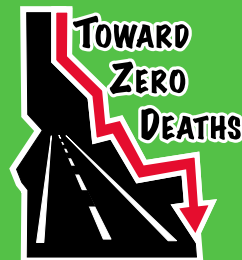


2013 Observational Seat Belt Survey



8 out of 10 Idahoans
Buckle Up.

Do you?



Idaho Observational Seat Belt Survey

2013

Final Report

Prepared by the Office of Highway Safety

**IDAHO TRANSPORTATION DEPARTMENT
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February 13, 2014

Background

The National Highway Traffic Safety Administration’s (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in April of 2011. An entirely new survey design was accepted as fully compliant with the Uniform Criteria and implemented for the 2013 observational survey. Comparisons of 2013 and future surveys to historical data (1986 – 2012 surveys) should be made with caution as the new methodology differs from the previous methodologies and survey designs.

A total of 32,251 vehicle occupants, comprised of 25,597 drivers and 6,654 outboard passengers, were observed. 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 the usage was virtually the same for both groups of vehicles in the past.

2013 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
81.6%	1.4%	75.6%	87.6%

The standard error did not quite meet the precision requirement of the Uniform Criteria; Idaho will be modifying the survey design to increase the precision and resubmitting the modified design to NHTSA for approval.

2013 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	87.5%	1.2%	84.7%	90.3%
Secondary Roadway	78.7%	1.3%	75.8%	81.6%
Local Roadway	81.8%	1.5%	78.4%	85.1%

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

2013 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	81.6%	1.4%	78.4%	84.8%
Drivers	81.5%	1.3%	78.5%	84.6%
Passengers	82.0%	1.9%	77.7%	86.2%
Passenger Cars, Vans, & SUV's	84.4%	1.3%	81.4%	87.4%
Drivers	84.4%	1.3%	81.5%	87.4%
Passengers	84.3%	1.5%	80.8%	87.7%
Pick-Up Trucks	73.5%	2.7%	67.4%	79.5%
Drivers	73.2%	2.4%	67.8%	78.6%
Passengers	74.7%	4.3%	65.0%	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 vehicles is not statistically significant.

2013 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	75.7%	65.3%	72.3%
2	86.9%	79.0%	85.0%
3	87.1%	81.7%	85.8%
4	79.9%	61.9%	74.2%
5	81.0%	82.0%	81.2%
6	83.3%	59.2%	76.8%
Statewide	84.4%	73.5%	81.6%

2013 Usage – Roadway Type by Vehicle Type

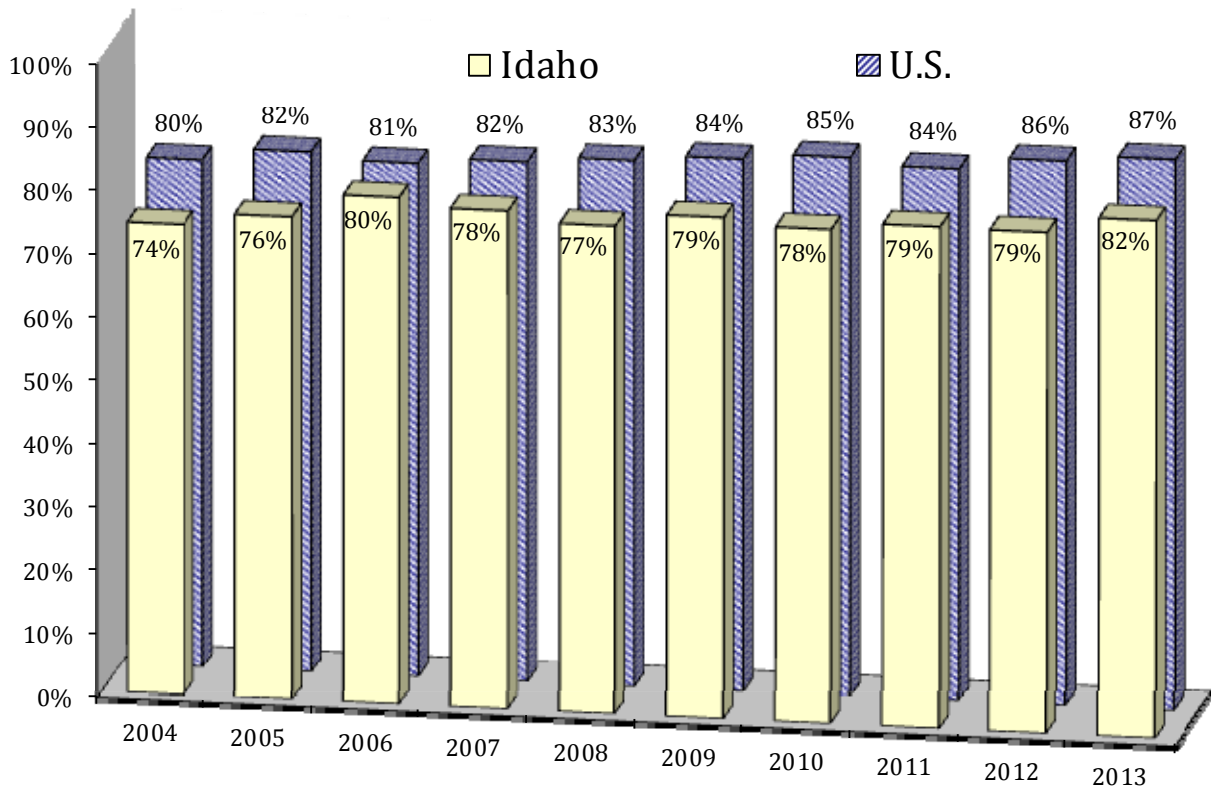
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	89.0%	83.2%	87.5%
Secondary Roadway	82.6%	69.1%	78.7%
Local Roadway	84.5%	73.8%	81.8%

2013 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	94.2%	85.2%	92.2%
Bannock	80.9%	82.1%	81.2%
Bingham	81.8%	79.5%	81.0%
Bonner	79.6%	75.6%	78.3%
Bonneville	83.4%	59.4%	76.9%
Canyon	81.3%	81.8%	81.4%
Elmore	89.8%	82.8%	88.2%
Gem	76.3%	55.5%	68.8%
Gooding	76.6%	62.8%	71.2%
Kootenai	75.4%	64.5%	71.8%
Latah	86.0%	60.9%	78.1%
Madison	78.4%	51.1%	71.6%
Minidoka	78.4%	56.3%	71.6%
Nez Perce	87.0%	80.7%	85.5%
Payette	92.1%	80.2%	88.3%
Twin Falls	82.0%	64.4%	76.9%

Seat Belt Usage Trends

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



The survey design has been changed a couple of times, in 1998 and in 2013, since it was originally designed in 1986. Comparisons of surveys from different design periods (1986 – 1997; 1998-2012; 2013-???) should be made conservatively, as the methodologies may differ greatly. The U.S. observed usage is calculated from the observed usage rates in each state and is obtained from the National Center for Statistics and Analysis.

