2025

Wyoming statewide seatbelt survey data analysis

Wyoming
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The protocols implemented for this study were per the 2012 federal guidelines. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seatbelt Use, 23 CFR Part 1340. The 2025 survey analysis is the 14th survey conducted under the 2012 guidelines for seatbelt use in the state of Wyoming.

Acknowledgments

DLN Consulting, Inc. is thankful to the individuals who work tirelessly to help make this project a success. Their efforts are crucial to the completion of the Wyoming Department of Transportation's annual seat belt survey. The 2025 contributors are:

- Bridget White coordinated and secured the acquisition of contractors to conduct the survey observations.
- Bridget White and Vicky Peterson conducted field monitoring and compliance.
- Lydia DeJesus conducted the training with help from Bridget White. Ms. DeJesus led the project coordination, coding, data entry, and quality assurance procedures. She developed spreadsheets and charts.
- April Eagon provided administrative support throughout the project, including assisting with the training preparation and onsite logistical support at the 2025 seat belt observer training.
- James G. Leibert, Ph.D., served as the project statistician and analyst.
- Ms. Julie Angert also served as a project statistician and certified the usage rate.
- Deb Nelson served as the project administrator, data analyst, and report author.

This survey could not have been a success without the dedicated individuals who completed all aspects of the training and conducted field observations. Below is a list of the observers, the alternate observer, and the quality control field monitors:

Kim Brattis, Dennis Doerr, Randy Edmunds, Dixie Elder, Deb Eustler,

John Fitzgerald, Sandra Gabel, Aspen Miller, Susan Parkinson, Bryan Shannon,

Doug Peterson, Rob Remele, Kayla Revell, Kayla Schear, Amy Still, and Donna Wolfe

Special thanks to the staff of the Wyoming Highway Safety Program and Wyoming Engineering Services for their help and continued support during the project period.

Deb Nelson, DLN Consulting, Inc., President
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Project Statistician and Project Analyst

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Table of Contents

Table of Figures

Executive Summary

The 2025 Wyoming statewide seat belt survey was conducted from June 2 to June 8, 2025. A total of 23,016 occupants were observed, including 17,480 drivers and 5,536 front-seat passengers. Observations were made at 285 sites across 15 counties. This year marked the fourth year of site sampling, which began in 2022. The seat belt usage rate in 2025 was 80.5 percent, representing a significant improvement from 73.4 percent in 2024.

Uncertainty about seat belt use occurred in 0.28988 percent of all observations. The nonresponse rate for the survey variable seat belt use was 0.07386 percent, and the sample's standard error of the mean was 0.04167 percent. All these measures fall well within Federal requirements, confirming the reliability of the 2025 survey results. Because the proportion of "unsure" cases is a statistically insignificant percentage, these observations were not included in the tables throughout this report.

Drivers accounted for 75.9 percent of all observed occupants, nearly three times the number of passengers (24.1%). Consistent with previous Wyoming surveys, passengers continued to have a higher seat belt usage rate than drivers, with 86.2 percent buckling up compared to 79.1 percent of drivers.

Ten of the 15 counties observed had a seat belt usage rate higher than the statewide average. Five counties exceeded 90 percent belt use, while several rural counties recorded rates below 75 percent, keeping Wyoming's statewide rate below the national average. Johnson County (95.4%) and Carbon County (94.7%) recorded the highest compliance, while Uinta County (64.4%) and Goshen County (70.1%) reported the lowest.

As in previous surveys, female drivers and passengers were more likely to wear seat belts than males. Females recorded a usage rate of 88.6 percent, compared to 74.4 percent for males, a difference of more than 14 percentage points. Gendered driving patterns also continued to influence results: males were more likely to be observed in pickups, the vehicle type with the lowest usage rate, while females were more likely to be observed in vans, which had among the highest usage rates.

Vehicle type differences remained pronounced. Vans (87.2%) and SUVs (87.8%) had the highest belt use rates, while automobiles (77.6%) trailed, and pickups (74.3%) remained the lowest. Together, vans and pickups represented nearly 80 percent of the sample, and the lower usage among pickups weighed heavily on the statewide average.

Seat belt use was slightly higher in rural areas compared to urban settings, with rates varying across different roadway types. Occupants on primary roadways (S1100) were belted at a rate of 84.2 percent, while secondary roads (S1200) had a rate of 80.5 percent, and local or rural roads (S1400) recorded the lowest rate at 76.2 percent.

Occupants in vehicles with out-of-state license plates continued to have higher belt use than those in Wyoming-registered vehicles. In 2025, 78.1 percent of drivers in Wyoming-registered vehicles were belted compared to 86.8 percent of drivers in out-of-state vehicles.

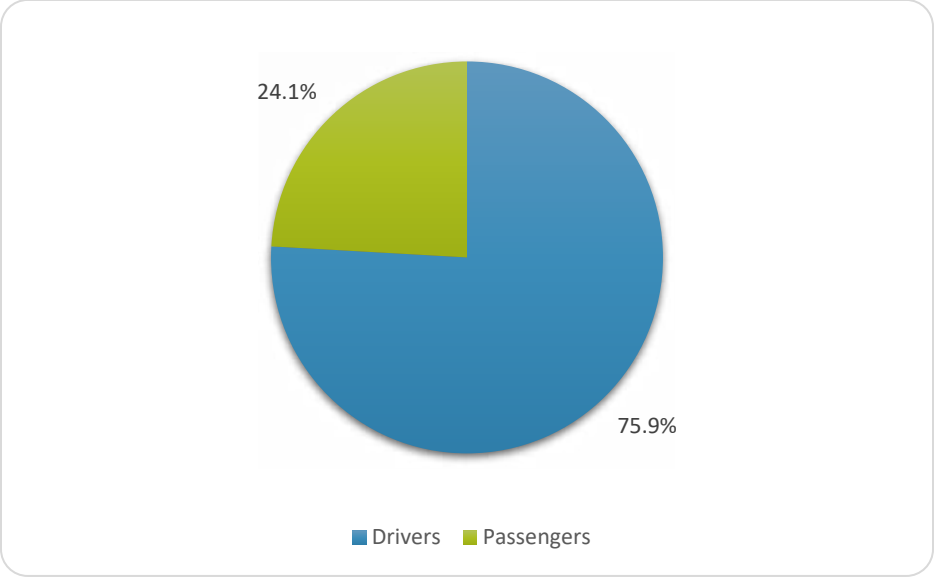
Seat belt use also varied by day of the week. The highest rates were observed on Friday (84.6%) and Saturday (83.6%), while the lowest were on Thursday (76.7%) and Sunday (78.5%). Wednesday and Friday combined accounted for more than 40 percent of all observations.

The increase from 2024 to 2025 represents a rebound in statewide seat belt use, following the unusually low rates reported in 2024. Observers and quality control notes from 2024 suggested that extensive roadway construction may have influenced last year's results, particularly in Natrona County. With more balanced observation conditions in 2025, belt use rose across nearly every category, signaling a return to more typical patterns of seat belt use in Wyoming.

Introduction

The 2025 statewide seat belt survey in Wyoming observed seat belt use across 15 counties at 19 designated sites. This year marked the fourth consecutive year of using the current sampling method, which was approved by the National Highway Traffic Safety Administration (NHTSA). Observations were conducted from June 2 to June 8, 2025. In total, 17,480 drivers and 5,536 front-seat passengers were observed, resulting in a total of 23,016 vehicle occupants recorded. Drivers represented just over three-fourths of the observed occupants (75.9%), while passengers accounted for the remaining 24.1 percent. The graph below illustrates the results. Compared to 2024, the total number of occupants observed increased, while the proportion of drivers and passengers remained nearly identical.[1]

Figure 1: Percent of Sample by Type of Vehicle Occupant, Wyoming 2025



[1] The frequencies in many tables are described as "unweighted." This means they are the raw frequencies that are unaffected by the weighting process used to produce percentage estimates of seat belt use throughout this report. The weighting process is based on sampling probabilities for each site where observations are collected.

Each observer was assigned to a specific county and provided with both paper maps and iPads to locate their designated sites. Upon arrival at each site, the observer recorded seat belt usage for 45 minutes before moving to the next scheduled location. The table below lists the observers, the number of occupants observed, and the percentage of total occupants in each county.

Table 1: Counties and Observers with Unweighted Frequency of Occupants and Percent of Sample, Wyoming 2025

	Belted - weighted	Total n - unweighted	Percent Total	Cum Percent
Kayla Schear	64.4%	2184	9.5%	9.5%
Doug Peterson	84.5%	1339	5.8%	15.3%
Dixie Elder	95.4%	896	3.9%	19.2%
Deb Eustler	93.5%	867	3.8%	23.0%
Susan Parkinson	83.3%	2478	10.8%	33.7%
Bryan Shannon	72.1%	2982	13.0%	46.7%
Sandra Gabel	71.6%	1874	8.1%	54.8%
Amy Still	94.7%	1877	8.2%	63.0%
Aspen Miller	81.2%	1080	4.7%	67.7%
Kim Brattis	77.1%	686	3.0%	70.7%
Rob Remele	94.2%	69	0.3%	71.0%
Dennis Doerr	88.3%	1267	5.5%	76.5%
Kayla Revell	91.8%	1863	8.1%	84.6%
Donna Wolfe	84.6%	1404	6.1%	90.7%
John Fitzgerald	82.4%	1528	6.6%	97.3%
Randy Edmunds	71.9%	622	2.7%	100.0%
Total	80.5%	23016	100.0%	

Observer Training, Quality Control, and Data Preparation

DLN Consulting Inc. developed training and quality control methods in accordance with the Uniform Code guidelines, ensuring the reliability of the data presented in this report. This section provides a detailed description of these processes.

DLN Consulting, Inc. used iPads with proprietary software to facilitate data collection and reporting, allowing for the recording of seat belt observations. Observers, alternates, and quality control staff received comprehensive training in procedures, including audio, visual, and hands-on instruction.

On the first training day, participants practiced using the software in a classroom setting. Observers then engaged in mock data collection exercises, completing four sessions, three of which were used to calculate individual inter-accuracy ratios. This process determined observer readiness for field observations. The average inter-accuracy ratio for the 2025 survey was 97.68 percent, exceeding the 85 percent requirement of the Uniform Code.

Additionally, written tests were administered to assess participants' knowledge of the observation rules and procedures. The Uniform Code mandates a minimum passing score of 80 percent for observers, alternates, and quality control supervisors. In this year's training, the average quiz score was 92.89 percent, with all participants surpassing the required threshold. Compared to 2024, both measures improved, with inter-accuracy rising from 95 percent to 97.68 percent and the average quiz score moving from 94.7 percent to 92.89 percent, showing sustained high performance with slightly lower written test averages but stronger overall observer accuracy.

To ensure the ongoing reliability of observations, randomly selected sites were subject to spot checks by quality control monitors, who received additional training in separate half-day sessions covering supervisory directives. Throughout the survey period, DLN Consulting Inc. staff remained on call to assist observers with issues, such as transitioning to alternate sites or adjusting procedures to ensure the accuracy of data collection and the safety of the observers.

After completing observations at each site, observers electronically transferred their data to DLN Consulting, Inc., where the information was reviewed for accuracy and completeness. Any coding errors were corrected, and observers were consulted to resolve discrepancies before proceeding. Once the data was cleaned of errors, it was transferred into Excel files and reviewed for anomalies. Separate data files for drivers and passengers were combined into a single comprehensive file containing information on all vehicle occupants.

The final dataset was imported into SPSS (The Statistical Package for the Social Sciences, version 24.0). Here, codes were added, and variables required for further analysis were created. Data weighting procedures were then implemented using the Complex Samples subroutine in SPSS, after which the data were processed to produce the results presented in this report.

Estimates of Seat Belt Use

The following estimates of seat belt use from the 2025 Wyoming seat belt survey were calculated using the Complex Samples weighting functions in SPSS. This procedure uses the sampling methods and probabilities associated with each site to weigh the raw data for analysis. Three different estimates are presented: the first covers all vehicle occupants; subsequent estimates are for drivers and outboard, front-seat passengers. Added together, the drivers and passengers are the total occupants.

The following table presents the weighted estimates for all vehicle occupants, including standard errors and confidence interval calculations.

Table 2: Estimated Occupant Belt Use: Standard Error, Confidence, Interval, Unweighted Count, Wyoming 2025

				95% Confidence Interval		
		Estimate	**Standard Error**	**Lower**	**Upper**	**Unweighted Count**
% of Total	Belted	80.5%	0.2%	80.1%	81.0%	18741
	Not belted	19.2%	0.2%	18.7%	19.6%	4258
	Unsure	0.3%	0.0%	0.2%	0.4%	17
	Total	100.0%	0.0%	100.0%	100.0%	23016

Observers collected seat belt use data on 23,016 vehicle occupants; 80.5 percent of the occupants were observed wearing seat belts, and 19.2 percent were not belted. Observers were unsure about the belt use for 0.3 percent of the occupants. The standard error for the 2025 survey is 0.2 percent, well below the allowable standard error of 2.5 percent. The 95 percent confidence interval calculation produced a lower estimate of 80.1 percent and an upper estimate of 81.0 percent, a difference of 0.9 percentage points.

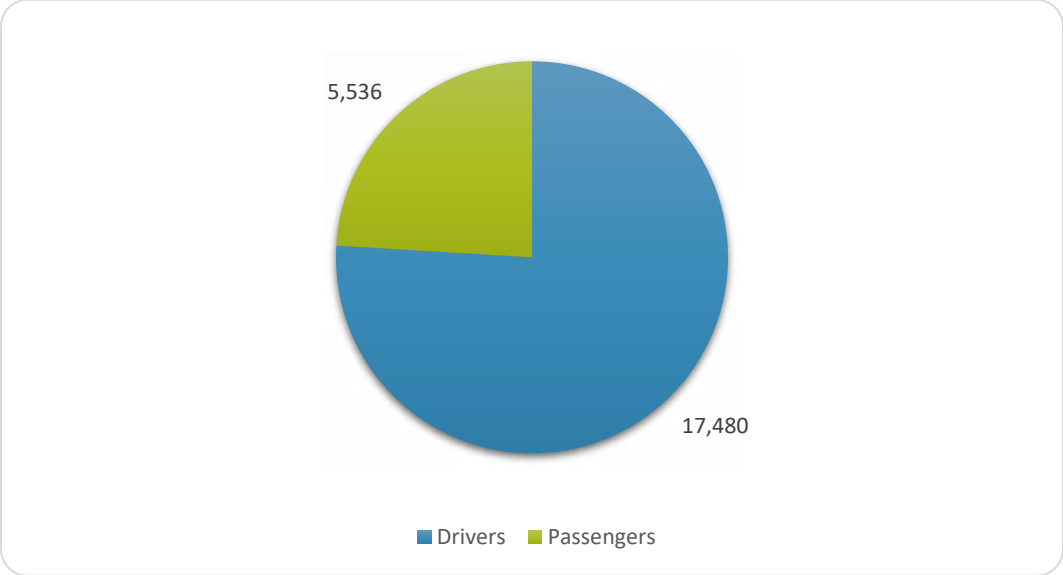
Compared to 2024, overall seat belt use in Wyoming increased substantially, rising from 73.4 percent to 80.5 percent in 2025. The percentage of unbelted occupants declined from 26.6 percent to 19.2 percent, reflecting a 7.4 percentage point reduction in non-compliance. The “unsure” rate is 0.3 percent.

Drivers and Passengers

Observers collected seat belt use data on drivers and front-seat outboard passengers; observations did not include middle front-seat or back-seat occupants.

In 2025, observers recorded 17,480 drivers and 5,536 passengers, totaling 23,016 vehicle occupants. Drivers accounted for 75.9 percent of all occupants, while passengers represented 24.1 percent. This equates to just over three drivers for every passenger. Roughly one in four vehicles had both a driver and a passenger present. The following chart illustrates these percentages.

Figure 2: Percent of Sample by Type of Vehicle Occupant, Wyoming 2025



The usage rate for observed drivers was 79.1 percent, while the passenger rate was considerably higher at 86.2 percent. This difference indicates that passengers continue to buckle up at a higher rate than drivers. Because passengers made up only 24.1 percent of the sample compared to 75.9 percent of drivers, the statewide average balanced at 80.5 percent. Figure 3 illustrates seat belt use by drivers, passengers, and all occupants, while Figure 4 highlights the relationship between belt use and each group's share of the overall sample.

Figure 3: Occupant Belt Use by Occupant Type, Wyoming 2025

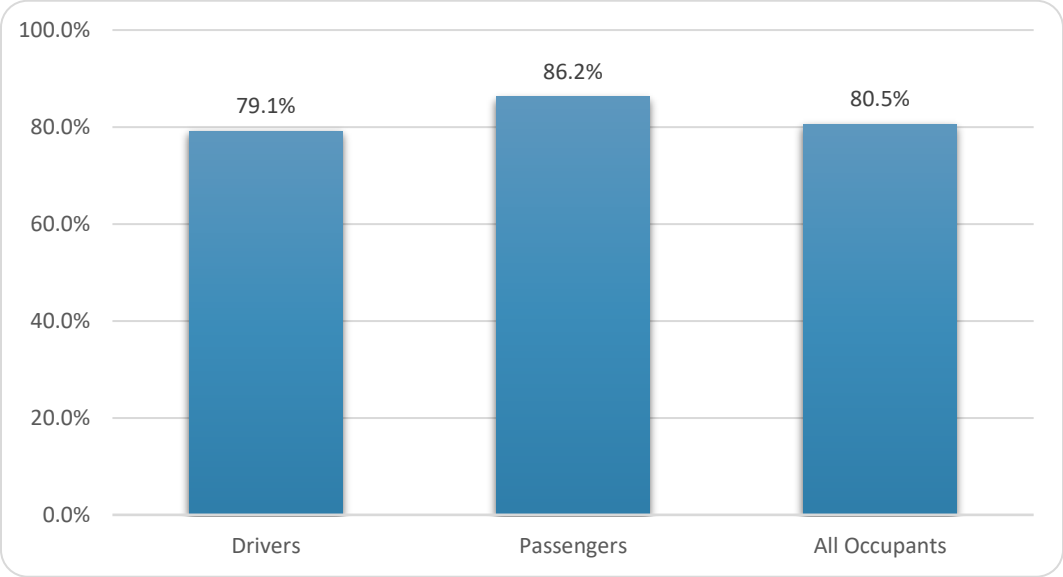
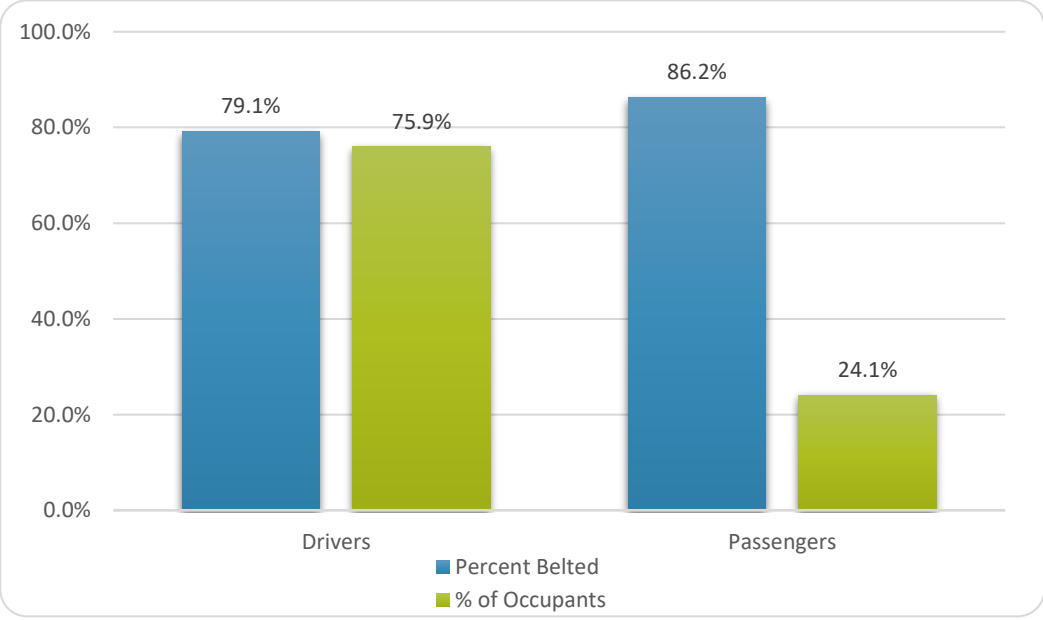


Figure 4: Occupant Belt Use by Occupant Type and Percent of Sample, Wyoming 2025



Estimates of Seat Belt Use by County

The Wyoming sample includes fifteen counties. The following table lists the counties, the unweighted frequencies for each county, and the percentage of observed vehicle occupants sorted by the percentage of the total sample.

Table 3: Estimates of Seat Belt Use by County, Wyoming 2025[2]

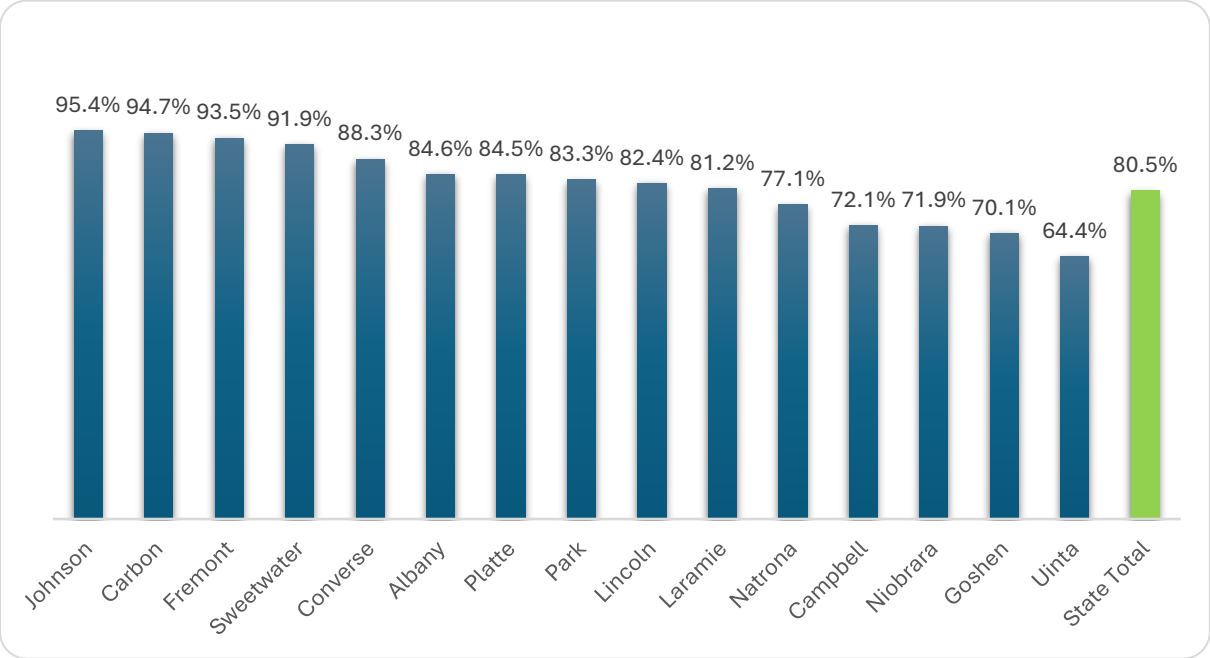
County	Belted	Not Belted	Unsure	Total	Unweighted Count	% of Sample
Campbell	72.1%	27.8%	0.1%	100.0%	2982	12.96%
Park	83.3%	16.7%	0.0%	100.0%	2478	10.77%
Uinta	64.4%	35.6%	0.0%	100.0%	2184	9.49%
Sweetwater	91.9%	7.9%	0.2%	100.0%	1932	8.39%
Carbon	94.7%	5.3%	0.0%	100.0%	1877	8.16%
Goshen	70.1%	29.9%	0.0%	100.0%	1701	7.39%
Lincoln	82.4%	17.5%	0.1%	100.0%	1528	6.64%
Albany	84.6%	15.4%	0.0%	100.0%	1404	6.10%
Platte	84.5%	15.5%	0.0%	100.0%	1339	5.82%
Converse	88.3%	11.4%	0.3%	100.0%	1267	5.50%
Laramie	81.2%	18.8%	0.0%	100.0%	1080	4.69%
Fremont	93.5%	6.5%	0.0%	100.0%	1040	4.52%
Johnson	95.4%	4.6%	0.0%	100.0%	896	3.89%
Natrona	77.1%	22.0%	0.9%	100.0%	686	2.98%
Niobrara	71.9%	28.1%	0.0%	100.0%	622	2.70%
Total	80.5%	19.2%	0.3%	100.0%	23,016	100.00%

[2] Because "Unsure" represents a statistically insignificant percentage, it will not appear in the remaining tables of this report. However, its data is included in the detailed SPSS output files in the appendices.

Among the top counties in terms of total occupants, four counties had seat belt use rates above 90 percent: Johnson (95.4%), Carbon (94.7%), Fremont (93.5%), and Sweetwater (91.9%). These counties represent some of the highest compliance levels observed in the state. By contrast, Uinta (64.4%), Goshen (70.1%), Niobrara (71.9%), and Campbell (72.1%) had the lowest county-level usage rates, all of which were well below the statewide average of 80.5 percent.

Several counties clustered just above the state average, including Laramie (81.2%), Lincoln (82.4%), Park (83.3%), Platte (84.5%), Albany (84.6%), and Converse (88.3%). This distribution reveals a significant variation across counties, with high-performing counties maintaining rates above 90 percent and lower-performing counties falling more than 15 percentage points below the statewide average.

