

Idaho Observational Seat Belt Survey

2025

Final Report

Prepared by the Office of Highway Safety

**IDAHO TRANSPORTATION DEPARTMENT
P.O. BOX 7129
Boise, Idaho 83707-1129
(208) 334-8100**

August 14, 2025

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 and 2023. Comparisons 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 28,536 vehicle occupants were observed. The total occupants observed were comprised of 22,905 drivers and 5,631 outboard passengers. Sixty-nine 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.

2025 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
87.0%	0.95%	85.2%	88.9%

2025 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	90.3%	0.4%	89.6%	91.1%
Secondary Roadway	86.5%	0.6%	85.3%	87.8%
Local Roadway	87.1%	1.1%	84.9%	89.2%

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

2025 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	87.0%	0.9%	85.2%	88.9%
Drivers	86.6%	1.0%	84.6%	88.6%
Passengers	88.5%	0.7%	87.1%	90.0%
Passenger Cars, Vans, & SUV's	90.4%	0.6%	89.2%	91.7%
Drivers	90.3%	0.7%	88.9%	91.6%
Passengers	90.9%	0.5%	89.9%	92.0%
Pick-Up Trucks	78.6%	1.8%	75.0%	82.2%
Drivers	77.7%	2.0%	73.9%	81.6%
Passengers	82.0%	1.4%	79.2%	84.8%

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 statistically significant in 2025.

2025 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	92.5%	81.4%	88.9%
2	93.4%	86.2%	90.8%
3	93.0%	86.6%	91.3%
4	85.6%	56.8%	74.6%
5	87.6%	72.6%	83.7%
6	86.9%	76.3%	84.3%
Statewide	90.4%	78.6%	87.0%

2025 Usage – Roadway Type by Vehicle Type

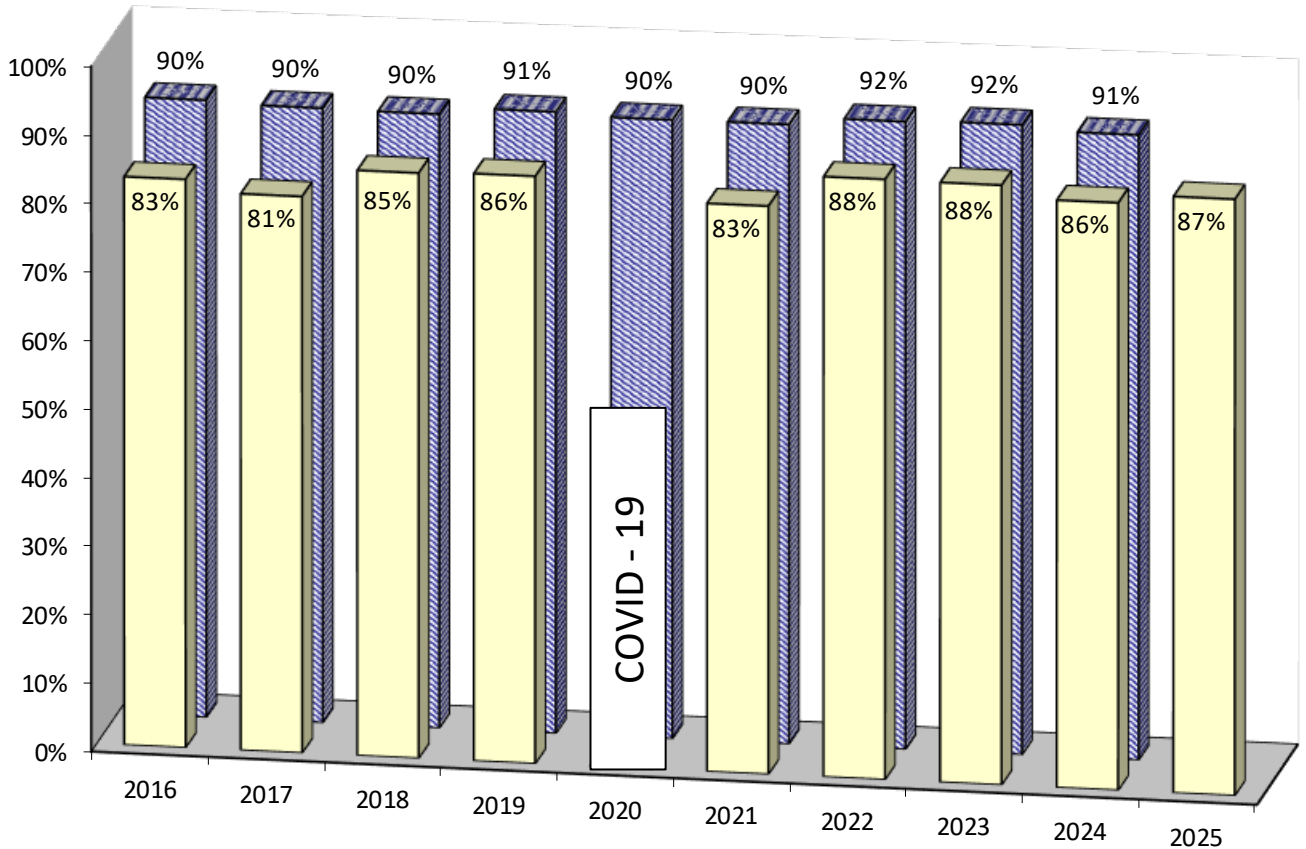
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	93.3%	83.8%	90.3%
Secondary Roadway	90.8%	77.2%	86.5%
Local Roadway	90.3%	78.8%	87.1%

2025 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	98.3%	95.3%	97.6%
Bannock	87.3%	74.1%	84.0%
Bingham	89.4%	67.9%	82.2%
Bonner	88.3%	75.4%	82.9%
Bonneville	87.0%	77.1%	84.6%
Canyon	89.9%	82.6%	87.9%
Cassia	84.6%	69.4%	79.2%
Elmore	98.5%	95.7%	97.5%
Fremont	84.1%	59.0%	75.5%
Jerome	83.2%	60.0%	75.3%
Kootenai	92.6%	81.6%	89.0%
Latah	96.9%	81.2%	92.6%
Nez Perce	89.3%	89.1%	89.2%
Payette	94.1%	82.6%	89.3%
Twin Falls	86.4%	54.0%	73.6%

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, in 2018, and in 2023. 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 2024 to 2025 the Idaho observed seat belt usage increased from 85.7% to 87.0%.