There was a change to the legislation regarding seat belt use (Idaho Code 49-673) that took effect July 1st, 2003. The observational survey was done after the law took effect in 2003.

From 2012 to 2013 the Idaho observed seat belt usage increased slightly from 79.0% to 81.6%. This increase may be due entirely to the change in methodology.

Observed Usage - Transportation District by Year

	2009	2010	2011	2012	2013	Ave Yearly Change 2009-2013
District 1	77.2%	71.1%	71.7%	71.8%	72.3%	-1.6%
District 2	82.8%	87.4%	86.2%	86.1%	85.0%	0.7%
District 3	90.7%	93.2%	93.4%	93.1%	85.8%	-1.3%
District 4	70.3%	71.0%	66.7%	66.0%	74.2%	1.6%
District 5	64.7%	62.6%	60.6%	64.3%	81.2%	6.5%
District 6	66.7%	64.3%	68.0%	70.9%	76.8%	3.7%

Observed Usage – County by Year

	2009	2010	2011	2012	2013	Ave Yearly Change 2009-2013
Ada	94.0%	96.9%	95.5%	94.7%	92.2%	-0.5%
Bannock	66.7%	65.5%	62.2%	67.2%	81.2%	5.5%
Bingham	58.0%	54.2%	55.0%	57.0%	81.0%	10.2%
Blaine	69.9%	79.1%	71.4%	71.2%		
Bonner	71.1%	74.0%	66.9%	71.0%	78.3%	2.7%
Bonneville	65.0%	65.2%	67.3%	67.3%	76.9%	4.5%
Canyon	87.7%	90.2%	92.7%	94.2%	81.4%	-1.6%
Cassia	65.6%	60.7%	56.5%	57.8%		
Elmore	72.2%	72.3%	72.8%	76.4%	88.2%	5.3%
Gem					68.8%	
Gooding					71.2%	
Kootenai	82.2%	70.2%	75.8%	72.3%	71.8%	-3.0%
Latah	80.3%	84.7%	81.0%	85.4%	78.1%	-0.5%
Madison	68.8%	63.2%	68.6%	74.4%	71.6%	1.3%
Minidoka	66.1%	67.3%	66.1%	60.5%	71.6%	2.5%
Nez Perce	84.0%	89.0%	88.6%	86.5%	85.5%	0.5%
Payette	88.5%	91.3%	92.6%	92.4%	88.3%	0.0%
Twin Falls	75.5%	76.6%	69.1%	73.6%	76.9%	0.7%

Observed Usage – Vehicle Type by Year

	2009	2010	2011	2012	2013	Ave Yearly Change 2009-2013
Passenger Cars *	82.7%	80.2%	81.0%	81.3%	84.4%	0.5%
SUV's/Vans	84.5%	82.3%	83.4%	82.9%		-0.6%
Pickup Trucks	67.3%	68.3%	71.2%	70.8%	73.5%	2.2%
Overall Usage	79.2%	77.9%	79.1%	79.0%	81.6%	0.8%

* Passenger Cars, Vans, and SUV's were combined into one category beginning with the 2013 survey