Figure 5: County Seat Belt Use Rates for Vehicle Occupants Ranked in Descending Order, Wyoming 2025



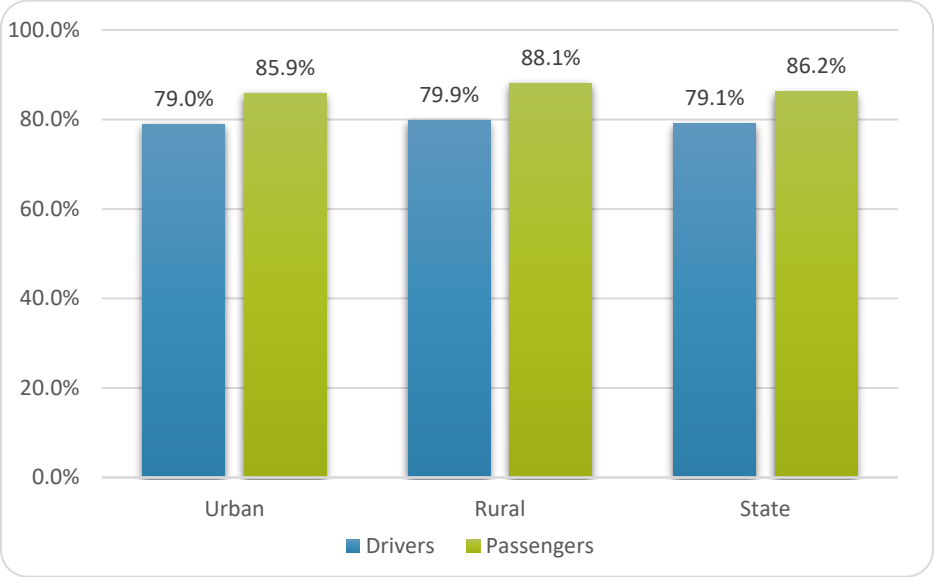
Seat Belt Use for Selected Variables

Survey observations in Wyoming are organized into variables and categories within variables. For example, sites are pre-coded for population density (urban or rural) and the type of roadway (primary, secondary, and other). Occupant gender, vehicle type registration (Wyoming or out-of-state), and the day of the week are different variables. These variables, along with others of interest related to seat belt use, are examined in the following section.

Population Density

Wyoming remains more rural than urban, a trend reflected in the 2025 survey observations. Seat belt use among vehicle occupants in rural areas (79.9% for drivers and 88.1% for passengers) was slightly higher than in urban areas (79.0% for drivers and 85.9% for passengers).

Figure 6: Estimates of Driver, Passenger, and All Occupants Belted by Population Density, Wyoming 2025



While both groups saw declines compared to the prior year, the gap between rural and urban use narrowed, with rural passengers showing the strongest compliance. Passengers in both settings continue to show higher seat belt use than drivers, contributing to the statewide overall rate of 80.5 percent.

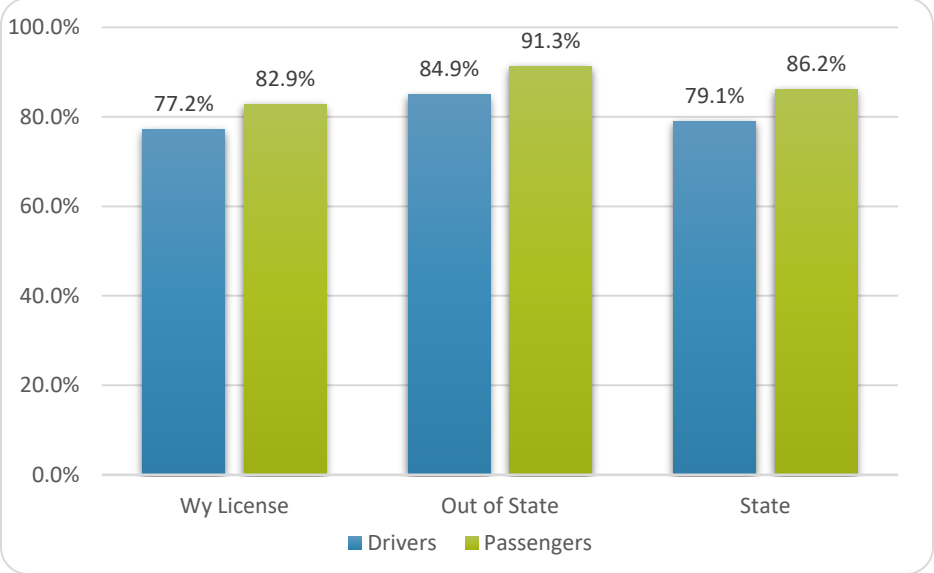
Vehicle Registration

Observers recorded whether occupants were in vehicles with Wyoming license plates or those from other states. In 2025, seat belt use continued to be higher among occupants in out-of-state vehicles compared to those in Wyoming-registered vehicles.

For the 2025 survey, 77.2 percent of drivers and 82.9 percent of passengers were in Wyoming-registered vehicles. In contrast, 84.9 percent of drivers and 91.3 percent of passengers in out-of-state vehicles were belted. The differences were 7.7 percentage points for drivers and 8.4 points for passengers.

These results highlight a consistent pattern observed in prior surveys: occupants of out-of-state vehicles demonstrate stronger compliance with seat belt laws than those driving Wyoming-registered vehicles.

Figure 7: Percent of Drivers, Passengers, and All Occupants Belted by Vehicle Registration, Wyoming 2025



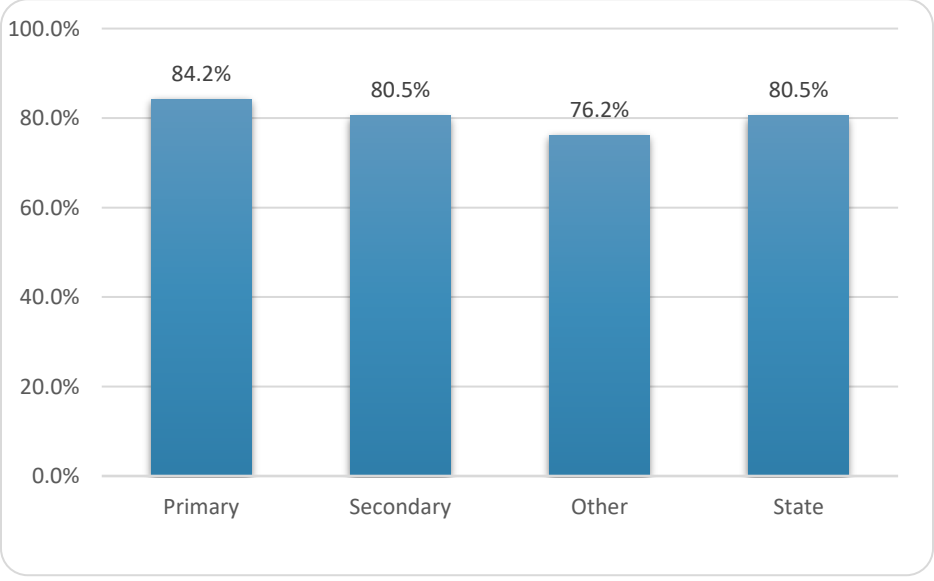
Roadway Type

The roadway types identified in the data were coded according to the roadway population assigned to Wyoming by NHTSA. Three codes were included in the roadway population, as follows:

- S1100 primary roadways are federally or state-maintained roads. They include interstate highways and other four-lane highways. For the 2025 survey, 32.8 percent of the vehicle occupants were observed on primary roadways coded as S1100.
- S1200 roads are secondary. They are state or federally maintained and typically two-lane highways. In 2025, 63.3 percent of the vehicle occupants were in vehicles traveling on roadways coded as S1200.
- S1400 roadways, for this report, are considered "local or rural." These roadways are a mix of local, rural, and city streets that are neither primary nor secondary. All roads are paved, some of which are two-lane, while others are four-lane. The fewest occupants, 3.9 percent of the total sample, were observed on these "other" or 1400-coded roadways.

Observed occupants in vehicles on primary roads were belted at a rate of 84.2 percent. Most occupants were observed traveling on secondary roadways, where seat belt use was 80.5 percent. The lowest usage rate was recorded on local or rural roads at 76.2 percent. The statewide roadway seat belt use rate across all roadway types was 80.5 percent.

Figure 8: Estimates of Occupants Belted by Roadway Type, Wyoming 2025



Weekdays

Observers coded their observations by the day of the week in which the data was collected. The results show that seat belt use varied across days, though the range of variation remained relatively narrow.

For the 2025 survey, the highest seat belt use was observed on Friday (84.6%) and Saturday (83.6%), while the lowest occurred on Thursday (76.7%) and Sunday (78.5%). Monday and Tuesday both recorded 80.1 percent, while Wednesday came in slightly higher at 81.4 percent.

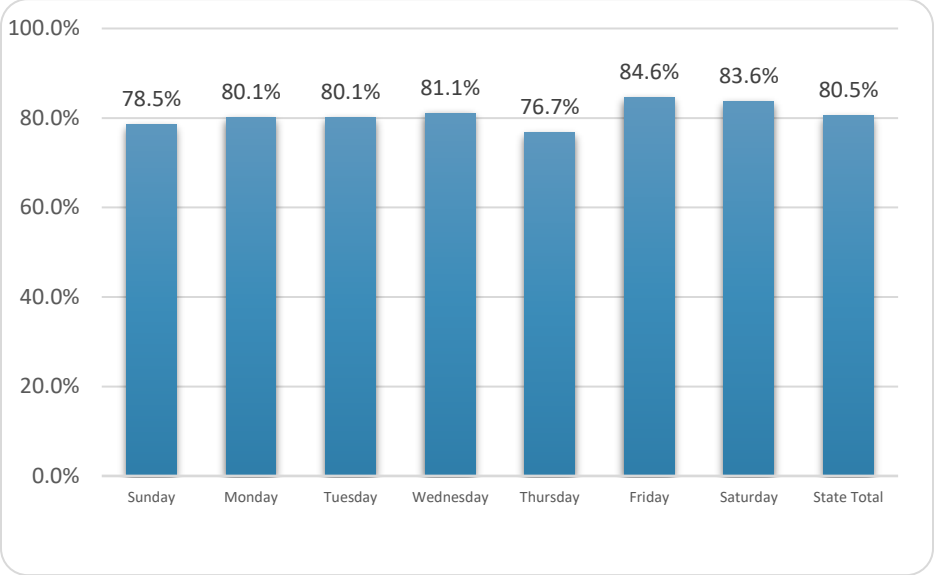
Overall, weekday variation was modest, with most days falling within a band of 77 to 85 percent, a narrower spread compared to earlier survey years. This pattern highlights consistent belt use across the week, with Thursday and Sunday being the only notable exceptions.

Table 4: Occupants Belted by Day of Week, Wyoming 2025

Variable	Belted	Not Belted	Total	Unweighted Count	Unweighted % of Sample
Sunday	78.5%	21.5%	100.0%	2280	9.9%
Monday	80.1%	19.3%	100.0%	2949	12.8%
Tuesday	80.1%	19.4%	100.0%	2923	12.7%
Wednesday	81.4%	18.3%	100.0%	5091	22.1%
Thursday	76.7%	22.8%	100.0%	3591	15.6%
Friday	84.6%	15.4%	100.0%	4191	18.2%
Saturday	83.6%	16.3%	100.0%	1991	8.7%
Total	80.5%	19.2%	100.0%	23016	100.0%

Wednesday and Friday continued to account for the highest volume of observations, together representing more than 40 percent of the week's data. Notably, Friday combined a large observation count with the week's highest belt use rates for both drivers and passengers.

Figure 9: Estimates of Occupants Belted by Day of Week, Wyoming 2025



Occupant Gender and Vehicle Type

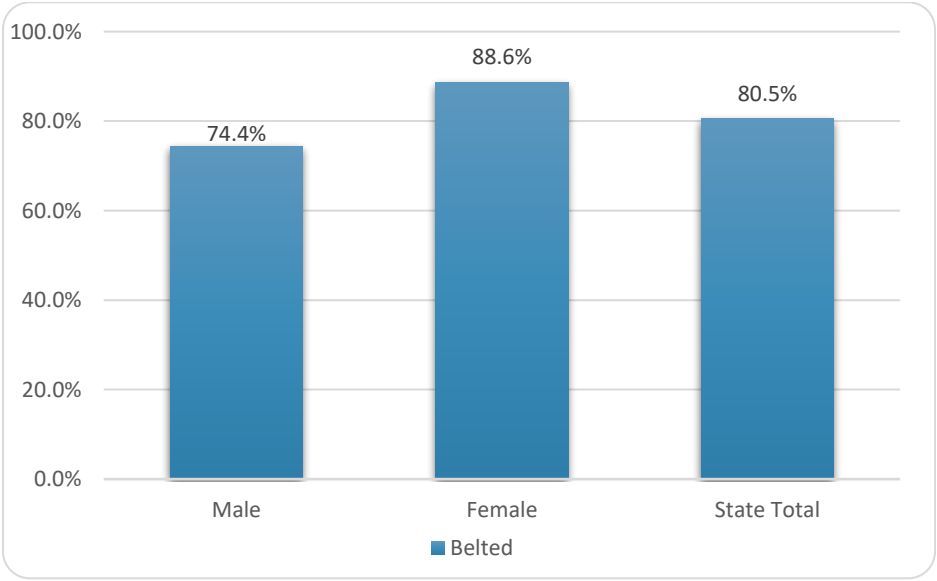
Occupant gender and vehicle type again produced consistent patterns in seat belt use in 2025, continuing trends observed in previous surveys. Females demonstrated significantly higher rates of seat belt use than males across all vehicle types. Males were most often the lowest users, particularly when riding in pickup trucks.

Table 5: Estimates of Occupants Belted by Gender, Wyoming 2025

Variable	Belted	Not Belted	Unsure	Total	Unweighted Count	Unweighted % of Sample
Male	74.4%	25.4%	0.2%	100.0%	13,567	58.9%
Female	88.6%	11.0%	0.4%	100.0%	9,448	41.0%
Unsure	100.0%	0.0%	0.0%	100.0%	1	<0.1%
Total	80.5%	19.2%	0.3%	100.0%	23,016	100.0%

Males accounted for 58.9 percent of observed occupants, while females represented 41.0 percent. Females had a much higher seat belt use rate than males, at 88.6 percent compared to 74.4 percent. This difference of 14.2 percentage points reflects the same longstanding trend: males make up the majority of vehicle occupants but continue to have lower usage rates, which brings down the overall statewide average.

Figure 10: Estimates of Occupants Belted by Occupant Gender, Wyoming 2025



Vehicle Type

The Uniform Code requires that occupants in four vehicle categories be observed for seat belt use: automobiles, vans, sport utility vehicles (SUVs), and pickup trucks. The 2025 estimates of occupant seat belts in each vehicle type are presented in the following table.

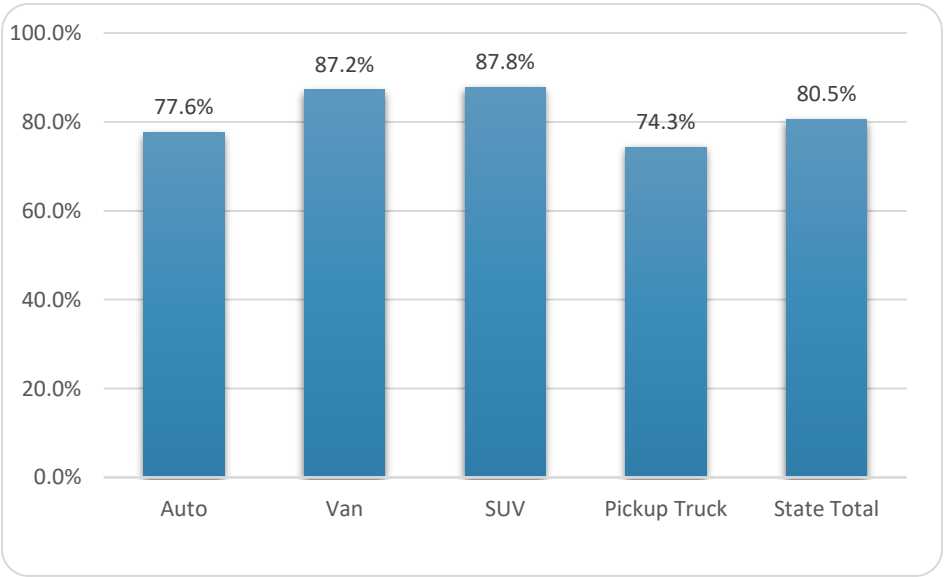
Table 6: Estimates of Occupant Use by Vehicle Type, Wyoming 2025

Vehicle Type	Belted	Not Belted	Total	Unweighted Count	Unweighted % of Sample
Auto	77.6%	21.5%	100.00%	3675	15.97%
Van	87.2%	12.7%	100.00%	8892	38.63%
Sport Utility Vehicle (SUV)	87.8%	12.2%	100.00%	1232	5.35%
Pickup Truck	74.3%	25.5%	100.00%	9217	40.05%
Total	80.5%	19.2%	100.00%	23016	100.00%

In 2025, the highest seat belt use rate was observed among SUV occupants at 87.8 percent, closely followed by vans at 87.2 percent. Automobiles recorded a usage rate of 77.6 percent, while pickup trucks again had the lowest usage at 74.3 percent. Pickup trucks accounted for the largest share of the sample (40.1%), nearly equal to vans (38.6%). Together, vans and pickups represented almost 79 percent of all observed occupants. The difference in belt use between vans and pickups of over 13 percentage points continues to exert a significant influence on the statewide average.

Compared to 2024, seat belt use increased across every vehicle type. Vans rose from 78.6 to 87.2 percent, SUVs from 77.4 to 87.8 percent, automobiles from 70.2 to 77.6 percent, and pickups from 67.6 to 74.3 percent.

Figure 11: Estimates of Occupants Belted by Vehicle Type, Wyoming 2025



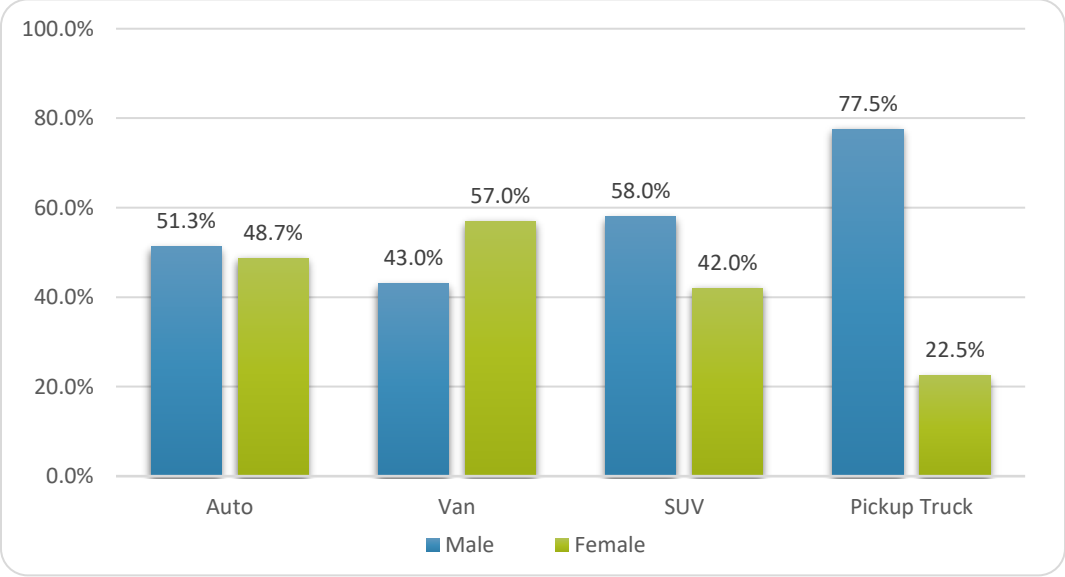
Gender and Vehicle Type

In 2025, the distribution of male and female drivers across vehicle types exhibited clear and consistent patterns, aligning with previous surveys. Pickup trucks were heavily male-dominated, with 77.5 percent of drivers being male and only 22.5 percent female. By contrast, vans had a majority of female drivers, with 57.0 percent female and 43.0 percent male.

Automobiles were nearly balanced, with 51.3 percent male and 48.7 percent female drivers. SUVs were more commonly driven by male drivers (58.0%) compared to female drivers (42.0%).

These gendered driving patterns continue to influence the overall seat belt usage rates in Wyoming. Males, who consistently buckle up at lower rates than females, dominate pickups, the vehicle type with one of the lowest seat belt usage rates. Conversely, females make up a larger share of van drivers, where seat belt use is highest.

Figure 12: Estimates of Occupants Belted by Gender and Vehicle Type, Wyoming 2025



The statewide picture is shaped by the large share of pickup occupants (40.1% of the sample), combined with the fact that males, who consistently have lower usage rates, comprise the majority of pickup occupants.

The tables below illustrate the differences in usage rates between male and female drivers and passengers for each type of vehicle.

Table 7: Unweighted Number & Percent of Male & Female Composition in Types of Vehicles, Wyoming 2025

	Auto		Van		SUV		Pickup	
	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
Male	1,885	51.3%	3,823	43.0%	714	60.4%	7,145	81.2%
Female	1,789	48.7%	5,069	57.0%	518	43.8%	2,072	23.5%
Total	3,674	100.0%	8,892	100.0%	1,182	100.0%	8,804	100.0%

Table 8: Unweighted number & percent of Males & Females by Vehicle Type, Wyoming 2025

	Auto		Van		SUV		Pickup		Total	
	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
Male	1,885	13.9%	3,823	28.2%	714	5.3%	7,145	52.7%	13,567	100
Female	1,789	18.9%	5,069	53.7%	518	5.5%	2,072	21.9%	9,448	100

Comparison to 2024 Survey Results

More drivers, passengers, and overall vehicle occupants were observed in 2025 compared to 2024, reflecting a modest increase in the sample size.

Table 9: Sample Size of Observed Occupants, Wyoming 2025

	2024	2025
Drivers	16,394	17,480
Passengers	5,221	5,536
All Occupants	21,615	23,016

The seat belt usage rate increased by 7.1 percentage points in 2025, rising from 73.4 percent in 2024 to 80.5 percent in 2025. This represents a clear reversal of the decline recorded in the previous year. Drivers improved from 71.0 percent belted in 2024 to 79.1 percent in 2025, while passenger use rose from 82.9 percent to 86.2 percent. Male usage increased from 69.5 percent in 2024 to 74.4 percent in 2025, and female usage jumped nearly ten points, from 78.6 percent to 88.6 percent. Seat belt use improved across all vehicle types. Vans showed the highest usage at 87.2 percent, followed closely by SUVs at 87.8 percent. Automobiles increased from 70.2 percent to 77.6 percent, and pickup trucks, while still the lowest among vehicle types, improved from 67.6 percent in 2024 to 74.3 percent in 2025.

Wyoming-registered vehicles continued to have lower usage rates than out-of-state vehicles; however, both categories showed improvement. Belt use in Wyoming vehicles rose from 68.8 percent to 78.1 percent, while out-of-state vehicles improved slightly, from 85.4 percent to 86.8 percent.

It is worth noting that the rebound in 2025 may, in part, reflect the impact of fewer roadway disruptions compared to 2024, when observers and quality control reported construction-related disruptions. Those conditions likely contributed to the unusually low usage rates recorded in 2024.

Table 10: Percent of Seat Belt Use of Key Variables, 2024-2025

	2024 %	2025 %	% Point Difference	% Difference
Drivers	71.0	79.1	**8.1**	**11.4**
Passengers	82.9	86.2	**3.2**	**3.9**
Males	69.5	74.4	**4.4**	**6.3**
Females	78.6	88.6	**9.6**	**12.2**
Automobiles	70.2	77.6	**7.6**	**10.9**
Vans	78.6	87.2	**8.2**	**10.4**
SUVs	77.4	87.8	**10.8**	**14**
Pickups	67.6	74.3	**6.3**	**9.3**
Wyoming Vehicles	68.8	78.1	**9.1**	**13.2**
Out-of-State	85.4	86.8	**1.8**	**2.1**
Overall Rate	73.4	80.5	**7.1**	**9.7**

Concluding Remarks

The 2025 Wyoming Seat Belt Survey shows a clear rebound in statewide seat belt use, reversing the decline reported in 2024. The overall usage rate increased to 80.5 percent, up more than seven percentage points from 2024. This gain restores Wyoming to a level much closer to its 2023 performance, suggesting that last year's unusually low results were likely influenced by temporary factors rather than a sustained trend.

Seat belt use improved across all major categories. Drivers reached a compliance rate of 79.1 percent, while passengers continued to lead at 86.2 percent. Females again outpaced males in seat belt use, with rates of 88.6 percent and 74.4 percent, respectively. Across vehicle types, vans (87.2%) and SUVs (87.8%) had the highest usage, while pickup occupants (74.3%) remained the lowest. Wyoming-registered vehicles continued to trail those with out-of-state plates, although both categories showed improvement.

County-level analysis revealed a wide variation, with several counties exceeding 90 percent belt use, while others lagged behind the statewide average. Johnson and Carbon Counties stood out with the highest compliance, while Uinta and Goshen Counties reported some of the lowest. Observed differences in roadway type and day of the week also persisted: belt use was strongest on primary roads and during weekend observations, while secondary and local roads, along with midweek observations, saw slightly lower rates.

The overall rebound suggests that 2024's decline was an anomaly, influenced in part by extensive roadway construction noted during data collection that year. With more balanced conditions in 2025, usage rates rebounded across nearly every variable. Still, challenges remain. Persistent gaps exist between male and female occupants, between pickups and other vehicles, and between Wyoming-registered and out-of-state vehicles, highlighting ongoing areas for targeted education and enforcement.

