	13	4	3	143	25	28	5	3	1.12	48.82	2.000	Wednesday	2
Bannock	133	Primary	S	4	0	1	0	2	2	0	0	6	2	1	0	0	1.00	483.02	2.000	Tuesday	3
	134	Primary	N	31	6	16	2	9	3	1	2	40	9	17	4	6	1.00	161.12	2.000	Friday	1
	135	Primary	S	53	14	13	3	18	12	7	2	71	26	20	5	22	1.00	90.78	2.000	Friday	1
	136	Primary	N	8	1	4	0	2	0	1	0	10	1	5	0	0	1.00	51.50	2.000	Monday	3
	137	Secondary	N	62	12	15	5	12	3	3	2	74	15	18	7	12	1.00	1182.35	3.000	Friday	1
	138	Secondary	E	3	3	3	1	2	0	1	0	5	3	4	1	1	1.00	527.33	1.000	Monday	2
	139	Secondary	S	170	18	48	7	60	11	19	3	230	29	67	10	29	1.00	375.90	2.000	Friday	2
	140	Secondary	SE	70	14	19	4	29	17	5	3	99	31	24	7	16	1.00	176.23	2.000	Friday	1
	141	Secondary	SE	28	6	7	3	7	7	3	2	35	13	10	5	11	1.00	110.18	2.000	Friday	2
	142	Secondary	S	64	20	19	6	21	12	4	2	85	32	23	8	9	1.00	65.06	2.000	Friday	2
	143	Local	E	96	25	24	9	20	16	5	4	116	41	29	13	18	1.00	12074.42	1.000	Friday	1
	144	Local	NW	3	0	1	1	2	0	0	0	5	0	1	1	0	1.00	6050.52	1.000	Friday	1
	145	Local	N	84	19	17	1	28	11	3	5	112	30	20	6	11	1.00	3407.97	1.000	Friday	1
	146	Local	S	84	16	18	12	33	13	12	4	117	29	30	16	25	1.00	2005.43	1.000	Friday	2
	147	Local	N	26	4	15	2	4	1	0	1	30	5	15	3	2	1.00	1114.46	1.000	Tuesday	2
	148	Local	S	0	5	1	0	1	2	0	0	1	7	1	0	0	1.00	575.05	1.000	Friday	2
Franklin	149	Secondary	S	123	38	50	6	45	33	18	11	168	71	68	17	13	2.73	567.88	2.000	Monday	2
	150	Secondary	SW	3	2	2	1	0	3	0	0	3	5	2	1	1	2.73	233.38	1.000	Monday	2
	151	Secondary	N	91	33	34	13	51	34	15	11	142	67	49	24	24	2.73	134.91	2.000	Tuesday	2
	152	Secondary	NE	7	2	0	0	4	4	2	1	11	6	2	1	0	2.73	79.01	1.000	Monday	1
	153	Local	W	4	2	0	0	0	0	0	0	4	2	0	0	1	2.73	9569.41	1.000	Tuesday	2
	154	Local	N	11	5	2	0	2	3	1	0	13	8	3	0	4	2.73	1788.85	1.000	Tuesday	1
	155	Local	N	22	10	6	2	12	6	4	0	34	16	10	2	8	2.73	910.98	2.000	Tuesday	1
	156	Local	N	4	5	3	1	1	0	1	0	5	5	4	1	0	2.73	514.02	1.000	Monday	1

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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						
Bonneville	157	Primary	N	115	16	40	1	32	7	11	2	147	23	51	3	8	1.00	128.29	2,000	Monday	2
	158	Primary	S	44	7	22	7	6	3	3	0	50	10	25	7	7	1.00	50.98	2,000	Tuesday	3
	159	Primary	N	18	2	11	2	5	0	2	0	23	2	13	2	1	1.00	25.80	2,000	Saturday	2
	160	Primary	S	21	2	11	0	12	4	6	1	33	6	17	1	0	1.00	14.89	2,000	Monday	3
	161	Secondary	NE	45	2	16	0	22	6	13	0	67	8	29	0	4	1.00	2081.42	2,000	Saturday	1
	162	Secondary	SW	73	10	15	1	22	19	2	3	95	29	17	4	3	1.00	769.51	2,000	Tuesday	1
	163	Secondary	SW	68	10	30	4	22	9	5	0	90	19	35	4	8	1.00	426.19	2,000	Tuesday	1
	164	Secondary	NE	60	9	22	5	21	7	7	2	81	16	29	7	7	1.00	283.86	2,000	Saturday	1
	165	Secondary	N	80	12	35	6	22	19	6	6	102	31	41	12	4	1.00	209.43	2,000	Monday	2
	166	Secondary	NE	4	2	1	0	3	2	2	0	7	4	3	0	0	1.00	144.44	2,000	Saturday	1
	167	Secondary	N	66	18	8	1	29	24	3	8	95	42	11	9	1	1.00	101.72	2,000	Tuesday	1
	168	Local	N	31	6	6	0	8	6	2	1	39	12	8	1	3	1.00	25135.08	1,000	Monday	3
	169	Local	E	205	48	50	8	50	23	10	6	255	71	60	14	11	1.00	10672.52	2,000	Monday	1
	170	Local	N	10	3	4	0	7	2	3	1	17	5	7	1	0	1.00	6241.64	1,000	Saturday	2
	171	Local	N	102	14	28	7	19	10	6	2	121	24	34	9	7	1.00	4109.48	2,000	Monday	1
	172	Local	W	101	30	16	15	28	21	3	4	129	51	19	19	8	1.00	2615.45	1,000	Tuesday	2
	173	Local	E	48	10	12	5	14	6	4	2	62	16	16	7	1	1.00	1566.75	1,000	Tuesday	2
174	Local	NW	5	0	2	1	2	3	0	1	7	3	2	2	0	1.00	958.70	1,000	Saturday	2	
Fremont	175	Secondary	N	29	1	16	2	9	7	7	5	38	8	23	7	0	1.60	1116.28	1,000	Monday	2
	176	Secondary	SE	34	2	20	3	18	2	10	1	52	4	30	4	2	1.60	322.67	1,000	Monday	2
	177	Secondary	N	11	5	2	1	8	7	1	3	19	12	3	4	0	1.60	188.64	2,000	Monday	1
	178	Secondary	W	24	8	10	0	19	9	12	3	43	17	22	3	1	1.60	130.09	1,000	Monday	2
	179	Secondary	NE	37	12	7	4	16	15	7	5	53	27	14	9	1	1.60	80.51	2,000	Monday	1
	180	Secondary	SW	13	10	4	4	12	6	6	0	25	16	10	4	1	1.60	56.17	2,000	Monday	3