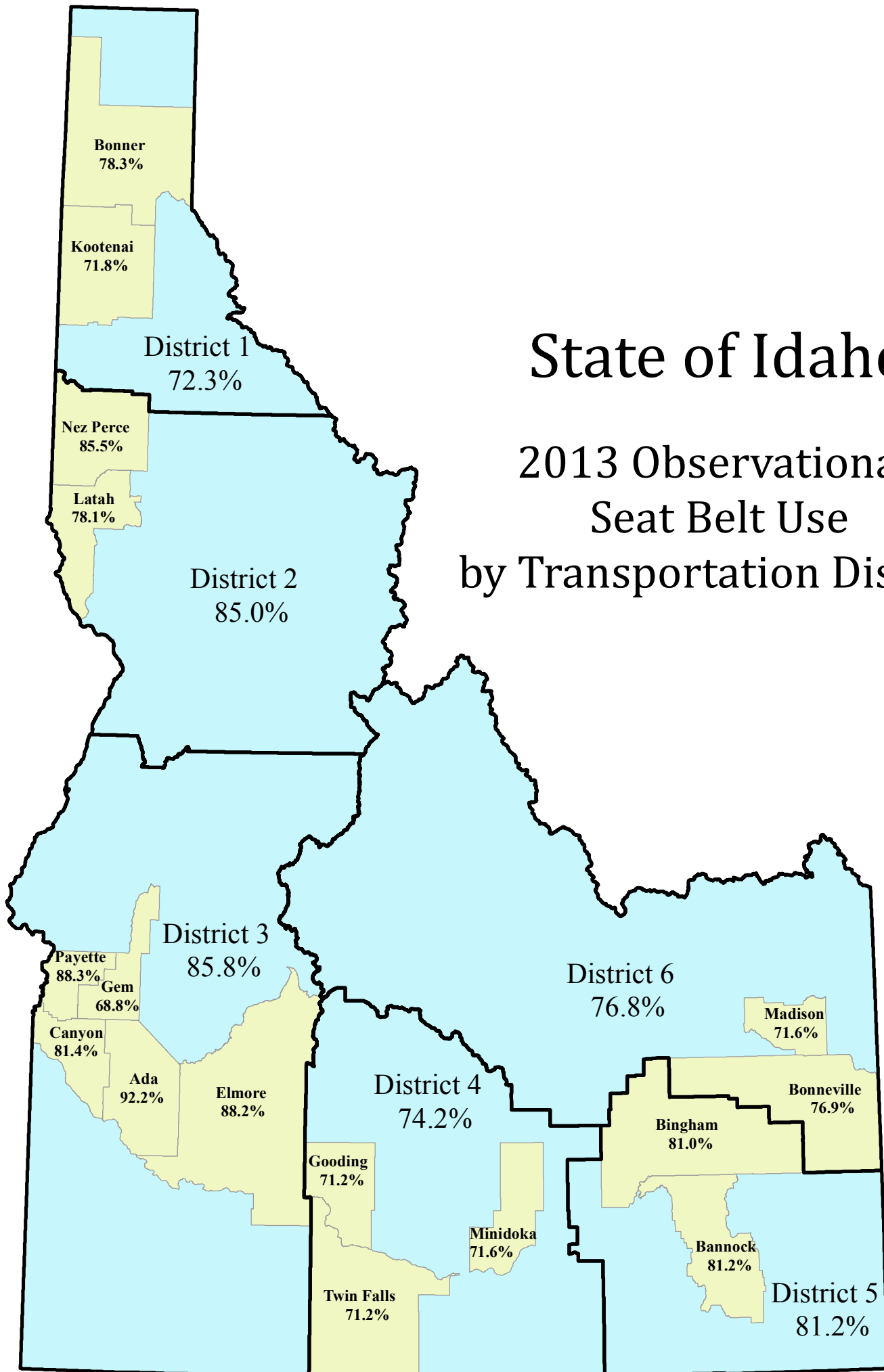
2013 Usage by Observation Site

County	Location	Designated Road	Intersection	Usage
Kootenai	1	I-90	Exit # 34 (SH 3)	88.5%
	2	I-90	Exit # 22 (SH 97)	83.7%
	3	SH 97	Pullout ~600 ft south of IC 22 - at end of guardrail	89.8%
	4	SH 3	Jct with SH 97/SH 3	90.0%
	5	SH 41	Jct with SH 53 (Signal)	79.3%
	6	US 95	at Honeysuckle Ave	79.9%
	7	SH 54 (Smylie Blvd)	Jct with US 95 (Signal)	66.5%
	8	W Kid Island Bay Rd	at US 95 (Stop Sign)	83.5%
	9	Ramsey Rd	at SH 53 (Stop Sign)	55.2%
	10	N Syringa St	at 16th Ave (in between Greensferry & Idaho St)	82.1%
	11	Bosanko Ave	at US 95 (Signal) -Hippo Car Wash on the corner	75.5%
	12	Hayden Ave	at US 95 (Signal)	70.6%
Bonner	13	US 2 (Albeni Rd)	at SH 57 (9th ST) (signal)	74.3%
	14	US 95	Superior St Exit on the south end of the Byway (Signal)	83.8%
	15	US 95	at Kootenai Cutoff/Schweitzer Cutoff (Signal)	73.9%
	16	US 2 (Albeni Rd)	at SH 57 (signal)	81.8%
	17	US 95	at Kootenai Cutoff/Schweitzer Cutoff (Signal)	74.3%
	18	9th St (SH 57)	at US 2 (Albeni Rd)	79.7%
	19	US 2	at Division Ave	84.5%
	20	SH 200	at McGhee Rd	72.3%
	21	SH 200	at McGhee Rd	80.4%
	22	US 2 (N 5th Ave)	at Larch St	74.9%
Latah	23	Elk River Rd (SH 8)	at Jct SH8/SH3 (Stop Sign)	83.3%
	24	SH 3	at Jct SH8 (Elk River Rd)/SH3 (1st Ave) (Stop Sign)	73.1%
	25	SH 8	at Blaine St (Signal)	86.5%
	26	SH 3 (1st Ave)	at Jct SH8/SH3 (Stop Sign)	66.7%
	27	SH 9	at Jct with SH 8	60.9%
	28	SH 8	at Blaine St (Signal)	77.7%
	29	SH 99	at Jct with SH 8	93.3%
	30	SH 6	at Jct with US 95	73.4%
	31	US 95 (Main St)	at D Street	79.4%
	32	SH 3 (Wyoming St)	at Jct SH8/SH3 (2nd Ave) (Stop Sign)	71.1%
Nez Perce	33	SH 3	at Jct with US 12 (Stop Sign)	75.0%
	34	SH 128 (Down River Rd)	at Jct to East Bound US 12 (Stop Sign)	90.0%
	35	US 12	at 3rd Ave N	94.3%
	36	Main St (US 12)	at 18th St	82.5%
	37	D Street (US 12)	at 5th St	84.5%
	38	540 Rd N (Waha Rd)	at 505 Rd E (Tammy Creek Rd)	87.3%
	39	350 Rd N (Cottonwood Creek Rd/Gifford Ruebens Rd)	at US 12	90.9%
	40	Grelle Ave	at Thain Rd	76.6%
	41	Burrell Ave	at Thain Rd	85.6%
	42	9th St	at Main St (US 12)	85.9%

County	Location	Designated Road	Intersection	Usage	
Canyon	43	I-84	Exit #29 Franklin Road	84.6%	
	44	I-84	Exit #38 Garrity Blvd	80.7%	
	45	US 95	at Jct US 20/26 (Stop Sign)	80.2%	
	46	Nampa Blvd (SH 55)	at 6th St N/Shannon Drive (Near IC #35 - Northside Blvd)	73.7%	
	47	Cleveland Blvd (I-84 BL)	at Happy Day Blvd/Laster St (SE of Ustick)	85.3%	
	48	Grove St (US 20/26/95)	Between Roswell Blvd & North 4th Street (25 MPH)	50.0%	
	49	12th Ave Rd (SH 45)	at Lake Lowell Ave/E Amity Ave	65.4%	
	50	Purple Sage Rd	at Middleton Rd	75.0%	
	51	Birch Ln	at Franklin Rd (b/w Karcher Rd & Cherry Ln)	84.1%	
	52	Linden St	at Middleton Rd	75.7%	
	53	Indiana Ave	at Linden St	85.3%	
	54	Cherry Ln	at Star Rd	81.6%	
	Gem	55	SH 16	at Sub Station Road	83.1%
		56	SH 52	at Washington Ave (SH 52)	74.8%
57		E Black Canyon Hwy (SH 52)	at N Washington Ave/Van Deusen Rd	75.0%	
58		SH 16	at Sub Station Road	90.4%	
59		Washington Ave (SH 52)	at 4th St	71.9%	
60		Sweet Ola Hwy	at SH 52	75.6%	
61		W Black Canyon Hwy	at N Washington Ave/Van Deusen Rd	88.2%	
62		W Idaho Blvd	at N Washington Ave (SH 52)	70.3%	
63		S Boise Ave	at W 12th St	84.4%	
64		W Main St	at Cascada Rd/Mill Rd	61.7%	
Payette	65	I-84	Exit # 13 (Black Canyon Exit)	86.5%	
	66	I-84	Exit # 3 (US 95 Payette/Fruitland Exit)	93.1%	
	67	SH 52 (2nd Ave)	at US 95	93.7%	
	68	Whitley Drive (US 95)	at NW 16th St	89.6%	
	69	US 30	at SH 72 (stop sign)	80.3%	
	70	NW 16th St (US 30)	at Whitley Dr (US 95)	84.1%	
	71	US 95	at 7th Ave N	86.1%	
	72	S Pennsylvania Ave (US 95 BL)	at US 95	96.0%	
	73	Whitley Drive (US 95)	at NW 16th St	91.0%	
	74	Main St (US 95 BL)	at Center Ave	88.0%	
	75	US 95	at 7th Ave N	87.2%	
	76	SH 52	at Jct SH 72/SH52	80.8%	
Ada	77	I-84	at Exit #46 (Eagle Rd)	94.6%	
	78	I-184	at Exit #2 (Curtis Rd)	92.4%	
	79	Chinden Blvd (US 20/26)	at Star Road	89.3%	
	80	SH 44	at Edgewood Rd(State St)/Riverside Dr	93.3%	
	81	SH 55	at Floating Feather	91.0%	
	82	Meridian Rd (SH 69)	at Victory Rd	93.7%	
	83	Eagle Rd (SH 55)	at Island Wood Dr	95.5%	
	84	McMillan Rd	at 10 Mile Rd	84.0%	
	85	Federal Way	at Gowen Rd	93.9%	
	86	Beacon Light Rd	at SH 55	92.7%	
	87	E 3rd St	at Pine Ave	91.9%	
	88	Linder Rd	at Deer Flat Rd	91.3%	