Wyoming's progress in 2025 reinforces the importance of consistent observation, robust methodology, and careful review of contextual factors. Continued monitoring will determine whether these improvements hold steady in the coming years, but the 2025 results offer an encouraging signal of recovery in seat belt use statewide.

APPENDICES

Appendix A: State Seat Belt Use Reporting Form

state seat belt use reporting form

State Seat belt Use Survey Reporting Form

PART A

State: Wyoming Calendar Year of Survey: 2025

Statewide Seat belt Use Rate: 80.5 Percent

I hereby certify that: The Governor designated Keri Bohlmann as the State's Highway Safety Representative (GR) and has the authority to sign the certification in writing.

The reported Statewide seat belt use rate is based on a survey design that received approval by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat belt Use, 23 CFR Part 1340.

The survey design remained unchanged since NHTSA approved the survey.

Julie Angert[3], a qualified survey statistician, reviewed the seat belt use rate reported above and information reported in Part B and determined that they meet the Uniform Criteria for State Observational Surveys of Seat belt Use, 23 CFR Part 1340.

Keri Bohlmann

Signature

11/13/2025

Date

Keri Bohlmann

Printed name of authorized signing official

[3] In accordance with the final rule published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042-18059, DLN contracted with statistician, Julie Angert to determine that the methods used to process the collected data met the Uniform Criteria for State Observational Surveys of Seat belt Use, 23 CFR Part 1340. Angert reviewed the SPSS output files and related data tables to confirm the data are accurate and true. A copy of Angert's abbreviated resume follows.

Julie Angert

663 Bedford Street, St. Paul, MN 55130 | (715) 523-1165 | juliekoehler94@gmail.com

Skills Summary

- **Research and Analysis:** Conduct statistical analyses of complex data from various internal and external sources
- **Communicating and Advocating:** Use quantitative and qualitative research findings to inform public officials, subject matter experts, and lay audiences about programs and services through documents, dashboards, and presentations
- **Project Management:** Lead projects by defining project parameters and working closely with contractors to ensure timelines are met, deliverables are high quality, and contracts are fulfilled

Professional Experience

Research Scientist 3 Aug 2022-Present

Minnesota Department of Human Services (DHS) - Aging and Adult Services Division

- Implement quality assurance methods and strategies for Elderly Waiver and Alternative Care to ensure compliance and accountability with federal and state regulations including reviewing waiver plan and writing communications to CMS
- Develop and document processes for gathering annual federal quality assurance data
- Research quality of HCBS programs through various data sources including NCI-AD (National Core Indicators-Aging and Disability) survey, claims, and others
- Provide data and analytic support for Assisted Living Report Card
- Serve as subject matter expert on data-related cross-division workgroups
- Conduct policy analysis of proposed federal rules and HCBS quality measure set to ensure compliance with future quality assurance expectations
- Conduct analysis to estimate cost of proposed program serving older adults with high needs
- Use Microsoft Office Suite, Tableau, SPSS, CRM

Management Analyst 4 Sep 2019-Present

DHS - Nursing Facility Rates and Policy Division

- Handle, combine, and analyze multiple large complex datasets by writing and editing SAS and SQL code
- Regularly use data sets including Minimum Data Set (MDS), DHS data warehouse, Shared Master Index, Minnesota Department of Health (MDH) Death Certificate file, MDH Health Care Directory Database, Census Bureau, and survey data
- Maintain MDS, facility, and other data to ensure timeliness and accuracy
- Produce data reports for nursing homes for the provider portal and for the public through the Nursing Home Report Card
- Develop and update dashboard-based reports in Power BI to inform data driven decision-making for the distribution of Moratorium Exception funding

- Use SAS, SQL, Crystal Reports/BOBI (content administrator), Power BI, Excel and other Microsoft Office programs to analyze and report data
- Share public and non-public DHS data with internal and external users securely according to DHS and MNIT standards
- Work with multiple contractors to collect survey data and to improve the performance measures used in reporting
- Participate in mentoring group to learn new and innovative ways to evaluate and improve programs

Research Analysis Specialist Senior Jul 2015-Sep 2019

DHS - Aging and Adult Services Division & Minnesota Board on Aging

- Designed and implemented analyses of state administered home and community-based services (HCBS), including waivers, using many data sources including data warehouse, National Core Indicators (NCI), Survey of Older Minnesotans, Census Bureau, and others
- Provided information to leadership to make data-driven decisions that assure long-term sustainability, high-quality outcomes, and equitable access through the NCI, HCBS Access, Survey of Older Minnesotans, and Gaps Analysis projects
- Collaborated with contractors to ensure timelines were met, excellence in deliverables, contract fulfillment, and to maintain positive ongoing relationships for multiple projects simultaneously
- Lead the implementation of a quality improvement work group with managed care organizations based on NCI data
- Translated and communicated research and evaluation products to diverse audiences including legislature, policy staff, service providers, advocacy organizations, and the general public
- Presented findings using PowerPoint, dashboard demonstrations, written reports, and other means
- Worked with and maintained positive relationships with people from different backgrounds and cultures including managed care organization staff, researchers, contractors, providers, and DHS staff
- Designed and developed interactive dashboards in Tableau that document trends in the older adult population and track older adult program status
- Completed L4 Leadership Development Program
- Participated in many equity trainings and worked on multiple projects using an equity lens by looking at disparities in service utilization and outcomes
- Used SPSS; Tableau Desktop, Public, and Server (content administrator); Microsoft Office suite

Education

Master of Public Policy May 2015

Humphrey School of Public Affairs - University of Minnesota

- Concentration: Advanced Policy Analysis, Aging & Disability Policy

Bachelor of Social Work Dec 2011

University of Wisconsin-Eau Claire

5820 York Ave. S.
Edina, MN. 55410

Phone 952.922.0018
E-mail ljleibert@gmail.com

James G. Leibert, PhD.

Summary – Creative problem solver with knowledge of and experience in a broad array of statistical and computational tools and techniques. I understand that there is no one tool or technique that can be used for every situation. I can quickly see connections and use tools and techniques from other fields as appropriate.

Employment

Research Scientist III, Minnesota Department of Human Services, Disability Services Division, St. Paul, MN. Current

Chair, Dept. of Political Science and Public Administration / Director of the Master of Public Administration Program / Dean of Graduate and Undergraduate Studies, Kazakhstan Institute of Management, Economics, and Strategic Research (KIMEP), Almaty, Republic of Kazakhstan, 2001-2002.

Associate Professor (1999-2001) / International Programs Coordinator (2000 – 2001)

Chairman of the Department of Social Sciences (1999 – 2000) \ Assistant Professor (1993-1998), Dickinson State University Dickinson, ND, 1993-2001.

Leadership

Team Player

Problem Solving

Appendix B: Survey Design

Wyoming survey design

In collaboration with DLN Consulting, Inc., the Wyoming Department of Transportation Highway Safety Program designed the following sampling, data collection, and estimation plan. The National Highway Traffic Safety Administration accepted and approved the plan on April 24, 2012. A copy of the approval notification can be found in Appendix C.

Seat Belt Use Survey Design for Wyoming

Sampling, Data Collection and Estimation Plan

Revised 04-03-2012

Seat Belt Use Survey Design for Wyoming

Sampling, Data Collection and Estimation Plan

January 3, 2012
Revised March 7, 2012

Submitted to:

National Highway Traffic Safety Administration
Traffic Safety Programs
1200 New Jersey Ave, SE
Washington, DC 20590

Submitted by:

Wyoming Department of Transportation
Highway Safety Program
5300 Bishop Boulevard
Cheyenne, WY, 82009-3340

DLN Consulting, Inc.
2493 4th Ave W
Suite G
Dickinson, ND 58601

Table of Contents

Introduction

This document provides the details of the methods proposed for a survey of seat belt use in the State of Wyoming in 2012. These methods have been developed by Wyoming to comply with the new Uniform Criteria for State Observational Surveys of Seat Belt Use issued in 2011 by the National Highway Traffic Safety Administration (NHTSA).[1]

This proposal includes the following:

- The general parameters of the study design, which produced the proposed sampling frame for the survey of Wyoming seat belt use.
- The sample design, including the proposed sample size and the methods to be used for the selection of road segments.
- The proposed data collection methods, including the training of observers, and the protocols that will guide observers in data collection, and the proposed quality control procedures.
- The proposed analytical methods to be used in producing an estimate of seat belt use in Wyoming, including the statistical use of sampling weights, the methods to adjust for nonresponsive data, and the methods of variance estimation.

This plan is compliant with the Uniform Criteria and will be used for the implementation of Wyoming's 2012 seat belt survey, upon approval.

Study Design

There are 23 counties in the State of Wyoming. Fatality Analysis Reporting System (FARS) data for the years 2005 – 2009 by county was examined to identify the counties that accounted for at least 85 per cent of the cumulative crash–related fatalities during that period of time. Five years of data was selected to produce the largest number of counties available for the sample. Sixteen of the 23 counties accounted for 87.7 percent of the fatalities during this five-year period. Table 1 lists the fatality counts, and cumulative percentage of fatalities by county in Wyoming.

Road segment data was acquired from NHTSA, as developed by the U.S. Census Bureau in the form of 2010 TIGER data, for each of the 16 counties in the sample frame. All roads, with the exception of rural local roads, non-public roads, unnamed roads, unpaved roads, vehicular trails, access ramps, cul-de-sacs, traffic circles, and service drivers. These exclusions are compliant under § 1340.5.a.2.ii. The data include the length of the road segments and the classification of the road segments by road type (MTFCC).[2] This classification scheme locates each road segment within three different types of roads, as follows:

- Primary roads (MTFCC Code S1100), which are generally divided, limited-access highways within the interstate highway system or under state management, and are distinguished by the presence of interchanges. These highways are accessible by ramps and may include toll highways, although there are no toll highways in Wyoming.

[1] The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059.
[2] The classification scheme uses the MAF/TIGER feature Class Code, or MTFCC in the database.

- Secondary roads (MTFCC Code S1200), which are main arteries, usually in the U.S. Highway, State Highway, or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number.
- Local neighborhood roads, rural roads, and city streets (MTFCC Code S1400), including paved non-arterial streets, roads or byways that usually have a single lane of traffic in each direction. The roads in this class may be privately or publicly maintained. Scenic park roads would be included, as would some unpaved roads, in this classification.

This classification scheme will be used to stratify the road segments in each county. The road segments to be included in the statewide sample will be drawn from the strata within each of the selected counties.

Sample Design

The proposed design is intended to conform to the requirements of the Uniform Criteria. The objective of the design is to generate annual estimates of occupant restraint use for adults and children using booster seats in the front seats of passenger vehicles. Wyoming intends to update the sample of data collection sites every five years in order to have survey results that reflect those counties with more than 85 percent of crash-related fatalities. The sample design described here was provided to Wyoming under a consultant agreement with DLN Consulting, Inc. and Dr. Jamil Ibriq of Dickinson State University in Dickinson, North Dakota.[3] The sample design is for a stratified, systematic, randomly selected sample of data collection segments, with the following detailed steps:

- All 23 counties in Wyoming were listed in descending order of the average number of motor vehicle crash-related fatalities for the period of 2005 to 2009. Fatality Analysis Reporting System (FARS) data were used to determine the number of crash-related fatalities per county. It was determined that 16 of the counties accounted for more than 85.0 percent of traffic-related fatalities.[4] A decision was made by the Wyoming Department of Transportation to include all 16 counties for observation in order to maximize the numbers of counties to be observed. This method used in the first sampling stage resulted in all counties in the sample being selected with certainty and a probability factor of 1. Table 1 lists Wyoming's counties, fatality counts, and cumulative fatality percentages.
- The road segments were selected randomly from all eligible segments in each of the strata in the sampled counties. The road segments were stratified on the basis of the MTFCC road type classification[5]. A total sample of 18 road segments was identified for each county based on the historical number of observations collected over the past five years in Wyoming. This stage of the sampling process resulted in the selection of 288 road segments (16 counties X 18 sites per county).

[3] Dr. Jamil Ibriq's résumé is included in Appendix A.
[4] The 16 counties account for 87.7 percent of traffic-related fatalities in the FARS cumulative data from 2005-2009.
[5] The road types, previously described, are (S1100) primary roads, (S1200) secondary roads, and (S1400) local neighborhood roads, rural roads, and city streets.

- The sampling process included the random selection of additional road segments within each road-type strata and county. These segments are part of a pool of reserve sites that can be substituted for existing segments in the sample that become unavailable due to extensive construction, weather-related problems, or other unanticipated events.
- It is expected that this process will produce approximately 28,800 observations, based on prior surveys of seat belt use in Wyoming. Given this sample size, the standard error should be less than the 2.5 percent maximum specified by the Uniform Criteria. In the event that the standard error exceeds 2.5 percent, additional observations will be collected from existing sites.
- Randomization procedures will be used to determine protocols regarding the initial road segment for observation within each county, the direction of traffic flow for observation, etc., to be described later in this proposal.

Table 1: Wyoming's Average Motor Vehicle Crash-Related Fatalities By County 2005 - 2009

STATE CODE	COUNTY NAME	Average fatality counts for 5 years	Fatality percentage within the state	Cumulative fatality percentage
Wyoming	FREMONT	20.6	12.4	12.4
Wyoming	SWEETWATER	19	11.4	23.8
Wyoming	NATRONA	13.2	7.9	31.8
Wyoming	CAMPBELL	11.8	7.1	38.9
Wyoming	LARAMIE	11.2	6.7	45.6
Wyoming	CARBON	10	6	51.7
Wyoming	ALBANY	7.6	4.6	56.2
Wyoming	JOHNSON	6.8	4.1	60.3
Wyoming	PARK	6.8	4.1	64.4
Wyoming	TETON	6.4	3.9	68.3
Wyoming	UINTA	6.4	3.9	72.1
Wyoming	SHERIDAN	5.4	3.3	75.4
Wyoming	SUBLETTE	5.4	3.3	78.6
Wyoming	LINCOLN	5.2	3.1	81.8
Wyoming	BIG HORN	5	3	84.8
Wyoming	PLATTE	4.8	2.9	87.7
Wyoming	CONVERSE	4.2	2.5	90.2
Wyoming	GOSHEN	3.3	2	92.2
Wyoming	CROOK	3.2	1.9	94.1
Wyoming	WESTON	3	1.8	95.9
Wyoming	NIOBRARA	2.8	1.7	97.6
Wyoming	HOT SPRINGS	2	1.2	98.8
Wyoming	WASHAKIE	2	1.2	100

Sample Size and Precision

A standard error of less than 2.5% for the seat belt use estimates is required by the Final Rule. Since 2006, Wyoming has conducted annual seat belt use studies that have historically obtained standard error rates below this threshold (e.g. 1.1%, 1.2%, 0.9%, 1.0%, and 0.8% in the past five years) via

6

observed sample sizes between 23,404 and 27,274. These observed sample sizes have been obtained from previous sample designs using nine counties and 23 road segments per county. Therefore, since the proposed design is expected to yield a sample of about 28,800 observations (16 counties X 18 sites per county X 100 vehicles per observation site), the precision objective should be achieved without problem. In the event that the precision objective of a 2.5% or less standard error is not met, additional observations will be taken starting with sites having the fewest observations. New data will be added to existing data until the desired precision is achieved.

County Selection

All 16 counties within the sample were selected with certainty. This was a decision made by the Wyoming Department of Transportation to measure seat belt use in all the top fatality counties within the state. As certainty counties, each was assigned a probability factor of 1 (16 counties selected from the 16 counties in the sample) and represented the first stage of sampling.

Road Segment Selection

After determining the number of road segments in each stratum, the probabilities of selection were determined. Based on the probability calculations, no certainty road segments were identified. The road segments in each stratum in each county were then selected randomly using a simple java program. The program randomly selected a particular site from the list of eligible sites in the stratum. Once a site was selected, it was removed from the list of eligible sites in the stratum. The next site was then selected randomly from the remaining sites. This random process continued until all the sites in the stratum were selected.

7

Table 2: Roadway Functional Strata by County, Road Segments Population (N), Length, and Number of Segments Selected (n)

County		MTFCC Strata			Total
		Primary	Secondary	Local	
Albany	N	149	992	0	1141
	Length	60.639697	247.87805	0	308.517747
	n	2	16	0	18
Big Horn	N	0	1182	0	1182
	Length	0	271.087301	0	271.087301
	n	0	18	0	18
Campbell	N	267	1041	0	1308
	Length	97.912343	275.346207	0	373.25855
	n	4	14	0	18
Carbon	N	222	1311	0	1533
	Length	80.064222	419.42826	0	499.493482
	n	3	15	0	18
Fremont	N	1	1891	0	1892
	Length	0.115489	486.099588	0	486.215077
	n	0	18	0	18
Johnson	N	698	862	0	1560
	Length	234.830117	196.282768	0	431.112885
	n	8	10	0	18
Laramie	N	447	966	10768	12181
	Length	170.462425	242.350689	2127.917681	2540.730794
	n	1	1	16	18
Lincoln	N	94	1312	0	1406
	Length	34.119548	284.555377	0	318.674925
	n	1	17	0	18
Natrona	N	402	1516	11520	13438
	Length	124.83999	273.855866	1699.565696	2098.261552
	n	1	2	15	18
Park	N	0	1593	0	1593
	Length	0	365.12326	0	365.12326
	n	0	18	0	18
Platte	N	401	754	0	1155
	Length	145.526417	168.650462	0	314.176879
	n	6	12	0	18
Sheridan	N	228	1470	0	1698
	Length	85.030844	222.495535	0	307.526379
	n	2	16	0	18
Sublette	N	0	1064	0	1064
	Length	0	258.890084	0	258.890084
	n	0	18	0	18
Sweetwater	N	329	1162	0	1491
	Length	154.80921	374.258433	0	529.067643
	n	4	14	0	18
Teton	N	0	785	0	785
	Length	0	226.731063	0	226.731063
	n	0	18	0	18
Uinta	N	223	624	0	847
	Length	74.801936	132.715057	0	207.517993
	n	5	13	0	18

8

Reserve Sample

In the event that an original road segment is permanently unavailable, a reserve road segment will be used for data collection. The reserve road segment sample consists of two additional road segments per original road segment selected, resulting in a reserve sample of 576 road segments. The reserve sample is generated by selecting the road segments immediately preceding and immediately following each randomly selected road segment, and constitutes the original sample. Since the road segments in the database for any road type and county are organized geographically by their longitude and latitude values, this implies that the road segments in the reserve sample for a particular road type and county are located in close proximity to each other. For example, if l'_i-1 and l'_i+1 are the same type as l'_i, i.e., primary road type, and located in the same geographical region, they therefore have similar characteristics in terms of traffic flow and population mix. The reserve sample is developed using simple random sampling in which v road segments are selected from l' road segments in a particular road classification and county in such a way that every possible combination of v road segments is equally likely to be the sample selected.

For the purposes of data weighting, the reserve road segments inherit all probabilities of selection and weighting components up to and including the road segment stage of selection from the original road segments actually selected.

Data Collection

Site Selection

Each of the road segments in the sample, including those in the reserve sample, was mapped according to the latitude and longitude of their midpoints. Observation sites were identified by the intersections that occurred within the road segment, except when there was no identifiable intersection or interchange. In the latter case, the midpoint within the road segment was selected for observation.

The data collection sites on the road segments were selected in a location approximately fifty yards from any controlled intersection. For interstate highways, data collection will occur on a ramp carrying traffic that is exiting the highway. In every case, the choice of the observation site will be based on maximizing observer safety and line of sight for reliable data collection.

The observed direction of travel was randomly assigned for each road segment. The locations of the data collection sites were described on Site Assignment Sheets for each county, and maps were developed to assist the observers and quality control monitors in travelling to the assigned locations.

Training

Wyoming will hire a minimum of 16 observers, one for each county in the sample, to collect the data. Additional observers will be hired as reserve observers and to assist assigned observers in high traffic sites, defined by known traffic patterns associated with the general area of the sample sites.[6]

Two quality control monitors will be hired. Each will be responsible for half the state. Observers and quality control monitors will be recruited by a contracted firm with preference given to individuals who have experience in past seat belt use surveys or other field data collection. Law enforcement personnel will be excluded from the hiring base to reduce data collection bias.

There will be two quality control monitors assigned to cover the data collectors. Quality control monitors will make unannounced visits at ten percent of the total sites for purposes of determining data reliability through the separate collection of data. The quality control monitors will not serve as both observer and quality control monitor.

Training for observers and quality control monitors will be conducted at a central location in the state prior to the state's pre-survey held the last week in April each year. The training session will include lecture, classroom, and field exercises. Each observer and quality control monitor will be tested through participation at a minimum of three observation test sites to acquire an inter-observer agreement ratio.

Test sites will be selected to represent the types of sites and situations observers will encounter in the field. No actual sites in the sample of roadway segments will be used as test sites. During field training, observers and quality control monitors will record data independently on separate observation forms. Each person will document vehicle type, gender, and seat belt use of drivers and outboard front seat passengers. Individual observations will be compared to the group to calculate the agreement rate. All agreement rates must be sufficiently high (85% or higher) or additional training will be conducted.

At the conclusion of the training, observers and quality control monitors will be given a post-training quiz to ensure they understand the survey terminology, the data collection protocols, and the reporting requirements.

Quality control monitors will be given an additional half-day training session that focuses on their specific duties. These include conducting unannounced site visits to a minimum of two sites (10%) for each observer and reviewing the field protocols with the observers during the visits. The quality control monitors will be available to respond to questions and offer assistance to observers as needed.

The training syllabus can be found in Appendix D.

Data Collection Protocols

Observers will collect data on the seat belt use of drivers and outboard passengers, including children in booster seats,[7] on the weekdays and weekends during the collection period during the first full week of

[6] The definition of high traffic sites includes the number of observations in similar areas from a combination of data from prior Wyoming SBU surveys, and/or demographic information from densely populated areas.

June 2012. Data collection will occur in 45-minute observation periods between the hours of 7:00 a.m. and 6:00 p.m. Start times will be staggered to ensure that a representative number of weekday/weekend sites and rush hour/non-rush hour sites will be included. Observers will cover between four and five sites per day, depending on the accessibility of sites and the travel time needed to arrive at the sites.

All observers will have packets of maps showing the location of assigned sites and data collection forms specific to each assigned site. Additional information will include the road segment names; the location of the intersection within the road segment; the assigned date, time, and direction of travel; and any additional instructions which may apply at any given site. Sites in close geographic proximity to each other will be clustered to increase efficiency of data collection. The first site to be observed within a cluster will be chosen randomly and observations at subsequent sites will be scheduled by geographic proximity to minimize travel within the cluster. The clustering process will be designed so that an observer can cover all the sites within the cluster in a single day.

Some sites will have much heavier traffic than others. An additional observer will be assigned to sites identified as having heavy traffic patterns. One person will be responsible for the visual observation and the second observer will record the observations as verbally provided by the first observer. The objective here is to maximize coverage and minimize those observations where seat belt use cannot be determined due to the volume of traffic. The number of second observers will be determined once all sites have been physically located.

Data Collection

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, will be eligible for observation. Observers will be provided data collection forms, a sample of which is included in Appendix C.[8] Cover sheets for each site will provide for documentation of important site information, including the location of the road segment, assigned date, time, direction of traffic flow, lanes observed, start and end times, and additional information as appropriate, including weather conditions, road construction, or any other factors which might affect data collection. Observers will fill in the cover form at each site. If observers need to move to an alternate site, the reasons, along with all other information, will be detailed on the cover sheet.

For each vehicle, observers will record the type of vehicle, the gender of each driver and passenger, the belt status for each driver and passenger, and the vehicle license registration (Wyoming or out-of-state). These variables, along with belt use by county and roadway type, will be analyzed for the state of Wyoming.[9]

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[7] Front seat occupants who are child passengers traveling in child seats with harness straps will not be included in the observations.
[8] The sample form included in the appendix may need some modifications before data collection occurs, but any changes are likely to be minor.
[9] Once all statistical calculations have been completed by Dr. Ibriq, Dr. Keith Fernsler will serve as the analyst of the data. Dr. Fernsler's resume can be found in Appendix A.

Belt status for each driver and passenger will be recorded as follows:

- Belted, which is defined as an observable shoulder belt in front of the occupant's shoulder;
- Not belted, when the shoulder belt is not in front of the occupant's shoulder;
- Unknown, which is the code used for the occupant or occupants when the observer cannot determine whether the driver or outboard passenger is belted.
- A code which indicates that no passenger is present.[10] This code would also apply to children restrained in safety seats with harnesses.

For sites with two-way traffic, the direction of the traffic to be observed will be predetermined through a random selection process. For road segments with two or more lanes of traffic traveling in the same direction, observations will be made in the lane closest to the observer.

Generally, observations will occur from observer vehicles. The vehicles will be parked in safe locations that do not hinder normal traffic and are not a traffic hazard. The objective is for the observer to find a safe site from which drivers and front seat outboard passenger seat belt use can be determined. Other considerations include light conditions and the direction of the sun, so as to minimize glare in making observations.

In some instances, observers will not be able to collect data from their vehicles. In those cases, observers may exit the vehicle and stand as close to the intersection as is safely feasible. Whenever they make observations outside the vehicle, observers will wear safety vests and hard hats as required by Wyoming Department of Transportation policy. This safety equipment will be issued to all observers and quality control monitors by the Wyoming Department of Transportation.