Observed Usage – Vehicle Type by Year

	2021	2022	2023	2024	2025	Ave Yearly Change 2021-2025
Passenger Vehicles	87.4%	89.6%	90.1%	88.7%	90.4%	-0.4%
Pickup Trucks	72.5%	82.3%	80.9%	77.8%	78.6%	-2.2%
Overall Usage	82.9%	87.6%	87.5%	85.7%	87.0%	-0.9%

Observed Usage - Transportation District by Year

	2021	2022	2023	2024	2025	Ave Yearly Change 2021-2025
District 1	85.1%	88.1%	91.0%	88.0%	88.9%	-1.9%
District 2	91.2%	83.7%	90.3%	90.3%	90.8%	0.2%
District 3	83.1%	93.5%	91.9%	88.5%	91.3%	-1.4%
District 4	69.8%	76.2%	78.6%	77.1%	74.6%	-2.4%
District 5	79.1%	74.4%	79.9%	77.7%	83.7%	0.7%
District 6	81.2%	79.1%	80.8%	84.4%	84.3%	3.0%

Observed Usage – County by Year

	2021	2022	2023	2024	2025	Ave Yearly Change 2021-2025
Ada	89.4%	97.4%	97.8%	99.3%	97.6%	0.4%
Bannock	83.3%	76.0%	80.0%	78.1%	84.0%	1.0%
Bingham			79.6%	76.4%	82.2%	
Bonner	82.5%	89.2%	80.4%	77.3%	82.9%	-0.1%
Bonneville	81.3%	79.1%	81.2%	84.8%	84.6%	2.8%
Canyon	78.0%	80.3%	88.2%	82.2%	87.9%	-2.2%
Cassia	60.3%	75.0%	74.4%	76.2%	79.2%	2.9%
Elmore	88.2%	93.6%	94.4%	97.5%	97.5%	2.2%
Franklin	66.2%	70.7%				
Fremont	73.4%	77.8%	67.0%	70.7%	75.5%	5.9%
Jerome	73.8%	81.6%	72.7%	83.7%	75.3%	6.8%
Kootenai	85.4%	88.0%	91.2%	88.3%	89.0%	-1.8%
Latah	86.9%	87.8%	88.2%	91.5%	92.6%	2.9%
Nez Perce	91.9%	82.9%	91.5%	89.6%	89.2%	-1.5%
Payette			87.8%	84.7%	89.3%	
Twin Falls	73.7%	74.9%	80.7%	75.7%	73.6%	-5.0%
Washington	78.4%	74.3%				

2025 Usage by Observation Site

County	Location	Designated Road		Intersection	2025 Usage	
Bonner	1	US 2	West Bound	State Ave/SH 41	86.2%	
	2	SH 41 (State Ave)	North Bound	US 2	79.9%	
	3	SH 200 (4th Ave)	West Bound (NWB)	Main St	63.7%	
	4	SH 200	West Bound	McGhee Rd	89.5%	
	5	US 95/US 2	South Bound	Kootenai Cutoff Rd/Schweitzer Basin Rd	90.8%	
	6	US 2	East Bound	SH 57	81.7%	
Kootenai	7	I-90	East Bound	Exit 22 SH 97/Harrison	83.3%	
	8	I-90	West Bound	Exit 2 Pleasant Valley Rd	95.7%	
	9	I-90	West Bound	Exit 13 4th St	89.2%	
	10	I-90	West Bound	Exit 28 4th of July Pass Recreation Area	54.5%	
	11	SH 54	West Bound	SH 41	80.9%	
	12	US 95	North Bound	Exit 446 Brunner Rd/Bunco Rd	94.7%	
	13	SH 53	East Bound	Ramsey Rd	92.7%	
	14	SH 97	South Bound	Pine St	100.0%	
	15	SH 53	West Bound	Meyer Rd	90.9%	
	16	US 95	North Bound	Prairie Ave	93.8%	
	17	US 95	South Bound	SH 58 Spokane/CDA Casino Exit	86.2%	
	18	US 95	South Bound	Hanley Ave	95.0%	
	19	Rockford Bay Rd	West Bound	US 95	84.5%	
	20	Hanley Ave	West Bound	Atlas Rd	94.5%	
	21	N Hauser Lake Rd	South Bound	SH 53	87.9%	
	22	Pointe Parkway	East Bound	Beck Rd	90.3%	
	23	11th St	South Bound	Mullan Ave	88.3%	
	24	N Chase Rd	North Bound	Poleline Ave	89.8%	
	25	Boekel Rd	East Bound	Meyer Rd	82.4%	
	Latah	26	SH 9	South Bound	SH 8	76.5%
		27	SH 8 (Main St)	West Bound (NWB)	4th St	89.4%
		28	SH 3 (Wyoming St)	North Bound	SH 8	84.0%
		29	SH 3 (Main St)	East Bound (NB)	6th St	100.0%
		30	US 95 (Main St)	South Bound	D St	91.9%
		31	SH 3 (1st Ave)	South Bound	Jct SH 3/SH 8	76.5%
32		US 95 (Jackson St)	South Bound	Sixth St	93.9%	
33		SH 99	North Bound	SH 8	91.7%	
34		SH 8 (Elk River Rd)	North Bound	Jct SH 3/SH 8	67.6%	
35		SH 8 (Pullman Rd)	West Bound	Warbonnet Dr	97.5%	
Nez Perce		36	Main St	West Bound	13th St	90.9%
		37	US 12 (Main St)	East Bound	21 st St	87.5%
		38	US 12 (Main St)	West Bound	18th St	94.7%
		39	SH 3	South Bound	US 12	71.4%
	40	Main St	East Bound	18th St	93.8%	
	41	SH 128 (NS Hwy)	East Bound	US 12	81.8%	
	42	US 12	South Bound (WB)	6th Ave	91.6%	
	43	Gifford Ruebens Rd	North Bound	US 12	70.6%	
	44	18th Ave	East Bound	8th St	81.3%	
	45	Lindsey Creek Rd	South Bound	Grelle Ave	93.1%	
	46	4th St	South Bound	11th Ave	66.7%	
	47	11th St	North Bound	Burrell Ave	71.4%	
	48	Burrell Ave	West Bound	Thain Rd	64.7%	
	49	Juniper Dr	South Bound	Stewart Ave	87.1%	