County	Location	Designated Road	Intersection	Usage
Elmore	89	I-84	Exit #120 (Glenns Ferry)	100.0%
	90	I-84	Exit # 95 (Mountain Home/Fairfield)	96.8%
	91	Airbase Rd (SH 67)	at SH 51 Jct	89.4%
	92	SH 51	at Airbase Rd/W 6th St (SH 67/51)	73.0%
	93	Grandview Rd (SH 167)	at Airbase Rd (SH 67)	92.3%
	94	S 3rd W (I-84 BL)	at W 6th S ST (SH 51)	83.8%
	95	SH 167 (Roosevelt Ave)	at SH 78	60.6%
	96	Airbase Rd (SH 67)	at SH 51 Jct	86.1%
	97	N 2nd E St (I-84 BL)	at American Legion Blvd	80.8%
	98	Main St (SH 78)	at Old US 30	74.2%
99	American Legion Blvd (SH 51)	at N 10th E St	84.7%	
100	American Legion Blvd (SH 51)	at N 2nd E St	77.3%	
Gooding	101	I-84	Exit # 141 (US 26/30 - Bliss/Gooding/Hagerman)	88.6%
	102	I-84	Exit # 157 (SH 46 - Wendell/Gooding)	78.2%
	103	US 30	at Jct US 26/30 - near I-84 IC #141	76.1%
	104	SH 46	at 2nd Ave W	54.8%
	105	SH 46	at 14th Ave	55.7%
	106	University Ave (US 26)	at Main St (SH 46)	57.7%
	107	University Ave (US 26)	at Main St (SH 46)	55.3%
	108	US 30	at Lake St	58.4%
	109	US 30	at Main St	69.8%
	110	Idaho St (SH 46)	at Main St	71.5%
	111	Idaho St (SH 46)	at Main St	68.5%
	112	Main St/ E 2950 S (SH 46 Spur)	at Idaho St (SH 46)	64.4%
Minidoka	113	I-84	Exit #211 (Heyburn/Burley - US 30/SH 24)	82.5%
	114	I-84	Exit #208 (Burley/Paul - SH 27)	83.3%
	115	SH 24	at 100 South Rd (SH 25)/100 West Rd	69.8%
	116	Read Ave (SH 24)	at Meridian Rd/A St	59.6%
	117	100 South Rd/W Ellis St (SH 25)	at Main St (SH 27)	52.5%
	118	US 30	at 21st St	74.6%
	119	100 South Rd/W Ellis St (SH 25)	at Main St (SH 27)	62.7%
	120	S 200 E (SH 25)	at Baseline Road (SH 25)	61.3%
	121	US 30	at 7th St St	61.9%
	122	US 30	at 7th St St	76.6%
	123	US 30	at 21st St	75.4%
	124	W 100 South Rd (SH 25)	at SH 24	67.2%
Twin Falls	125	Broadway Ave N (US 30)	at Clear lakes Rd (N 1500 E Rd)/Burley Ave	72.2%
	126	Kimberly Road (US 30)	at Eastland Drive	69.8%
	127	Addison Ave (E 3900 N Rd)	at SH 50	81.3%
	128	N 3500 E (US 30)	at Kimberly Rd (E 3800 N) / Jct US 30 & SH 50	73.0%
	129	SH 74	at US 93	90.2%
	130	Addison Ave W (US 30/93)	at Morrison St / St Lukes	77.9%
	131	Addison Ave (E 3900 N Rd)	at Blue Lakes Blvd (US 93)	77.5%
	132	2nd Ave W (US 30)	at Shoshone St (SH 74)	73.2%
	133	Eastland Dr (N 3100 E Rd)	at Falls Ave (E 4000 N Rd)	84.6%
	134	Eastland Dr (N 3100 E Rd)	at Kimberly Rd (E 3800 N)	70.9%

County	Location	Designated Road	Intersection	Usage
Bannock	135	I-15	Exit # 67 (South 5th Ave)	81.5%
	136	I-15	Exit # 71 (Pocatello Creek Rd)	82.3%
	137	Yellowstone Ave (US 91)	at Chubbuck Rd	71.4%
	138	Garrett Way (US 30)	at E Gould St	80.4%
	139	US 30 (Garrett Way)	at N Main St/Alemeda Rd	79.5%
	140	W Quinn Rd (US 91)	at Blandy St/Hurley Dr	84.1%
	141	Yellowstone Ave (US 91)	at Alemeda St	85.8%
	142	Tyhee Rd	at US 91	68.8%
	143	Hiline Rd	at Chubbuck Rd	94.9%
	144	W Syphon Rd	at N Rio Vista Rd	73.3%
	145	N 15th Ave	at Clark St	77.9%
	146	E Chubbuck Rd	at Hiline Rd	82.3%
	Bingham	147	I-15	Exit #93 (Blackfoot)
148		I-15	Exit #80 Fort Hall (Ross Fork Rd/Simplot Rd)	79.5%
149		US 26	at SH 39 (near I-15 Exit 93)	82.2%
150		SH 39	at Washington Ave	66.2%
151		SH 39	at Lincoln Ave	74.4%
152		SH 39	at US 26	85.9%
153		State St (US 91)	at Fir St	79.8%
154		NW Main St (US 91)	at Alice St	75.9%
155		US 26	at SH 39 (near I-15 Exit 93)	80.6%
156		NW Main St (US 91)	at Alice St	79.5%
157		State St (US 91)	at Fir St	80.2%
158		Judicial St (I-15 BL)	at Broadway St	83.8%
Madison	159	US 20 (Yellowstone Hwy)	at Exit #337 North Rexburg (N Salem Rd)	75.3%
	160	SH 33	at 12th W (N 2000 W) - just West of US 20	79.2%
	161	SH 33	at N 2nd E St (SH 33)	66.3%
	162	US 20 (Yellowstone Hwy)	at Exit #339 Sugar City/Driggs (9th N Rd)	75.0%
	163	US 20 (Yellowstone Hwy)	at Exit #332 South Rexburg (University Blvd)	85.3%
	164	US 20 (Yellowstone Hwy)	at Exit #333 Rexburg (SH 33)	82.9%
	165	S Front St (SH 33)	at Center St	67.3%
	166	US 20 (Yellowstone Hwy)	at Exit #333 Rexburg (SH 33)	79.1%
	167	N 2nd E (SH 33)	at E 1st N	77.1%
	168	N 2nd E (SH 33)	at Teton R Village	61.8%
Bonneville	169	I-15	Exit #113	57.0%
	170	I-15	Exit #118 (Broadway St)	70.3%
	171	US 20	Exit #310 (Holmes Ave/N 5th E Rd)	79.8%
	172	Broadway St (US 20)	at Bellin Rd (West of I-15 Exit # 118)	68.4%
	173	Yellowstone Hwy (I 15-BL/US 26)	at Sunnyside Rd	79.5%
	174	Northgate Mile/Yellowstone Hwy (US 26)	at Lincoln Rd/Anderson St	66.8%
	175	Yellowstone Ave (US 20/26)	at Broadway St (I-15 BL)	63.8%
	176	N 55th E	at Iona Rd /Owens Ave	33.3%
	177	Hitt Rd (N 25th E Rd)	at Telford Rd (E 49th N Rd)	73.1%
	178	E 25th St	at Channing Way (near Grand Teton Mall)	74.7%
	179	Ammon Rd	at Iona Rd	59.1%
	180	Sunnyside Rd	at Ammon Rd	80.7%