Alternate Sites and Rescheduling

Assigned sites on assigned days and times may not be available for a variety of reasons. When a site is temporarily unavailable due to inclement weather or a crash, data collection will be rescheduled for a similar time of day and day of week. If a site is permanently unavailable, such as on a detoured road segment or within a gated community, then an alternate site, selected as part of the reserve sample, will be used as the permanent replacement. The two alternate locations for each site will be clearly identified and listed on the Site Assignment Sheet. Observers will select one of the reserve sites at random. If the selected reserve site is also permanently unavailable, then the observer will use the second reserve site listed.

Quality Control

Quality control monitors will be randomly assigned to two data collection sites within each of the sixteen counties in the Wyoming sample. At each site, the monitor will evaluate the observer's general performance and will work alongside the observer to ensure that the observer is following all survey

[10] It is possible that separate lines of data for drivers and passengers during the data analysis stage may be created. This process will make it easier to combine drivers and passengers when reporting on seat belt use for all vehicle occupants.

protocols. The quality control monitor will include in the performance evaluation all or more of the following:

- Was the observer on time at the assigned sites?
- Did the observer complete the cover sheets and observation forms correctly?
- Were the observer's observations of seat belt use accurate?

The quality control monitors will prepare full reports on each of their site visits within a reasonable time after a site visit occurs. If there are problems with an observer's performance, the monitor should report these problems to the survey supervisor immediately so problems can be corrected.

Quality control monitors will be especially sensitive to any indications that an observer may have falsified data. Any such falsification will be reported by the monitor immediately so that the observer can be replaced by a reserve observer. This back-up observer will be assigned to revisit all sites where it is proven or suspected that falsification of data may have occurred.

Under normal circumstances, observers will be required to mail completed observation forms to the data entry supervisor at DLN Consulting, Inc. when observations are completed for all sites within the observer's assigned county, provided that no problems are identified by the quality control monitors for any given observer. When problems are identified, observers may be required to return forms from a given site immediately after observations are completed for that site so that the forms can be reviewed. Also, forms may need to be returned as soon as possible if either the quality control monitor or the observer encounters a large number of observations where seat belt use is coded as "unknown ."

The data entry supervisor will review all returned forms from the observers to ascertain if the rate of observations coded as "unknown" for seat belt use approximates or exceeds 10 percent of the observations for any given site. If this occurs, the observer will be sent back to any such site for an additional observation period.

Imputation, Estimation, and Variance

This section includes a discussion of the sampling weights and formulas; the procedures for adjustments for "nonresponse;" the estimators, with formulas; and the variance estimation.

Imputation

No imputation will be done on missing data.

Variance Estimation

A stratified multistage sample design has been proposed, and as such, direct variance estimation for the seat belt use estimator can be a complicated mathematical process, in addition to being time-consuming and costly. For the variance estimator, the ratio estimation procedure in *The Statistical Package for the Social Sciences (SPSS)* software package, its corresponding *Complex Sample Module for* SPSS, and the joint PSU selection probabilities to calculate the seat belt use rate and its variance will be employed.

Estimation

The following computation is based on the NHTSA guidelines provided in [1]. NHTSA provides two seat belt rate estimators: a ratio estimator, and an estimator using road segment level VMT. DLN implements the ratio estimator to compute the seat belt rate use.

Notation

The following notations are used in developing the seat use rate estimator

- The following are the subscripts used:
  - c used for county (PSU)
  - h used for road segment strata.
  - i used for road segment.
  - j used for time segment.
  - k used for road direction.
  - l used for the lane.
  - m used for vehicle.
  - n used for front seat occupants.
- π denote the inclusion probability, and
  - π_c represents the inclusion probability for a county.
  - $\pi_{hi|c}$ represents the inclusion probability for road segment.
  - $\pi_{j|chi}$ represents the inclusion probability for time segment.
  - $\pi_{k|chij}$ represents the inclusion probability for direction
  - $\pi_{l|chij}$ represents the inclusion probability for lane
  - $\pi_{m|chijk}$ represents the inclusion probability for vehicle.
- $w_{chijklmn}$ denote the sampling weight for vehicle m and is computed as follows:

$$w_{chijklmn} = \frac{1}{\pi_{chijklmn}} \tag{1}$$

$\pi_{chijklmn}$ in Equation (1) represents the overall vehicle inclusion probability which is the product of the selection probabilities at all stages in the sample design. $\pi_{chijklmn}$ is computed as follows:

$$\pi_{chijklmn} = \pi_c \cdot \pi_{hi|c} \cdot \pi_{j|chi} \cdot \pi_{k|chij} \cdot \pi_{l|chij} \cdot \pi_{m|chijk}$$

- $Length$ denote the length of the road segment.
- p denote the rate estimator.

Nonresponse Adjustment

Given the data collection protocol described in this plan, including the provision for the use of alternate observation sites, road segments with non-zero eligible volume and yet zero observations conducted should be a rare event. Nevertheless, if eligible vehicles passed an eligible site or an alternate eligible site during the observation time but no usable data were collected for some reason, then this site will be considered as a "non-responding site." The weight for a non-responding site will be distributed over other sites in the same road type in the same PSU. Let

$$\pi_{shi} = \pi_s \cdot \pi_{hi|s}$$

be the road segment selection probability, and

$$w_{shi} = \frac{1}{\pi_{shi}}$$

be the road segment weight. The nonresponding site nonresponse adjustment factor:

$$f_{sh} = \frac{\sum_{\text{all } i} w_{shi}}{\sum_{\text{responding } i} w_{shi}}$$

will be multiplied to all weights of non-missing road segments in the same road type of the same county and the missing road segments will be dropped from the analysis file. However, if there were no vehicles passing the site during the selected observation time (60 minutes), then this is simply an empty block at this site and this site will not be considered as a nonresponding site, and will not require nonresponse adjustment.

In rare cases, the Nonresponse Adjustment procedure described above fails. For example, if in a county, only one road segment was drawn from a road type and that this segment was nonresponding and both alternate segments were unavailable, then the nonresponse adjustment will not work. In such a rare case, this cell would be collapsed with a cell of a different road type within the same county.

Seat Use Rate Estimator

The first stratum rate estimator can be obtained using the following equation:

$$\hat{p}_{shi} = \frac{\sum_{v\ obs|shi|mn} w_{obs|shi|mn} \cdot Length_{shi} \cdot y_{obs|shi|mn}}{\sum_{v\ obs|shi|mn} w_{obs|shi|mn} \cdot Length_{shi}} \tag{2}$$

where

$$y_{obs|shi|mn} = \begin{cases} 1 & if\ belt\ is\ used \\ 0 & otherwise \end{cases} \tag{3}$$

In the proposed sample design, it is assumed that after the selecting the road segment i, the selection probabilities for all vehicles at segment i are equal. Hence, $w_{jklmnoi}$ values for the same road segment i are equal and can be cancelled in the calculation of the first seat belt rate use estimator. Furthermore, since the $Length_{ohi}$ values for all vehicles at road segment i are the same, the length $Length_{ohi}$ can also be cancelled from the first seat belt rate use estimator. Thus, the first stratum rate estimator for road segment i that is provided in equation (2) reduces to the following:

$$p_{ohi} = \frac{1}{n_{ohi}} \sum_{v,jklmno \in ohi} y_{vhi,jklmno} \tag{4}$$

where n_{ohi} is the sample size at road segment i.

Based on the above analysis, our design does not record amount of observation time, the number of directions, the number of lanes, and the number of vehicles passing the site i.

For the second stratum, namely the road type, the following formula is used:

$$p_{oh} = \frac{\sum_{i \text{ in } h} w_{ohi} \; Length_{ohi} \; p_{ohi}}{\sum_{i \text{ in } h} w_{ohi} \; Length_{ohi}} \tag{5}$$

where

$$w_{ohi} = \frac{1}{\pi_{ohi}} \tag{6}$$

Another method can be used for the calculation of P_{ohi}. Since stratified random sampling is proposed in this methodology where the sample is selected by simple random sampling, that is random sampling without replacement in each stratum, the following equation can be used to calculate the rate estimator at stratum h.

$$p_{oh} = \frac{1}{n_h} \sum_{i=1}^{n_h} p_{ohi} \tag{7}$$

where n_h is number of road segments each road stratum.

For the county, the following rate estimator will be used:

$$p_o = \frac{\sum_{h \text{ in } o} w_{oh} \cdot Length_{oh} \cdot p_{oh}}{\sum_{h \text{ in } o} w_{ohi} \cdot Length_{oh}} \tag{8}$$

where

$$w_{oh} = \frac{1}{\pi_{oh}} \tag{9}$$

The following equation can also be used to compute p_o.

$$p_o = \frac{1}{n_o} \sum_{i=1}^{n_o} p_{oh} \tag{10}$$

where n_o is number of road strata in the county.

For the state, the following rate estimator will be used:

$$p = \frac{\sum_{c \in s} w_c \cdot Length_c \cdot p_c}{\sum_{c \in s} w_c \cdot Length_c} \tag{11}$$

where

$$w_c = \frac{1}{\pi_c} \tag{12}$$

The following equation can also be used to compute p.

$$p = \frac{1}{n} \sum_{i=1}^{n} p_c \tag{13}$$

where n is number of counties in the frame.

17

Appendix A

Resumés

18

Jamil Ibriq

Summary

Dr. Jamil Ibriq is an assistant professor at Dickinson State University with extensive experience in simulation modeling that involves sampling and optimization techniques. Dr. Ibriq has expertise in area of data processing and survey research methodology. Dr. Ibriq is a proficient user of many programming languages and software packages, including SPSS.

Education

Ph.D., Computer Engineering, Florida Atlantic University, 2007
M.S., Computer Science, 2000
B.A. Biochemistry, University of Texas at Austin, 1979

Professional Associations

IEEE
ACM

Computer Skills

- Operation Systems: Windows, UNIX/LINUX, and UNIX shell scripts.
- Programming Languages: C, C++, Java, Visual Basic, SQL, Oracle PL/SQL, Motorola 68000 Assembly Language, PHP, Python, HTML, and Perl
- Software: Windows database, spreadsheet, and presentation software, TeX and LaTeX, SPSS, MatLab.

Publications

- J. Ibriq, I. Mahgoub, and M. Ilyas. Handbook of Information & Communication Security chapter Secure Routing in Wireless Sensor Networks, pages 549-574. Springer, Germany, December 2010.
- J. Ibriq and I. Mahgoub, "Hierarchical Key Management Scheme for Wireless Sensor Networks," in Proceedings of the 21st IEEE International Conference on Advanced Information Networking and Applications (AINA '07) Niagara Falls, Canada, May 2007, pages 210-219.
- J. Ibriq, I. Mahgoub, M. Ilyas and M. Cardei, Encyclopedia of Wireless and Mobile Communications chapter: Key Management Schemes in Wireless Sensor Networks, CRC Press, Boca Raton, FL, December 2007, pages 1509-1522.
- J. Ibriq and I. Mahgoub,"A hierarchical key management scheme for wireless sensor networks," Technical report, Florida Atlantic University, Boca Raton, FL, April 2006.
- J. Ibriq and I. Mahgoub, "A secure hierarchical routing protocol for wireless sensor networks," in Proceedings of the 10th IEEE International Conference on Communication Systems (ICCS '06),Singapore, October 2006, pages 1-6.
- J. Ibriq and I. Mahgoub,"Cluster-based Routing in Wireless Sensor Networks: Issues and Challenges," in Proceedings of the 2004 International Symposium on Performance Evaluation of Computer and Telecommunication Systems San Jose, CA, July 2004, pages 759 –766.

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CURRENT EMPLOYMENT ACTIVITIES

Research Analyst, Evaluation Research, both quantitative and qualitative. Survey and Observational Research. Focus Group Design and Analysis. Data Analysis and Report Writing. Resident Analyst at DLN Consulting, Inc., 1999 – Present.

EDUCATION AND PROFESSIONAL ACTIVITIES

AB ('67) and MA ('72) Indiana University, Bloomington, IN; Ph.D. University of Montana, 1979.

College Teaching from 1968 – 1973 and 1978 - 2008 at St. Ambrose College (Iowa), Marycrest College (Iowa), Christopher Newport College (Virginia), and Dickinson State University. Several Bush Foundation Faculty Development Awards at Dickinson State; Social Science Department Chair (five years); DSU Professor Emeritus, 2008 – Present.

Membership in American Sociological Association (1976 – Present); Charter Member of ASA Teaching Resource Center; Author of two editions of the manual for Deviant Behavior courses. American Association of Public Opinion Research membership, 2003 – Present.

Knowledge of Microsoft Word and Excel, the Statistical Package for the Social Sciences; analysis of Census Data; and knowledge of the General Social Survey.

Specializations in sociology include methodology, theory, deviant behavior, criminology, sociological practice and public sociology.

RECENT CONSULTING ACTIVITIES

Wyoming seat belt pre-surveys and main surveys, research design and methodology development, data analysis, report writing (Wyoming Department of Transportation, 2006-2011; currently assisting in development of 2011 methodology under new Federal rules.

North Dakota Workforce Safety and Insurance, Employer and Injured Worker Surveys; research design, data analysis, and report writing; 2009 – present.

Focus group design, observation, analysis and report writing on topic of underage drinking (youth, law enforcement, educators, university students).

Community Action Partnership.

Alcohol, Tobacco and Other Drugs, data analysis and report writing. Dickinson Community Action Program.

North Dakota Seat Belt Use Surveys: Research design and data analysis consultation, 1999-2009, including major redesign in 2006; report writing; data analysis using SPSS.

CURRENT COMMUNITY SERVICE

Roughrider Country Kiwanis Club; First Congregational Church, UCC; North Dakota Public Employees Association.

REFERENCES

Deb Nelson, CEO and Owner, DLN Consulting, Inc. 2493 4th Ave W, Dickinson, ND 58601 (701/483-2801). deb@dlnconsulting.com

Becky Byzewski, SWCSC Coordinator, Community Action Partnership, 202 Villard St W, Dickinson, ND 58601 (701/227-0131).

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Appendix B

Selected Road Segments within Each County and Their Probabilities of Selection

22

STATEFP	COUNTYFP	MTFCC	FULLNAME	TLID	Alt_Name	DIVROAD	DECKEDROAD	Longitude	Latitude	SegLen_Mi	SRSWOR
56	1	S1100	I- 80	168749730	US Hwy 30	Y	N	-105.378496	41.145686	0.831622	0.01342282
56	1	S1100	I- 80	604512124		N	N	-105.976683	41.455622	0.185331	0.01342282
56	1	S1200	US Hwy 30	604512235	US Hwy 30	N	N	-105.613789	41.436288	0.487287	0.01612903
56	1	S1200	S 3rd St	168748704	US Hwy 287	N	N	-105.591913	41.28322	0.082576	0.01612903
56	1	S1200	State Hwy 130	168722835		N	N	-106.287656	41.350363	0.427204	0.01612903
56	1	S1200	S 3rd St	604506806	US Hwy 287	N	N	-105.594072	41.294338	0.176844	0.01612903
56	1	S1200	Snowy Range Rd	168750353	State Hwy 130	N	N	-106.138426	41.297205	0.029432	0.01612903
56	1	S1200	N 3rd St	168757040	N 3rd St	N	N	-105.591733	41.328609	0.047988	0.01612903
56	1	S1200	State Hwy 13	168722017		N	N	-106.005865	41.719918	0.045972	0.01612903
56	1	S1200	N 3rd St	604510122	N 3rd St	N	N	-105.589465	41.349592	0.023102	0.01612903
56	1	S1200	Snowy Range Rd	168738815	State Hwy 130	N	N	-105.695098	41.328608	0.311022	0.01612903
56	1	S1200	Happy Jack Rd	168744760	State Hwy 210	N	N	-105.309387	41.191091	0.653912	0.01612903
56	1	S1200	Bus I- 80	168756901	US Hwy 30	N	N	-105.568899	41.309599	0.005935	0.01612903
56	1	S1200	State Hwy 10	168745008		N	N	-105.994902	41.032165	0.213298	0.01612903
56	1	S1200	US Hwy 30	168737539	US Hwy 30	N	N	-105.618617	41.445781	0.55288	0.01612903
56	1	S1200	State Hwy 11	168755506		N	N	-106.090934	41.193713	0.3791	0.01612903
56	1	S1200	State Hwy 210	604505747		N	N	-105.438008	41.239964	0.011093	0.01612903
56	1	S1200	N 4th St	168755958	Co Rd 67	N	N	-105.975505	41.75157	0.062117	0.01612903
56	3	S1200	US Hwy 14 E	605633431		N	N	-107.749401	44.549772	0.01933	0.01522843
56	3	S1200	US Hwy 14A E	180494288		NA	NA	-108.222314	44.854737	0.237779	0.01522843
56	3	S1200	US Hwy 14A E	180493968		NA	NA	-108.320407	44.840598	0.062603	0.01522843
56	3	S1200	US Hwy 14A E	605624056		NA	NA	-108.354114	44.840581	0.053415	0.01522843
56	3	S1200	State Hwy 32	180493545		N	N	-108.415772	44.800116	0.006963	0.01522843
56	3	S1200	State Hwy 32	605621594		N	N	-108.587279	44.732075	0.173849	0.01522843
56	3	S1200	US Hwy 14	180484672		N	N	-108.015517	44.49378	0.057181	0.01522843
56	3	S1200	State Hwy 30	605616914		N	N	-108.339589	44.417795	0.321328	0.01522843
56	3	S1200	3rd St E	180505210	US Hwy 310	N	N	-108.46286	44.87988	0.015607	0.01522843
56	3	S1200	US Hwy 14 Alt	626936823		Y	N	-108.016292	44.79296	0.353805	0.01522843
56	3	S1200	US Hwy 16	180500795		N	N	-107.224785	44.177728	0.893127	0.01522843
56	3	S1200	US Hwy 14 Alternate Rte	180501932		N	N	-108.376118	44.839933	0.099877	0.01522843
56	3	S1200	US Hwy 310	180490602		N	N	-108.584372	44.89102	0.036785	0.01522843
56	3	S1200	State Hwy 32	180506937		N	N	-108.49826	44.776846	0.166397	0.01522843
56	3	S1200	State Hwy 433	180507017		N	N	-107.938854	44.197309	0.474787	0.01522843
56	3	S1200	Marshall St	180508412	State Hwy 31	N	N	-107.962173	44.274582	0.04248	0.01522843
56	3	S1200	State Hwy 433	180499656		N	N	-107.979944	44.249642	0.248082	0.01522843
56	3	S1200	C St	180485070	State Hwy 36	N	N	-108.041229	44.381112	0.071452	0.01522843

56	5	S1100	I- 90	607415957	I- 90	NA	NA	-105.248589	44.294692	0.2338	0.01498127
56	5	S1100	I- 90	607413318	I- 90	NA	NA	-105.383825	44.295056	0.565923	0.01498127
56	5	S1100	I- 90	146326960	US Hwy 14	N	N	-105.352327	44.289556	0.032443	0.01498127
56	5	S1100	I- 90	146347844	US Hwy 14	N	N	-105.378563	44.294171	0.039906	0.01498127
56	5	S1200	State Hwy 59	146348156		N	N	-105.526384	44.352279	0.035885	0.01344861
56	5	S1200	E 2nd St	146325159	E 2nd St	N	N	-105.489034	44.292555	0.006099	0.01344861
56	5	S1200	US Hwy 14	146349851	State Hwy 59	N	N	-105.529311	44.296796	0.051126	0.01344861
56	5	S1200	State Hwy 50	146329404		N	N	-105.62461	44.181178	0.128849	0.01344861
56	5	S1200	State Hwy 50	146334309		N	N	-105.724815	43.993419	0.268938	0.01344861
56	5	S1200	State Hwy 50	146353809		N	N	-105.719015	44.07693	0.152303	0.01344861
56	5	S1200	State Hwy 59	607396191		N	N	-105.464887	44.022166	0.220383	0.01344861
56	5	S1200	State Hwy 50	146333806		N	N	-105.750504	43.925684	0.026796	0.01344861
56	5	S1200	US Hwy 14	146321054	US Hwy 16	N	N	-105.538015	44.391359	0.066024	0.01344861
56	5	S1200	State Hwy 50	146353348		N	N	-105.711349	44.114846	0.837201	0.01344861
56	5	S1200	State Hwy 51	607406131		N	N	-105.283045	44.288769	0.020793	0.01344861
56	5	S1200	US Hwy 14	146346688	State Hwy 59	N	N	-105.530279	44.30921	0.060938	0.01344861
56	5	S1200	State Hwy 59	635532528		N	N	-105.44592	43.969271	0.227319	0.01344861
56	5	S1200	State Hwy 387	146342308		N	N	-105.979091	43.5588	0.24863	0.01344861
56	7	S1100	I- 80	611197576		N	N	-106.521149	41.752786	0.67332	0.01351351
56	7	S1100	I- 80	148702972	I- 80	N	N	-106.948342	41.751102	0.026198	0.01351351
56	7	S1100	I- 80	148729076	I- 80	Y	N	-107.373738	41.786936	0.145819	0.01351351
56	7	S1200	3rd St	622138133	US Hwy 287	N	N	-107.22921	41.807878	0.184918	0.01144165
56	7	S1200	State Hwy 70	148737136		N	N	-107.034068	41.156663	0.828525	0.01144165
56	7	S1200	State Hwy 789	148752555		N	N	-107.730909	41.291091	1.697048	0.01144165
56	7	S1200	State Hwy 130	148712671		N	N	-106.760293	41.392624	0.460732	0.01144165
56	7	S1200	State Hwy 130	148715207		N	N	-106.651357	41.343293	0.077775	0.01144165
56	7	S1200	State Hwy 230	148718040		N	N	-106.610856	41.172584	0.416111	0.01144165
56	7	S1200	State Hwy 220	148695417		N	N	-107.243952	42.428181	0.229884	0.01144165
56	7	S1200	N Higley Blvd	148729803	US Hwy 287 Byp	N	N	-107.215405	41.795669	0.069431	0.01144165
56	7	S1200	State Hwy 72	148707454		N	N	-106.453685	41.718692	0.74372	0.01144165
56	7	S1200	Lincoln Hwy	148702076	US Hwy 30	N	N	-106.277868	41.901903	1.701502	0.01144165
56	7	S1200	State Hwy 230	148743798		N	N	-106.701352	41.218277	0.116587	0.01144165
56	7	S1200	State Hwy 789	148736405		N	N	-107.693147	41.220518	0.326679	0.01144165
56	7	S1200	State Hwy 230	148714894		N	N	-106.776349	41.255209	0.053899	0.01144165
56	7	S1200	State Hwy 487	148727630		N	N	-106.186809	42.097454	1.894335	0.01144165
56	7	S1200	State Hwy 130	148716025		N	N	-106.496624	41.32687	0.364838	0.01144165

56	13	S1200	Fremont St	628694209	Fremont St	N	N	-108.739361	42.824433	0.041387	0.00951877
56	13	S1200	US Hwy 287	148440001	State Hwy 789	N	N	-108.355944	42.651302	0.917551	0.00951877
56	13	S1200	S Fifth St	148435866	S Fifth St	N	N	-108.735391	42.83345	0.075688	0.00951877
56	13	S1200	US Hwy 287	634121244	US Hwy 287	N	N	-107.749138	42.488102	0.108102	0.00951877
56	13	S1200	US Hwy 26	148495718		N	N	-108.56709	43.112365	0.083409	0.00951877
56	13	S1200	US Hwy 26	148494149	US Hwy 26	N	N	-109.43973	43.416155	0.271117	0.00951877
56	13	S1200	US Hwy 20	148486152	State Hwy 789	N	N	-108.160355	43.394654	0.521853	0.00951877
56	13	S1200	Blue Sky Hwy	148473776	Blue Sky Hwy	N	N	-108.766271	43.086613	0.493145	0.00951877
56	13	S1200	US Hwy 26	148485578	US Hwy 26	N	N	-109.940564	43.65715	0.666155	0.00951877
56	13	S1200	Gas Hills Rd	148433925	State Hwy 136	N	N	-108.336608	42.993204	0.029512	0.00951877
56	13	S1200	US Hwy 26	148495394		N	N	-108.879131	43.224349	0.382653	0.00951877
56	13	S1200	US Hwy 20	148468455	State Hwy 789	N	N	-108.115049	43.35974	0.359517	0.00951877
56	13	S1200	US Hwy 26	148486961		N	N	-108.920264	43.213638	0.606161	0.00951877
56	13	S1200	US Hwy 287	148429899	State Hwy 789	N	N	-107.580341	42.462137	0.201633	0.00951877
56	13	S1200	US Hwy 20	148448781	US Hwy 20	N	N	-107.689438	43.151979	0.292919	0.00951877
56	13	S1200	Missouri Valley Rd	148470962	Missouri Valley Rd	N	N	-108.610016	43.214772	0.456474	0.00951877
56	13	S1200	State Hwy 789	148433053		N	N	-108.553074	42.911615	0.035458	0.00951877
56	13	S1200	State Hwy 789	148432511		N	N	-108.569408	42.910442	0.085218	0.00951877
56	19	S1100	I- 25	624471389	I- 25	Y	N	-106.646302	43.995016	0.300971	0.01146132
56	19	S1100	I- 25	147364609	US Hwy 87	Y	N	-106.533561	43.598253	0.116223	0.01146132
56	19	S1100	I- 25	147364620	US Hwy 87	Y	N	-106.608497	43.644685	0.809497	0.01146132
56	19	S1100	I- 90	635198026		Y	N	-106.160823	44.212252	0.230765	0.01146132
56	19	S1100	I- 90	635203662		Y	N	-106.306087	44.217749	0.201378	0.01146132
56	19	S1100	I- 90	147303287		Y	N	-106.156158	44.212943	0.018582	0.01146132
56	19	S1100	I- 90	147364484		Y	N	-106.390326	44.235006	0.124988	0.01146132
56	19	S1100	I- 90	147365807		Y	N	-106.104178	44.219162	0.078479	0.01146132
56	19	S1200	Sussex Rd	147321002	Sussex Rd	N	N	-106.297982	43.698467	0.019054	0.01160093
56	19	S1200	N Main St	624035496	State Hwy 196	N	N	-106.697436	44.360852	0.066349	0.01160093
56	19	S1200	N Main St	147299782	State Hwy 196	N	N	-106.698941	44.34753	0.093436	0.01160093
56	19	S1200	Old Hwy 87	147375368	Old Hwy 87	N	N	-106.70217	44.152286	0.414683	0.01160093
56	19	S1200	Sussex Rd	147320405	State Hwy 1002	N	N	-106.52221	43.69458	0.231502	0.01160093
56	19	S1200	US Hwy 16	147301629		N	N	-106.917457	44.161293	0.182867	0.01160093
56	19	S1200	US Hwy 16	147301697		N	N	-106.92537	44.233648	0.042325	0.01160093
56	19	S1200	US Hwy 16	147330545		N	N	-106.686296	44.354195	0.03269	0.01160093
56	19	S1200	US Hwy 16	617881865		N	N	-106.7265	44.341227	0.069923	0.01160093
56	19	S1200	Sussex Rd	147320871	State Hwy 1002	N	N	-106.373653	43.706753	0.085488	0.01160093