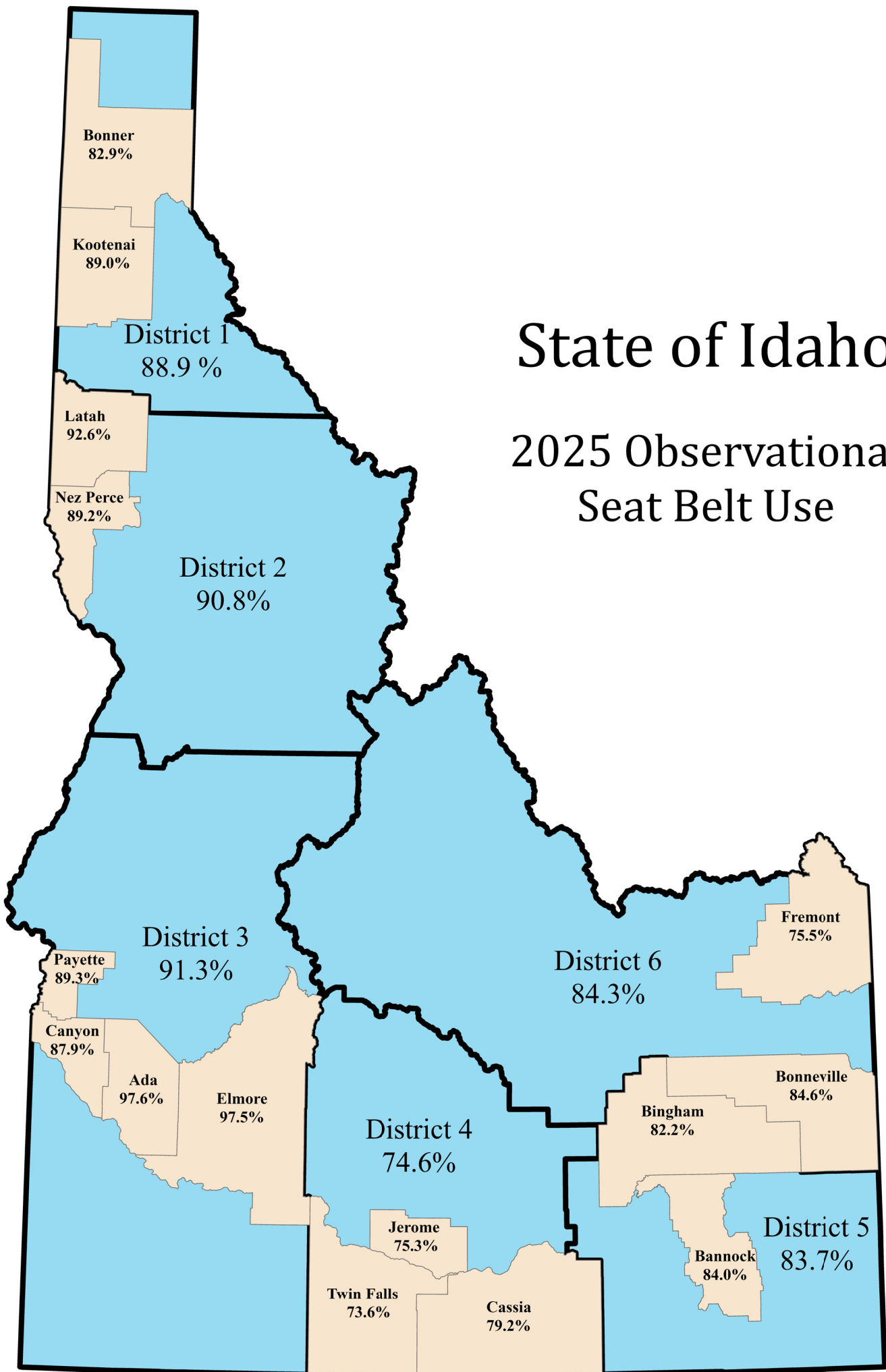
County	Location	Designated Road		Intersection	Usage
Canyon	50	I-84	East Bound	SH 55/Karcher Rd/Midland Blvd Exit 33	90.9%
	51	I-84	East Bound	City Center/10th Ave Exit 28	82.7%
	52	I-84	West Bound	SH 44/Middleton Exit 25	84.8%
	53	I-84	West Bound	N Franklin Blvd Exit 36	94.1%
	54	I-84 BL (Nampa Caldwell Blvd)	North-West Bound	Middleton Rd	87.3%
	55	I-84 BL (Garrity Blvd)	South-West Bound	Flamingo Ave	89.0%
	56	I-84 BL (Garrity Blvd)	East Bound	Kings Rd	87.6%
	57	SH 44	East Bound	Middleton Rd	86.9%
	58	I-84 BL (Caldwell Blvd)	South-East Bound	Canyon St	85.9%
	59	SH 44 (Star Blvd)	West Bound	Middleton Rd	88.9%
	60	I-84 BL (Garrity Blvd)	North-East Bound	39th St	89.3%
	61	SH 55 (Karcher Rd)	East Bound	Midway Rd	89.9%
	62	Southside Blvd	North Bound	Locust Ln	89.4%
	63	Purple Sage Rd	West Bound	Middleton Rd	89.5%
	64	Middleton Rd	North Bound	Flamingo Ave	89.4%
	65	Birch Ln	West Bound	Northside Blvd	90.4%
	66	Emmett Rd	South Bound	SH 44	78.5%
	67	Cherry Ln	East Bound	Garrity Blvd/Can Ada Rd	94.8%
	68	Ustick Rd	East Bound	Farmway Rd	75.8%
69	Roosevelt Ave	West Bound	Holly St	78.8%	
Payette	70	I-84	West Bound	US 30/New Plymouth Exit 9	91.4%
	71	I-84	East Bound	US 95/Payette/Parma Exit 3	90.5%
	72	SH 52	South Bound (EB)	Jet with SH 72	81.4%
	73	SH 72	West Bound	Jet US 30	87.3%
	74	US 95 (N Whitely Dr)	North Bound	US 30 (NW 16th St)	89.8%
	75	US 95 (N Whitely Dr)	South Bound	US 30 (NW 16th St)	87.9%
Ada	76	I-84	East Bound	S Eisenman Rd Exit 59A	100.0%
	77	I-84	East Bound	Mayfield/Orchard Exit 71	97.8%
	78	I-84	West Bound	Vista Ave/Boise Airport Exit 53	96.6%
	79	I-84	West Bound	SH 21/Idaho City/Gowen Rd Exit 57	97.4%
	80	SH 55 (Eagle Rd)	North Bound	Colchester Dr/Locust Grove Rd	99.7%
	81	SH 21 (Gowen Rd)	South Bound (WB)	Federal Way	99.2%
	82	SH 55	South Bound	Brookside Ln	99.8%
	83	US 20/26 (Myrtle St)	East Bound	Capitol Blvd	98.6%
	84	US 20/26 (Chinden Blvd)	East Bound	Cloverdale Rd	99.3%
	85	SH 44/SH 55	West Bound	Edgewood Ln	100.0%
	86	US 20/26 (Chinden Blvd)	West Bound	Linder Rd	97.2%
	87	SH 44	East Bound	Linder Rd	99.7%
	88	SH 16	South Bound	SH 44	100.0%
	89	US 20/26 (Broadway Ave)	North Bound	Beacon St	99.2%
	90	US 20/26 (Chinden Blvd)	West Bound	Maple Grove/Garret St	96.9%
	91	Columbia Rd	East Bound	Linder Rd	98.2%
	92	Park Ln	South Bound	Floating Feather Rd	100.0%
	93	Boise Ave	West Bound	Law Ave	95.7%
	94	Eagle Rd	North Bound	Beacon Light Rd	94.7%
	95	Irving St	West Bound	Curtis Rd	94.5%
	96	Deer Flat Rd	West Bound	Ten Mile Rd	99.0%
97	McMillan Rd	West Bound	Ten Mile Rd	99.6%	
98	Star Rd	South Bound	McMillan Rd	98.3%	
99	Black Cat Rd	South Bound	Ustick Rd	96.3%	
100	Ten Mile Rd	South Bound	Lake Hazel Rd	99.0%	
101	Milwaukee St	South Bound	Ustick Rd	97.8%	
Elmore	102	I-84	East Bound	Old Oregon Trail Road Exit 99	100.0%
	103	I-84	East Bound	Mountain Home/Fairfield Exit 95	100.0%
	104	SH 51	North Bound	Jet SH 51/SH 67 (Airbase Rd)	96.5%
	105	I-84 BL (Airbase Rd)	West Bound	5th West St	98.3%
	106	SH 67 (Airbase Rd)	East Bound	SH 51/Elmcrest St	98.3%
	107	SH 78	North Bound (EB)	Old US 30	91.3%