State of Idaho

2013 Observational Seat Belt Use by Transportation District



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						
Kootenai	1	Primary	E	27	4	11	0	14	3	2	0	41	7	13	0	0	1.0000	57.8406	2.000	Sunday	2
	2	Primary	E	37	6	11	2	21	5	3	1	58	11	14	3	5	1.0000	212.5815	2.000	Sunday	1
	3	Secondary	N	46	6	10	0	19	3	4	0	65	9	14	0	2	1.0000	17.7228	1.000	Sunday	1
	4	Secondary	S	16	2	8	0	17	3	4	0	33	5	12	0	0	1.0000	49.9961	1.000	Sunday	2
	5	Secondary	S	195	46	27	7	94	27	6	4	289	73	33	11	72	1.0000	79.7552	1.000	Monday	2
	6	Secondary	S	214	64	64	14	86	17	25	3	300	81	89	17	20	1.0000	129.2213	3.000	Monday	3
	7	Secondary	W	48	18	19	8	28	20	8	6	76	38	27	14	19	1.0000	261.9079	1.000	Monday	1
	8	Local	W	39	6	15	1	20	4	2	4	59	10	17	5	11	1.0000	500.0798	1.000	Wednesday	1
	9	Local	N	9	3	0	0	7	9	0	1	16	12	0	1	0	1.0000	1,021.3189	1.000	Monday	1
	10	Local	S	32	6	6	1	7	3	1	0	39	9	7	1	1	1.0000	1,997.3293	1.000	Wednesday	2
	11	Local	E	21	8	2	3	12	1	2	0	33	9	4	3	1	1.0000	4,215.1767	1.000	Wednesday	2
	12	Local	E	87	29	3	1	37	23	0	0	124	52	3	1	29	1.0000	18,328.4210	1.000	Wednesday	2
Bonner	13	Secondary	W	125	32	32	6	84	44	14	6	209	76	46	12	17	1.0000	13.9824	1.000	Friday	2
	14	Secondary	N	126	19	21	4	69	18	16	4	195	37	37	8	14	1.0000	28.3548	1.000	Friday	1
	15	Secondary	S	126	42	77	17	53	31	25	9	179	73	102	26	50	1.0000	34.3385	1.000	Tuesday	2
	16	Secondary	E	130	29	33	3	80	23	18	3	210	52	51	6	12	1.0000	274.8721	1.000	Friday	2
	17	Secondary	N	116	33	45	15	57	26	16	7	173	59	61	22	48	1.0000	58.5877	1.000	Tuesday	2
	18	Secondary	S	81	21	25	3	57	19	10	1	138	40	35	4	7	1.0000	86.9044	1.000	Friday	3
	19	Secondary	E	113	21	32	3	46	12	16	2	159	33	48	5	13	1.0000	68.4697	1.000	Friday	1
	20	Secondary	E	172	45	22	9	82	47	1	5	254	92	23	14	51	1.0000	99.2507	1.000	Tuesday	2
	21	Secondary	W	161	47	69	13	52	11	22	3	213	58	91	16	87	1.0000	107.9688	1.000	Tuesday	3
	22	Secondary	E	147	55	46	14	62	21	19	2	209	76	65	16	81	1.0000	160.3315	1.000	Tuesday	1
Latah	23	Secondary	W	10	2	4	0	4	2	2	0	14	4	6	0	0	1.2500	17.3185	1.000	Monday	1
	24	Secondary	E	8	4	4	1	5	1	2	1	13	5	6	2	0	1.2500	25.7634	1.000	Monday	1
	25	Secondary	W	156	15	21	6	69	17	10	2	225	32	31	8	2	1.2500	33.5077	1.000	Tuesday	3
	26	Secondary	S	2	1	1	1	1	0	2	1	3	1	3	2	0	1.2500	44.5332	1.000	Monday	1
	27	Secondary	S	5	1	0	0	8	5	1	3	13	6	1	3	0	1.2500	56.5324	1.000	Monday	2
	28	Secondary	E	150	34	30	13	43	19	10	1	193	53	40	14	8	1.2500	69.0491	1.000	Tuesday	2
	29	Secondary	N	11	0	3	0	12	2	2	0	23	2	5	0	0	1.2500	89.1193	1.000	Tuesday	3
	30	Secondary	W	54	7	12	1	24	22	1	3	78	29	13	4	12	1.2500	130.9814	1.000	Tuesday	1
	31	Secondary	S	251	40	44	10	62	38	12	8	313	78	56	18	9	1.2500	205.5480	1.000	Tuesday	2
	32	Secondary	N	16	1	4	0	10	9	2	3	26	10	6	3	0	1.2500	426.8044	1.000	Monday	2
Nez Perce	33	Secondary	S	2	2	2	1	4	0	1	0	6	2	3	1	0	1.2500	12.2721	1.000	Thursday	1
	34	Secondary	E	35	4	10	2	27	3	9	0	62	7	19	2	1	1.2500	25.6353	1.000	Thursday	2
	35	Secondary	W	134	5	39	1	77	10	13	0	211	15	52	1	9	1.2500	40.1980	2.000	Thursday	2
	36	Secondary	E	82	13	17	5	40	12	7	1	122	25	24	6	5	1.2500	125.8391	1.000	Thursday	3
	37	Secondary	W	213	37	55	8	59	15	5	1	272	52	60	9	17	1.2500	304.0632	2.000	Tuesday	2
	38	Local	N	30	4	0	0	18	3	0	0	48	7	0	0	9	1.2500	158.7296	1.000	Tuesday	3
	39	Local	N	11	1	3	0	5	1	1	0	16	2	4	0	0	1.2500	282.1282	1.000	Thursday	1
	40	Local	W	59	12	15	5	16	11	5	1	75	23	20	6	3	1.2500	518.3153	1.000	Tuesday	2
41	Local	E	150	23	35	2	48	14	5	1	198	37	40	3	7	1.2500	1,314.2993	2.000	Tuesday	3	
42	Local	N	168	26	28	4	51	10	9	2	219	36	37	6	3	1.2500	3,951.3288	1.000	Tuesday	2	