56	21	S1100	I- 25	622388802	I- 25	N	N	-104.838174	41.198768	0.794488	0.00223714
56	21	S1200	E Four Mile Rd	624043730	E Four Mile Rd	N	N	-104.81166	41.189258	0.093536	0.0010352
56	21	S1400	Draper Rd	160176358		N	N	-104.822959	41.096529	0.061319	0.00148588
56	21	S1400	Harriman Rd	160145448	Co Rd 102	N	N	-105.255088	41.000815	0.014499	0.00148588
56	21	S1400	Hirsig Rd	160162024	Hirsig Rd	N	N	-105.164265	41.552454	0.505235	0.00148588
56	21	S1400	E 5th St	160151376		N	N	-104.793841	41.128595	0.05956	0.00148588
56	21	S1400	Foothills Rd	160148179		N	N	-104.773765	41.169918	0.052044	0.00148588
56	21	S1400	Clear View Cir	160171828		N	N	-104.797632	41.199493	0.174119	0.00148588
56	21	S1400	Jack Rabbit Rd	160148102		N	N	-104.772682	41.195892	0.201315	0.00148588
56	21	S1400	Douglas St	160148214		N	N	-104.769206	41.167367	0.028956	0.00148588
56	21	S1400	E 20th St	160149935		N	N	-104.810315	41.138992	0.061455	0.00148588
56	21	S1400	Bus Park	160172654	Bus Park	N	N	-104.057737	41.182368	0.016854	0.00148588
56	21	S1400	Carroll Ave	160147641		N	N	-104.827405	41.165087	0.123116	0.00148588
56	21	S1400	Monroe Ave	160152283		N	N	-104.758935	41.135548	0.125386	0.00148588
56	21	S1400	Co Rd 138	160160311		N	N	-104.566438	41.120511	0.223542	0.00148588
56	21	S1400	McDonald Rd	160176882		N	N	-105.067974	41.152391	0.087434	0.00148588
56	21	S1400	McAllister Ln	160179037		N	N	-104.808831	41.174821	0.015039	0.00148588
56	21	S1400	Military Rd	608318324		N	N	-104.885953	41.13547	0.003858	0.00148588
56	23	S1100	US Hwy 30	611001502		NA	NA	-110.063887	41.684366	0.185933	0.0106383
56	23	S1200	Hwy 238	130299361	State Hwy 238	N	N	-110.997509	42.736914	0.321042	0.01295732
56	23	S1200	US Hwy 30	130309240		N	N	-110.975366	41.842883	2.388625	0.01295732
56	23	S1200	US Hwy 26	130324547	US Hwy 89A	N	N	-111.02474	43.180649	0.251294	0.01295732
56	23	S1200	US Hwy 89	130316044	US Hwy 89A	N	N	-111.017462	43.167187	0.031132	0.01295732
56	23	S1200	US Hwy 26	130316740	US Hwy 89	N	N	-110.933792	43.191983	0.115793	0.01295732
56	23	S1200	Hwy 236	611004110	State Hwy 236	N	N	-110.961819	42.692569	0.058369	0.01295732
56	23	S1200	US Hwy 189	611001556		N	N	-110.571305	41.633032	0.036267	0.01295732
56	23	S1200	State Hwy 89	635503417		N	N	-111.04699	42.347346	0.288851	0.01295732
56	23	S1200	Hwy 237	130297921	State Hwy 237	N	N	-110.950765	42.793945	0.227784	0.01295732
56	23	S1200	State Hwy 239	619637613		N	N	-111.030837	42.982527	0.060775	0.01295732
56	23	S1200	US Hwy 30	130324450		N	N	-110.954794	41.923748	0.658579	0.01295732
56	23	S1200	US Hwy 89	611008956	US Hwy 89A	N	N	-111.025859	43.13296	0.053011	0.01295732
56	23	S1200	State Hwy 235	130301475		N	N	-110.242527	42.261535	0.421719	0.01295732
56	23	S1200	US Hwy 30	130301732		N	N	-110.981435	42.153542	0.502008	0.01295732
56	23	S1200	US Hwy 26	130316677	US Hwy 89	N	N	-110.943822	43.192256	0.401259	0.01295732
56	23	S1200	US Hwy 89	611008950	US Hwy 89A	N	N	-111.026041	43.133785	0.062243	0.01295732
56	23	S1200	US Hwy 189	130303332		N	N	-110.185824	42.179875	0.328363	0.01295732

56	25	S1100	I- 25	149010081	I- 25	N	N	-106.335419	43.056092	0.413891	0.00248756
56	25	S1200	Cy Ave	149022110	Cy Ave	N	N	-106.366423	42.82324	0.017426	0.00131926
56	25	S1200	Cole Creek Rd	149038958	Cole Creek Rd	N	N	-106.188882	42.891713	0.027375	0.00131926
56	25	S1400	Co Rd 607	149017131		N	N	-106.154287	42.66765	0.463712	0.00130208
56	25	S1400	E A St	607727858		N	N	-106.300759	42.85147	0.033396	0.00130208
56	25	S1400	Star Ln	617962807		NA	NA	-106.340114	42.849249	0.007403	0.00130208
56	25	S1400	S 5th Ave	149021251		N	N	-106.392876	42.84351	0.0661	0.00130208
56	25	S1400	Gooder Ave	149019813		N	N	-106.45744	42.894276	0.202048	0.00130208
56	25	S1400	Lakeshore Dr	607699609	Lakeshore Dr	N	N	-106.778388	42.529729	0.036057	0.00130208
56	25	S1400	E 13th St	149024110		N	N	-106.313672	42.837542	0.017916	0.00130208
56	25	S1400	Co Rd 602	149026356		N	N	-106.225292	42.853349	0.012091	0.00130208
56	25	S1400	N 6 Mile Rd	149020050	Co Rd 119	N	N	-106.434416	42.899062	0.408276	0.00130208
56	25	S1400	Second St	607727056		N	N	-106.365773	42.841959	0.030995	0.00130208
56	25	S1400	Oregon Trl	148992543	Turkey Track Rd	N	N	-107.479794	42.473862	0.38719	0.00130208
56	25	S1400	Missouri Ave	607718345	Missouri Ave	N	N	-106.29305	42.83014	0.109077	0.00130208
56	25	S1400	N East St	149039592		N	N	-106.24357	43.414304	0.02002	0.00130208
56	25	S1400	Goose Egg Cir	607701450		N	N	-106.515294	42.760538	0.070234	0.00130208
56	25	S1400	Granada Ave	617963960		N	N	-106.342498	42.814829	0.029059	0.00130208
56	29	S1200	Beartooth Hwy	612523424	US Hwy 212	N	N	-109.633519	44.922577	1.645067	0.01129944
56	29	S1200	Chief Joseph Hwy	612522810	Chief Joseph Hwy	N	N	-109.644082	44.866408	0.069016	0.01129944
56	29	S1200	N Fork Hwy	627160085	US Hwy 14	N	N	-109.619865	44.463599	0.38333	0.01129944
56	29	S1200	Rd 18	149194387	Badger Basin Rd	N	N	-108.916337	44.703963	0.240759	0.01129944
56	29	S1200	N Fork Hwy	149206406	US Hwy 14	N	N	-109.911367	44.482239	0.238308	0.01129944
56	29	S1200	E Entrance Rd	626966347	US Hwy 14	N	N	-110.363413	44.560993	0.680702	0.01129944
56	29	S1200	17th St	612520875	17th St	N	N	-109.054089	44.51858	0.033156	0.01129944
56	29	S1200	Hwy 114	612522765	Hwy 114	N	N	-108.665672	44.875669	0.469234	0.01129944
56	29	S1200	US Hwy 14 Alt	624469118		N	N	-108.683333	44.77285	0.003999	0.01129944
56	29	S1200	Ln 13	612517654	State Hwy 295	N	N	-108.750575	44.695729	0.017968	0.01129944
56	29	S1200	W Coulter Ave	149194643	W US Hwy 14A	N	N	-108.781521	44.744254	0.145786	0.01129944
56	29	S1200	Powell Hwy	612521823	Powell Hwy	N	N	-108.926863	44.679533	0.055645	0.01129944
56	29	S1200	State Hwy 120	149212941		N	N	-108.823272	44.12936	0.036804	0.01129944
56	29	S1200	State Hwy 294	149202036	State Hwy 294	N	N	-109.016527	44.855058	0.095278	0.01129944
56	29	S1200	Rd 9	612468763	Hwy 295	N	N	-108.75993	44.7847	0.219583	0.01129944
56	29	S1200	US Hwy 191	149216474		N	N	-111.055155	44.933339	0.096348	0.01129944
56	29	S1200	W Coulter Ave	625076103	W US Hwy 14A	N	N	-108.776052	44.745846	0.085806	0.01129944
56	29	S1200	R 9	612522218	Rd 9	N	N	-108.759912	44.741851	0.051305	0.01129944

56	31	S1100	I- 25	160436166	I- 25	N	N	-105.033471	42.488013	0.150221	0.01496259
56	31	S1100	I- 25	606897806	I- 25	NA	NA	-105.002408	42.181889	0.336848	0.01496259
56	31	S1100	I- 25	604828586	I- 25	N	N	-104.828994	41.694975	1.05719	0.01496259
56	31	S1100	I- 25	606897551	I- 25	NA	NA	-104.791379	41.788735	0.107012	0.01496259
56	31	S1100	I- 25	604829666	I- 25	NA	NA	-105.048003	42.280869	0.749704	0.01496259
56	31	S1100	I- 25	618035322	I- 25	NA	NA	-104.96093	42.014929	0.189146	0.01496259
56	31	S1200	N Pioneer Rd	604823280	N Pioneer Rd	N	N	-104.750109	41.89528	0.703969	0.01591512
56	31	S1200	Hartville Hwy	160432353	State Hwy 270	N	N	-104.724922	42.320239	0.333096	0.01591512
56	31	S1200	Lake Side Dr	604817760	Lake Side Dr	N	N	-104.747501	42.33979	1.191051	0.01591512
56	31	S1200	US Hwy 26	624031047		N	N	-104.847177	42.248395	0.091746	0.01591512
56	31	S1200	W Whalen St	604820352	US Hwy 26	N	N	-104.748604	42.269744	0.140121	0.01591512
56	31	S1200	State Hwy 34	160445492		N	N	-105.082689	41.953594	0.428089	0.01591512
56	31	S1200	N Wheatland Hwy	160445589	State Hwy 320	N	N	-104.936079	42.12393	0.519234	0.01591512
56	31	S1200	S Glendo Hwy	160431220	S Glendo Hwy	N	N	-104.992648	42.360525	0.223112	0.01591512
56	31	S1200	Hartville Hwy	160441567	State Hwy 270	N	N	-104.694803	42.501143	0.777523	0.01591512
56	31	S1200	el Rancho Rd	604820453	el Rancho Rd	N	N	-105.049222	42.271762	0.09635	0.01591512
56	31	S1200	Slater Rd	160442550	State Hwy 314	N	N	-104.830403	41.871476	0.442447	0.01591512
56	31	S1200	Iron Mountain Rd	160425201	State Hwy 211	N	N	-104.836275	41.756586	0.136607	0.01591512
56	33	S1100	I-90	629143491		NA	NA	-106.936971	44.802617	0.025825	0.00877193
56	33	S1100	I- 90	634774573		NA	NA	-106.828618	44.582922	3.868549	0.00877193
56	33	S1200	US Hwy 14	147411270	US Hwy 16	N	N	-106.534251	44.567071	0.032397	0.01088435
56	33	S1200	Big Goose Rd	147421444	State Hwy 331	N	N	-107.062538	44.76667	0.019143	0.01088435
56	33	S1200	E 5th St	605384408	State Hwy 336	N	N	-106.955285	44.806844	0.031902	0.01088435
56	33	S1200	US Hwy 14	147398734		N	N	-107.364785	44.799827	0.737105	0.01088435
56	33	S1200	Coffeen Ave	147408472	Coffeen Ave	N	N	-106.94748	44.736972	0.051388	0.01088435
56	33	S1200	Front St	147409609	US Hwy 14	N	N	-106.382235	44.637732	0.032159	0.01088435
56	33	S1200	US Hwy 14	147400215		N	N	-107.500689	44.714898	0.029523	0.01088435
56	33	S1200	State Hwy 345	147396185		N	N	-107.321543	44.948465	0.756063	0.01088435
56	33	S1200	N Piney Rd	147420545	N Piney Rd	N	N	-106.900559	44.578041	0.177454	0.01088435
56	33	S1200	US Hwy 87	605368387		N	N	-106.885561	44.63175	0.031174	0.01088435
56	33	S1200	Fish Hatchery Rd	147419891	State Hwy 194	N	N	-106.918967	44.568667	0.147106	0.01088435
56	33	S1200	Big Goose Rd	147399687	State Hwy 331	N	N	-107.070202	44.7648	0.393307	0.01088435
56	33	S1200	State Hwy 335	147408335		N	N	-106.980318	44.700411	0.029008	0.01088435
56	33	S1200	US Hwy 14	147398523		N	N	-107.476861	44.77952	0.069219	0.01088435
56	33	S1200	W Loucks St	614721355	W Loucks St	N	N	-106.973517	44.796617	0.05157	0.01088435
56	33	S1200	Main St	147417308	Main St	N	N	-107.262715	44.871275	0.020451	0.01088435

56	35	S1200	Big Piney Calpet Rd	149346148	Big Piney Calpet Rd	N	N	-110.283783	42.393018	0.195383	0.01691729
56	35	S1200	Big Piney Calpet Rd	149347154	Big Piney Calpet Rd	N	N	-110.284863	42.37851	0.385055	0.01691729
56	35	S1200	State Hwy 352	149330874		N	N	-109.989113	42.956827	0.497131	0.01691729
56	35	S1200	State Hwy 352	149342158		N	N	-110.023781	43.098791	0.126517	0.01691729
56	35	S1200	Bloomfield Ave	617103316		NA	NA	-109.879699	42.882772	0.190991	0.01691729
56	35	S1200	US Hwy 189	614284845	US Hwy 189	N	N	-110.409656	43.20366	0.12783	0.01691729
56	35	S1200	State Hwy 352	631784199		N	N	-109.989064	42.97478	0.225948	0.01691729
56	35	S1200	Big Piney Calpet Rd	149328921	Big Piney Calpet Rd	N	N	-110.290572	42.358646	0.278765	0.01691729
56	35	S1200	Middle Piney Rd	149319272	Middle Piney Rd	N	N	-110.285006	42.538177	0.847708	0.01691729
56	35	S1200	Big Piney Calpet Rd	149327486	Big Piney Calpet Rd	N	N	-110.282524	42.387895	0.261669	0.01691729
56	35	S1200	State Hwy 354	611631792		N	N	-110.124057	42.890585	0.348304	0.01691729
56	35	S1200	State Hwy 353	149335729		N	N	-109.714446	42.749503	0.046943	0.01691729
56	35	S1200	Big Piney Calpet Rd	149349722	Big Piney Calpet Rd	N	N	-110.28701	42.453728	0.154211	0.01691729
56	35	S1200	State Hwy 352	149348298		N	N	-110.024543	43.100778	0.158921	0.01691729
56	35	S1200	Fox Willow Dr	624696401		NA	NA	-109.863534	42.858926	0.039994	0.01691729
56	35	S1200	US Hwy 189	149341811	US Hwy 191	N	N	-110.167302	43.096316	0.195055	0.01691729
56	35	S1200	State Hwy 353	149343493		N	N	-109.509085	42.67973	0.040054	0.01691729
56	35	S1200	US Hwy 191	611631778		N	N	-110.070024	42.890439	0.046435	0.01691729
56	37	S1100	I- 80	624231944	I- 80	NA	NA	-108.780959	41.678094	0.163315	0.01215805
56	37	S1100	I- 80	633104230	US Hwy 30	N	N	-109.316632	41.554826	0.039476	0.01215805
56	37	S1100	I- 80 Interstate Rmp	149499689		N	N	-109.587987	41.555451	0.259911	0.01215805
56	37	S1100	I- 80	149487238	I- 80	N	N	-108.066013	41.661045	0.136447	0.01215805
56	37	S1200	US Hwy 191	618328344		N	N	-109.437956	42.043985	0.338956	0.01204819
56	37	S1200	State Hwy 374	149511333		N	N	-109.482509	41.541523	0.131587	0.01204819
56	37	S1200	Uinta Dr	149500497	Uinta Dr	N	N	-109.472709	41.511854	0.0531	0.01204819
56	37	S1200	State Hwy 414	149464554		N	N	-109.985213	41.027126	0.131917	0.01204819
56	37	S1200	State Hwy 28	149493695		N	N	-109.808056	41.858995	0.147627	0.01204819
56	37	S1200	Lower Farson Cutoff Rd	149492132	California-Mormon Emigr	N	N	-109.666317	41.965696	0.038819	0.01204819
56	37	S1200	Dewar Dr	149503912	Dewar Dr	N	N	-109.226073	41.584776	0.04782	0.01204819
56	37	S1200	US Hwy 191	149496622		N	N	-109.325226	41.744334	0.329502	0.01204819
56	37	S1200	Pilot Butte Ave	611877695	Pilot Butte Ave	NA	NA	-109.216939	41.59261	0.030201	0.01204819
56	37	S1200	State Hwy 430	149458823		N	N	-108.78958	41.049775	0.243255	0.01204819
56	37	S1200	US Hwy 191	149461346	State Hwy 373	N	N	-109.310187	41.437909	1.183344	0.01204819
56	37	S1200	State Hwy 372	149499742	State Hwy 374	N	N	-109.591055	41.555985	0.056765	0.01204819
56	37	S1200	D St	149502711	State Hwy 430	N	N	-109.2125	41.581594	0.037972	0.01204819
56	37	S1200	State Hwy 430	149457693		N	N	-108.836841	41.204642	0.057298	0.01204819

29

56	39	S1200	Grand Loop Rd	130447128	US Hwy 89	N	N	-110.647369	44.4336	0.335289	0.02292994
56	39	S1200	State Hwy 22	130412425		N	N	-111.023765	43.531226	0.014713	0.02292994
56	39	S1200	W Broadway Ave	626815081	US Hwy 26	N	N	-110.767775	43.479528	0.008592	0.02292994
56	39	S1200	US Hwy 26	130414136	US Hwy 26	N	N	-110.747679	43.393058	0.052961	0.02292994
56	39	S1200	US Hwy 26	130440602	US Hwy 26	N	N	-110.519893	43.822999	0.705899	0.02292994
56	39	S1200	State Hwy 22	235945248		N	N	-111.044466	43.542907	0.121907	0.02292994
56	39	S1200	N Cache St	130449024	US Hwy 26	N	N	-110.762232	43.489123	0.002913	0.02292994
56	39	S1200	Grand Loop Rd	130410308	US Hwy 89	N	N	-110.849699	44.487252	0.476339	0.02292994
56	39	S1200	US Hwy 26	130442142	US Hwy 26	N	N	-110.140642	43.785674	0.058013	0.02292994
56	39	S1200	US Hwy 26	130414163	US Hwy 26	N	N	-110.745142	43.384441	0.015347	0.02292994
56	39	S1200	US Hwy 26	130416881	US Hwy 26	N	N	-110.179349	43.812532	0.085526	0.02292994
56	39	S1200	John D Rockefeller Jr Pkwy	625696810	US Hwy 89	N	N	-110.632246	43.929951	0.644068	0.02292994
56	39	S1200	US Hwy 26	633121288	US Hwy 26	N	N	-110.748242	43.394564	0.107092	0.02292994
56	39	S1200	Grand Loop Rd	130435259	US Hwy 20	N	N	-110.418215	44.54549	0.012986	0.02292994
56	39	S1200	N Moose Wilson Rd	130421972	N Moose Wilson Rd	N	N	-110.846204	43.500474	0.111366	0.02292994
56	39	S1200	W Broadway Ave	626815080	US Hwy 26	N	N	-110.767992	43.479487	0.01271	0.02292994
56	39	S1200	US Hwy 189	130430099	US Hwy 189	Y	N	-110.730176	43.322355	0.075306	0.02292994
56	39	S1200	John D Rockefeller Jr Pkwy	130438888	US Hwy 89	N	N	-110.617709	43.904563	0.02257	0.02292994
56	41	S1100	I- 80	160262564		N	N	-110.424833	41.332567	0.082322	0.02242152
56	41	S1100	I- 80	160262989		N	N	-110.382457	41.349435	0.884846	0.02242152
56	41	S1100	I- 80	160263878		N	N	-110.369274	41.354538	0.581572	0.02242152
56	41	S1100	I- 80	160276521		N	N	-110.449606	41.328957	0.025325	0.02242152
56	41	S1100	I- 80 Bus	625848180		N	N	-110.374475	41.316471	0.467979	0.02242152
56	41	S1200	State Hwy 150	160278118	State Hwy 150	N	N	-110.948574	41.26097	0.069808	0.02083333
56	41	S1200	State Hwy 89	160256726	State Hwy 89 N	N	N	-111.041282	41.406968	0.045853	0.02083333
56	41	S1200	State Hwy 414	160278610		N	N	-110.33637	41.272014	0.050479	0.02083333
56	41	S1200	State Hwy 414	160276641		N	N	-110.32857	41.269014	0.002005	0.02083333
56	41	S1200	State Hwy 89	160259758	State Hwy 89 N	N	N	-110.982831	41.297753	0.059565	0.02083333
56	41	S1200	State Hwy 414	160269401		N	N	-110.121784	41.048317	0.287048	0.02083333
56	41	S1200	State Hwy 412	160258496		N	N	-110.423572	41.4321	0.102188	0.02083333
56	41	S1200	State Hwy 410	160266210		N	N	-110.493857	41.1882	0.094194	0.02083333
56	41	S1200	US Hwy 189	160257875		N	N	-110.625197	41.430625	0.935336	0.02083333
56	41	S1200	Carter Cutoff Rd	160258469	Carter Cutoff Rd	N	N	-110.441935	41.452999	0.052881	0.02083333
56	41	S1200	State Hwy 414	160269069		N	N	-110.178426	41.097522	0.74704	0.02083333
56	41	S1200	State Hwy 150	606738273	State Hwy 150 S	N	N	-110.953165	41.262237	0.015361	0.02083333
56	41	S1200	State Hwy 89	160275943		N	N	-110.957224	41.281488	0.07992	0.02083333

30

Appendix C

Sample Data Collection Form and Cover Sheet

31

WYDOT SEAT BELT SURVEY DATA COLLECTION FORM

Observer _____ Total # of observation pages: _____

County _____ Date: _____

Site # _____

Site Location _____

Alternate Site Information

Available alternate sites:

1. _____

2. _____

Is this an alternate site? Yes No (Please circle response)

If yes, which site was selected? 1 2 (Please circle response)

Please provide reason for using alternate site:

_____

_____

_____

Site Description

Please circle your responses:

Assigned traffic flow North South East West

Number of lanes in this direction: _____

Weather conditions clear/sunny cloudy light fog light rain light snow

Observation Site start and end times:

Start Time: _____ AM PM End Time: _____ AM PM

(Total observation period MUST last EXACTLY 45 minutes)

32

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Vehicle Type				WY License		
(1) Auto	(2) Van	(3) SUV	(4) PU	(1) Y	(2) N	(9) Unsure
Driver	(1) M	(2) F	(1) Y	(2) N	(3) UK	
Pass.	(1) M	(2) F	(1) Y	(2) N	(3) UK	(4) NP

Appendix D

Training Syllabus

34

Day One

Welcome and introduction of all participants

- Trainers
- Employer
- Highway Safety Office Personnel
- Observers
- Alternate (reserve) observers
- Quality Control Monitors

Distribution of equipment

- Checklist of materials, including WYDOT authorization letter, safety materials, all forms & observation materials

Survey overview

- Steps
- Importance of Data Collection process

Data Collection Techniques

- Definition of vehicles
- Definition of passengers & belt/booster seat use
- Weekday/weekend
- Heavy traffic v. light traffic
    - Use of second observers
- Weather conditions
- Observation duration

Scheduling and Rescheduling

- Site assignment sheet
- Daylight observation
- Problems encountered because of temporary impediments (i.e., weather)
- Permanent problems at data collection sites

Site locations

- Site location & description sheet
- Parking
- Interstate ramps and surface streets
- Direction of travel/number of observed lanes
- Non-intersection requirement
- Alternate site selection

Data Collection Forms

- Cover sheet
- Recording observations
- Recording temporary problems/weather conditions
- Recording alternate site information

Safety and Security

Field Testing

- Practice field site

Day Two (AM)

Review of maps
- Locating all sites on county maps

Shipment of Forms and materials
- Review materials
- Essential timeline

Timesheet and expense reporting
Field Testing
- 3 Test Sites

Post Training Quiz

Day Two (PM)

Quality Control Training
- Review of randomly selected QC sites
- Checklist of field protocols to address during site
- Inter-observer agreement ratio testing
- Procedures in cases of suspected or confirmed data falsification
- Reporting

Appendix C: NHTSA Approval

NHTSA approval and final review

State Seatbelt Survey Plan
NHTSA Final Review

Wyoming
Version 4

Requirement Type		Design Requirement	Status	Comments
Statistical	1	Are the sampling units, with measures of size, defined and compliant with 1340.5.a?	Compliant	16 counties account for approximately 85% of the passenger vehicle crash-related fatalities according to FARS data averages for the period 2005 to 2009 (p.4).
GIS	2	Is the source for the sample frame road segments specified and compliant with 1340.5.a.2.i?	Compliant	Westat supplied 2010 TIGER data (p.4).
Statistical	3	If there are any exclusions to the sampling frame, are they specified and compliant with 1340.5.a.2.ii?	Compliant	Wyoming exercised the available exclusion option and removed rural local roads in counties that are not within Metropolitan Statistical Areas (MSAs), and other non-public roads, unnamed roads, unpaved roads, vehicular trails, access ramps, cul-de-sacs, traffic circles, and service drivers from the dataset (p.4).
Statistical	4	Are the stratification methods for each stage of sampling defined along with a description of methods that were used for allocating the sample units into the strata?	Compliant	1) County: 16 of 23 counties accounted for 85% of the traffic-related fatalities; all 16 counties were selected for the sample (p.5). 2) Road segment: Stratified by MTFCC road classification into three groups (Primary, Secondary, and Local) (pp.4-5).
Statistical	5	Is the method used for selecting road segments for observation sites specified and compliant with 1340.5.b?	Compliant	Segments were sampled by random sampling (p.5). The reserve sample segments were also selected SRS within a particular road classification and county (p.9).
Statistical	6	Is there a list of all observation sites and their probabilities of selection?	Compliant	A list of sites is found in Appendix B (p.23). The probabilities represent an SRS.
Statistical	7	Is there an explanation of how the sample sizes were determined? Is that explanation compliant with section 1340.5.d?	Compliant	Based on historical data, the state estimates a total of 28,800 vehicle observations (16 counties * 18 sites in each county * 100 observations per site) (pp.6-7).