County	Location	Designated Road		Intersection	Usage
Jerome	108	I-84	East Bound	US 93 Twin Falls/Sun Valley Exit 173	88.9%
	109	I-84	East Bound	Ridgeway Rd Exit 194	94.4%
	110	SH 25 (Main St)	West Bound	100 E/Tiger Dr	87.6%
	111	SH 79 (Lincoln Ave)	North Bound	SH 25 (Main St)	79.6%
	112	Ave I	West Bound	SH 79 (Lincoln Ave)	56.7%
	113	Valley Rd	North Bound	SH 25	78.9%
Cassia	114	I-84	East Bound	Cotterel Rest Area (~MP 229)	82.4%
	115	I-84	West Bound	SH 25/SH77 Rupert/Declo Exit 216	87.3%
	116	SH 77 (Center St)	East Bound	SH 81 (Main St)	69.2%
	117	SH 81	North-West Bound	I-84 BL/US 30 (Main St)	70.7%
	118	I-84 BL/US 30 (Main St)	West Bound	Albion Ave	75.8%
	119	SH 27 (Overland Ave)	North Bound	16th St	83.8%
Twin Falls	120	US 93 BL (Blue Lakes Blvd)	North Bound	College Rd	91.8%
	121	SH 74 (Washington St/N 2900 E)	North Bound	Orchard Dr	90.8%
	122	US 30 (Kimberly Rd/E 3800 N)	West Bound	Hawkins Rd (N 3200 E)	73.6%
	123	US 93 (Poleline Rd)	East Bound	Grandview Dr	85.4%
	124	SH 74	West Bound	US 93	85.7%
	125	US 30 (E 4100 N)	West Bound	Clear Lakes Rd/Burley Ave	78.6%
	126	N 1500 E (Fair St)	North Bound	US 30 (Broadway/E4100 N)	88.9%
	127	Center St (E 3700 N)	East Bound	Emerald Dr	63.2%
	128	3500 E	South Bound	2900 N	66.7%
	129	Eastland Dr (3100 E)	South Bound	Orchard Dr (3700 N)	76.5%
	130	2500 E Rd	South Bound	3700 N Rd	84.6%
	131	Clear Lakes Rd (SH 46)	South Bound	Broadway Ave (US 30)	88.6%
	Bannock	132	I-15	South Bound	US 91 Downey/Preston Exit 36
133		I-15	North Bound	SH 40 Downey/Preston	83.3%
134		US 30 (Gould St)	East Bound	I-15 BL/US 30 (Yellowstone Ave)	89.0%
135		US 91 (Yellowstone Ave)	South Bound	New Day Parkway	87.1%
136		US 91 (Yellowstone Ave)	North Bound	Pole Line Rd	91.1%
137		I-15 BL (Alameda Rd/Pocatello Creek Rd)	East Bound	Hiline Rd/Jefferson Ave	94.0%
138		US 30	South-West Bound	Philbin Rd	90.1%
139		I-15 BL (Yellowstone Ave/Pocatello Ave)	North Bound	US 30 (Oak St/Gould Street)	86.1%
140		Hawthorne Rd	South Bound	Quinn Rd	84.3%
141		Fairway Dr	West Bound	Bench Rd	96.6%
142		Pole Line Rd	South-West Bound	US 91 (Yellowstone Ave)	84.4%
143		Main St/Hawthorne Rd	North Bound	Alameda Rd	78.5%
144		Philbin Rd	South Bound	US 30	No Vehicles
145		Inkom Rd (Jackson Creek Rd)	West Bound (NB)	Rapid Creek Rd	82.1%
Bingham	146	I-15	South Bound	US 26 Blackfoot/Aberdeen Exit 93	87.8%
	147	I-15	North Bound	US 91 Blackfoot Exit 89	95.8%
	148	I-15	North Bound	US 26 Blackfoot/Arco Exit 93	96.1%
	149	SH 39 (Main St)	North Bound	Washington Ave	67.4%
	150	US 26	East Bound	SH 39	85.5%
	151	US 91 (West Main St)	South Bound	Alice St	82.2%
	152	US 91 (State St)	North Bound	Center St	91.7%
	153	SH 39	North Bound	US 26	83.6%
	154	US 91 (West Main)	North Bound	Judicial St	82.1%
	155	I-15 BL (W Bridge St)	West Bound (NWB)	Meridian St	87.5%