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	43	Primary	E	94	16	26	4	33	9	12	1	127	25	38	5	3	1.0000	49.7454	2.000	Friday	2	
	44	Primary	E	333	81	57	6	143	39	22	7	476	120	79	13	9	1.0000	162.5759	2.000	Monday	2	
	45	Secondary	N	24	7	6	1	27	8	8	0	51	15	14	1	1	1.0000	48.1334	1.000	Friday	1	
	46	Secondary	N	209	69	92	43	60	18	25	8	269	87	117	51	16	1.0000	97.2317	1.000	Sunday	2	
	47	Secondary	E	221	28	43	3	78	23	19	8	299	51	62	11	10	1.0000	141.7807	1.000	Monday	1	
	48	Secondary	S	1	1	0	0	0	0	0	0	0	1	1	0	0	0	1.0000	242.0193	1.000	Friday	1
	49	Secondary	N	184	84	65	44	74	39	26	18	258	123	91	62	22	1.0000	403.9771	1.000	Sunday	2	
	50	Local	E	11	3	2	0	5	3	0	0	16	6	2	0	0	1.0000	1,293.0320	1.000	Sunday	1	
	51	Local	W	36	4	7	3	8	3	2	0	44	7	9	3	2	1.0000	2,214.2458	1.000	Monday	1	
	52	Local	E	44	15	23	7	11	4	9	2	55	19	32	9	6	1.0000	3,723.4287	1.000	Sunday	3	
	53	Local	N	120	18	28	5	29	7	8	2	149	25	36	7	4	1.0000	6,305.1304	1.000	Friday	2	
	54	Local	E	63	15	9	2	18	4	3	0	81	19	12	2	3	1.0000	49,831.2093	1.000	Monday	2	
	Gem	55	Secondary	S	95	14	19	2	35	12	3	3	130	26	22	5	27	1.6667	12.5509	1.000	Thursday	1
		56	Secondary	E	71	15	13	3	24	16	2	3	95	31	15	6	26	1.6667	22.5942	1.000	Thursday	1
57		Secondary	W	24	6	10	2	14	8	0	0	38	14	10	2	5	1.6667	48.0904	1.000	Friday	2	
58		Secondary	N	142	13	32	1	53	11	9	0	195	24	41	1	25	1.6667	78.6651	1.000	Friday	3	
59		Secondary	N	143	26	31	19	50	30	16	19	193	56	47	38	20	1.6667	248.0714	1.000	Thursday	2	
60		Local	S	13	1	4	0	11	7	3	2	24	8	7	2	3	1.6667	98.7243	1.000	Friday	1	
61		Local	E	6	0	4	1	4	1	1	0	10	1	5	1	0	1.6667	218.0228	1.000	Friday	1	
62		Local	E	13	2	3	2	9	6	1	1	22	8	4	3	1	1.6667	392.4410	1.000	Thursday	2	
63		Local	S	24	3	6	0	5	3	3	1	29	6	9	1	1	1.6667	723.6480	1.000	Thursday	3	
64		Local	S	43	12	6	10	19	17	3	5	62	29	9	15	3	1.6667	1,714.9704	1.000	Friday	2	
Payette	65	Primary	E	18	1	2	1	10	3	2	0	28	4	4	1	5	1.2500	8.6830	2.000	Wednesday	2	
	66	Primary	W	45	2	10	0	21	4	5	0	66	6	15	0	10	1.2500	30.0802	2.000	Wednesday	1	
	67	Secondary	W	48	4	13	0	12	1	1	0	60	5	14	0	3	1.2500	12.4238	1.000	Thursday	2	
	68	Secondary	N	145	8	35	3	54	13	15	5	199	21	50	8	25	1.2500	19.0060	2.000	Friday	1	
	69	Secondary	N	20	2	10	1	20	7	7	4	40	9	17	5	2	1.2500	25.1177	1.000	Wednesday	1	
	70	Secondary	E	64	7	12	0	27	14	8	0	91	21	20	0	5	1.2500	32.3502	1.000	Friday	1	
	71	Secondary	S	147	17	37	2	69	21	13	3	216	38	50	5	18	1.2500	40.2270	1.000	Thursday	2	
	72	Secondary	S	29	1	6	0	11	1	2	0	40	2	8	0	1	1.2500	49.5442	1.000	Friday	2	
	73	Secondary	S	231	16	50	8	71	12	20	1	302	28	70	9	24	1.2500	61.6551	2.000	Friday	2	
	74	Secondary	N	25	1	2	0	16	4	1	1	41	5	3	1	5	1.2500	79.5219	1.000	Thursday	1	
	75	Secondary	N	111	10	32	2	44	15	11	2	155	25	43	4	23	1.2500	108.3007	1.000	Thursday	1	
	76	Secondary	E	27	5	7	0	21	7	4	2	48	12	11	2	7	1.2500	190.9619	1.000	Wednesday	2	