Requirement Type		Design Requirement	Status	Comments
Operational	8	Is the process of assigning observation sites to observation time periods explained? Is it compliant with 1340.6?	Compliant	All observations will be conducted during weekdays and weekends between 7 a.m. and 6 p.m. (p.11). Sites within relatively close geographic proximity will be assigned as data collection clusters. The first site within each cluster will be assigned a random day and time for completion. All other sites within a cluster will be assigned to the same day and scheduled in order of operational efficiency (p.11).
Statistical	9	Is the state statistician named and his/her qualifications described? Does the statistician meet the requirements in 1340.8.c?	Compliant	The statistician's resume is Appendix A (p.19).
Operational	10	Is an observation period defined?	Compliant	45 minutes (p.11)
Operational	11	Are the procedures used to reschedule and substitute observation sites specified and compliant with 1340.5.c?	Compliant	When a site is temporarily unavailable, data collection will be rescheduled for a similar day of the week and time of day. In the event that the site is permanently unworkable, an alternate site, selected as part of the reserve sample, will be used as a permanent replacement (p.12).
Statistical	12	Are the procedures for collecting additional data to reduce the nonresponse rate specified and compliant with 1340.9.f.2?	Compliant	If a site exceeds 10% nonresponse, data collectors will be sent back to that site for an additional observation period (p.13).
Operational	13	Are the data collection procedures described?	Compliant	Data collection will primarily be performed by single observers, except at high volume sites where two data collectors will be assigned (p.11). The observed direction of traffic will be predetermined and randomly assigned (p.12). The appropriate vehicles, occupants, belt use definitions, and data elements are included in the survey (pp.10-12).
Operational	14	Are the number of observers and quality control monitors specified?	Compliant	16 data collectors and 2 QC Monitors will be hired (p.10). QC Monitors will visit 2 sites per county (or 11%) (p.10). Training will take place prior to data collection, during the last week of April (p.10). The training agenda is Appendix D (p.35).
Statistical	15	Is there a description of how the seat belt use rate estimate will be calculated?	Compliant	A ratio estimator will be used (pp.15-16).
Statistical	16	Is there a description of how the variance will be calculated? Is it compliant with 1340.9.g?	Compliant	Complex Sample Module for SPSS will be used to calculate the variance (p.13).

Requirement Type		Design Requirement	Status	Comments
Statistical	17	If any imputation is planned, are the methods specified and compliant with 1340.9.c?	Compliant	No imputation is planned (p.13).
Statistical	18	Are the weighting procedures appropriate for the design, including base weights, and adjustments for observation sites with no usable data, and specified and compliant with 1340.9.d and 1340.9.e?	Compliant	Weights and estimators are appropriate for the SRS design (pp.14-17). The nonresponse adjustment is also appropriate for the proposed plan (p.15).
Statistical	19	If the standard error exceeds 2.5 percentage points, are the procedures to reduce it specified and compliant with 1340.9.g?	Compliant	If the standard error exceeds 2.5%, more data will be collected from existing sites (p.6).

2017 NHTSA Approval

U.S. Department of Transportation
National Highway Traffic Safety Administration

Region 8
Colorado, Nevada, North Dakota, South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

February 9, 2017

Kenneth Ledet, Grants Manager
Highway Safety Behavioral Program
Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, WY 52009

Dear Ken:

NHTSA has completed its review of your Uniform Criteria for State Observational Surveys of Seat Belt Use Certification form and supporting documentation, evaluating the four requirements related to the re-selection of observation sites listed in 1340.10 of the Final Rule. We are pleased to inform you that your re-selection is fully compliant with the Uniform Criteria for State Observational Surveys of Seat Belt Use.

Sincerely,

Gina Mia Espinosa-Salcedo
Regional Administrator

cc: Karson James

NHTSA
www.nhtsa.gov

Per the required procedures, the sample first created in 2017 reached its expiration date and necessitated a new sampling. What follows is the certification form submitted for NHTSA approval.

1. Contact Information	
State/Territory	Wyoming (WY)
Name	Debra Nelson
Address	2493 4th Ave West, Ste G
City	Dickinson
State	ND
Zip Code	58601
Email	dnelson@dlnconsulting.com
Phone	701.483.2801
2. Verification	
Sample Design Verification	Yes
Date Plan Approved	4/2012
3. Road Segment Sampling Frame	
Was TIGER used as the road segment sampling frame?	Yes
Data Source Name and Year	
Road Segment Sampling Frame	Yes
4. Exclusions	
Was the optional 85% fatality exclusion implemented?	Yes
Specify data source and years of data used.	FARS
Range	2015 – 2019
Other Data Source	
Was the optional rural local roads exclusion implemented?	Yes
Were the optional road types exclusions implemented?	No

5. Stages of Selection

How many stages of selection? 2 Stages

Specify the definition of units

Select Unit	Specify your own Unit Value	St
County	Locked for reading	No
Road segment	Locked for reading	Ye

6. Probabilities of Selection

Probabilities of selection: Probability Proportional to Size (

Specify measure of size: Number of road segments in eacl

7. Additional Information

Describe any characteristics of your design that require additional explanation.

8. Design Characteristics

If you changed the Design Plan since the 2016-2017 road segment reselection, select what you c

Road segment sample	Yes
Counties covered via the fatality exclusion	Yes
County sample	Yes
Stratification (in definition of strata, number of strata, or allocation to strata)	Yes
Other design elements (stages, MOS)	No
Attach Files	No

Attachments: Road Segment Sample and Allocation Table.xlsx

FARS (2015-2019)				
State=Wyoming				
State	County	Average fatality counts for 5 years	Fatality percentage within the state	Cumulative fatality percentage
Wyoming	LARAMIE	9.8	11	11
Wyoming	CARBON	9.2	10.4	21.4
Wyoming	FREMONT	9	10.1	31.5
Wyoming	NATRONA	8.8	9.9	41.4
Wyoming	SWEETWATER	6.8	7.7	49.1
Wyoming	ALBANY	4.8	5.4	54.5
Wyoming	LINCOLN	4.8	5.4	59.9
Wyoming	CONVERSE	3.8	4.3	64.2
Wyoming	CAMPBELL	3.6	4.1	68.2
Wyoming	PLATTE	3.6	4.1	72.3
Wyoming	UINTA	3.6	4.1	76.4
Wyoming	JOHNSON	2.6	2.9	79.3
Wyoming	PARK	2.4	2.7	82
Wyoming	NIOBRARA	2.2	2.5	84.5
Wyoming	GOSHEN	2	2.3	86.7
Wyoming	SHERIDAN	2	2.3	89
Wyoming	WESTON	2	2.3	91.2
Wyoming	BIG HORN	1.8	2	93.2
Wyoming	HOT SPRINGS	1.6	1.8	95
Wyoming	TETON	1.4	1.6	96.6
Wyoming	SUBLETTE	1.2	1.4	98
Wyoming	WASHAKIE	1	1.1	99.1
Wyoming	CROOK	0.8	0.9	100
Wyoming	UNKNOWN	0	0	100

Appendix D: Data Tables

Detailed table of collected data

County Data

County * occupBelt						
County			occupBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	84.6%	15.4%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1188	216		1404
Campbell	% within County	Estimate	72.1%	27.8%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2138	842	2	2982
Carbon	% within County	Estimate	94.7%	5.3%		100.0%
		Standard Error	0.2%	0.2%		0.0%
		Unweighted Count	1779	98		1877
Converse	% within County	Estimate	88.3%	11.4%	0.3%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	1120	143	4	1267
Fremont	% within County	Estimate	93.5%	6.5%		100.0%
		Standard Error	0.3%	0.3%		0.0%
		Unweighted Count	972	68		1040
Goshen	% within County	Estimate	70.1%	29.9%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	1193	508		1701
Johnson	% within County	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.3%	0.3%		0.0%
		Unweighted Count	856	40		896
Laramie	% within County	Estimate	81.2%	18.8%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	884	196		1080
Lincoln	% within County	Estimate	82.4%	17.5%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1259	267	2	1528
Natrona	% within County	Estimate	77.1%	22.0%	0.9%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	529	151	6	686
Niobrara	% within County	Estimate	71.9%	28.1%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	447	175		622
Park	% within County	Estimate	83.3%	16.7%		100.0%
		Standard Error	0.3%	0.3%		0.0%
		Unweighted Count	2064	414		2478
Platte	% within County	Estimate	84.5%	15.5%		100.0%
		Standard Error	0.4%	0.4%		0.0%

		Unweighted Count	1128	211		1339
Sweetwater	% within County	Estimate	91.9%	7.9%	0.2%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1776	153	3	1932
Uinta	% within County	Estimate	64.4%	35.6%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	1408	776		2184
Total	% within County	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

County * driverBelt						
County			driverBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	82.6%	17.4%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	931	196		1127
Campbell	% within County	Estimate	70.1%	29.9%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1626	704	1	2331
Carbon	% within County	Estimate	94.2%	5.8%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1287	77		1364
Converse	% within County	Estimate	86.3%	13.4%	0.3%	100.0%
		Standard Error	0.7%	0.7%	0.1%	0.0%
		Unweighted Count	874	135	3	1012
Goshen	% within County	Estimate	65.3%	34.7%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	833	442		1275
Fremont	% within County	Estimate	93.0%	7.0%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	746	56		802
Johnson	% within County	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	622	29		651
Laramie	% within County	Estimate	79.2%	20.8%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	664	168		832
Lincoln	% within County	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	858	225	2	1085
Natrona	% within County	Estimate	77.3%	22.2%	0.5%	100.0%
		Standard Error	1.0%	1.0%	0.2%	0.0%
		Unweighted Count	462	133	3	598
Niobrara	% within County	Estimate	68.1%	31.9%		100.0%
		Standard Error	1.0%	1.0%		0.0%
		Unweighted Count	318	149		467
Park	% within County	Estimate	80.3%	19.7%		100.0%

		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1461	359		1820
Platte	% within County	Estimate	82.8%	17.2%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	823	174		997
Sweetwater	% within County	Estimate	90.6%	9.2%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	1370	139	3	1512
Uinta	% within County	Estimate	63.4%	36.6%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	1019	588		1607
Total	% within County	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

County * passBelt						
County			passBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	92.7%	7.3%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	257	20		277
Campbell	% within County	Estimate	79.2%	20.6%	0.2%	100.0%
		Standard Error	0.9%	0.9%	0.1%	0.0%
		Unweighted Count	512	138	1	651
Carbon	% within County	Estimate	95.8%	4.2%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	492	21		513
Converse	% within County	Estimate	96.3%	3.3%	0.4%	100.0%
		Standard Error	0.7%	0.6%	0.2%	0.0%
		Unweighted Count	246	8	1	255
Goshen	% within County	Estimate	84.5%	15.5%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	360	66		426
Fremont	% within County	Estimate	95.0%	5.0%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	226	12		238
Johnson	% within County	Estimate	95.3%	4.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	234	11		245
Laramie	% within County	Estimate	88.2%	11.8%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	220	28		248
Lincoln	% within County	Estimate	90.5%	9.5%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	401	42		443
Natrona	% within County	Estimate	76.1%	20.5%	3.4%	100.0%
		Standard Error	2.1%	1.9%	1.0%	0.0%
		Unweighted Count	67	18	3	88
Niobrara	% within County	Estimate	83.2%	16.8%		100.0%
		Standard Error	1.3%	1.3%		0.0%
		Unweighted Count	129	26		155
Park	% within County	Estimate	91.6%	8.4%		100.0%

		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	603	55		658
Platte	% within County	Estimate	89.3%	10.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	305	37		342
Sweetwater	% within County	Estimate	96.7%	3.3%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	406	14		420
Uinta	% within County	Estimate	67.4%	32.6%		100.0%
		Standard Error	1.3%	1.3%		0.0%
		Unweighted Count	389	188		577
Total	% within County	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

Occupant Variables

occupBelt						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
% of Total	Belted	80.5%	0.22817%	80.1%	81.0%	18741
	Not belted	19.2%	0.22589%	18.7%	19.6%	4258
	Unsure	0.3%	0.04167%	0.2%	0.4%	17
	Total	100.0%	0.00000%	100.0%	100.0%	23016

Population * occupBelt						
Population			occupBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	80.4%	19.3%	0.3%	100.0%
		Standard Error	0.3%	0.2%	0.0%	0.0%
		Unweighted Count	14855	3390	14	18259
Rural	% within Population	Estimate	82.0%	17.9%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3886	868	3	4757
Total	% within Population	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

day * occupBelt						
day			occupBelt			
			Belted	Not belted	Unsure	Total
Sunday	% within day	Estimate	78.5%	21.5%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	1795	485		2280
Monday	% within day	Estimate	80.1%	19.3%	0.7%	100.0%
		Standard Error	0.6%	0.6%	0.2%	0.0%
		Unweighted Count	2408	536	5	2949
Tuesday	% within day	Estimate	80.1%	19.4%	0.5%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	2519	401	3	2923
Wednesday	% within day	Estimate	81.4%	18.3%	0.3%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	4041	1047	3	5091
Thursday	% within day	Estimate	76.7%	22.8%	0.5%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	2771	816	4	3591
Friday	% within day	Estimate	84.6%	15.4%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	3571	619	1	4191
Saturday	% within day	Estimate	83.6%	16.3%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	1636	354	1	1991
Total	% within day	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

observer * occupBelt						
observer			occupBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	64.4%	35.6%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	1408	776		2184
Doug Peterson	% within observer	Estimate	84.5%	15.5%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1128	211		1339
Dixie Elder	% within observer	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.3%	0.3%		0.0%
		Unweighted Count	856	40		896
Deb Eustler	% within observer	Estimate	93.5%	6.5%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	811	56		867
Susan Parkinson	% within observer	Estimate	83.3%	16.7%		100.0%
		Standard Error	0.3%	0.3%		0.0%
		Unweighted Count	2064	414		2478
Bryan Shannon	% within observer	Estimate	72.1%	27.8%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2138	842	2	2982
Sandra Gabel	% within observer	Estimate	71.6%	28.4%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	1354	520		1874
Amy Still	% within observer	Estimate	94.7%	5.3%		100.0%
		Standard Error	0.2%	0.2%		0.0%
		Unweighted Count	1779	98		1877
Aspen Miller	% within observer	Estimate	81.2%	18.8%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	884	196		1080
Kim Brattis	% within observer	Estimate	77.1%	22.0%	0.9%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	529	151	6	686
Rob Remele	% within observer	Estimate	94.2%	5.8%		100.0%
		Standard Error	1.2%	1.2%		0.0%
		Unweighted Count	65	4		69
Dennis Doerr	% within observer	Estimate	88.3%	11.4%	0.3%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	1120	143	4	1267
Keyla Revell	% within observer	Estimate	91.8%	8.0%	0.2%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1711	149	3	1863
Donna Wolfe	% within observer	Estimate	84.6%	15.4%		100.0%

		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1188	216		1404
John Fitzgerald	% within observer	Estimate	82.4%	17.5%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1259	267	2	1528
Randy Edmunds	% within observer	Estimate	71.9%	28.1%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	447	175		622
Total	% within observer	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

weather * occupBelt						
weather			occupBelt			
			Belted	Not belted	Unsure	Total
Clear/sunny	% within weather	Estimate	81.4%	18.5%	0.1%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	9427	2377	6	11810
Cloudy	% within weather	Estimate	80.3%	19.3%	0.4%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	8043	1652	8	9703
Foggy	% within weather	Estimate	95.9%	4.1%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	279	12		291
Light rain	% within weather	Estimate	74.8%	24.2%	1.1%	100.0%
		Standard Error	1.1%	1.1%	0.3%	0.0%
		Unweighted Count	570	181	3	754
Heavy rain	% within weather	Estimate	81.8%	18.2%		100.0%
		Standard Error	2.6%	2.6%		0.0%
		Unweighted Count	36	8		44
Occasional Rain	% within weather	Estimate	94.3%	5.7%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	386	28		414
Total	% within weather	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

lanes * occupBelt						
lanes			occupBelt			
			Belted	Not belted	Unsure	Total
One lane	% within lanes	Estimate	79.4%	20.3%	0.3%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	8517	2001	9	10527
Two lanes	% within lanes	Estimate	81.5%	18.2%	0.3%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	10224	2257	8	12489
Total	% within lanes	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

direction * occupBelt						
direction			occupBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	78.4%	21.2%	0.4%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	4567	994	6	5567
South	% within direction	Estimate	78.7%	20.7%	0.6%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	4442	1233	6	5681
East	% within direction	Estimate	82.4%	17.6%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	5019	1131	2	6152
West	% within direction	Estimate	83.3%	16.7%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4689	896	3	5588
Total	% within direction	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18717	4254	17	22988

carType * occupBelt						
carType			occupBelt			
			Belted	Not belted	Unsure	Total
Auto	% within carType	Estimate	77.6%	21.5%	0.9%	100.0%
		Standard Error	0.7%	0.6%	0.2%	0.0%
		Unweighted Count	2919	751	5	3675
Van	% within carType	Estimate	87.2%	12.7%	0.1%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	7783	1105	4	8892
Sport Utility Vehicle (SUV)	% within carType	Estimate	87.8%	12.2%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	1080	152		1232
Pickup Truck	% within carType	Estimate	74.3%	25.5%	0.3%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	6959	2250	8	9217
Total	% within carType	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

wyPlate * occupBelt						
wyPlate			occupBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	78.1%	21.5%	0.3%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	11391	3276	10	14677
No	% within wyPlate	Estimate	86.8%	13.0%	0.2%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	7293	968	4	8265
Unsure	% within wyPlate	Estimate	79.4%	18.4%	2.2%	100.0%
		Standard Error	3.8%	3.7%	0.6%	0.0%
		Unweighted Count	57	14	3	74
Total	% within wyPlate	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

timeStamp * occupBelt						
timeStamp			occupBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	79.5%	20.1%	0.5%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	3199	829	5	4033
9:30 - 11:30 am	% within timeStamp	Estimate	77.7%	21.7%	0.6%	100.0%
		Standard Error	0.5%	0.4%	0.1%	0.0%
		Unweighted Count	3444	830	4	4278
11:30 - 1:30 pm	% within timeStamp	Estimate	82.2%	17.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4519	1094	3	5616
1:30 - 3:30 pm	% within timeStamp	Estimate	82.5%	17.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	4569	935	1	5505
3:30 - 5:30 pm	% within timeStamp	Estimate	80.2%	19.3%	0.5%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	3010	570	4	3584
Total	% within timeStamp	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

roadType * occupBelt						
roadType			occupBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	84.2%	15.3%	0.5%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	6611	920	8	7539
S1200 Secondary Road	% within roadType	Estimate	80.5%	19.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	11466	3145	6	14617
S1400 Local/Rural Road	% within roadType	Estimate	76.2%	23.2%	0.5%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	664	193	3	860
Total	% within roadType	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

occupGender * occupBelt						
occupGender			occupBelt			
			Belted	Not belted	Unsure	Total
Male	% within occupGender	Estimate	74.4%	25.4%	0.2%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	10509	3047	11	13567
Female	% within occupGender	Estimate	88.6%	11.0%	0.4%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	8231	1211	6	9448
Unsure	% within occupGender	Estimate	100.0%			100.0%
		Standard Error	0.0%			0.0%
		Unweighted Count	1			1
Total	% within occupGender	Estimate	80.5%	19.2%	0.3%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	18741	4258	17	23016

General Estimates for Drivers, Passengers, Occupants

County percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Albany	82.6%	92.70%	84.6%
Campbell	70.1%	79.20%	72.1%
Carbon	94.2%	95.80%	94.7%
Converse	86.3%	96.30%	88.3%
Goshen	65.3%	84.50%	93.5%
Fremont	93.0%	95.00%	70.1%
Johnson	95.4%	95.30%	95.4%
Laramie	79.2%	88.20%	81.2%
Lincoln	79.1%	90.50%	82.4%
Natrona	77.3%	76.10%	77.1%
Niobrara	68.1%	83.20%	71.9%
Park	80.3%	91.60%	83.3%
Platte	82.8%	89.30%	84.5%
Sweetwater	90.6%	96.70%	91.9%
Uinta	63.4%	67.40%	64.4%
Total	79.1%	86.20%	80.5%

Population density percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Urban	79.0%	85.9%	80.4%
Rural	79.9%	88.1%	82.0%
Total	79.1%	86.2%	80.5%

WY Plates percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Yes	77.2%	82.9%	78.1%
No	84.9%	91.3%	86.8%
Unsure	75.3%	94.2%	79.4%
Total	79.1%	86.2%	80.5%

Unweighted Frequencies of Vehicle Occupants by County and Observer				
Counties and Observers with Unweighted Frequency of Occupants and Percent of				
Sample				
	Belted - weighted	Total n - unweighted	% Total	Cum %
Kayla Schear	64.4%	2184	9.5%	9.5%
Doug Peterson	84.5%	1339	5.8%	15.3%
Dixie Elder	95.4%	896	3.9%	19.2%
Deb Eustler	93.5%	867	3.8%	23.0%
Susan Parkinson	83.3%	2478	10.8%	33.7%
Bryan Shannon	72.1%	2982	13.0%	46.7%
Sandra Gabel	71.6%	1874	8.1%	54.8%
Amy Still	94.7%	1877	8.2%	63.0%
Aspen Miller	81.2%	1080	4.7%	67.7%
Kim Brattis	77.1%	686	3.0%	70.7%
Rob Remele	94.2%	69	0.3%	71.0%
Dennis Doerr	88.3%	1267	5.5%	76.5%
Keyla Revell	91.8%	1863	8.1%	84.6%
Donna Wolfe	84.6%	1404	6.1%	90.7%
John Fitzgerald	82.4%	1528	6.6%	97.3%
Randy Edmunds	71.9%	622	2.7%	100.0%
Total	80.5%	23016	100.0%	

Estimates of Seat Belt Use for Drivers, Passengers, and All Occupants, Wyoming 2025		
	Belted	Unweighted n
Driver	79.1%	13894
Passenger	86.2%	4847
Occupant	80.5%	18741

Estimate of Occupant Belt Use by Vehicle Type and Gender, Wyoming 2025			
	Male	Female	Difference
Auto	71.2%	83.2%	12.0%
Van	79.7%	90.4%	10.7%
Sport Utility Vehicle (SUV)	82.6%	89.6%	7.1%
Pickup Truck	71.4%	82.5%	11.2%

Estimate of Driver, Passenger, and All Occupants Belt Use by Vehicle Type and Gender, Wyoming 2024					
	Auto	Van	Sport Utility Vehicle (SUV)	Pickup Truck	State Total
Male - Driver	71.2%	79.7%	82.6%	71.4%	73.9%
Female - Driver	83.2%	90.4%	89.6%	82.5%	87.9%
Male - Passenger	73.2%	88.5%	93.7%	70.6%	78.2%
Female - Passenger	84.9%	92.3%	95.8%	87.8%	89.9%

Estimates of Drivers, Passengers, and All Occupants Belted by Roadway Type, Wyoming 2024			
	Driver	Passenger	Occupant
S1100 Primary Road	82.7%	90.5%	84.2%
S1200 Secondary Road	78.5%	86.9%	80.5%
S1400 Local/Rural Road	75.8%	78.3%	76.2%
Total	79.1%	86.2%	80.5%

carType * occupantGender Crosstabulation				
% within carType				
		occupantGender		Total
		Male	Female	
carType	Auto	51.3%	48.7%	-2.6%
	Van	43.0%	57.0%	14.0%
	Sport Utility Vehicle (SUV)	58.0%	42.0%	-15.9%
	Pickup Truck	77.5%	22.5%	-55.0%
Total		58.9%	41.1%	-17.9%