County	Location	Designated Road		Intersection	Usage
Bonneville	157	I-15	North Bound	Osgood Area Exit 128	83.3%
	158	I-15	North Bound	US 20 (Grandview Dr) Exit 119	88.5%
	159	I-15	South Bound	W 65th S Shelly Exit 113	85.2%
	160	US 20 Bus (Holmes Ave)	North Bound	Iona Rd	83.1%
	161	US 26 (Yellowstone Hwy)	South Bound	Anderson Ave/Lincoln Rd	80.7%
	162	US 20 (Broadway St)	East Bound	Bellin Rd	74.6%
	163	US 20	West Bound (SB)	Riverside Dr/City Center Exit	83.9%
	164	US 91	North Bound	I-15 BL/US 26/Sunnyside Rd	89.7%
	165	US 26 (Yellowstone Hwy)	South Bound	Elva St	84.3%
	166	US 91 (Yellowstone Hwy)	North Bound	W 65th S St	86.0%
	167	US 20	North Bound	County Line Rd Exit 318	77.6%
	168	County Line Rd (E 145 N Rd)	West Bound	N Yellowstone Hwy	78.7%
	169	N 55th E (1st St)	South Bound	Owens Ave/ Iona Rd	74.1%
	170	E 49th S Rd	West Bound	Ammon Rd (97th S Rd)	81.8%
	171	Sunnyside Rd	East Bound	25th East	80.4%
	172	N 15th East (St. Leon Rd)	South Bound	US 26 (Yellowstone Hwy)	87.6%
	173	Woodruff Ave	North Bound	E 17th St	87.8%
174	E 17th St	West Bound	Woodruff Ave	91.5%	
Fremont	175	SH 32 (3600 E)	North Bound	SH 47 (E 1300 Rd N)	80.9%
	176	SH 47 (Main St/ E 1300 Rd N)	West Bound	US 20	91.4%
	177	US 20	South Bound (WB)	St Anthony Exit 346	63.6%
	178	US 20 Bus (S Bridge St)	South Bound	Main St	73.9%
	179	US 20	North Bound (EB)	St Anthony Exit 346	68.8%
	180	US 20 Bus (S Bridge St)	North Bound	Main St	79.6%

State of Idaho

2025 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	205	25	52	3	81	24	13	4	4	286	49	65	7	1.00	74.02	1.000	Thursday	2	
	2	Secondary	NW	58	6	7	0	40	17	6	5	13	98	23	13	5	1.00	364.44	1.000	Thursday	1	
	3	Secondary	NE	37	18	10	5	30	19	9	7	7	67	37	19	12	1.00	357.34	1.000	Thursday	6	
	4	Secondary	N	325	26	77	5	152	35	42	4	4	477	61	119	9	1.00	65.40	1.000	Thursday	5	
	5	Secondary	W	83	5	28	1	48	8	9	3	3	131	13	37	4	1.00	300.28	2.000	Thursday	4	
	6	Secondary	N	91	13	18	5	64	20	14	4	4	155	33	32	9	1.00	603.17	1.000	Thursday	3	
Kootenai	7	Primary	E	2	1	1	0	1	0	0	0	0	3	1	2	0	1.00	26.71	2.000	Wednesday	6	
	8	Primary	W	113	5	51	0	44	4	12	1	1	157	9	63	1	1.00	74.38	2.000	Sunday	5	
	9	Primary	E	113	11	20	0	41	9	7	2	2	154	20	27	2	1.00	293.67	2.000	Wednesday	2	
	10	Primary	W	5	2	1	1	0	1	0	1	1	5	3	1	5	1.00	70.24	2.000	Sunday	4	
	11	Secondary	N	62	11	15	6	43	10	7	3	3	105	21	22	9	1.00	40.52	1.000	Wednesday	3	
	12	Secondary	S	48	4	14	0	25	1	3	0	0	73	5	17	0	1.00	39.11	2.000	Wednesday	4	
	13	Secondary	S	86	4	22	0	59	10	10	0	0	145	14	32	0	1.00	103.14	1.000	Wednesday	5	
	14	Secondary	W	5	0	1	0	0	0	0	0	0	5	0	1	0	1.00	19.16	1.000	Wednesday	5	
	15	Secondary	N	138	11	22	0	60	12	10	0	0	198	23	32	0	1.00	161.82	1.000	Wednesday	2	
	16	Secondary	S	231	11	54	3	121	12	19	2	2	352	23	73	5	0.20	133.80	2.000	Wednesday	6	
	17	Secondary	N	24	4	14	1	11	3	7	1	1	35	7	21	2	1.00	48.79	2.000	Wednesday	4	
	18	Secondary	N	283	17	131	4	92	7	42	1	1	375	24	173	5	1.00	112.69	2.000	Sunday	3	
	19	Local	N	45	6	11	0	23	9	8	1	1	68	15	19	1	1.00	27184.99	1.000	Wednesday	3	
	20	Local	E	179	6	30	4	55	5	10	1	1	234	11	40	5	1.00	1999.89	1.000	Wednesday	7	
	21	Local	E	30	4	14	0	12	4	2	0	0	42	8	16	0	1.00	5736.82	1.000	Sunday	1	
	22	Local	W	70	8	31	1	27	5	11	1	1	97	13	42	2	1.00	26636.18	2.000	Sunday	6	
	23	Local	W	28	2	8	1	15	4	2	0	0	43	6	10	1	1.00	12311.64	1.000	Wednesday	1	
	24	Local	N	22	1	9	0	9	3	4	1	1	31	4	13	1	1.00	69269.91	1.000	Sunday	2	
	25	Local	N	43	6	5	3	19	6	8	1	1	62	12	13	4	1.00	6252.00	1.000	Wednesday	1	
	Latah	26	Secondary	E	10	1	3	0	10	5	3	2	2	20	6	6	2	1.24	111.49	1.000	Friday	3
		27	Secondary	E	46	0	12	1	29	8	6	2	2	75	8	18	3	1.24	2840.88	1.000	Wednesday	3
		28	Secondary	W	19	1	6	0	12	4	5	3	3	31	5	11	3	1.24	97.92	1.000	Friday	4
		29	Secondary	N	1	0	1	0	0	0	0	0	0	1	0	1	0	1.24	602.41	1.000	Friday	5
		30	Secondary	W	93	6	21	0	30	6	4	1	1	123	12	25	1	1.24	238.71	2.000	Wednesday	6
		31	Secondary	N	7	0	3	0	2	2	1	2	2	9	2	4	2	1.24	65.14	1.000	Friday	1
32		Secondary	E	239	11	66	0	58	12	8	1	1	297	23	74	1	1.24	489.29	3.000	Wednesday	4	
33		Secondary	S	6	0	1	0	4	1	0	0	0	10	1	1	0	1.24	251.52	1.000	Wednesday	2	
34		Secondary	S	7	1	5	0	8	6	3	4	4	15	7	8	4	1.24	53.81	1.000	Friday	2	
35		Secondary	S	151	3	30	1	41	1	12	1	1	192	4	42	2	1.24	143.61	2.000	Wednesday	5	
Nez Perce		36	Secondary	S	82	5	11	3	33	5	4	0	0	115	10	15	3	1.18	214.32	1.000	Friday	1
	37	Secondary	W	61	8	31	4	17	3	3	1	1	78	11	34	5	1.18	173.08	2.000	Saturday	6	
	38	Secondary	S	96	4	29	1	63	5	9	1	1	159	9	38	2	1.18	708.61	2.000	Friday	6	
	39	Secondary	S	1	1	0	1	2	0	2	0	0	3	1	2	1	1.18	60.16	1.000	Friday	6	
	40	Secondary	N	62	4	18	0	32	2	10	2	2	94	6	28	2	1.18	106.39	2.000	Friday	2	
	41	Secondary	E	14	5	7	1	17	2	7	2	2	31	7	14	3	1.18	1629.34	1.000	Saturday	5	
	42	Secondary	S	205	15	110	7	66	12	36	4	4	271	27	146	11	1.18	46.82	2.000	Saturday	4	
	43	Local	E	5	2	1	0	4	3	2	0	0	9	5	3	0	1.18	4784.15	1.000	Wednesday	1	
	44	Local	N	16	5	4	0	6	1	0	0	0	22	6	4	0	1.18	1117.67	1.000	Saturday	2	
	45	Local	W	10	1	1	0	12	1	4	0	0	22	2	5	0	1.18	12943.03	1.000	Friday	3	
	46	Local	E	1	1	0	0	1	0	0	0	0	2	1	0	0	1.18	1983.63	1.000	Saturday	1	
	47	Local	N	4	2	0	0	1	1	0	0	0	5	2	0	0	1.18	1109.65	1.000	Saturday	3	
	48	Local	NE	6	4	2	0	2	2	1	0	0	8	6	3	1	1.18	568.84	1.000	Friday	4	
49	Local	S	67	10	16	1	26	5	6	1	1	93	15	22	2	1.18	1019.61	1.000	Friday	5		