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Ada	77	Primary	E	195	6	33	3	43	5	9	2	238	11	42	5	5	1.0000	73.2907	4.000	Wednesday	3
	78	Primary	W	115	5	21	5	28	2	6	2	143	7	27	7	5	1.0000	621.7431	3.000	Friday	1
	79	Secondary	W	121	10	24	2	29	8	9	2	150	18	33	4	3	1.0000	17.7000	2.000	Friday	3
	80	Secondary	E	188	9	93	6	38	8	15	1	226	17	108	7	12	1.0000	29.5190	2.000	Saturday	3
	81	Secondary	S	90	7	41	3	43	7	17	2	133	14	58	5	3	1.0000	61.1482	2.000	Saturday	2
	82	Secondary	N	213	5	44	1	62	13	10	3	275	18	54	4	20	1.0000	112.0449	2.000	Wednesday	1
	83	Secondary	N	397	17	167	3	93	9	44	4	490	26	211	7	35	1.0000	213.6714	2.000	Saturday	3
	84	Local	W	41	3	4	0	17	6	1	3	58	9	5	3	2	1.0000	1,053.5961	1.000	Friday	2
	85	Local	E	31	1	7	1	7	1	1	0	38	2	8	1	0	1.0000	2,619.2764	2.000	Friday	1
	86	Local	E	116	6	56	0	48	10	21	3	164	16	77	3	2	1.0000	4,519.8166	1.000	Saturday	1
	87	Local	N	268	19	79	5	74	11	13	3	342	30	92	8	9	1.0000	7,326.5185	1.000	Wednesday	2
	88	Local	N	74	4	12	2	17	4	2	0	91	8	14	2	3	1.0000	11,852.1345	1.000	Wednesday	1
Elmore	89	Primary	E	8	0	5	0	9	0	3	0	17	0	8	0	0	1.2500	64.6784	2.000	Monday	1
	90	Primary	E	93	2	33	2	20	1	5	0	113	3	38	2	1	1.2500	312.4147	2.000	Monday	2
	91	Secondary	E	67	7	21	0	19	6	3	0	86	13	24	0	2	1.2500	2.9200	2.000	Tuesday	1
	92	Secondary	N	31	8	11	3	20	9	3	4	51	17	14	7	1	1.2500	8.7983	1.000	Thursday	1
	93	Secondary	N	17	2	5	0	11	1	3	0	28	3	8	0	0	1.2500	12.3253	1.000	Thursday	2
	94	Secondary	W	116	22	34	8	28	7	13	0	144	29	47	8	7	1.2500	16.6549	1.000	Tuesday	3
	95	Secondary	S	18	5	4	2	13	13	5	6	31	18	9	8	2	1.2500	21.9778	1.000	Thursday	3
	96	Secondary	W	62	6	10	3	28	6	5	2	90	12	15	5	7	1.2500	27.9456	2.000	Thursday	1
	97	Secondary	N	61	9	13	3	22	9	5	3	83	18	18	6	3	1.2500	36.9073	1.000	Tuesday	1
	98	Secondary	N	14	5	5	1	3	2	1	0	17	7	6	1	0	1.2500	57.9180	1.000	Monday	2
	99	Secondary	E	128	17	44	11	42	7	8	5	170	24	52	16	8	1.2500	90.2994	2.000	Monday	3
	100	Secondary	S	147	37	47	13	55	19	6	6	202	56	53	19	13	1.2500	157.3807	1.000	Tuesday	1
Gooding	101	Primary	E	18	1	12	2	4	2	5	0	22	3	17	2	2	3.3333	23.9433	2.000	Saturday	2
	102	Primary	W	63	18	12	4	35	9	5	1	98	27	17	5	10	3.3333	73.2531	2.000	Wednesday	2
	103	Secondary	W	23	5	11	1	12	10	5	0	35	15	16	1	11	3.3333	2.8810	1.000	Saturday	2
	104	Secondary	S	28	9	5	2	15	26	3	5	43	35	8	7	13	3.3333	5.1886	1.000	Thursday	1
	105	Secondary	N	45	27	10	2	25	31	3	6	70	58	13	8	22	3.3333	8.4293	1.000	Thursday	1
	106	Secondary	E	13	8	5	6	9	7	3	1	22	15	8	7	2	3.3333	13.1783	1.000	Thursday	2
	107	Secondary	W	13	6	3	4	5	5	0	2	18	11	3	6	7	3.3333	17.8333	1.000	Thursday	2
	108	Secondary	W	24	12	8	0	7	18	6	2	31	30	14	2	12	3.3333	21.1199	1.000	Saturday	1
	109	Secondary	E	46	15	24	5	12	16	6	2	58	31	30	7	13	3.3333	28.3813	1.000	Saturday	1
	110	Secondary	S	58	8	4	1	25	24	1	2	83	32	5	3	10	3.3333	37.1268	1.000	Wednesday	1
	111	Secondary	N	70	19	13	5	39	30	4	4	109	49	17	9	18	3.3333	70.0687	1.000	Wednesday	1
	112	Secondary	E	15	7	1	0	12	9	1	0	27	16	2	0	0	3.3333	135.1235	2.000	Wednesday	1
Minidoka	113	Primary	E	29	3	4	0	12	7	2	0	41	10	6	0	23	2.5000	24.9356	2.000	Thursday	2
	114	Primary	W	28	5	5	0	16	5	1	0	44	10	6	0	6	2.5000	47.6504	2.000	Thursday	1
	115	Secondary	N	76	23	10	7	34	20	5	4	110	43	15	11	9	2.5000	9.9319	1.000	Friday	1
	116	Secondary	S	28	12	2	6	19	14	4	4	47	26	6	10	4	2.5000	12.7103	1.000	Friday	2
	117	Secondary	E	17	16	4	0	18	18	3	4	35	34	7	4	4	2.5000	17.1186	1.000	Thursday	1
	118	Secondary	W	60	13	12	2	25	14	3	5	85	27	15	7	11	2.5000	22.5110	2.000	Tuesday	2
	119	Secondary	W	18	6	6	1	6	11	2	1	24	17	8	2	8	2.5000	30.9298	1.000	Thursday	1
	120	Secondary	N	15	6	9	4	20	11	5	10	35	17	14	14	5	2.5000	37.4449	1.000	Friday	2
	121	Secondary	W	96	44	15	8	38	35	4	7	134	79	19	15	36	2.5000	46.9629	1.000	Tuesday	1
	122	Secondary	E	62	8	16	4	22	18	5	2	84	26	21	6	21	2.5000	68.5238	1.000	Tuesday	1
	123	Secondary	E	63	17	18	7	13	6	7	3	76	23	25	10	39	2.5000	106.6965	2.000	Tuesday	2
	124	Secondary	E	31	9	6	0	5	9	1	3	36	18	7	3	3	2.5000	248.8086	1.000	Friday	1
Twin Falls	125	Secondary	E	105	31	41	5	19	28	9	3	124	59	50	8	25	1.0000	18.8156	1.000	Tuesday	3
	126	Secondary	W	48	19	20	8	22	10	7	5	70	29	27	13	18	1.0000	31.6958	2.000	Saturday	3
	127	Secondary	E	31	4	4	2	13	5	4	1	44	9	8	3	2	1.0000	40.6306	1.000	Monday	1
	128	Secondary	W	38	11	4	3	9	4	3	2	47	15	7	5	9	1.0000	48.0953	2.000	Monday	1
	129	Secondary	W	26	1	9	2	8	2	3	0	34	3	12	2	0	1.0000	63.2613	1.000	Tuesday	3
	130	Secondary	E	93	16	16	5	33	19	6	2	126	35	22	7	23	1.0000	94.3424	2.000	Tuesday	3
	131	Secondary	W	148	25	25	9	26	20	1	4	174	45	26	13	14	1.0000	131.4732	2.000	Monday	2
	132	Secondary	E	94	23	23	10	34	20	5	4	128	43	28	14	38	1.0000	182.8778	1.500	Monday	2
	133	Secondary	S	190	20	76	16	44	17	24	8	234	37	100	24	33	1.0000	305.5041	1.000	Saturday	3
	134	Secondary	N	51	11	12	9	23	13	9	6	74	24	21	15	28	1.0000	905.3367	1.000	Saturday	3