Drivers Variables

County * driverBelt						
County			driverBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	82.6%	17.4%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	931	196		1127
Campbell	% within County	Estimate	70.1%	29.9%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1626	704	1	2331
Carbon	% within County	Estimate	94.2%	5.8%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1287	77		1364
Converse	% within County	Estimate	86.3%	13.4%	0.3%	100.0%
		Standard Error	0.7%	0.7%	0.1%	0.0%
		Unweighted Count	874	135	3	1012
Goshen	% within County	Estimate	65.3%	34.7%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	833	442		1275
Fremont	% within County	Estimate	93.0%	7.0%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	746	56		802
Johnson	% within County	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	622	29		651
Laramie	% within County	Estimate	79.2%	20.8%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	664	168		832
Lincoln	% within County	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	858	225	2	1085
Natrona	% within County	Estimate	77.3%	22.2%	0.5%	100.0%
		Standard Error	1.0%	1.0%	0.2%	0.0%
		Unweighted Count	462	133	3	598
Niobrara	% within County	Estimate	68.1%	31.9%		100.0%
		Standard Error	1.0%	1.0%		0.0%

		Unweighted Count	318	149		467
Park	% within County	Estimate	80.3%	19.7%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1461	359		1820
Platte	% within County	Estimate	82.8%	17.2%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	823	174		997
Sweetwater	% within County	Estimate	90.6%	9.2%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	1370	139	3	1512
Uinta	% within County	Estimate	63.4%	36.6%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	1019	588		1607
Total	% within County	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

driverBelt						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
% of Total	Belted	79.1%	0.4%	78.3%	79.8%	13894
	Not belted	20.7%	0.4%	20.0%	21.5%	3574
	Unsure	0.2%	0.1%	0.1%	0.4%	12
	Total	100.0%	0.0%	100.0%	100.0%	17480

Population * driverBelt						
Population			driverBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	79.0%	20.8%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	11128	2865	9	14002
Rural	% within Population	Estimate	79.9%	20.0%	0.1%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	2766	709	3	3478
Total	% within Population	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

day * driverBelt						
day			driverBelt			
			Belted	Not belted	Unsure	Total
Sunday	% within day	Estimate	76.0%	24.0%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	1227	403		1630
Monday	% within day	Estimate	80.1%	19.8%	0.2%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	1744	446	4	2194
Tuesday	% within day	Estimate	78.1%	21.4%	0.5%	100.0%
		Standard Error	0.7%	0.7%	0.2%	0.0%
		Unweighted Count	1891	353	2	2246
Wednesday	% within day	Estimate	80.3%	19.6%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3161	874	2	4037
Thursday	% within day	Estimate	75.6%	24.0%	0.4%	100.0%
		Standard Error	1.1%	1.1%	0.2%	0.0%
		Unweighted Count	2080	702	3	2785
Friday	% within day	Estimate	83.0%	17.0%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	2626	522		3148
Saturday	% within day	Estimate	81.8%	18.1%	0.0%	100.0%
		Standard Error	1.0%	1.0%	0.0%	0.0%
		Unweighted Count	1165	274	1	1440
Total	% within day	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

observer * driverBelt						
observer			driverBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	63.4%	36.6%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	1019	588		1607
Doug Peterson	% within observer	Estimate	82.8%	17.2%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	823	174		997
Dixie Elder	% within observer	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	622	29		651
Deb Eustler	% within observer	Estimate	93.0%	7.0%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	626	47		673
Susan Parkinson	% within observer	Estimate	80.3%	19.7%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1461	359		1820
Bryan Shannon	% within observer	Estimate	70.1%	29.9%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1626	704	1	2331
Sandra Gabel	% within observer	Estimate	67.0%	33.0%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	953	451		1404
Amy Still	% within observer	Estimate	94.2%	5.8%		100.0%
		Standard Error	0.4%	0.4%		0.0%
		Unweighted Count	1287	77		1364
Aspen Miller	% within observer	Estimate	79.2%	20.8%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	664	168		832
Kim Brattis	% within observer	Estimate	77.3%	22.2%	0.5%	100.0%
		Standard Error	1.0%	1.0%	0.2%	0.0%
		Unweighted Count	462	133	3	598
Rob Remele	% within observer	Estimate	92.3%	7.7%		100.0%
		Standard Error	1.6%	1.6%		0.0%
		Unweighted Count	48	4		52
Dennis Doerr	% within observer	Estimate	86.3%	13.4%	0.3%	100.0%

		Standard Error	0.7%	0.7%	0.1%	0.0%
		Unweighted Count	874	135	3	1012
Keyla Revell	% within observer	Estimate	90.5%	9.2%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	1322	135	3	1460
Donna Wolfe	% within observer	Estimate	82.6%	17.4%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	931	196		1127
John Fitzgerald	% within observer	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	858	225	2	1085
Randy Edmunds	% within observer	Estimate	68.1%	31.9%		100.0%
		Standard Error	1.0%	1.0%		0.0%
		Unweighted Count	318	149		467
Total	% within observer	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

weather * driverBelt						
weather			driverBelt			
			Belted	Not belted	Unsure	Total
Clear/sunny	% within weather	Estimate	79.8%	20.2%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	6953	1953	4	8910
Cloudy	% within weather	Estimate	79.0%	20.7%	0.3%	100.0%
		Standard Error	0.3%	0.3%	0.1%	0.0%
		Unweighted Count	5976	1424	6	7406
Foggy	% within weather	Estimate	96.1%	3.9%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	198	8		206
Light rain	% within weather	Estimate	74.6%	24.7%	0.8%	100.0%
		Standard Error	2.0%	2.0%	0.4%	0.0%
		Unweighted Count	460	159	2	621
Heavy rain	% within weather	Estimate	79.4%	20.6%		100.0%
		Standard Error	3.1%	3.1%		0.0%
		Unweighted Count	27	7		34
Occasional Rain	% within weather	Estimate	93.6%	6.4%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	280	23		303
Total	% within weather	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

lanes * driverBelt						
lanes			driverBelt			
			Belted	Not belted	Unsure	Total
One lane	% within lanes	Estimate	77.9%	22.0%	0.2%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	6241	1689	6	7936
Two lanes	% within lanes	Estimate	80.0%	19.8%	0.2%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	7653	1885	6	9544
Total	% within lanes	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

direction * driverBelt						
direction			driverBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	77.5%	22.2%	0.3%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	3442	834	5	4281
South	% within direction	Estimate	77.4%	22.2%	0.4%	100.0%
		Standard Error	1.0%	1.0%	0.2%	0.0%
		Unweighted Count	3287	1027	4	4318
East	% within direction	Estimate	81.0%	19.0%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	3747	939	1	4687
West	% within direction	Estimate	81.0%	19.0%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	3401	771	2	4174
Total	% within direction	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13877	3571	12	17460

driverGender * driverBelt						
driverGender			driverBelt			
			Belted	Not belted	Unsure	Total
Male	% within driverGender	Estimate	73.9%	25.9%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	9138	2709	10	11857
Female	% within driverGender	Estimate	87.9%	11.9%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	4756	865	2	5623
Total	% within driverGender	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

carType * driverBelt						
carType			driverBelt			
			Belted	Not belted	Unsure	Total
Auto	% within carType	Estimate	76.5%	23.1%	0.4%	100.0%
		Standard Error	1.1%	1.1%	0.1%	0.0%
		Unweighted Count	2197	611	3	2811
Van	% within carType	Estimate	86.1%	13.8%	0.2%	100.0%
		Standard Error	0.5%	0.4%	0.1%	0.0%
		Unweighted Count	5598	920	3	6521
Sport Utility Vehicle (SUV)	% within carType	Estimate	85.3%	14.7%		100.0%
		Standard Error	1.6%	1.6%		0.0%
		Unweighted Count	744	124		868
Pickup Truck	% within carType	Estimate	72.8%	27.0%	0.2%	100.0%
		Standard Error	0.6%	0.6%	0.1%	0.0%
		Unweighted Count	5355	1919	6	7280
Total	% within carType	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

wyPlate * driverBelt						
wyPlate			driverBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	77.2%	22.6%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	8846	2807	7	11660
No	% within wyPlate	Estimate	84.9%	15.0%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	5007	756	2	5765
Unsure	% within wyPlate	Estimate	75.3%	22.0%	2.8%	100.0%
		Standard Error	5.5%	5.3%	0.8%	0.0%
		Unweighted Count	41	11	3	55
Total	% within wyPlate	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

timeStamp * driverBelt						
timeStamp			driverBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	78.8%	20.9%	0.3%	100.0%
		Standard Error	1.0%	1.0%	0.2%	0.0%
		Unweighted Count	2555	705	3	3263
9:30 - 11:30 am	% within timeStamp	Estimate	76.1%	23.5%	0.4%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	2449	688	3	3140
11:30 - 1:30 pm	% within timeStamp	Estimate	79.8%	20.2%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	3348	942	2	4292
1:30 - 3:30 pm	% within timeStamp	Estimate	80.6%	19.4%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	3309	757	1	4067
3:30 - 5:30 pm	% within timeStamp	Estimate	80.0%	19.9%	0.1%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	2233	482	3	2718
Total	% within timeStamp	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

roadType * driverBelt						
roadType			driverBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	82.7%	16.9%	0.4%	100.0%
		Standard Error	1.1%	1.0%	0.2%	0.0%
		Unweighted Count	4867	753	6	5626
S1200 Secondary Road	% within roadType	Estimate	78.5%	21.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	8479	2652	5	11136
S1400 Local/Rural Road	% within roadType	Estimate	75.8%	24.0%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	548	169	1	718
Total	% within roadType	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

roadType * driverBelt						
roadType			driverBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	82.7%	16.9%	0.4%	100.0%
		Standard Error	1.1%	1.0%	0.2%	0.0%
		Unweighted Count	4867	753	6	5626
S1200 Secondary Road	% within roadType	Estimate	78.5%	21.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	8479	2652	5	11136
S1400 Local/Rural Road	% within roadType	Estimate	75.8%	24.0%	0.2%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	548	169	1	718
Total	% within roadType	Estimate	79.1%	20.7%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	13894	3574	12	17480

carType * driverBelt							
driverGender				driverBelt			
				Belted	Not belted	Unsure	Total
Male	Auto	% within carType	Estimate	71.2%	28.7%	0.0%	100.0%
			Standard Error	1.6%	1.6%	0.0%	0.0%
			Unweighted Count	1260	384	2	1646
	Van	% within carType	Estimate	79.7%	19.9%	0.4%	100.0%
			Standard Error	0.9%	0.8%	0.3%	0.0%
			Unweighted Count	2769	513	2	3284
	Sport Utility Vehicle (SUV)	% within carType	Estimate	82.6%	17.4%		100.0%
			Standard Error	1.9%	1.9%		0.0%
			Unweighted Count	519	94		613
	Pickup Truck	% within carType	Estimate	71.4%	28.4%	0.2%	100.0%
			Standard Error	0.7%	0.7%	0.1%	0.0%
			Unweighted Count	4590	1718	6	6314
	Total	% within carType	Estimate	73.9%	25.9%	0.2%	100.0%
			Standard Error	0.5%	0.5%	0.1%	0.0%
			Unweighted Count	9138	2709	10	11857

Female	**Auto**	**% within carType**	**Estimate**	**83.2%**	**15.9%**	**0.9%**	**100.0%**
			Standard Error	1.2%	1.2%	0.3%	0.0%
			Unweighted Count	937	227	1	1165
	Van	% within carType	Estimate	90.4%	9.6%	0.0%	100.0%
			Standard Error	0.4%	0.4%	0.0%	0.0%
			Unweighted Count	2829	407	1	3237
	Sport Utility Vehicle (SUV)	% within carType	Estimate	89.6%	10.4%		100.0%
			Standard Error	2.9%	2.9%		0.0%
			Unweighted Count	225	30		255
	Pickup Truck	% within carType	Estimate	82.5%	17.5%		100.0%
			Standard Error	1.4%	1.4%		0.0%
			Unweighted Count	765	201		966
	Total	% within carType	Estimate	87.9%	11.9%	0.2%	100.0%
			Standard Error	0.4%	0.4%	0.0%	0.0%
			Unweighted Count	4756	865	2	5623

Passenger Variables

County * passBelt						
County			passBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	92.7%	7.3%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	257	20		277
Campbell	% within County	Estimate	79.2%	20.6%	0.2%	100.0%
		Standard Error	0.9%	0.9%	0.1%	0.0%
		Unweighted Count	512	138	1	651
Carbon	% within County	Estimate	95.8%	4.2%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	492	21		513
Converse	% within County	Estimate	96.3%	3.3%	0.4%	100.0%
		Standard Error	0.7%	0.6%	0.2%	0.0%
		Unweighted Count	246	8	1	255
Goshen	% within County	Estimate	84.5%	15.5%		100.0%
		Standard Error	0.8%	0.8%		0.0%
		Unweighted Count	360	66		426
Fremont	% within County	Estimate	95.0%	5.0%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	226	12		238
Johnson	% within County	Estimate	95.3%	4.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	234	11		245
Laramie	% within County	Estimate	88.2%	11.8%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	220	28		248
Lincoln	% within County	Estimate	90.5%	9.5%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	401	42		443
Natrona	% within County	Estimate	76.1%	20.5%	3.4%	100.0%
		Standard Error	2.1%	1.9%	1.0%	0.0%
		Unweighted Count	67	18	3	88
Niobrara	% within County	Estimate	83.2%	16.8%		100.0%
		Standard Error	1.3%	1.3%		0.0%

		Unweighted Count	129	26		155
Park	% within County	Estimate	91.6%	8.4%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	603	55		658
Platte	% within County	Estimate	89.3%	10.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	305	37		342
Sweetwater	% within County	Estimate	96.7%	3.3%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	406	14		420
Uinta	% within County	Estimate	67.4%	32.6%		100.0%
		Standard Error	1.3%	1.3%		0.0%
		Unweighted Count	389	188		577
Total	% within County	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

passBelt						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
% of Total	Belted	86.2%	0.5%	85.3%	87.1%	4847
	Not belted	13.1%	0.4%	12.3%	14.0%	684
	Unsure	0.7%	0.2%	0.4%	1.2%	5
	Total	100.0%	0.0%	100.0%	100.0%	5536

Population * passBelt						
Population			passBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	85.9%	13.3%	0.8%	100.0%
		Standard Error	0.5%	0.5%	0.2%	0.0%
		Unweighted Count	3727	525	5	4257
Rural	% within Population	Estimate	88.1%	11.9%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	1120	159		1279
Total	% within Population	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

day * passBelt						
day			passBelt			
			Belted	Not belted	Unsure	Total
Sunday	% within day	Estimate	83.9%	16.1%		100.0%
		Standard Error	1.0%	1.0%		0.0%
		Unweighted Count	568	82		650
Monday	% within day	Estimate	80.1%	17.6%	2.3%	100.0%
		Standard Error	1.1%	1.1%	0.5%	0.0%
		Unweighted Count	664	90	1	755
Tuesday	% within day	Estimate	89.2%	10.7%	0.1%	100.0%
		Standard Error	0.9%	0.9%	0.0%	0.0%
		Unweighted Count	628	48	1	677
Wednesday	% within day	Estimate	85.5%	13.2%	1.4%	100.0%
		Standard Error	0.6%	0.5%	0.3%	0.0%
		Unweighted Count	880	173	1	1054
Thursday	% within day	Estimate	83.9%	14.7%	1.3%	100.0%
		Standard Error	2.0%	1.8%	1.1%	0.0%
		Unweighted Count	691	114	1	806
Friday	% within day	Estimate	91.0%	9.0%	0.1%	100.0%
		Standard Error	1.0%	1.0%	0.0%	0.0%
		Unweighted Count	945	97	1	1043
Saturday	% within day	Estimate	88.1%	11.9%		100.0%
		Standard Error	1.2%	1.2%		0.0%
		Unweighted Count	471	80		551
Total	% within day	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

observer * passBelt						
observer			passBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	67.4%	32.6%		100.0%
		Standard Error	1.3%	1.3%		0.0%
		Unweighted Count	389	188		577
Doug Peterson	% within observer	Estimate	89.3%	10.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	305	37		342
Dixie Elder	% within observer	Estimate	95.3%	4.7%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	234	11		245
Deb Eustler	% within observer	Estimate	95.4%	4.6%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	185	9		194
Susan Parkinson	% within observer	Estimate	91.6%	8.4%		100.0%
		Standard Error	0.5%	0.5%		0.0%
		Unweighted Count	603	55		658
Bryan Shannon	% within observer	Estimate	79.2%	20.6%	0.2%	100.0%
		Standard Error	0.9%	0.9%	0.1%	0.0%
		Unweighted Count	512	138	1	651
Sandra Gabel	% within observer	Estimate	85.1%	14.9%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	401	69		470
Amy Still	% within observer	Estimate	95.8%	4.2%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	492	21		513
Aspen Miller	% within observer	Estimate	88.2%	11.8%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	220	28		248
Kim Brattis	% within observer	Estimate	76.1%	20.5%	3.4%	100.0%
		Standard Error	2.1%	1.9%	1.0%	0.0%
		Unweighted Count	67	18	3	88
Rob Remele	% within observer	Estimate	100.0%			100.0%
		Standard Error	0.0%			0.0%
		Unweighted Count	17			17

Dennis Doerr	**% within observer**	**Estimate**	**96.3%**	**3.3%**	**0.4%**	**100.0%**
		Standard Error	0.7%	0.6%	0.2%	0.0%
		Unweighted Count	246	8	1	255
Keyla Revell	% within observer	Estimate	96.5%	3.5%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	389	14		403
Donna Wolfe	% within observer	Estimate	92.7%	7.3%		100.0%
		Standard Error	0.9%	0.9%		0.0%
		Unweighted Count	257	20		277
John Fitzgerald	% within observer	Estimate	90.5%	9.5%		100.0%
		Standard Error	0.6%	0.6%		0.0%
		Unweighted Count	401	42		443
Randy Edmunds	% within observer	Estimate	83.2%	16.8%		100.0%
		Standard Error	1.3%	1.3%		0.0%
		Unweighted Count	129	26		155
Total	% within observer	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

weather * passBelt						
weather			passBelt			
			Belted	Not belted	Unsure	Total
Clear/sunny	% within weather	Estimate	87.0%	12.6%	0.4%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	2474	424	2	2900
Cloudy	% within weather	Estimate	85.1%	14.0%	0.8%	100.0%
		Standard Error	0.5%	0.5%	0.2%	0.0%
		Unweighted Count	2067	228	2	2297
Foggy	% within weather	Estimate	95.3%	4.7%		100.0%
		Standard Error	1.9%	1.9%		0.0%
		Unweighted Count	81	4		85
Light rain	% within weather	Estimate	77.0%	18.7%	4.3%	100.0%
		Standard Error	6.1%	5.5%	3.4%	0.0%
		Unweighted Count	110	22	1	133
Heavy rain	% within weather	Estimate	90.0%	10.0%		100.0%
		Standard Error	4.2%	4.2%		0.0%
		Unweighted Count	9	1		10
Occasional Rain	% within weather	Estimate	96.1%	3.9%		100.0%
		Standard Error	1.1%	1.1%		0.0%
		Unweighted Count	106	5		111
Total	% within weather	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

lanes * passBelt						
lanes			passBelt			
			Belted	Not belted	Unsure	Total
One lane	% within lanes	Estimate	84.5%	14.6%	0.9%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	2276	312	3	2591
Two lanes	% within lanes	Estimate	87.9%	11.6%	0.5%	100.0%
		Standard Error	0.8%	0.8%	0.4%	0.0%
		Unweighted Count	2571	372	2	2945
Total	% within lanes	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

direction * passBelt						
direction			passBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	81.4%	17.7%	0.8%	100.0%
		Standard Error	0.8%	0.8%	0.2%	0.0%
		Unweighted Count	1125	160	1	1286
South	% within direction	Estimate	85.6%	12.6%	1.8%	100.0%
		Standard Error	1.4%	1.3%	0.8%	0.0%
		Unweighted Count	1155	206	2	1363
East	% within direction	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%
		Unweighted Count	1272	192	1	1465
West	% within direction	Estimate	90.3%	9.6%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	1288	125	1	1414
Total	% within direction	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4840	683	5	5528

wyPlate * passBelt						
wyPlate			passBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	82.9%	16.4%	0.7%	100.0%
		Standard Error	0.7%	0.7%	0.3%	0.0%
		Unweighted Count	2545	469	3	3017
No	% within wyPlate	Estimate	91.3%	8.1%	0.6%	100.0%
		Standard Error	0.5%	0.5%	0.1%	0.0%
		Unweighted Count	2286	212	2	2500
Unsure	% within wyPlate	Estimate	94.2%	5.8%		100.0%
		Standard Error	2.1%	2.1%		0.0%
		Unweighted Count	16	3		19
Total	% within wyPlate	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

passGender * passBelt						
passGender			passBelt			
			Belted	Not belted	Unsure	Total
Male	% within passGender	Estimate	78.2%	21.8%	0.0%	100.0%
		Standard Error	1.1%	1.1%	0.0%	0.0%
		Unweighted Count	1371	338	1	1710
Female	% within passGender	Estimate	89.9%	9.2%	1.0%	100.0%
		Standard Error	0.5%	0.4%	0.3%	0.0%
		Unweighted Count	3475	346	4	3825
Unsure	% within passGender	Estimate	100.0%			100.0%
		Standard Error	0.0%			0.0%
		Unweighted Count	1			1
Total	% within passGender	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

timeStamp * passBelt						
timeStamp			passBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	84.2%	14.6%	1.2%	100.0%
		Standard Error	1.9%	1.8%	0.9%	0.0%
		Unweighted Count	644	124	2	770
9:30 - 11:30 am	% within timeStamp	Estimate	84.1%	14.4%	1.5%	100.0%
		Standard Error	0.7%	0.7%	0.3%	0.0%
		Unweighted Count	995	142	1	1138
11:30 - 1:30 pm	% within timeStamp	Estimate	89.7%	10.2%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	1171	152	1	1324
1:30 - 3:30 pm	% within timeStamp	Estimate	87.9%	12.1%		100.0%
		Standard Error	0.7%	0.7%		0.0%
		Unweighted Count	1260	178		1438
3:30 - 5:30 pm	% within timeStamp	Estimate	80.7%	17.6%	1.6%	100.0%
		Standard Error	1.0%	0.9%	0.4%	0.0%
		Unweighted Count	777	88	1	866
Total	% within timeStamp	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

roadType * passBelt						
roadType			passBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	90.5%	8.7%	0.8%	100.0%
		Standard Error	1.3%	1.2%	0.6%	0.0%
		Unweighted Count	1744	167	2	1913
S1200 Secondary Road	% within roadType	Estimate	86.9%	13.1%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	2987	493	1	3481
S1400 Local/Rural Road	% within roadType	Estimate	78.3%	19.5%	2.2%	100.0%
		Standard Error	0.9%	0.9%	0.4%	0.0%
		Unweighted Count	116	24	2	142
Total	% within roadType	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

passGender * passBelt						
passGender			passBelt			
			Belted	Not belted	Unsure	Total
Male	% within passGender	Estimate	78.2%	21.8%	0.0%	100.0%
		Standard Error	1.1%	1.1%	0.0%	0.0%
		Unweighted Count	1371	338	1	1710
Female	% within passGender	Estimate	89.9%	9.2%	1.0%	100.0%
		Standard Error	0.5%	0.4%	0.3%	0.0%
		Unweighted Count	3475	346	4	3825
Unsure	% within passGender	Estimate	100.0%			100.0%
		Standard Error	0.0%			0.0%
		Unweighted Count	1			1
Total	% within passGender	Estimate	86.2%	13.1%	0.7%	100.0%
		Standard Error	0.5%	0.4%	0.2%	0.0%
		Unweighted Count	4847	684	5	5536

Appendix E: Observer Field Test Ratings

Field Test Scores by Observer

Observer Written Exam & Field Observations

			Written	Practice	Test 1	Test 2	Test 3	AVG 1-3
1	Donna Wolfe	Albany	95.00	96.51	98.18	97.33	100.00	98.01
2	Bryan Shannon	Campbell	100.00	98.67	98.26	94.66	96.38	96.99
3	Amy Still	Carbon	95.00	96.55	100.00	100.00	95.74	98.07
4	Dennis Doerr	Converse	85.00	87.36	98.00	97.04	100.00	95.60
5	Sandra Gabel	Fremont	95.00	100.00	98.51	100.00	99.28	99.45
6	Deb Eustler	Goshen	85.00	98.67	97.06	99.02	100.00	98.69
7	Dixie Elder	Johnson	95.00	100.00	96.97	97.31	95.27	97.39
8	Aspen Miller	Laramie	100.00	87.78	99.34	100.00	99.28	96.60
9	John Fitzgerald	Lincoln	95.00	87.10	97.32	97.01	99.54	95.24
10	Kim Brattis	Natrona	95.00	90.00	98.25	100.00	99.02	96.82
11	Randy Edmunds	Niobrara	85.00	100.00	100.00	98.63	100.00	99.66
12	Susan Parkinson	Park	90.00	96.36	98.51	98.80	100.00	98.42
13	Doug Peterson	Platte	90.00	100.00	100.00	98.67	97.50	99.04
14	Kayla Revell	Sweetwater	95.00	97.98	99.33	98.80	96.32	98.11
15	Kayla Schear	Uinta	95.00	98.00	98.97	94.53	95.29	96.70
16	Priscilla Tolhurst	Alternate 1	95.00	100.00	98.96	100.00	99.02	99.50
17	Michelle Winans	Alternate 2	85.00	100.00	97.30	98.84	97.50	98.41
19	Bridget White	WY Cor	100.00	96.51	98.08	98.86	95.92	97.34
20	Vicky Peterson	QC2	90.00	86.84	98.00	99.04	100.00	95.97
	State Averages		92.89	95.70	98.48	98.34	98.21	97.68