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period	
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers								
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained							
Canyon	50	Primary	NE	131	7	35	6	46	7	9	9	2	177	14	44	8	1.00	75.54	2.000	Monday	7	
	51	Primary	E	73	13	30	4	38	11	7	3	3	111	24	37	7	1.00	95.20	2.000	Thursday	6	
	52	Primary	E	16	3	3	0	9	2	0	0	0	25	5	3	0	1.00	21.60	2.000	Thursday	5	
	53	Primary	E	91	4	21	1	59	4	3	2	2	150	8	24	3	1.00	48.32	3.000	Thursday	2	
	54	Secondary	W	69	11	14	0	30	6	4	0	0	99	17	18	0	1.00	91.15	2.000	Monday	1	
	55	Secondary	E	164	17	36	8	55	13	13	1	1	219	24	49	9	1.00	241.54	2.000	Thursday	5	
	56	Secondary	N	153	15	27	3	49	13	5	2	2	202	28	32	5	1.00	456.14	2.000	Thursday	1	
	57	Secondary	W	148	14	38	2	59	21	13	1	1	207	35	51	4	1.00	79.82	1.000	Thursday	2	
	58	Secondary	SE	143	29	42	6	48	4	10	1	1	191	33	52	7	1.00	515.96	2.000	Monday	4	
	59	Secondary	W	114	6	30	1	76	17	20	6	6	190	23	50	7	1.00	107.27	1.000	Thursday	1	
	60	Secondary	E	283	29	51	7	98	15	10	2	2	381	44	61	9	1.00	169.06	2.000	Thursday	6	
	61	Secondary	W	203	15	58	5	84	20	28	2	2	287	35	86	7	1.00	47.95	2.000	Monday	2	
	62	Local	N	54	5	17	1	16	5	6	0	0	70	10	23	1	1.00	2180.06	1.000	Monday	6	
	63	Local	S	29	1	12	0	8	4	2	1	1	37	5	14	1	1.00	654.52	1.000	Thursday	3	
	64	Local	NE	238	24	69	6	79	16	20	2	2	317	40	89	8	1.00	18859.66	1.000	Monday	3	
	65	Local	SE	69	4	13	1	27	6	4	1	1	96	10	17	2	1.00	1023.08	1.000	Thursday	3	
	66	Local	SE	47	9	10	2	25	10	10	2	2	72	19	12	4	1.00	20206.66	1.000	Thursday	4	
	67	Local	S	98	7	21	0	35	1	10	1	1	133	8	31	1	1.00	13111.44	1.000	Thursday	4	
	68	Local	W	56	14	17	6	17	7	4	4	3	73	21	21	9	1.00	5291.37	1.000	Thursday	7	
69	Local	E	18	6	2	0	5	1	1	0	0	23	7	3	0	1.00	4307.56	1.000	Monday	5		
Payette	70	Secondary	E	35	0	6	1	9	4	3	0	0	44	4	9	1	1.88	5.65	2.000	Monday	6	
	71	Secondary	S	131	8	30	1	53	12	6	2	2	184	20	36	3	1.88	67.83	2.000	Monday	1	
	72	Secondary	N	22	2	5	1	19	6	2	2	2	41	8	7	3	1.88	28.91	1.000	Monday	4	
	73	Secondary	E	41	7	16	1	27	5	12	1	1	68	12	28	2	1.88	364.14	1.000	Monday	5	
	74	Secondary	N	125	5	33	2	81	21	25	2	2	206	26	58	4	1.88	295.52	2.000	Monday	2	
	75	Secondary	N	53	3	10	3	24	7	7	0	0	77	10	17	3	1.88	74.81	2.000	Monday	3	
	Ada	76	Primary	N	39	0	9	0	16	0	2	0	0	55	0	11	0	1.00	15.13	2.000	Monday	3
		77	Primary	E	13	1	7	0	19	0	5	0	0	32	1	12	0	1.00	9.67	3.000	Wednesday	1
		78	Primary	E	52	2	10	0	20	1	3	0	0	72	3	13	0	1.00	104.26	3.000	Friday	1
		79	Primary	W	22	1	5	0	9	0	1	0	0	31	1	6	0	1.00	18.20	2.000	Monday	1
80		Secondary	E	415	0	81	1	163	0	24	1	1	578	0	105	2	1.00	59.54	2.000	Monday	3	
81		Secondary	W	138	1	21	0	70	1	7	0	0	208	2	28	0	1.00	144.48	2.000	Monday	2	
82		Secondary	E	224	0	58	0	119	1	24	0	0	343	1	82	0	1.00	13.70	1.000	Monday	1	
83		Secondary	W	167	2	20	0	23	1	1	0	0	190	3	21	0	1.00	112.04	4.000	Monday	6	
84		Secondary	E	172	2	26	0	62	0	10	0	0	234	2	36	0	1.00	99.38	2.000	Monday	4	
85		Secondary	S	153	0	27	0	98	0	16	0	0	251	0	43	0	1.00	32.91	2.000	Monday	2	
86		Secondary	E	129	3	29	1	44	2	10	0	1	173	5	39	1	1.00	31.73	2.000	Friday	3	
87		Secondary	S	174	0	47	0	61	1	14	0	0	235	1	61	0	1.00	21.62	2.000	Friday	2	
88		Secondary	N	52	0	15	0	33	0	6	0	0	85	0	21	0	1.00	35.45	2.000	Friday	1	
89		Secondary	S	188	2	24	0	42	0	2	0	0	230	2	26	0	1.00	91.90	2.000	Monday	5	
90		Secondary	W	261	5	32	2	77	5	9	0	0	338	10	41	2	1.00	38.21	2.000	Monday	5	
91		Local	S	159	1	36	0	65	3	10	1	1	224	4	46	1	1.00	4555.73	1.000	Friday	4	
92		Local	NW	27	0	12	0	17	0	4	0	0	44	0	16	0	1.00	3148.07	1.000	Friday	4	
93		Local	W	151	4	28	0	19	3	4	2	2	170	7	32	2	1.00	4897.11	2.000	Monday	4	
94		Local	NW	30	2	11	1	11	0	2	0	0	41	2	13	1	1.00	7732.82	1.000	Friday	6	
95		Local	S	35	1	4	1	10	1	3	0	0	45	2	7	1	1.00	1585.43	1.000	Monday	7	
96		Local	SE	114	1	22	0	43	1	12	0	0	157	2	34	0	1.00	8304.32	1.000	Friday	5	
97		Local	N	177	0	28	1	51	0	10	0	0	228	0	38	1	1.00	1050.54	1.000	Friday	4	
98		Local	E	117	0	32	0	72	3	15	1	1	189	3	47	1	1.00	603.71	1.000	Friday	2	
99		Local	E	44	1	13	0	17	1	4	1	1	61	2	17	1	1.00	1783.15	1.000	Friday	3	
100		Local	N	215	4	58	0	88	0	22	0	0	303	4	80	0	1.00	1979.67	1.000	Friday	6	
101		Local	W	114	3	31	0	26	1	6	0	0	140	4	37	0	1.00	2070.76	1.000	Monday	6	
Elmore		102	Primary	E	5	0	2	0	4	0	0	0	0	9	0	2	0	1.71	70.12	2.000	Wednesday	6
		103	Primary	SW	29	0	8	0	15	0	4	0	0	44	0	12	0	1.71	278.85	2.000	Wednesday	2
		104	Secondary	E	58	1	13	0	32	3	8	0	0	90	4	21	0	1.71	1226.96	1.000	Wednesday	4
		105	Secondary	N	93	0	23	1	45	1	9	1	1	138	2	32	2	1.71	94.26	2.000	Wednesday	3
		106	Secondary	NE	91	2	21	1	48	0	9	0	0	139	2	30	1	1.71	181.66	2.000	Wednesday	5
	107	Secondary	W	4	1	4	0	12	1	1	1	0	16	2	5	0	1.71	189.38	1.000	Wednesday	7	

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						
Jerome	108	Primary	N	3	0	0	0	5	1	0	0	0	8	1	0	0	2.38	88.64	2.000	Thursday	1
	109	Primary	W	9	0	0	0	7	1	1	0	16	1	1	1	0	2.38	26.50	2.000	Tuesday	5
	110	Secondary	E	35	4	4	0	33	7	6	0	68	11	10	10	0	2.38	849.01	1.000	Thursday	2
	111	Secondary	W	47	8	9	0	19	12	3	0	66	20	12	12	0	2.38	896.14	2.000	Thursday	3
	112	Local	N	8	7	5	1	3	5	1	0	11	12	6	6	1	2.38	3966.27	1.000	Thursday	4
	113	Local	E	9	1	4	0	2	3	0	0	11	4	4	4	0	2.38	7365.82	1.000	Tuesday	6
	114	Primary	W	6	0	1	0	7	2	0	1	13	2	1	1	1	2.34	99.25	2.000	Wednesday	1
	115	Primary	N	29	3	16	0	12	5	5	1	41	8	21	1	1	2.34	78.16	2.000	Wednesday	3
	116	Secondary	E	4	2	1	0	3	2	1	0	7	4	2	2	0	2.34	41.57	1.000	Wednesday	2
	117	Secondary	E	77	16	12	8	45	28	6	6	122	44	18	14	8	2.34	143.32	2.000	Wednesday	4
	118	Secondary	W	59	18	12	3	39	13	6	3	98	31	18	6	1	2.34	406.00	2.000	Wednesday	5
	119	Secondary	S	119	13	27	3	44	18	6	4	163	31	33	7	2	2.34	371.64	2.000	Wednesday	6
	Twin Falls	120	Secondary	N	201	16	62	4	57	9	16	1	258	25	78	5	8	1.00	237.05	2.000	Thursday
121		Secondary	E	128	9	24	1	29	7	6	6	157	16	30	3	6	1.00	1109.28	1.000	Tuesday	6
122		Secondary	S	48	10	8	0	29	19	4	3	77	29	12	3	4	1.00	4837.71	2.000	Tuesday	1
123		Secondary	S	91	8	18	4	41	13	8	2	132	21	26	6	3	1.00	45.73	2.000	Thursday	5
124		Secondary	N	3	1	1	0	1	0	1	0	4	1	2	0	0	1.00	192.63	1.000	Tuesday	4
125		Secondary	N	14	2	1	1	7	3	0	0	21	5	1	1	0	1.00	146.08	1.000	Tuesday	1
126		Local	NW	16	2	3	0	12	2	1	0	28	4	4	0	0	1.00	7935.72	1.000	Tuesday	3
127		Local	SE	30	5	5	2	6	15	2	3	36	20	7	5	2	1.00	30117.41	1.000	Tuesday	2
128		Local	W	0	1	0	0	1	0	1	0	1	1	1	0	0	1.00	663.33	1.000	Tuesday	3
129		Local	SW	33	8	10	0	31	15	4	1	64	23	14	1	5	1.00	1409.11	1.000	Tuesday	4
130		Local	E	8	0	2	1	1	1	0	0	9	1	2	1	0	1.00	3263.95	1.000	Tuesday	5
131		Local	W	32	3	5	0	23	5	2	0	55	8	7	0	3	1.00	8216.61	1.000	Tuesday	2
Bannock		132	Primary	W	37	4	17	1	12	2	5	1	49	6	22	2	4	1.00	759.40	2.000	Thursday
	133	Primary	S	16	0	6	0	2	4	1	1	18	4	7	1	0	1.00	99.18	2.000	Thursday	3
	134	Secondary	N	98	11	18	2	28	6	10	0	126	17	28	2	5	1.00	204.71	2.000	Monday	1
	135	Secondary	S	68	9	12	2	41	8	7	0	109	17	19	2	5	1.00	42.95	1.000	Monday	2
	136	Secondary	N	146	12	34	2	43	9	11	0	189	21	45	2	6	1.00	149.33	2.000	Monday	2
	137	Secondary	N	154	10	35	0	40	4	5	1	194	14	40	1	3	1.00	1857.20	2.000	Thursday	6
	138	Secondary	E	49	6	17	1	19	2	6	1	68	8	23	2	4	1.00	26.24	1.000	Monday	6
	139	Secondary	S	214	30	64	6	45	18	19	1	259	48	83	7	3	1.00	108.94	2.000	Thursday	4
	140	Local	SE	88	16	23	2	32	8	2	1	120	24	25	3	4	1.00	1954.95	1.000	Monday	4
	141	Local	SE	21	0	3	0	4	1	0	0	25	1	3	0	1	1.00	1925.63	1.000	Monday	1
	142	Local	S	27	4	5	0	6	3	0	0	33	7	5	0	1	1.00	1114.34	1.000	Monday	3
	143	Local	E	107	19	25	5	31	16	5	6	138	35	30	11	4	1.00	8337.51	1.000	Thursday	5
	144	Local	NW	0	0	0	0	0	0	0	0	0	0	0	0	0	1.00	8544.96	1.000	Monday	5
	145	Local	N	43	9	5	1	13	4	3	0	56	13	8	1	6	1.00	13609.58	1.000	Thursday	1
	Bingham	146	Primary	S	80	5	23	2	15	10	4	0	95	15	27	2	4	1.00	12.68	2.000	Friday
147		Primary	N	43	2	13	1	26	1	10	0	69	3	23	1	1	1.00	158.03	2.000	Monday	3
148		Primary	S	121	2	40	1	47	5	13	1	168	7	53	2	5	1.00	14.05	2.000	Friday	1
149		Secondary	S	26	8	5	2	20	15	7	3	46	23	12	5	2	1.00	1505.88	1.000	Friday	5
150		Secondary	SW	154	17	28	2	63	20	8	4	217	37	36	6	7	1.00	15.60	2.000	Monday	6
151		Secondary	N	97	12	17	0	33	17	5	4	130	29	22	4	5	1.00	1601.47	2.000	Friday	2
152		Secondary	NE	112	9	37	3	44	7	18	0	156	16	55	3	2	1.00	94.85	2.000	Friday	3
153		Secondary	W	44	4	13	1	28	11	7	2	72	15	20	3	4	1.00	80.29	2.000	Friday	6
154		Secondary	N	57	5	16	2	21	13	2	1	78	18	18	3	3	1.00	107.01	2.000	Monday	4
155		Secondary	N	141	17	34	2	45	11	5	2	186	28	39	4	6	1.00	344.51	2.000	Monday	5

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						
Bonneville	156	Primary	N	14	2	4	0	9	4	3	0	23	6	7	0	1.00	14.88	2.000	Saturday	1	
	157	Primary	N	13	1	3	0	6	2	1	0	19	3	4	0	1.00	1125.12	2.000	Wednesday	1	
	158	Primary	S	164	17	45	8	90	21	23	10	254	38	68	18	1.00	106.19	2.000	Tuesday	6	
	159	Primary	N	85	11	29	3	37	12	11	7	122	23	40	10	1.00	12.01	2.000	Tuesday	4	
	160	Secondary	S	92	12	46	2	49	25	14	9	141	37	60	11	1.00	147.92	2.000	Saturday	2	
	161	Secondary	NE	68	15	20	6	37	21	10	4	105	36	30	10	1.00	45.78	2.000	Tuesday	7	
	162	Secondary	SW	58	11	15	3	14	4	7	0	72	15	22	3	1.00	306.07	2.000	Tuesday	5	
	163	Secondary	SW	70	9	21	1	17	3	5	0	87	12	26	1	1.00	5539.63	2.000	Wednesday	4	
	164	Secondary	NE	34	7	8	1	13	3	4	0	47	10	12	1	1.00	98.51	2.000	Tuesday	2	
	165	Secondary	N	131	23	53	14	78	11	38	1	209	34	91	15	1.00	242.66	2.000	Saturday	3	
	166	Secondary	NE	67	13	14	2	20	10	3	5	87	23	17	7	1.00	392.43	2.000	Tuesday	3	
	167	Secondary	N	65	16	12	1	28	12	6	1	93	28	18	2	1.00	73.40	2.000	Wednesday	3	
	168	Local	N	42	6	9	2	19	18	10	2	61	24	19	4	1.00	391.55	1.000	Wednesday	2	
	169	Local	E	24	3	5	1	5	3	2	1	29	6	7	2	1.00	3357.22	1.000	Wednesday	6	
	170	Local	N	74	13	31	7	17	9	5	2	91	22	36	9	1.00	20179.25	1.000	Saturday	6	
	171	Local	N	132	12	48	8	31	8	16	4	163	20	64	12	1.00	3429.91	2.000	Saturday	5	
	172	Local	W	162	10	49	9	49	14	7	4	211	24	56	13	1.00	10195.18	1.000	Wednesday	5	
173	Local	E	85	6	13	2	18	3	3	0	103	9	16	2	1.00	4570.81	2.000	Tuesday	1		
174	Local	NW	114	24	63	16	43	11	22	6	157	35	85	22	1.00	6818.99	2.000	Saturday	4		
Fremont	175	Secondary	N	30	1	23	0	9	5	2	0	39	6	25	0	1.00	1430.70	1.000	Wednesday	2	
	176	Secondary	SE	2	1	0	0	3	2	2	1	5	3	2	1	1.00	56.43	1.000	Wednesday	3	
	177	Secondary	N	23	4	8	1	15	11	5	2	38	15	13	3	1.00	108.67	2.000	Wednesday	4	
	178	Secondary	W	81	24	22	7	39	28	8	9	120	52	30	16	1.00	615.22	1.000	Wednesday	5	
	179	Secondary	NE	55	9	21	3	32	13	9	5	87	22	30	8	1.00	344.45	2.000	Wednesday	1	
	180	Secondary	SW	111	33	36	7	34	38	10	6	145	71	46	13	1.00	635.29	1.000	Wednesday	6	