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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							
Bannock	135	Primary	S	44	7	10	3	20	6	1	1	64	13	11	4	2	1.0000	67.6272	2.000	Tuesday	2	
	136	Primary	N	98	19	22	5	30	8	17	4	128	27	39	9	15	1.0000	253.3989	2.000	Sunday	3	
	137	Secondary	S	148	37	31	19	48	29	5	8	196	66	36	27	13	1.0000	22.9022	1.000	Thursday	2	
	138	Secondary	E	93	21	17	8	51	7	11	6	144	28	28	14	8	1.0000	35.3932	1.000	Tuesday	1	
	139	Secondary	E	57	12	9	6	27	6	4	1	84	18	13	7	5	1.0000	70.0604	1.000	Tuesday	1	
	140	Secondary	S	46	10	9	4	15	0	4	0	61	10	13	4	4	1.0000	131.2074	1.000	Thursday	2	
	141	Secondary	N	152	20	75	10	41	9	16	8	193	29	91	18	10	1.0000	279.5999	1.000	Sunday	3	
	142	Local	E	4	1	2	0	5	2	0	2	9	3	2	2	1	1.0000	393.6797	1.000	Thursday	1	
	143	Local	S	37	2	16	0	14	2	7	0	51	4	23	0	4	1.0000	783.3945	1.000	Sunday	2	
	144	Local	W	5	0	3	0	2	3	1	1	7	3	4	1	0	1.0000	1,513.1066	1.000	Thursday	1	
	145	Local	SE	115	33	16	5	29	6	6	3	144	39	22	8	2	1.0000	3,245.2351	1.000	Tuesday	2	
	146	Local	W	28	6	11	3	8	2	4	0	36	8	15	3	2	1.0000	18,537.4371	1.000	Sunday	3	
	Bingham	147	Primary	S	93	16	23	6	43	9	8	3	136	25	31	9	11	1.2500	13.7821	2.000	Friday	1
		148	Primary	S	28	5	8	4	18	3	4	3	46	8	12	7	2	1.2500	62.0328	2.000	Tuesday	1
		149	Secondary	E	83	13	18	3	36	12	6	3	119	25	24	6	11	1.2500	8.6098	1.000	Wednesday	3
		150	Secondary	N	28	11	8	5	12	8	3	2	40	19	11	7	2	1.2500	11.3044	1.000	Wednesday	1
151		Secondary	S	28	7	8	3	17	7	5	3	45	14	13	6	5	1.2500	14.4836	1.000	Wednesday	2	
152		Secondary	N	88	10	22	8	44	7	11	2	132	17	33	10	10	1.2500	18.3542	1.000	Wednesday	2	
153		Secondary	N	51	11	11	4	16	4	5	2	67	15	16	6	3	1.2500	22.5451	1.000	Friday	1	
154		Secondary	S	99	22	18	14	46	11	10	8	145	33	28	22	12	1.2500	26.6127	1.000	Friday	2	
155		Secondary	W	59	15	14	6	56	11	16	3	115	26	30	9	13	1.2500	33.8405	1.000	Tuesday	1	
156		Secondary	N	68	15	14	7	39	8	3	2	107	23	17	9	10	1.2500	50.0104	1.000	Tuesday	2	
157		Secondary	S	48	8	11	3	14	6	4	2	62	14	15	5	3	1.2500	88.1935	1.000	Friday	1	
158		Secondary	SE	48	8	10	3	21	3	4	2	69	11	14	5	2	1.2500	210.5618	1.000	Tuesday	2	
Madison		159	Secondary	S	85	16	17	8	27	19	5	1	112	35	22	9	4	1.4286	7.9236	2.000	Monday	1
	160	Secondary	E	54	7	9	0	19	12	2	3	73	19	11	3	2	1.4286	9.7269	1.000	Tuesday	1	
	161	Secondary	S	210	76	53	18	59	57	9	17	269	133	62	35	16	1.4286	12.7060	1.000	Monday	3	
	162	Secondary	N	18	2	3	1	14	9	1	0	32	11	4	1	1	1.4286	15.4998	2.000	Monday	2	
	163	Secondary	N	243	28	33	9	45	17	9	3	288	45	42	12	12	1.4286	19.4085	2.000	Tuesday	1	
	164	Secondary	N	163	20	29	6	54	22	6	4	217	42	35	10	7	1.4286	23.8145	2.000	Monday	1	
	165	Secondary	N	24	7	5	4	3	4	1	1	27	11	6	5	2	1.4286	30.0660	1.000	Monday	3	
	166	Secondary	S	42	4	10	1	15	11	1	2	57	15	11	3	5	1.4286	46.5032	2.000	Tuesday	1	
	167	Secondary	N	240	48	63	10	35	37	16	10	275	85	79	20	19	1.4286	74.2821	1.000	Tuesday	2	
	168	Secondary	S	167	66	39	26	31	44	10	17	198	110	49	43	6	1.4286	152.7716	1.000	Tuesday	2	
Bonneville	169	Primary	S	64	26	18	12	14	22	2	14	78	48	20	26	2	1.0000	15.2145	2.000	Saturday	3	
	170	Primary	N	43	18	10	4	24	9	1	2	67	27	11	6	13	1.0000	36.7300	2.000	Tuesday	1	
	171	Secondary	S	96	11	18	4	28	19	4	3	124	30	22	7	6	1.0000	34.6599	2.000	Tuesday	2	
	172	Secondary	E	55	19	13	7	20	13	3	3	75	32	16	10	4	1.0000	61.6302	2.000	Tuesday	2	
	173	Secondary	S	256	50	117	34	73	27	31	12	329	77	148	46	14	1.0000	104.6402	1.000	Saturday	3	
	174	Secondary	E	137	54	30	4	55	50	13	9	192	104	43	13	24	1.0000	174.7548	1.000	Thursday	1	
	175	Secondary	E	119	43	19	10	50	50	8	8	169	93	27	18	44	1.0000	424.5545	1.000	Tuesday	1	
	176	Local	S	6	13	3	3	0	2	0	0	6	15	3	3	2	1.0000	520.6252	1.000	Thursday	2	
	177	Local	S	119	38	20	9	21	10	3	3	140	48	23	12	5	1.0000	1,024.1417	1.000	Thursday	1	
	178	Local	W	179	47	56	29	25	8	9	7	204	55	65	36	17	1.0000	1,884.0571	1.000	Saturday	3	
	179	Local	N	76	27	8	4	20	33	6	12	96	60	14	16	18	1.0000	3,501.7822	1.000	Thursday	2	
	180	Local	E	217	31	90	14	58	34	27	15	275	65	117	29	15	1.0000	9,398.1322	1.000	Saturday	2	