Appendix F: SBU Unknown Rate

Seat belt Survey Unknown Rates

County	County Code	Unknown Driv+Pass	Total Obsv. Driv+Pass	County Rate
Albany	1	0	1404	0.000000
Campbell	5	2	2982	0.000671
Carbon	7	0	1877	0.000000
Converse	9	4	1267	0.003157
Fremont	13	0	1040	0.000000
Goshen	15	0	1701	0.000000
Johnson	19	0	896	0.000000
Laramie	21	0	1080	0.000000
Lincoln	23	2	1528	0.001309
Natrona	25	6	686	0.008746
Niobrara	27	0	622	0.000000
Park	29	0	2478	0.000000
Platte	31	0	1339	0.000000
Sweetwater	37	3	1932	0.001553
Uinta	41	0	2184	0.000000
State		17	23016.00	0.000739

Appendix G: Reporting Requirements

Data Collected at Observation Sites

1. Standard Error of Statewide Belt Use Rate: 0.2 percent
2. Nonresponse Rate as provided in §1340.9 (f)
    a. Nonresponse rate for the survey variable seat belt use: 0.07386 percent

PART B-DATA COLLECTED AT OBSERVATION SITES

Site ID	Site type	Date observed	Sample weight	Number of drivers	Number of front passengers	Number of occupants belted	Number of occupants unbelted	Number of occupants with unknown belt use
168738863	Original	6/5/2025	155.47	57	13	51	19	0
618090881	Original	6/6/2025	583.09	59	10	56	13	0
168738951	Original	6/7/2025	155.47	103	24	117	10	0
168738951	Original	6/7/2025	155.47	38	12	43	7	0
168743933	Original	6/6/2025	155.47	94	19	101	12	0
604510122	Original	6/5/2025	155.47	55	14	49	20	0
636266628	Original	6/7/2025	155.47	42	15	49	8	0
168727108	Original	6/2/2025	155.47	32	8	39	1	0
639960014	Original	6/3/2025	155.47	4	0	3	1	0
647793927	Original	6/5/2025	155.47	37	7	34	10	0
168722890	Original	6/8/2025	155.47	37	7	31	13	0
636738163	Original	6/4/2025	583.09	121	30	142	9	0
168745002	Original	6/8/2025	155.47	9	0	6	3	0
604510697	Original	6/4/2025	155.47	34	10	36	8	0
604511968	Original	6/3/2025	583.09	96	26	100	22	0
618003358	Original	6/5/2025	155.47	49	14	50	13	0
638770241	Original	6/6/2025	155.47	107	29	121	15	0
604518973	Original	6/3/2025	583.09	133	31	136	28	0
604511219	Original	6/2/2025	155.47	20	8	24	4	0
146318369	Original	6/8/2025	148.54	21	5	20	6	0
146318928	Original	6/7/2025	148.54	11	5	9	7	0
146325041	Original	6/4/2025	148.54	386	97	308	175	0
146332284	Original	6/2/2025	148.54	92	31	94	29	0
146346598	Original	6/4/2025	148.54	411	92	341	162	0
146351640	Original	6/4/2025	148.54	313	83	277	118	1
146353423	Original	6/2/2025	148.54	77	21	73	25	0
607392873	Original	6/6/2025	792.42	202	55	191	65	1
607394482	Original	6/2/2025	148.54	34	5	26	13	0
607397168	Original	6/3/2025	148.54	28	5	23	10	0
607399730	Original	6/3/2025	148.54	42	14	52	4	0
607414582	Original	6/5/2025	792.42	167	83	212	38	0
607420517	Original	6/7/2025	148.54	26	15	26	15	0
607422111	Original	6/8/2025	148.54	7	2	4	5	0
607423196	Original	6/5/2025	148.54	23	7	11	19	0
641839236	Original	6/6/2025	792.42	133	70	179	24	0
643208992	Original	6/4/2025	148.54	273	35	208	100	0
643426599	Original	6/7/2025	148.54	35	13	34	14	0
652125140	Original	6/3/2025	148.54	50	13	50	13	0
148701934	Original	6/7/2025	226.71	14	3	15	2	0
148702564	Original	6/7/2025	226.71	27	11	32	6	0
148718040	Original	6/4/2025	226.71	14	7	17	4	0

148722817	Original	6/8/2025	226.71	39	13	48	4	0
148725602	Original	6/8/2025	226.71	25	8	31	2	0
148731116	Original	6/2/2025	635.16	221	93	304	10	0
148751796	Original	6/4/2025	226.71	18	10	21	7	0
148752599	Original	6/3/2025	226.71	21	9	28	2	0
611192000	Original	6/3/2025	226.71	9	4	13	0	0
617621426	Original	6/2/2025	226.71	147	52	191	8	0
619629104	Original	6/6/2025	635.16	184	76	250	10	0
619629110	Original	6/6/2025	635.16	154	59	209	4	0
634320705	Original	6/5/2025	226.71	59	13	62	10	0
636227537	Original	6/3/2025	226.71	11	4	15	0	0
637994487	Original	6/7/2025	226.71	12	7	19	0	0
638994654	Original	6/5/2025	226.71	22	11	30	3	0
639992876	Original	6/6/2025	635.16	206	85	279	12	0
639993367	Original	6/2/2025	226.71	88	6	84	10	0
639993412	Original	6/6/2025	635.16	93	42	131	4	0
146971717	Original	6/6/2025	162.12	47	14	60	1	0
146980885	Original	6/8/2025	162.12	32	4	34	2	0
146980941	Original	6/8/2025	162.12	48	12	56	4	0
146984416	Original	6/8/2025	162.12	20	6	23	3	0
146990132	Original	6/7/2025	162.12	24	7	30	1	0
146993382	Original	6/6/2025	162.12	1	1	2	0	0
146995457	Original	6/7/2025	162.12	54	12	42	24	0
146999038	Original	6/5/2025	162.12	2	0	1	1	0
147014967	Original	6/3/2025	162.12	9	4	13	0	0
606571356	Original	6/4/2025	350.66	167	45	192	19	1
606571652	Original	6/3/2025	350.66	94	17	99	11	1
606572602	Original	6/5/2025	162.12	5	0	3	2	0
606575905	Original	6/3/2025	162.12	31	7	29	8	1
606578118	Original	6/2/2025	162.12	10	0	7	3	0
606586736	Original	6/5/2025	350.66	157	28	153	31	1
626153799	Original	6/5/2025	350.66	120	43	143	20	0
633115075	Original	6/6/2025	350.66	153	44	191	6	0
636229512	Original	6/2/2025	162.12	23	5	23	5	0
649775037	Original	6/7/2025	162.12	15	6	19	2	0
148431962	Original	6/3/2025	172.41	69	16	42	43	0
148441014	Original	6/4/2025	172.41	9	3	6	6	0
148441775	Original	6/6/2025	172.41	25	6	27	4	0
148441785	Original	6/6/2025	172.41	28	12	39	1	0
148445311	Original	6/3/2025	172.41	58	26	68	16	0
148454705	Original	6/4/2025	172.41	35	8	30	13	0
148456852	Original	6/4/2025	172.41	26	7	24	9	0
148463881	Original	6/2/2025	172.41	48	14	42	20	0
148472048	Original	6/8/2025	172.41	93	50	120	23	0
148475885	Original	6/8/2025	172.41	138	69	144	63	0
148475919	Original	6/7/2025	172.41	79	25	76	28	0
148477019	Original	6/8/2025	172.41	82	21	63	40	0
631779194	Original	6/6/2025	172.41	58	35	91	2	0
635177424	Original	6/2/2025	172.41	49	8	43	14	0

636257484	Original	6/7/2025	172.41	29	13	26	16	0
636257605	Alternate	6/5/2025	172.41	237	57	189	105	0
641079375	Alternate	6/5/2025	172.41	125	18	69	74	0
641181863	Original	6/2/2025	172.41	42	20	45	17	0
649865571	Original	6/7/2025	172.41	45	18	49	14	0
159764187	Original	6/8/2025	111.73	2	0	1	1	0
159764392	Original	6/8/2025	111.73	1	0	1	0	0
159771454	Original	6/2/2025	111.73	23	8	29	2	0
159772596	Original	6/3/2025	111.73	22	9	30	1	0
159772678	Original	6/3/2025	111.73	43	15	55	3	0
159773125	Original	6/3/2025	111.73	107	35	131	11	0
159774918	Original	6/4/2025	111.73	125	20	129	16	0
159775310	Original	6/6/2025	111.73	6	2	7	1	0
159775373	Original	6/5/2025	111.73	76	37	111	2	0
159781512	Original	6/4/2025	111.73	132	40	164	8	0
159782598	Original	6/2/2025	111.73	46	12	54	4	0
604867100	Original	6/8/2025	111.73	11	7	16	2	0
604880877	Original	6/7/2025	111.73	42	16	54	4	0
604881016	Original	6/7/2025	111.73	4	0	4	0	0
604888294	Original	6/5/2025	111.73	8	1	7	2	0
606772650	Original	6/4/2025	111.73	129	28	151	6	0
619631067	Original	6/3/2025	111.73	9	1	10	0	0
634917921	Original	6/7/2025	111.73	7	4	7	4	0
647671818	Original	6/6/2025	111.73	9	3	11	1	0
147285886	Original	6/6/2025	268.49	6	2	8	0	0
147290433	Original	6/8/2025	268.49	5	2	7	0	0
147298892	Original	6/2/2025	268.49	24	12	36	0	0
147300370	Original	6/3/2025	268.49	11	4	14	1	0
147309909	Original	6/6/2025	268.49	1	1	2	0	0
147313872	Original	6/5/2025	368.81	60	23	77	6	0
147319715	Original	6/8/2025	268.49	4	1	5	0	0
147320451	Original	6/7/2025	268.49	4	1	5	0	0
147324875	Original	6/3/2025	268.49	15	3	17	1	0
147331905	Original	6/8/2025	268.49	3	2	5	0	0
147332534	Original	6/5/2025	268.49	14	3	16	1	0
147345807	Original	6/4/2025	368.81	87	33	110	10	0
147364519	Original	6/3/2025	368.81	73	25	97	1	0
147364534	Original	6/6/2025	368.81	85	28	112	1	0
147364570	Original	6/5/2025	368.81	80	31	110	1	0
624033356	Original	6/5/2025	368.81	9	3	9	3	0
635204131	Original	6/4/2025	368.81	82	34	106	10	0
638998128	Original	6/2/2025	268.49	31	10	37	4	0
641989342	Original	6/7/2025	368.81	57	27	83	1	0
160141886	Original	6/3/2025	1703.722634	0	0	0	0	0
160145209	Original	6/2/2025	1703.72	7	0	4	3	0
160147996	Original	6/5/2025	1703.72	129	12	110	31	0
160148711	Original	6/6/2025	1703.72	5	0	4	1	0
160156099	Original	6/4/2025	1703.72	24	3	19	8	0
160157250	Original	6/9/2025	1703.722634	0	0	0	0	0

160157704	Original	6/7/2025	28571.43	151	75	204	22	0
160160330	Original	6/7/2025	29325.51	2	1	1	2	0
160166319	Original	6/8/2025	1703.72	4	2	3	3	0
160157020	Alternate	6/3/2025	1703.72	3	0	2	1	0
160172171	Original	6/5/2025	1703.72	1	0	1	0	0
160174678	Original	6/5/2025	1703.72	157	34	147	44	0
636255571	Original	6/4/2025	1703.72	3	1	4	0	0
604965044	Alternate	6/8/2025	29325.51	121	64	153	32	0
636729272	Original	6/4/2025	1703.72	122	41	142	21	0
636730637	Original	6/7/2025	1703.72	4	0	4	0	0
637803008	Original	6/3/2025	1703.72	3	0	3	0	0
641124702	Original	6/6/2025	1703.72	45	7	42	10	0
644921860	Original	6/3/2025	1703.72	51	8	41	18	0
130298740	Original	6/6/2025	150.38	268	95	276	87	0
130299908	Original	6/5/2025	150.38	56	34	86	4	0
130303875	Original	6/5/2025	150.38	22	0	4	18	0
130306292	Original	6/3/2025	150.38	20	4	21	3	0
130308829	Original	6/3/2025	150.38	12	7	15	4	0
130310824	Original	6/2/2025	150.38	38	10	44	4	0
130314675	Original	6/2/2025	150.38	6	1	7	0	0
130319689	Original	6/6/2025	150.38	1	0	1	0	0
611002737	Original	6/4/2025	150.38	27	9	31	5	0
611004068	Original	6/6/2025	150.38	149	60	160	49	0
611004702	Original	6/4/2025	150.38	11	0	6	5	0
611008709	Original	6/8/2025	150.38	133	69	185	17	0
611008801	Original	6/8/2025	150.38	200	95	240	55	0
611010520	Original	6/3/2025	150.38	19	7	25	1	0
611010998	Original	6/2/2025	150.38	45	21	62	3	1
611011332	Original	6/7/2025	150.38	7	4	10	1	0
611011802	Original	6/8/2025	150.38	9	4	12	1	0
627036887	Original	6/2/2025	150.38	39	19	54	3	1
636283143	Original	6/7/2025	150.38	23	4	20	7	0
149015741	Original	6/8/2025	3023.431595	0	0	0	0	0
149017914	Original	6/8/2025	3023.43	25	12	26	11	0
149021284	Original	6/6/2025	3023.431595	0	0	0	0	0
149021340	Original	6/6/2025	3023.43	186	35	191	30	0
149023224	Original	6/4/2025	3023.43	8	1	7	2	0
149025690	Original	6/4/2025	3023.431595	23	2	14	11	0
149026050	Original	6/2/2025	3023.431595	0	0	0	0	0
149036602	Original	6/3/2025	3023.431595	0	0	0	0	0
607701209	Original	6/7/2025	3023.43	12	3	12	3	0
607706998	Original	6/7/2025	3023.431595	0	0	0	0	0
607725194	Original	6/4/2025	3023.431595	0	0	0	0	0
607745764	Original	6/5/2025	3023.43	229	17	186	57	3
607752264	Original	6/7/2025	3023.43	12	5	11	6	0
616592941	Original	6/3/2025	3023.43	30	2	21	10	1
619767525	Original	6/4/2025	3023.43	7	1	7	0	1
645248806	Original	6/5/2025	3023.43	18	2	12	8	0
645250521	Original	6/2/2025	3023.43	7	0	5	2	0

645429047	Original	6/2/2025	3023.43	26	6	22	9	1
649767068	Original	6/3/2025	3023.43	15	2	15	2	0
160334025	Original	6/6/2025	52.91	4	4	8	0	0
160334140	Original	6/6/2025	52.91	5	0	2	3	0
160335469	Original	6/3/2025	52.91	14	2	11	5	0
160337121	Original	6/6/2025	52.91	10	6	3	13	0
160337706	Original	6/5/2025	52.91	32	11	28	15	0
160337890	Original	6/5/2025	52.91	114	37	96	55	0
160340671	Original	6/4/2025	52.91	23	8	24	7	0
160343402	Original	6/2/2025	52.91	24	8	31	1	0
160343488	Original	6/2/2025	52.91	15	3	18	0	0
160345307	Original	6/2/2025	52.91	53	19	60	12	0
160345416	Original	6/3/2025	52.91	50	16	51	15	0
160347401	Original	6/3/2025	52.91	42	18	49	11	0
160348556	Original	6/7/2025	52.91	2	1	0	3	0
160348563	Original	6/7/2025	52.91	1	0	1	0	0
160348662	Original	6/8/2025	52.91	4	2	4	2	0
160349376	Original	6/8/2025	52.91	6	1	6	1	0
160351777	Original	6/5/2025	52.91	29	11	27	13	0
607029259	Original	6/4/2025	52.91	9	5	4	10	0
629141912	Original	6/4/2025	52.91	30	3	24	9	0
149180660	Original	6/6/2025	173.91	43	14	52	5	0
149185417	Original	6/3/2025	173.91	83	52	132	3	0
149186709	Original	6/5/2025	173.91	56	20	68	8	0
149193121	Original	6/8/2025	173.91	113	28	99	42	0
149194246	Original	6/7/2025	173.91	10	2	10	2	0
149194593	Original	6/8/2025	173.91	31	12	19	24	0
149195125	Original	6/7/2025	173.91	35	11	32	14	0
149195916	Original	6/6/2025	173.91	112	16	100	28	0
149215207	Original	6/2/2025	173.91	109	80	176	13	0
149204979	Original	6/4/2025	173.91	201	29	188	42	0
149210530	Original	6/5/2025	173.91	46	13	54	5	0
149214639	Original	6/5/2025	173.91	60	22	75	7	0
612521051	Original	6/6/2025	173.91	75	23	85	13	0
612521597	Original	6/4/2025	173.91	234	84	260	58	0
612521622	Original	6/4/2025	173.91	250	88	276	62	0
614772268	Original	6/7/2025	173.91	120	41	129	32	0
636258227	Original	6/2/2025	173.91	86	67	146	7	0
625177708	Original	6/3/2025	173.91	41	29	67	3	0
639001485	Original	6/8/2025	173.91	115	27	96	46	0
160423647	Original	6/3/2025	366.27	120	40	147	13	0
160423732	Original	6/3/2025	366.27	117	32	130	19	0
160425500	Original	6/2/2025	168.96	1	0	0	1	0
160429210	Original	6/5/2025	168.96	6	1	0	7	0
160432818	Original	6/8/2025	168.96	11	4	9	6	0
160433472	Original	6/7/2025	168.96	54	28	67	15	0
160437396	Original	6/5/2025	366.27	130	40	144	26	0
160441132	Original	6/7/2025	168.96	60	28	67	21	0
160445645	Original	6/4/2025	168.96	27	3	18	12	0

604817624	Original	6/8/2025	168.96	11	9	19	1	0
604821509	Original	6/6/2025	168.96	10	1	3	8	0
604824280	Original	6/3/2025	366.27	114	31	136	9	0
604828880	Original	6/2/2025	168.96	6	0	3	3	0
604832972	Original	6/4/2025	168.96	15	2	10	7	0
606896274	Original	6/3/2025	168.96	22	9	24	7	0
633079056	Original	6/5/2025	366.27	107	41	128	20	0
636250523	Original	6/6/2025	168.96	22	9	21	10	0
638072672	Original	6/8/2025	168.96	23	15	38	0	0
639807648	Original	6/4/2025	366.27	141	49	164	26	0
149464552	Original	6/5/2025	254.63	12	3	14	1	0
149464581	Original	6/5/2025	254.63	25	5	25	5	0
149475478	Original	6/6/2025	254.63	66	26	88	4	0
149479278	Original	6/6/2025	254.63	79	27	101	5	0
149485073	Original	6/3/2025	553.43	119	20	122	17	0
149491408	Original	6/8/2025	254.63	42	15	52	5	0
149493811	Original	6/7/2025	254.63	19	2	15	6	0
149502295	Original	6/4/2025	254.63	245	40	264	21	0
149504310	Original	6/2/2025	553.43	146	20	129	37	0
149513299	Original	6/8/2025	254.63	6	1	7	0	0
618327230	Original	6/6/2025	254.63	53	12	64	1	0
618327614	Original	6/2/2025	553.43	129	42	149	22	0
618328315	Original	6/6/2025	254.63	75	26	89	12	0
618328331	Original	6/5/2025	254.63	17	4	19	2	0
618328388	Original	6/7/2025	553.43	152	65	209	7	1
633104861	Original	6/3/2025	553.43	143	50	193	0	0
634701819	Original	6/3/2025	553.43	121	44	163	2	0
637958402	Original	6/2/2025	254.63	11	1	8	2	2
646130968	Original	6/4/2025	254.63	52	17	65	4	0
160257919	Original	6/5/2025	132.20	24	7	18	13	0
160260118	Original	6/2/2025	368.77	163	86	159	90	0
160260328	Original	6/4/2025	368.77	72	21	70	23	0
160263191	Original	6/7/2025	132.20	63	32	48	47	0
160265104	Original	6/3/2025	132.20	19	2	13	8	0
160268998	Original	6/8/2025	132.20	22	7	15	14	0
160269191	Original	6/8/2025	132.20	57	33	68	22	0
160277885	Original	6/2/2025	132.20	95	16	71	40	0
160278319	Original	6/3/2025	132.20	120	29	88	61	0
160278593	Original	6/6/2025	132.20	42	18	40	20	0
606036141	Original	6/2/2025	132.20	181	43	109	115	0
606039533	Original	6/4/2025	368.77	173	66	194	45	0
623883922	Original	6/6/2025	132.20	35	12	35	12	0
627006231	Original	6/6/2025	132.20	190	58	127	121	0
636254190	Original	6/5/2025	368.77	132	63	133	62	0
637983427	Original	6/7/2025	132.20	13	5	7	11	0
638334180	Original	6/7/2025	132.20	17	6	20	3	0
638525027	Original	6/3/2025	132.20	15	3	13	5	0
647556320	Original	6/5/2025	368.77	174	70	180	64	0
				17480	5536	18741	4258	17

Standard Error of Statewide Belt Use Rate[3]: 0.0022817

Nonresponse Rate as provided in §1340.9 (f)

Nonresponse rate for the survey variable seat belt use: 0.07386 percent

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[1]Identify whether the observation site is original or alternate.

[2]Occupants refer to both drivers and passengers

[3]The standard error may not exceed 2.5 percent

Appendix H: SPSS Data Codes

SPSS Data Dictionary

Variable Information

Variable	Position	Label	Measurement Level	Role	Column Width	Alignment	Print Format	Write Format
InclProbOfRoadType	1	<none>	Scale	Input	12	Right	F32.15	F32.15
TLID	2	<none>	Scale	Input	12	Right	F10	F10
SRSWOR	3	<none>	Scale	Input	12	Right	F32.15	F32.15
County	4	County	Nominal	Input	12	Right	F7	F7
Site#	5	Site #	Nominal	Input	12	Right	F7	F7
Population	6	<none>	Nominal	Input	12	Right	F10	F10
Roadway	7	<none>	Scale	Input	12	Right	F7	F7
weight	8	<none>	Scale	Input	14	Right	F20.15	F20.15
day	9	<none>	Nominal	Input	12	Right	F3	F3
observer	10	<none>	Scale	Input	12	Right	F8	F8
weather	11	<none>	Nominal	Input	12	Right	F7	F7
lanes	12	<none>	Nominal	Input	12	Right	F5	F5
direction	13	<none>	Nominal	Input	12	Right	F9	F9
driverGender	14	<none>	Nominal	Input	12	Right	F12	F12
driverBelt	15	<none>	Nominal	Input	12	Right	F10	F10
carType	16	<none>	Nominal	Input	12	Right	F7	F7
wyPlate	17	<none>	Nominal	Input	12	Right	F7	F7
passBelt	18	<none>	Nominal	Input	12	Right	F8	F8
passGender	19	<none>	Nominal	Input	12	Right	F10	F10
timeStamp	20	<none>	Nominal	Input	12	Right	F9	F9

Variables in the working file

Variable Values

Value		Label
County	1	Albany
	5	Campbell
	7	Carbon
	9	Converse
	13	Goshen
	15	Fremont
	19	Johnson
	21	Laramie
	23	Lincoln
	25	Natrona
	27	Niobrara
	29	Park
	31	Platte
	37	Sweetwater
	41	Uinta
Population	1	Urban
	2	Rural
Roadway	11	S1100 Primary Road
	12	S1200 Secondary Road
	14	S1400 Local/Rural Road
Day	1	Sunday
	2	Monday
	3	Tuesday
	4	Wednesday
	5	Thursday
	6	Friday
	7	Saturday
Observer	7	Bridget White
	14	Vicky Peterson
	35	Kayla Schear
	44	Doug Peterson
	47	Dixie Elder
	48	Deb Eustler
	51	Susan Parkinson
	67	Skyler Elder
	80	Bryan Shannon
	81	Sandra Gabel
	86	Amy Still

	87	Aspen Miller
	89	Kim Brattis
	91	Donna Hermann
	95	Robert Sadler
	96	Rob Remele
	97	Dennis Doerr
	98	Deanne Vogel
	99	Alex Torres
	100	Michelle Winans
	101	Keyla Revell
	102	Donna Wolfe
	103	John Fitzgerald
	104	Randy Edmunds
Weather	1	Clear/sunny
	2	Cloudy
	3	Foggy
	4	Light rain
	5	Sone/ice
	6	Heavy rain
	7	Occasional Rain
Lanes	1	One lane
	2	Two lanes
Direction	1	North
	2	South
	3	East
	4	West
DriverGender	1	Male
	2	Female
DriverBelt	1	Belted
	2	Not belted
	3	Unsure
CarType	1	Auto
	2	Van
	3	Sport Utility Vehicle (SUV)
	4	Pickup Truck
WyPlate	1	Yes
	2	No
	9	Unsure
PassBelt	1	Belted
	2	Not Belted
	3	Unsure

	99	No passenger
PassGender	1	Male
	2	Female
	3	Unsure
TimeStamp	1	7:30 - 9:30 am
	2	9:30 - 11:30 am
	3	11:30 - 1:30 pm
	4	1:30 - 3:30 pm
	5	3:30 - 5:30 pm
RoadType	11.00	S1100 Primary Road
	12.00	S1200 Secondary Road
	14.00	S1400 Local/Rural Road

Report prepared by: