

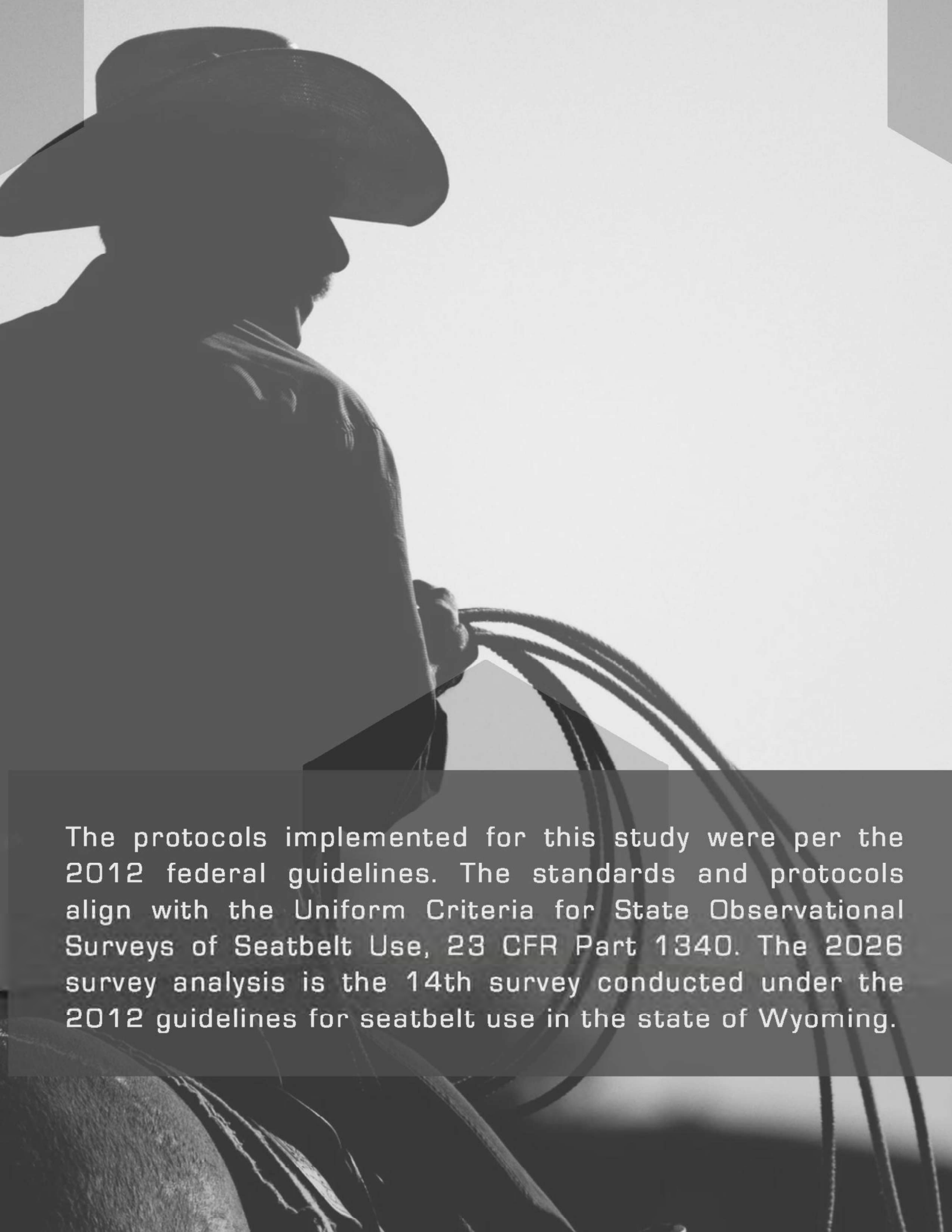
Wyoming State Government

Wyoming Department of Transportation
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2026

Wyoming statewide seatbelt survey data analysis



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 2026 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 completing the Wyoming Department of Transportation's annual seat belt survey. The 2026 contributors are:

- Deb Nelson served as the project administrator and report editor.
- Bridget White coordinated and secured the acquisition of contractors to conduct the survey observations.
- Lydia DeJesus and Bridget White conducted the training.
- Bridget White and Vicky Peterson conducted field monitoring and compliance.
- Ms. DeJesus led project coordination, data compilation, and quality assurance. She prepared the narrative report, including snapshots of the data.
- April Eagon provided administrative support throughout the project, including assisting with the training preparation and onsite logistical support at the 2026 seat belt observer training.
- Ms. Julie Angert served as the project statistician and analyst.
- James G. Leibert, Ph.D., served as a project statistician and certified the usage rate.

The success of this survey depended on the dedicated individuals who completed the required training and carried out field observations. Below is a list of the observers, the alternate observer, and the quality control field monitors:

Leigh Barber, Dennis Doerr, Randy Edmunds, Dixie Elder, Deb Eutsler, Sandra Gabel, Aspen Miller, Susan Parkinson, Doug Peterson, Vicky Peterson, Kayla Revell, Kayla Schear, Bryan Shannon, Amy Still, Priscilla Tolhurst, Michelle Winans, Bridget White, and Donna Wolfe.

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

Deb Nelson, DLN Consulting, Inc., President
Project Administrator & Analyst

James G. Leibert, PhD
Project Statistician and Project Analyst

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Project Statistician

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Executive Summary

The 2026 Wyoming statewide seat belt survey was conducted from June 8 to June 14, 2026. A total of 24,159 occupants were observed, including 18,242 drivers and 5,917 front seat passengers across 15 counties. The statewide seat belt usage rate was 85.6 percent, an increase of 5.1 percentage points from 80.5 percent in 2025. The 2026 results continue the improvement recorded in the previous survey year.

Only five observations were recorded as unsure for seat belt use. These cases accounted for less than one percent of the weighted estimate. The standard error for the statewide belted estimate was 0.2 percent, with a 95 percent confidence interval ranging from 85.2 percent to 86.0 percent. Because unsure observations represented such a small proportion of the sample, they were not included in subsequent tables where appropriate.

Drivers represented 75.5 percent of observed occupants, with seat belt use increasing from 79.1 percent in 2025 to 84.4 percent in 2026. Passengers represented the remaining 24.5 percent, with use increasing from 86.2 percent to 90.1 percent.

Nine of the 15 counties recorded seat belt usage rates above the statewide average of 85.6 percent. Five counties exceeded 90 percent: Carbon (96.0%), Sweetwater (95.0%), Johnson (92.0%), Goshen (91.6%), and Converse (90.5%). Carbon and Sweetwater recorded the highest county rates, while Uinta (68.9%) and Campbell (73.3%) recorded the lowest. County results continued to show considerable variation, with a 27.1 percentage-point difference between the highest and lowest rates.

Females continued to record higher seat belt use than males, although the gender gap narrowed substantially in 2026. Female occupants had a usage rate of 89.4 percent, compared with 82.7 percent for males, a difference of 6.7 percentage points. Male seat belt use showed particularly strong improvement from 2025, increasing from 74.4 percent to 82.7 percent. Males also continued to make up most pickup truck occupants, while females made up most van occupants.

Seat belt use increased across all four vehicle types. Vans recorded the highest usage rate at 89.5 percent, followed closely by SUVs at 88.8 percent. Automobile occupants were belted at a rate of 82.7 percent, while pickup truck occupants recorded the lowest rate at 81.4 percent. Pickup trucks nevertheless showed the largest year-to-year improvement among vehicle types, increasing 7.1 percentage points from 74.3 percent in 2025. Vans and pickups together accounted for just over 80 percent of the observed sample.

In contrast to 2025, when rural occupants recorded slightly higher seat belt use, the 2026 rate was higher in urban areas. Overall occupant seat belt use was 85.8 percent in urban areas and 84.1 percent in rural areas (2025: urban 80.4%; rural 82.0%). Usage also varied by roadway type. Occupants on primary roadways recorded the highest rate at 91.0 percent, followed by those on local or rural roadways at 85.9 percent and on secondary roadways at 82.3 percent. Primary and local or rural roadway usage showed notable increases from 2025.

Occupants in vehicles with out-of-state license plates continued to have higher seat belt use than those in Wyoming-registered vehicles. In 2026, 83.6 percent of occupants in Wyoming-registered

vehicles were belted compared with 90.2 percent in out-of-state vehicles. Both groups improved from 2025 (Wyoming-registered 78.1%; out-of-state 86.8%).

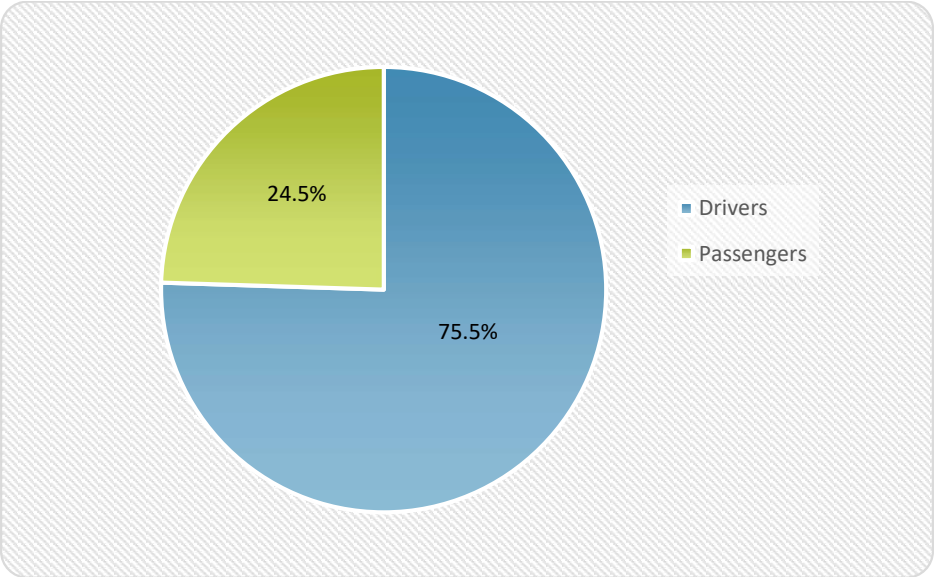
Seat belt use varied modestly by day of the week, with daily rates ranging from 84.1 percent to 88.5 percent. The highest rate was recorded on Saturday at 88.5 percent, followed by Tuesday at 87.7 percent. The lowest occurred on Wednesday at 84.1 percent, followed by Friday at 84.9 percent. Wednesday and Friday continued to account for the largest volume of observations, together representing 40.5 percent of the total sample.

Overall, the 2026 survey shows continued improvement in statewide seat belt use following the rebound recorded in 2025. The statewide rate increased, and gains occurred among drivers, passengers, males, females, all four vehicle types, and occupants in both Wyoming-registered and out-of-state vehicles. Particularly notable improvements occurred among male occupants and pickup truck occupants, two groups that recorded lower usage rates in 2025. At the same time, differences remain across counties, genders, vehicle types, roadway types, and vehicle registrations, providing important context for continued monitoring of seat belt use across Wyoming.

Introduction

The 2026 statewide seat belt survey in Wyoming observed seat belt use across 15 counties at 19 designated sites. The survey continued to use the current sampling method, which was approved by the National Highway Traffic Safety Administration (NHTSA). Observations were conducted from June 8 to June 14, 2026. In total, 18,242 drivers and 5,917 front-seat passengers were observed, for a total of 24,159 vehicle occupants. Drivers represented just over three-fourths of the observed occupants (75.5%), while passengers accounted for the remaining 24.5 percent. The graph below illustrates the results.[1]

Figure 1: Percent of Sample by Type of Vehicle Occupant, Wyoming 2026



[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:Weighted (%), Unweighted (Frequencies) and Percent of Sample by County/Observer, Wyoming 2026

		Belted - weighted	Total n - unweighted	Percent Total	Cum Percent
Uinta	Kayla Schear	68.9%	1957	8.1%	8.1%
Platte	Doug Peterson	87.7%	1278	5.3%	13.4%
Johnson	Dixie Elder	89.8%	1460	6.0%	19.4%
Goshen	Deb Eutsler	91.6%	1125	4.7%	24.1%
Park	Susan Parkinson	88.7%	2607	10.8%	34.9%
Campbell	Bryan Shannon	73.6%	2880	11.9%	46.8%
Fremont	Sandra Gabel	78.0%	1827	7.6%	54.4%
Carbon	Amy Still	96.0%	1811	7.5%	61.9%
Laramie	Aspen Miller	87.6%	1117	4.6%	66.5%
Converse	Dennis Doerr	90.5%	1396	5.8%	72.3%
Natrona	Michelle Winans	83.9%	603	2.5%	74.8%
Sweetwater	Kayla Revell	95.0%	2040	8.4%	83.2%
Lincoln	Donna Wolfe	79.2%	998	4.1%	87.3%
Niobrara	Randy Edmunds	79.1%	760	3.1%	90.5%
Albany	Priscilla Tolhurst	87.3%	2300	9.5%	100.0%
	Total	85.6%	24159	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 2026 survey was 97.96 percent, exceeding the Uniform Code's 85 percent requirement.

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 written test score was 96.39 percent, with all participants meeting or exceeding the required threshold. The 2026 training results demonstrate high performance in both procedural knowledge and 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 a separate half-day session 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 accurate data collection and observers' safety.

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 (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 2026 Wyoming seat belt survey were calculated using the Complex Samples weighting functions in SPSS. This procedure uses the sampling methods and associated probabilities for 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. Together, the drivers and passengers make up the total occupants.

The following table presents the weighted estimates for all vehicle occupants, along with standard errors and confidence intervals. The estimated statewide seat belt usage rate was 85.6 percent, with a standard error of 0.2 percent and a 95 percent confidence interval of 85.2 to 86.0 percent. An estimated 14.4 percent of occupants were not belted. Observers recorded only five unsure observations, representing less than one percent of the weighted estimate. The total unweighted sample included 24,159 vehicle occupants.

Table 2: Estimated Occupant Belt Use: Standard Error, Confidence Interval, Unweighted Count, Wyoming 2026

				95% Confidence Interval		
		Estimate	Standard Error	Lower	Upper	Unweighted Count
Percent of Total	Belted	85.6%	0.2%	85.2%	86.0%	20479
	Not belted	14.4%	0.2%	14.0%	14.8%	3675
	Unsure	0.0%	0.0%	0.0%	0.0%	5
	Total	100.0%	0.0%	100.0%	100.0%	24159

Observers collected seat belt use data from 24,159 vehicle occupants; 85.6 percent were observed wearing seat belts, and 14.4 percent were not. Observers were unsure about belt use for fewer than one percent of occupants. The standard error for the 2026 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 85.2 percent and an upper estimate of 86.0 percent, a difference of 0.8 percentage points.

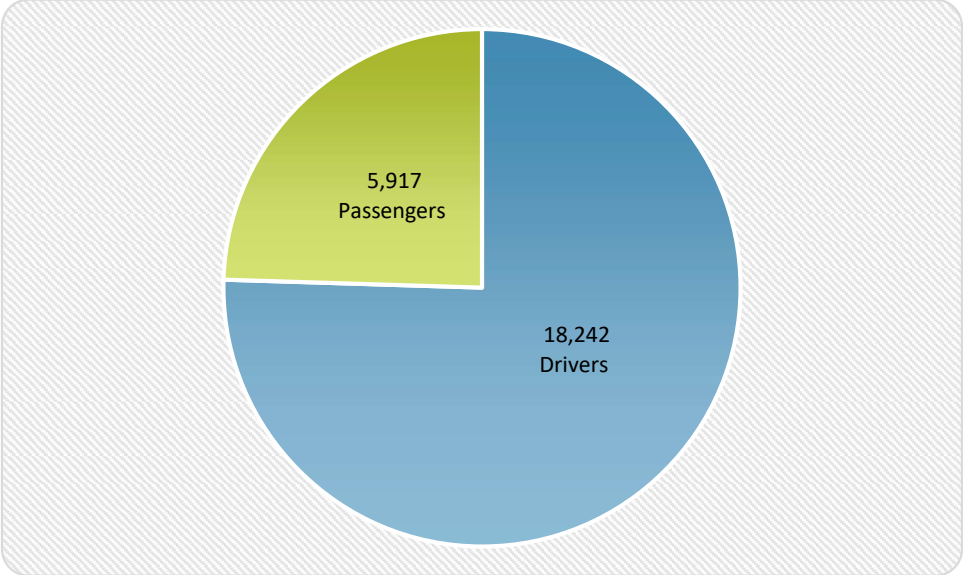
Compared to 2025, overall seat belt use in Wyoming increased from 80.5 percent to 85.6 percent in 2026, an increase of 5.1 percentage points. The percentage of unbelted occupants declined from 19.2 percent to 14.4 percent, a reduction of 4.8 percentage points. The “unsure” rate decreased from 0.3 percent to fewer than one percent.

Drivers and Passengers

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

In 2026, observers recorded 18,242 drivers and 5,917 passengers, for a total of 24,159 vehicle occupants. Drivers accounted for 75.5 percent of all occupants, while passengers represented 24.5 percent. This equates to just over three drivers for every passenger. Roughly one in three observed vehicles had both a driver and a front-seat passenger. The following chart illustrates these percentages.

Figure 2: Frequencies by Type of Vehicle Occupant, Wyoming 2026



The usage rate for observed drivers was 84.4 percent, while the passenger rate was higher at 90.1 percent. This difference indicates that passengers continued to buckle up at a higher rate than drivers. Because passengers made up only 24.5 percent of the sample, compared with 75.5 percent drivers, the statewide average was 85.6 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 2026

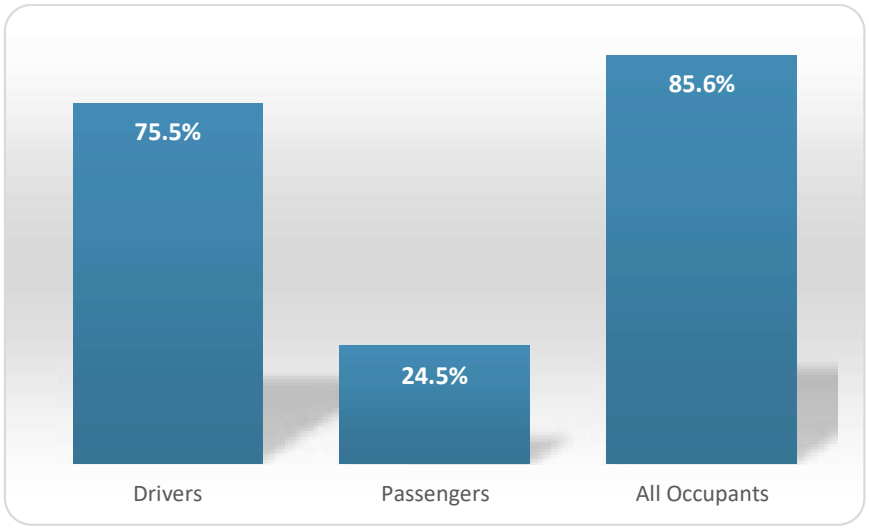
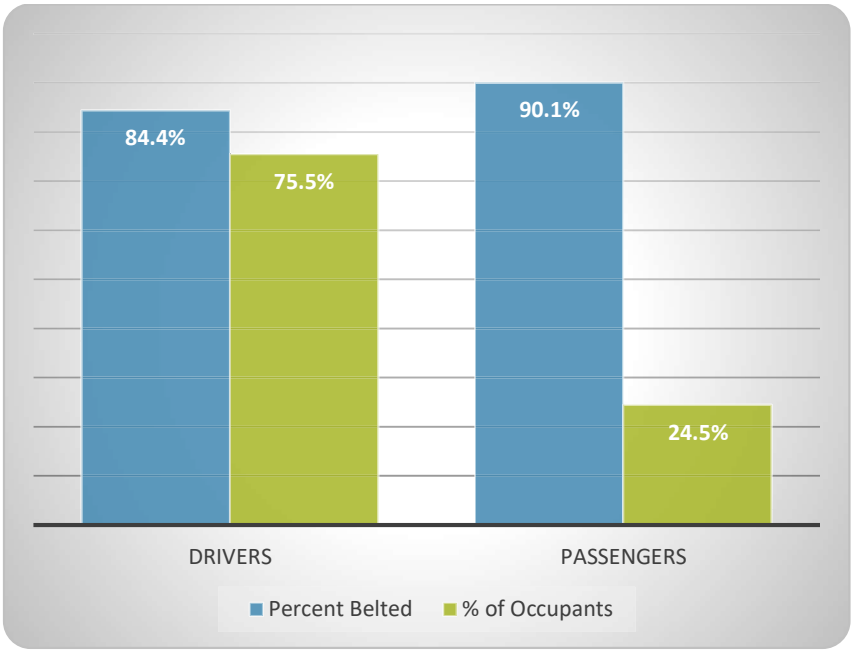


Figure 4: Occupant Belt Use by Occupant Type and Percent of Sample, Wyoming 2026



Estimates of Seat Belt Use by County

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

Table 3: Estimates of Seat Belt Use by County, Wyoming 2026[2]

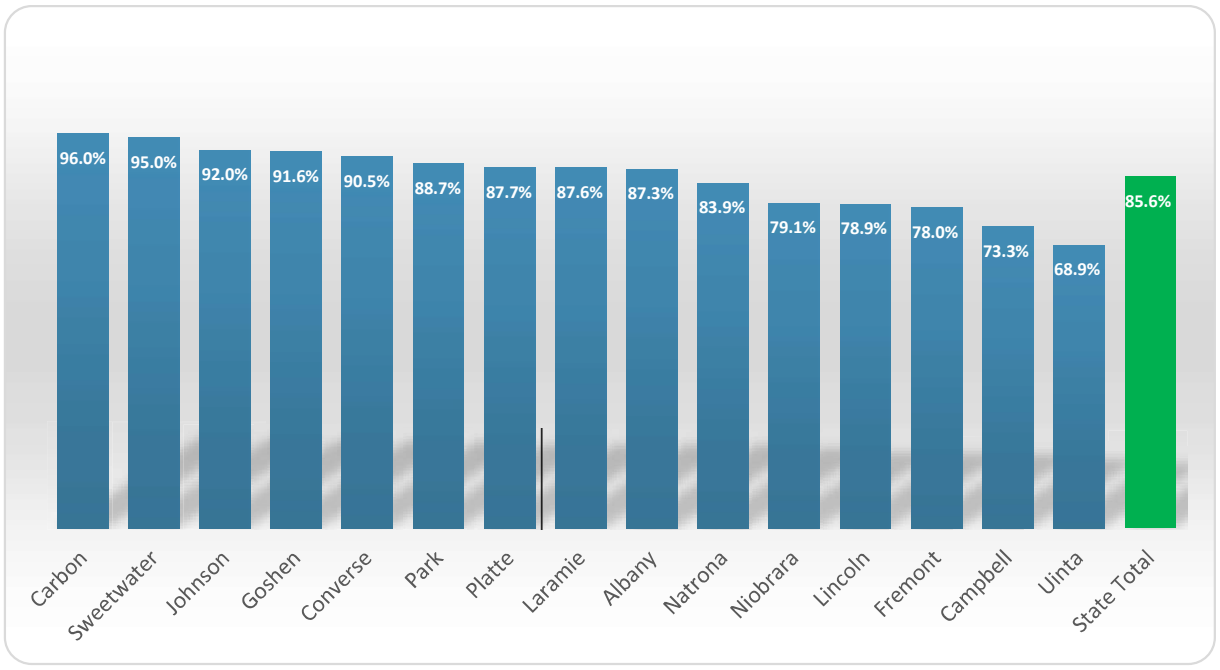
County	Belted	Not Belted	Unsure	Total	Unweighted Count	Percent of Sample
Campbell	73.3%	26.6%	0.1%	100.0%	2851	11.80%
Park	88.7%	11.3%	0.0%	100.0%	2607	10.79%
Albany	87.3%	12.6%	0.0%	100.0%	2300	9.52%
Sweetwater	95.0%	5.0%	0.0%	100.0%	2040	8.44%
Uinta	68.9%	31.1%	0.0%	100.0%	1957	8.10%
Carbon	96.0%	4.0%	0.0%	100.0%	1840	7.62%
Fremont	78.0%	22.0%	0.0%	100.0%	1827	7.56%
Converse	90.5%	9.3%	0.2%	100.0%	1396	5.78%
Platte	87.7%	12.3%	0.0%	100.0%	1278	5.29%
Johnson	92.0%	8.0%	0.0%	100.0%	1233	5.10%
Lincoln	78.9%	21.1%	0.0%	100.0%	1225	5.07%
Goshen	91.6%	8.4%	0.0%	100.0%	1125	4.66%
Laramie	87.6%	12.4%	0.0%	100.0%	1117	4.62%
Niobrara	79.1%	20.9%	0.0%	100.0%	760	3.15%
Natrona	83.9%	16.1%	0.0%	100.0%	603	2.50%
Total	**85.6%**	**14.4%**	**0.0%**	**100.0%**	**24,159**	**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.

Five counties recorded seat belt use rates above 90 percent: Carbon (96.0%), Sweetwater (95.0%), Johnson (92.0%), Goshen (91.6%), and Converse (90.5%). These counties had the highest usage rates observed in the state. By contrast, Uinta (68.9%), Campbell (73.3%), Fremont (78.0%), Lincoln (78.9%), and Niobrara (79.1%) recorded some of the lowest county-level usage rates, all below the statewide average of 85.6 percent.

Several counties clustered just above the statewide average, including Albany (87.3%), Laramie (87.6%), Platte (87.7%), and Park (88.7%). The results show substantial variation across counties, with the highest rate in Carbon County at 96.0 percent and the lowest in Uinta County at 68.9 percent, a difference of 27.1 percentage points.

Figure 5: County Seat Belt Use Rates for Vehicle Occupants Ranked in Descending Order, Wyoming 2026



Seat Belt Use for Selected Variables

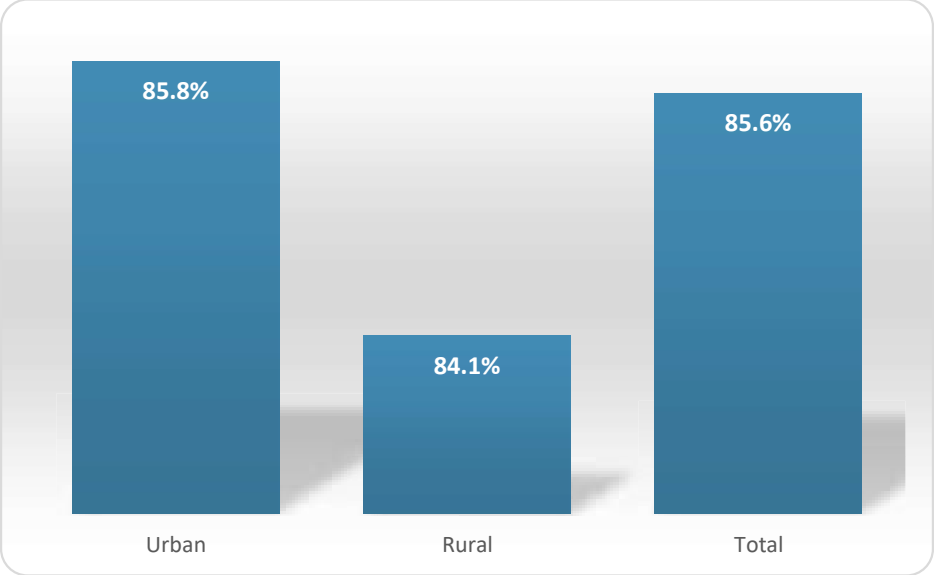
Survey observations in Wyoming are organized into variables and, within variables, categories. For example, sites are pre-coded by population density (urban or rural) and roadway type (primary, secondary, or other). Occupant gender, vehicle registration type (Wyoming or out-of-state), and day of the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

Population Density

Seat belt use among vehicle occupants was slightly higher in urban areas than in rural areas. In urban areas, 84.5 percent of drivers and 90.4 percent of passengers were belted, compared with 82.8 percent of drivers and 87.9 percent of passengers in rural areas.

Passengers in both settings continued to have higher seat belt use rates than drivers. Overall occupant seat belt use was 85.8 percent in urban areas and 84.1 percent in rural areas, compared with the statewide rate of 85.6 percent. This represents a shift from 2025, when rural occupants had slightly higher seat belt use than urban occupants (urban 80.4%; rural 82.0%).

Figure 6: Estimates of Driver, Passenger, and All Occupants Belted by Population Density, Wyoming 2026



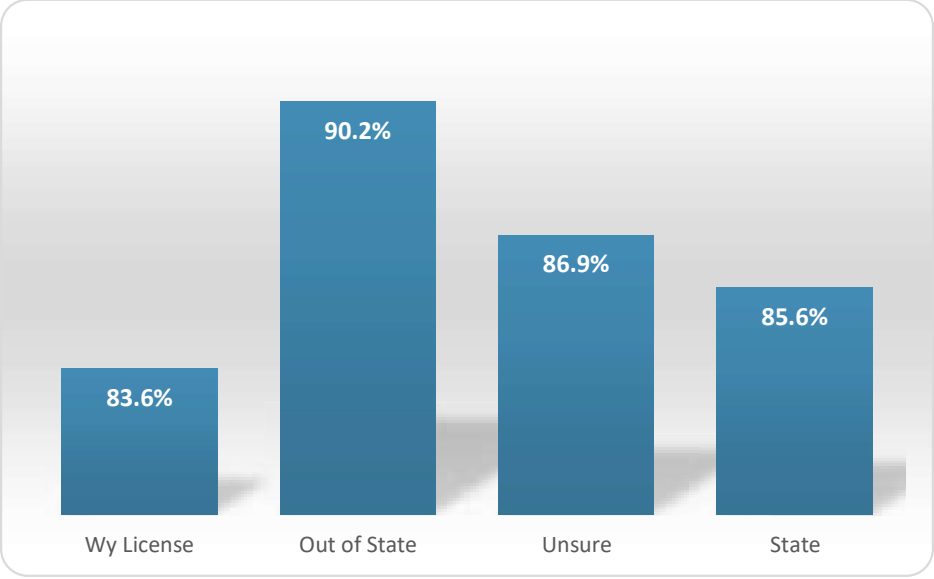
Vehicle Registration

Observers recorded whether occupants were in vehicles with Wyoming license plates or those from other states. In 2026, seat belt use remained higher among occupants of out-of-state vehicles than among those in Wyoming-registered vehicles. Overall, 83.6 percent of occupants in Wyoming-registered vehicles were belted, compared with 90.2 percent of occupants in out-of-state vehicles.

Among drivers, 82.6 percent of Wyoming-registered vehicles were belted, compared with 88.9 percent of out-of-state vehicles. Passenger seat belt use was 87.8 percent in Wyoming-registered vehicles and 93.1 percent in out-of-state vehicles. The differences were 6.3 percentage points for drivers and 5.3 percentage points for passengers.

These results continue the pattern observed in prior surveys, with occupants in out-of-state vehicles recording higher seat belt use than those in Wyoming-registered vehicles. Both groups also showed higher overall usage rates than in 2025 (Wyoming: 78.1%; out-of-state: 86.8%).

Figure 7: Percent of Drivers, Passengers, and All Occupants Belted by Vehicle Registration, Wyoming 2026



Roadway Type

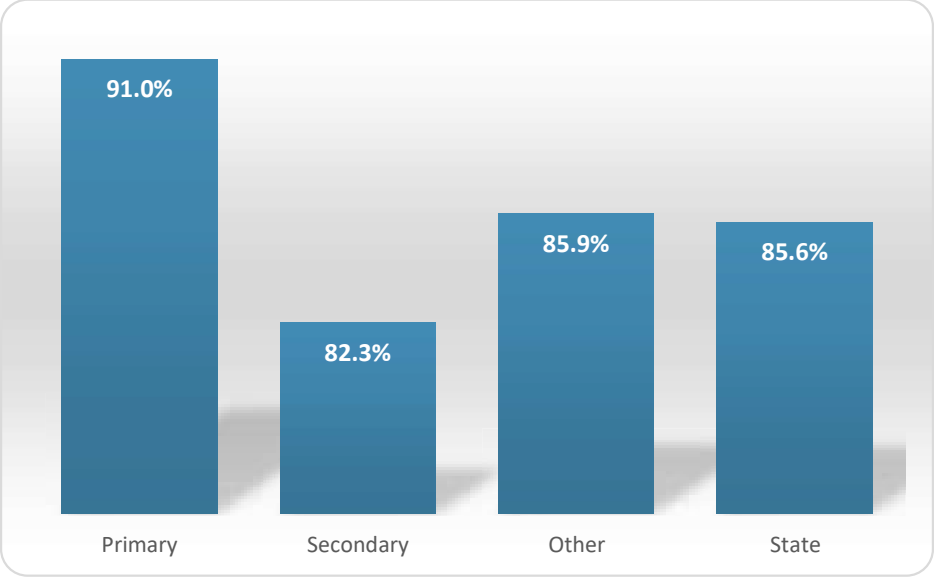
The roadway types identified in the data were coded according to the roadway population assigned to Wyoming by NHTSA. Three codes were included in the roadway population, as follows:

- **S1100 primary roadways are federally or state-maintained roads.** They include interstate highways and other four-lane highways. For the 2026 survey, 33.0 percent of 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 2026, 63.5 percent of vehicle occupants were observed 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 are two-lane, others are four-lane. The fewest occupants, 3.5 percent of the total sample, were observed on these other or S1400-coded roadways.

Observed occupants on primary roadways had the highest seat belt use rate at 91.0 percent, followed by occupants on local or rural roadways at 85.9 percent. Secondary roadways, which accounted for most observations, recorded the lowest usage rate at 82.3 percent. The statewide seat belt use rate across all roadway types was 85.6 percent.

The largest increases from 2025 occurred on primary and local or rural roadways. Primary roadway seat belt use increased by 6.8 percentage points (2025: 84.2%), while local or rural roadway use increased by 9.7 percentage points (2025: 76.2%).

Figure 8: Estimates of Occupants Belted by Roadway Type, Wyoming 2026



Weekdays

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

For the 2026 survey, the highest seat belt use was observed on Saturday at 88.5 percent, followed by Tuesday at 87.7 percent and Sunday at 86.2 percent. The lowest rate occurred on Wednesday at 84.1 percent, followed by Friday at 84.9 percent. Monday and Thursday both recorded 85.1 percent.

Overall, day-of-week variation was modest, with all seven days ranging from 84.1 to 88.5 percent, a range of only 4.4 percentage points. This represents less variation than in 2025, when daily rates ranged from 76.7 to 84.6 percent. Several days also showed notable increases from the previous year, particularly Thursday and Sunday (2025: Thursday 76.7%; Sunday 78.5%).

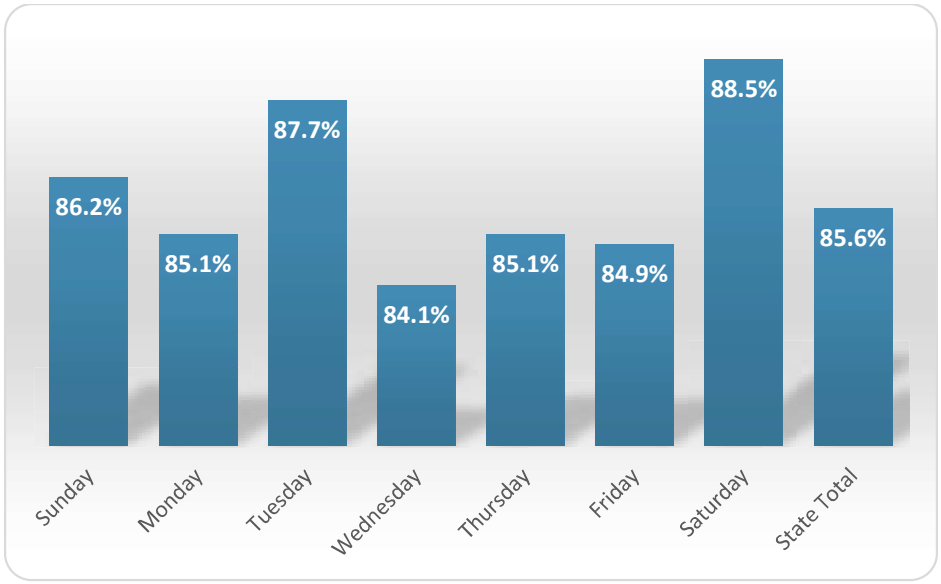
Table 4: Occupants Belted by Day of Week, Wyoming 2026

Variable	Belted	Not Belted	Total	Unweighted Count	Unweighted % of Sample
Sunday	86.2%	13.7%	100.0%	2,453	10.2%
Monday	85.1%	14.9%	100.0%	3,060	12.7%
Tuesday	87.7%	12.3%	100.0%	3,047	12.6%
Wednesday	84.1%	15.9%	100.0%	5,228	21.6%
Thursday	85.1%	14.9%	100.0%	3,503	14.5%
Friday	84.9%	15.1%	100.0%	4,562	18.9%
Saturday	88.5%	11.5%	100.0%	2,306	9.5%
Total	**85.6%**	**14.4%**	**100.0%**	**24,159**	**100.0%**

Wednesday and Friday continued to account for the highest volume of observations, together representing 40.5 percent of the total sample. Wednesday accounted for 21.6 percent of observations, and Friday accounted for 18.9 percent. However, unlike in 2025, the days with the largest observation volumes did not have the highest seat belt use rates.

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 (84.6%) combined a high number of observations with the week's highest belt-use rates for both drivers and passengers.

Figure 9: Estimates of Occupants Belted by Day of Week, Wyoming 2026



Occupant Gender and Vehicle Type

Occupant gender and vehicle type continued to show distinct patterns in seat belt use in 2026. Females recorded a higher overall seat belt use rate than males, consistent with the pattern observed in the previous years.

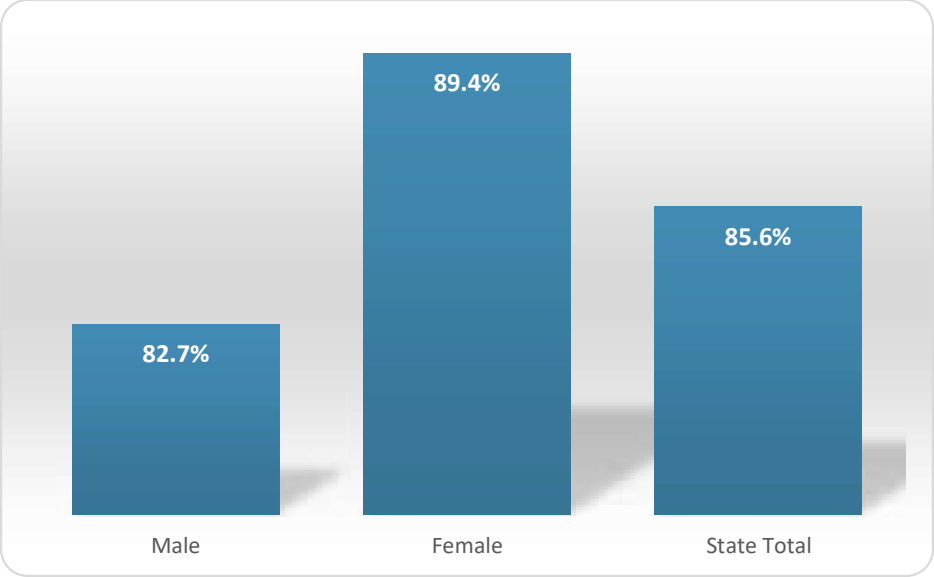
Males accounted for 59.0 percent of observed occupants, while females represented 41.0 percent. Females had a seat belt use rate of 89.4 percent, compared with 82.7 percent for males, a difference of 6.7 percentage points. Although males continued to represent most observed occupants and had a lower usage rate, the gender gap narrowed substantially from 2025 (male 74.4%; female 88.6%), a 14.2 percentage-point difference.

The change was driven primarily by an 8.3 percentage-point increase in male seat belt use from 2025 to 2026. Female seat belt use increased by a more modest 0.8 percentage points over the same period.

Table 5: Estimates of Occupants Belted by Gender, Wyoming 2026

Variable	Belted	Not Belted	Unsure	Total	Unweighted Count	Unweighted % of Sample
Male	82.7%	17.3%	0.0%	100.0%	14,251	59.0%
Female	89.4%	10.6%	0.0%	100.0%	9,908	41.0%
Total	**85.6%**	**14.4%**	**0.0%**	**100.0%**	**24,159**	**100.0%**

Figure 10: Estimates of Occupants Belted by Occupant Gender, Wyoming 2026



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 2026 estimates of occupant seat belt use in each vehicle type are presented in the following table.

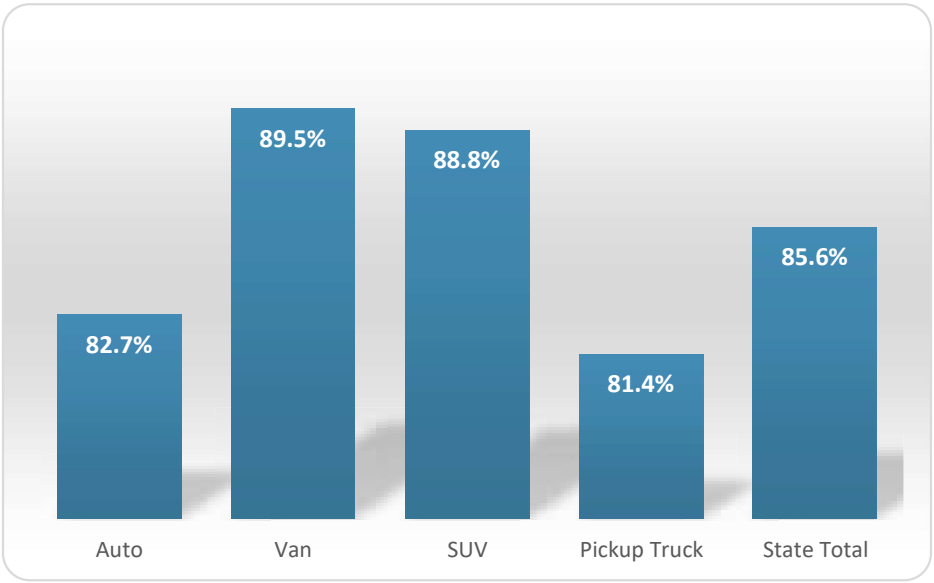
Table 6: Estimates of Occupant Use by Vehicle Type, Wyoming 2026

Vehicle Type	Belted	Not Belted	Total	Unweighted Count	Unweighted % of Sample
Auto	82.7%	17.3%	100.00%	3,365	13.93%
Van	89.5%	10.5%	100.00%	10,223	42.32%
Sport Utility Vehicle (SUV)	88.8%	11.2%	100.00%	1,446	5.99%
Pickup Truck	81.4%	18.6%	100.00%	9,125	37.77%
Total	**85.6%**	**14.4%**	**100.00%**	**24,159**	**100.00%**

In 2026, the highest seat belt use rate was observed among van occupants at 89.5 percent, followed closely by SUV occupants at 88.8 percent. Automobiles had a usage rate of 82.7 percent, while pickup trucks had the lowest at 81.4 percent. Vans accounted for the largest share of the sample at 42.3 percent, followed by pickup trucks at 37.8 percent. Together, vans and pickups represented just over 80 percent of all observed occupants.

Compared with 2025, seat belt use increased across all four vehicle types. Automobiles increased from 77.6 percent to 82.7 percent; vans from 87.2 percent to 89.5 percent; SUVs from 87.8 percent to 88.8 percent; and pickup trucks from 74.3 percent to 81.4 percent. The largest increase was among pickup truck occupants, whose seat belt use rose by 7.1 percentage points.

Figure 11: Estimates of Occupants Belted by Vehicle Type, Wyoming 2026



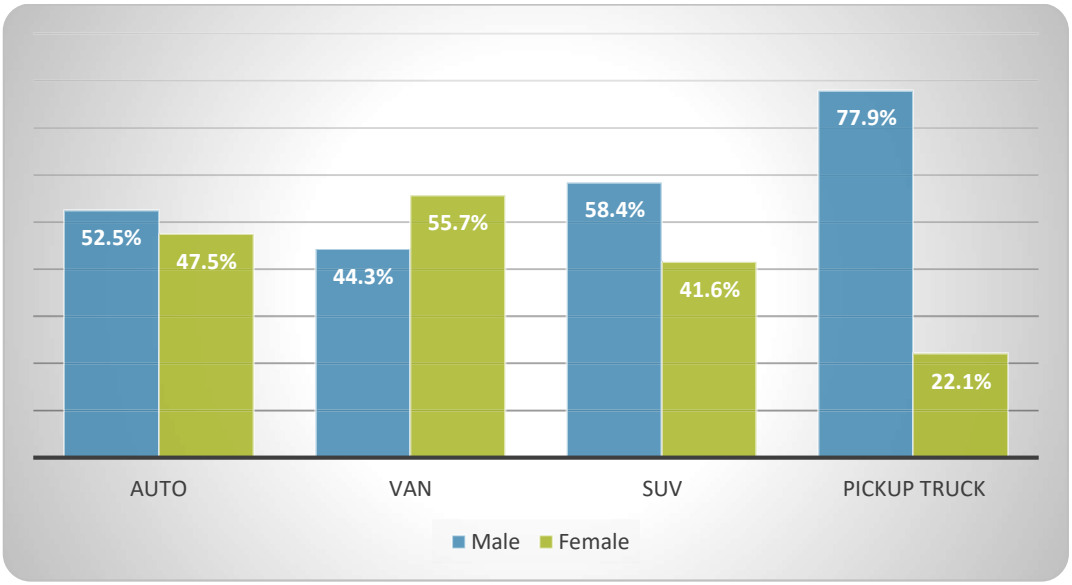
Gender and Vehicle Type

In 2026, the distribution of male and female occupants across vehicle types continued to show clear differences. Pickup trucks remained heavily male-dominated, with 77.9 percent male and 22.1 percent female occupants. Vans showed the opposite pattern, with 55.7 percent female and 44.3 percent male occupants.

Automobile occupants were more evenly distributed, with 52.5 percent male and 47.5 percent female. SUVs were more commonly occupied by males, who accounted for 58.4 percent of occupants, compared with 41.6 percent for females.

These gender patterns continue to influence the statewide seat belt use picture. Males, who had a lower overall seat belt use rate than females in 2026, made up most pickup truck occupants. Pickup trucks also had the lowest seat belt use rate among the four vehicle types. By contrast, females represented most van occupants, the vehicle type with the highest seat belt use rate.

Figure 12: Estimates of Occupants Belted by Gender and Vehicle Type, Wyoming 2026



Compared with 2025, the overall gender distribution by vehicle type remained relatively stable. Pickup trucks continued to show the strongest male concentration (2025: 77.5% male; 22.5% female), while vans continued to have a female majority (2025: 43.0% male; 57.0% female).

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

Table 7: Unweighted Number & Percent of Male & Female Composition in Types of Vehicles, Wyoming 2026

	Auto		Van		SUV		Pickup	
	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
Male	1,767	52.5%	4,532	44.3%	845	58.4%	7,107	77.9%
Female	1,598	47.5%	5,691	55.7%	601	41.6%	2,018	22.1%
Total	**3,365**	**100.0%**	**10,223**	**100.0%**	**1,446**	**100.0%**	**9,125**	**100.0%**

Table 8: Unweighted number & percent of Males & Females by Vehicle Type, Wyoming 2026

	Auto		Van		SUV		Pickup		Total	
	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
Male	1,767	12.4%	4,532	31.8%	845	5.9%	7,107	49.9%	**14,251**	**100.0%**
Female	1,598	16.1%	5,691	57.4%	601	6.1%	2,018	20.4%	**9,908**	**100.0%**

Comparison to 2025 Survey Results

More drivers, passengers, and overall vehicle occupants were observed in 2026 compared with 2025, reflecting another increase in the survey sample. The number of observed drivers increased by 762, while the number of passenger observations increased by 381. Overall, the 2026 sample included 1,143 more vehicle occupants than the 2025 sample.

Table 9: Sample Size of Observed Occupants, Wyoming 2026

	2025	2026
Drivers	17,480	18,242
Passengers	5,536	5,917
All Occupants	23,016	24,159

The statewide seat belt usage rate increased by 5.1 percentage points in 2026, from 80.5 percent in 2025 to 85.6 percent. This continues the substantial improvement recorded in 2025 and places the statewide rate more than 12 percentage points above the 2024 level.

Seat belt use increased among both drivers and passengers. Driver use rose from 79.1 percent to 84.4 percent, an increase of 5.3 percentage points, while passenger use rose from 86.2 percent to 90.1 percent, an increase of 3.9 percentage points. The most notable change by gender occurred among males, whose seat belt use increased from 74.4 percent to 82.7 percent, an improvement of 8.3 percentage points. Female use increased more modestly from 88.6 percent to 89.4 percent. As a result, the difference between male and female usage rates narrowed substantially in 2026.

Seat belt use also improved across all four vehicle types. Vans recorded the highest usage rate in 2026 at 89.5 percent, followed closely by SUVs at 88.8 percent. Automobile use increased from 77.6 percent to 82.7 percent, while pickup truck use rose from 74.3 percent to 81.4 percent. The largest year-to-year increase was among pickup truck occupants, with a 7.1 percentage-point gain.

Occupants in vehicles with out-of-state license plates continued to record higher seat belt use than occupants in Wyoming-registered vehicles. Belt use among Wyoming-registered vehicles increased from 78.1 percent in 2025 to 83.6 percent in 2026, while use among out-of-state vehicles increased from 86.8 percent in 2025 to 90.2 percent in 2026. Although the gap persisted, both groups showed meaningful improvement.

The 2026 results therefore reflect continued statewide improvement rather than the rebound pattern seen in 2025. Gains were recorded across all major variables in the comparison, with particularly strong increases among male occupants, pickup truck occupants, drivers, and occupants of Wyoming-registered vehicles.

Table 10: Percent of Seat Belt Use of Key Variables, 2025 to 2026

	2025 Percent	2026 Percent	Percent Point Difference	Percent Difference
Drivers	79.1	84.4	**5.3**	**6.7**
Passengers	86.2	90.1	**3.9**	**4.5**
Males	74.4	82.7	**8.3**	**11.2**
Females	88.6	89.4	**0.8**	**0.9**
Automobiles	77.6	82.7	**5.1**	**6.6**
Vans	87.2	89.5	**2.3**	**2.6**
SUVs	87.8	88.8	**1.0**	**1.1**
Pickups	74.3	81.4	**7.1**	**9.6**
Wyoming Vehicles	78.1	83.6	**5.5**	**7.0**
Out-of-State	86.8	90.2	**3.4**	**3.9**
Overall Rate	80.5	85.6	**5.1**	**6.3**

For Table 10, Percent Point Difference is the direct difference between the 2026 and 2025 usage rates. Percent Difference expresses that change relative to the 2025 rate.

Concluding Remarks

The 2026 Wyoming Seat Belt Survey reflects continued improvement in statewide seat belt use. The overall usage rate increased to 85.6 percent, up 5.1 percentage points from 80.5 percent in 2025. This marks a second consecutive year of improvement following the lower statewide rate recorded in 2024.

Seat belt use increased across all major categories included in the year-to-year comparison. Driver use rose to 84.4 percent, while passenger use remained higher at 90.1 percent. Females remained more likely to be belted than males, at 89.4 percent compared with 82.7 percent, although the gender gap narrowed substantially from 2025. Across vehicle types, vans recorded the highest usage rate at 89.5 percent, followed closely by SUVs at 88.8 percent. Pickup trucks remained the lowest at 81.4 percent but also showed one of the largest improvements from 2025, increasing by 7.1 percentage points.

County-level results continued to show considerable variation. Five counties recorded seat belt use rates above 90 percent, led by Carbon County at 96.0 percent and Sweetwater County at 95.0 percent. At the lower end, Uinta County recorded 68.9 percent, followed by Campbell County at 73.3 percent. Roadway type also showed differences in usage, with occupants on primary roadways recording the highest rate at 91.0 percent, compared with 82.3 percent on secondary roadways and 85.9 percent on local or rural roadways. Day-of-week variation was relatively modest, with rates ranging from 84.1 percent on Wednesday to 88.5 percent on Saturday.

Occupants in out-of-state vehicles continued to record higher seat belt use than those in Wyoming-registered vehicles. Usage among Wyoming-registered vehicles increased to 83.6 percent, compared with 90.2 percent among out-of-state vehicles. Both groups improved from 2025, while the difference between them remained evident. The 2026 results also show meaningful gains among groups that recorded lower usage in the prior year, particularly male occupants, pickup truck occupants, drivers, and occupants in Wyoming-registered vehicles.

Overall, the 2026 findings indicate continued progress in seat belt use across Wyoming. The statewide rate increased, all major comparison categories improved from 2025, and several previously lower-performing groups showed notable gains. At the same time, differences remain across counties, occupant gender, vehicle type, roadway type, and vehicle registration. Continued annual observation will help determine whether these improvements are sustained and whether the remaining gaps narrow further over time.

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: 2026

Statewide Seat belt Use Rate: 85.6 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.

James Leibert, PhD. [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

Oct 13, 2026

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, James Leibert, PhD. 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. Leibert reviewed the SPSS output files and related data tables to confirm the data are accurate and true. A copy of Leibert's abbreviated resume follows.

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

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

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

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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

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.

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	419.42926	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	242.350688	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	74.802936	132.715057	0	207.517993
	n	5	13	0	18

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 V_i-1 and V_i+1 are the same type as V_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 V 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
  - $\pi_{m|chijl}$ represents the inclusion probability for vehicle.
- $w_{chijklm}$ denote the sampling weight for vehicle m and is computed as follows:

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

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

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

- *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

$$\pi_{chi} = \pi_c \cdot \pi_{h|c}$$

be the road segment selection probability, and

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

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

$$f_{ch} = \frac{\sum_{\forall\ i}\ w_{chi}}{\sum_{responding\ i}\ w_{chi}}$$

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:

$$p_{chi} = \frac{\sum_{\forall\ chijklmn}\ w_{chijklm}\ Length_{chi}\ y_{chijklmn}}{\sum_{\forall\ chijklmn}\ w_{chijklm}\ Length_{chi}} \tag{2}$$

where

$$y_{gchijklmn} = \begin{cases} 1 & if\ belt\ is\ used \\ 0 & otherwise \end{cases} \tag{3}$$

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, $w_{jklm|chi}$ 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 $Length_{chi}$ values for all vehicles at road segment i are the same, the length $Length_{chi}$ 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:

$$p_{chi} = \frac{1}{n_{chi}} \sum_{\forall jklmn \in chi} y_{chijklmn} \tag{4}$$

where n_{chi} 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:

$$p_{ch} = \frac{\sum_{\forall\ i\ in\ h} \ w_{chi}\ \ Length_{chi}\ p_{chi}}{\sum_{\forall\ i\ in\ h} \ w_{chi}\ \ Length_{chi}} \tag{5}$$

where

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

Another method can be used for the calculation of P_{chi}. 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.

$$p_{ch} = \frac{1}{n_h} \sum_{i=1}^{n_h} p_{chi} \tag{7}$$

where n_h is number of road segments each road stratum.

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

$$p_c = \frac{\sum_{\forall\ h\ in\ c} \ w_{ch} \cdot Length_{ch} \cdot p_{ch}}{\sum_{\forall\ h\ in\ c} \ w_{chi} \cdot Length_{ch}} \tag{8}$$

where

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

The following equation can also be used to compute p_c.

$$p_c = \frac{1}{n_c} \sum_{i=1}^{n_c} p_{ch} \tag{10}$$

where n_c is number of road strata in the county.

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

$$p = \frac{\sum_{\forall\, c} \; w_c \cdot Length_c \cdot p_c}{\sum_{\forall\, c} \; w_c \cdot Length_c} \tag{11}$$

where

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

The following equation can also be used to compute p.

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

where n is number of counties in the frame.

Appendix A

Resumés

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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Debora Dragseth, Ph.D., Professor of Business Administration, Department of Business and Management, Dickinson State University, 291 Campus Drive, Dickinson, ND 58601 (701/483-2696) deb.dragseth@dickinsonstate.edu

Appendix B

Selected Road Segments within Each County and Their Probabilities of Selection

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

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

Appendix C

Sample Data Collection Form and Cover Sheet

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)

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

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

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
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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	Str
County	Locked for reading	No
Road segment	Locked for reading	Yes

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

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	87.3%	12.6%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	2011	288	1	2300
Campbell	% within County	Estimate	73.3%	26.6%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2076	773	2	2851
Carbon	% within County	Estimate	96.0%	4.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1768	72	0	1840
Converse	% within County	Estimate	90.5%	9.3%	0.2%	100.0%
		Standard Error	0.4%	0.3%	0.0%	0.0%
		Unweighted Count	1266	128	2	1396
Fremont	% within County	Estimate	78.0%	22.0%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1425	402	0	1827
Goshen	% within County	Estimate	91.6%	8.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1031	94	0	1125
Johnson	% within County	Estimate	92.0%	8.0%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1133	100	0	1233
Laramie	% within County	Estimate	87.6%	12.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	983	134	0	1117
Lincoln	% within County	Estimate	78.9%	21.1%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	966	259	0	1225
Natrona	% within County	Estimate	83.9%	16.1%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	506	97	0	603
Niobrara	% within County	Estimate	79.1%	20.9%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	601	159	0	760
Park	% within County	Estimate	88.7%	11.3%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	2312	295	0	2607

County * occupBelt						
			occupBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Platte	% within County	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1116	162	0	1278
Sweetwater	% within County	Estimate	95.0%	5.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1937	103	0	2040
Uinta	% within County	Estimate	68.9%	31.1%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1348	609	0	1957
Total	**% within County**	**Estimate**	**85.6%**	**14.4%**	**0.0%**	**100.0%**
		Standard Error	**0.2%**	**0.2%**	**0.0%**	**0.0%**
		Unweighted Count	**20479**	**3675**	**5**	**24159**

County * driverBelt						
County			driverBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	84.6%	15.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1448	262	0	1710
Campbell	% within County	Estimate	72.0%	28.0%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1629	647	0	2276
Carbon	% within County	Estimate	96.0%	4.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1340	55	0	1395
Converse	% within County	Estimate	89.2%	10.6%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	1016	119	2	1137
Goshen	% within County	Estimate	74.7%	25.3%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	998	338	0	1336
Fremont	% within County	Estimate	90.9%	9.1%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	801	80	0	881
Johnson	% within County	Estimate	91.5%	8.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	780	73	0	853
Laramie	% within County	Estimate	86.5%	13.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	730	111	0	841
Lincoln	% within County	Estimate	76.8%	23.2%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	706	213	0	919
Natrona	% within County	Estimate	83.3%	16.7%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	434	87	0	521
Niobrara	% within County	Estimate	77.3%	22.7%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%
		Unweighted Count	428	126	0	554

County * driverBelt						
County			County * driverBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Park	% within County	Estimate	86.2%	13.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1665	266	0	1931
Platte	% within County	Estimate	86.6%	13.4%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	807	129	0	936
Sweetwater	% within County	Estimate	94.2%	5.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1447	90	0	1537
Uinta	% within County	Estimate	67.5%	32.5%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	956	459	0	1415
Total	% within County	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

County * passBelt						
County			passBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	92.7%	7.3%	0.0%	100.0%
		Standard Error	0.9%	0.9%	0.0%	0.0%
		Unweighted Count	257	20	0	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%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	492	21	0	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%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%
		Unweighted Count	360	66	0	426
Fremont	% within County	Estimate	95.0%	5.0%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	226	12	0	238
Johnson	% within County	Estimate	95.3%	4.7%	0.0%	100.0%
		Standard Error	1.1%	1.1%	0.0%	0.0%
		Unweighted Count	234	11	0	245
Laramie	% within County	Estimate	88.2%	11.8%	0.0%	100.0%
		Standard Error	0.9%	0.9%	0.0%	0.0%
		Unweighted Count	220	28	0	248
Lincoln	% within County	Estimate	90.5%	9.5%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	401	42	0	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%	0.0%	100.0%
		Standard Error	1.3%	1.3%	0.0%	0.0%
		Unweighted Count	129	26	0	155

County * passBelt						
			passBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Park	% within County	Estimate	91.6%	8.4%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	603	55	0	658
Platte	% within County	Estimate	89.3%	10.7%	0.0%	100.0%
		Standard Error	1.1%	1.1%	0.0%	0.0%
		Unweighted Count	305	37	0	342
Sweetwater	% within County	Estimate	96.7%	3.3%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	406	14	0	420
Uinta	% within County	Estimate	67.4%	32.6%	0.0%	100.0%
		Standard Error	1.3%	1.3%	0.0%	0.0%
		Unweighted Count	389	188	0	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	85.6%	0.2%	85.2%	86.0%	20479
	Not belted	14.4%	0.2%	14.0%	14.8%	3675
	Unsure	0.0%	0.0%	0.0%	0.0%	5
	Total	100.0%	0.0%	100.0%	100.0%	24159

Population * occupBelt						
Population			occupBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	85.8%	14.2%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	16456	2803	5	19264
Rural	% within Population	Estimate	84.1%	15.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4023	872	0	4895
Total	% within Population	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

day * occupBelt						
day			occupBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Sunday	% within day	Estimate	86.2%	13.7%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	2082	369	2	2453
Monday	% within day	Estimate	85.1%	14.9%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2562	498	0	3060
Tuesday	% within day	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2707	340	0	3047
Wednesday	% within day	Estimate	84.1%	15.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4289	938	1	5228
Thursday	% within day	Estimate	85.1%	14.9%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	2878	624	1	3503
Friday	% within day	Estimate	84.9%	15.1%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	4000	561	1	4562
Saturday	% within day	Estimate	88.5%	11.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1961	345	0	2306
Total	% within day	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

observer * occupBelt						
observer			occupBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	68.9%	31.1%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1348	609	0	1957
Doug Peterson	% within observer	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1116	162	0	1278
Dixie Elder	% within observer	Estimate	89.8%	10.2%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1309	151	0	1460
Deb Eutsler	% within observer	Estimate	91.6%	8.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1031	94	0	1125
Susan Parkinson	% within observer	Estimate	88.7%	11.3%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	2312	295	0	2607
Bryan Shannon	% within observer	Estimate	73.6%	26.3%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2104	774	2	2880
Sandra Gabel	% within observer	Estimate	78.0%	22.0%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1425	402	0	1827
Amy Still	% within observer	Estimate	96.0%	4.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1740	71	0	1811
Aspen Miller	% within observer	Estimate	87.6%	12.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	983	134	0	1117
Dennis Doerr	% within observer	Estimate	90.5%	9.3%	0.2%	100.0%
		Standard Error	0.4%	0.3%	0.0%	0.0%
		Unweighted Count	1266	128	2	1396
Michelle Winans	% within observer	Estimate	83.9%	16.1%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	506	97	0	603
Kayla Revell	% within observer	Estimate	95.0%	5.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1937	103	0	2040

observer * occupBelt						
observer			occupBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Donna Wolfe	% within observer	Estimate	79.2%	20.8%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	790	208	0	998
Randy Edmunds	% within observer	Estimate	79.1%	20.9%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	601	159	0	760
Priscilla Tolhurst	% within observer	Estimate	87.3%	12.6%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	2011	288	1	2300
Total	% within observer	Estimate	85.6%	14.4%	0.00%	100.0%
		Standard Error	0.2%	0.2%	0.00%	0.0%
		Unweighted Count	20479	3675	5	24159

weather * occupBelt						
weather			occupBelt			
			Belted	**Not belted**	**Unsure**	**Total**
Clear/sunny	% within weather	Estimate	85.7%	14.3%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	14840	2508	2	17350
Cloudy	% within weather	Estimate	85.3%	14.7%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5326	1117	3	6446
Light rain	% within weather	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	313	50	0	363
Total	% within weather	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

lanes * occupBelt						
lanes			occupBelt			
			Belted	Not belted	Unsure	Total
One lane	% within lanes	Estimate	84.7%	15.3%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	8971	1807	2	10780
Two lanes	% within lanes	Estimate	86.3%	13.7%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	11508	1868	3	13379
Total	% within lanes	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

direction * occupBelt						
direction			occupBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	86.7%	13.3%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4985	759	2	5746
South	% within direction	Estimate	86.3%	13.7%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4935	1086	0	6021
East	% within direction	Estimate	83.9%	16.1%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	5736	964	1	6701
West	% within direction	Estimate	85.9%	14.1%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4823	866	2	5691
Total	% within direction	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

carType * occupBelt						
carType			occupBelt			
			Belted	Not belted	Unsure	Total
Auto	% within carType	Estimate	82.7%	17.3%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	2750	614	1	3365
Van	% within carType	Estimate	89.5%	10.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	9117	1104	2	10223
Sport Utility Vehicle (SUV)	% within carType	Estimate	88.8%	11.2%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%
		Unweighted Count	1316	130	0	1446
Pickup Truck	% within carType	Estimate	81.4%	18.6%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	7296	1827	2	9125
Total	% within carType	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

wyPlate * occupBelt						
wyPlate			occupBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	83.6%	16.4%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	11792	2744	1	14537
No	% within wyPlate	Estimate	90.2%	9.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	8615	909	4	9528
Unsure	% within wyPlate	Estimate	86.9%	13.1%	0.0%	100.0%
		Standard Error	1.7%	1.7%	0.0%	0.0%
		Unweighted Count	72	22	0	94
Total	% within wyPlate	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

timeStamp * occupBelt						
timeStamp			occupBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	84.2%	15.8%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	3603	693	1	4297
9:30 - 11:30 am	% within timeStamp	Estimate	85.2%	14.8%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3762	618	0	4380
11:30 - 1:30 pm	% within timeStamp	Estimate	87.0%	13.0%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5216	982	2	6200
1:30 - 3:30 pm	% within timeStamp	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4740	838	1	5579
3:30 - 5:30 pm	% within timeStamp	Estimate	86.7%	13.2%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	3158	544	1	3703
Total	% within timeStamp	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

roadType * occupBelt						
roadType			occupBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	91.0%	9.0%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	7286	691	3	7980
S1200 Secondary Road	% within roadType	Estimate	82.3%	17.7%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	12465	2867	2	15334
S1400 Local/Rural Road	% within roadType	Estimate	85.9%	14.1%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	728	117	0	845
Total	% within roadType	Estimate	85.6%	14.4%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	20479	3675	5	24159

occupGender * occupBelt						
occupGender			occupBelt			
			Belted	Not belted	Unsure	Total
Male	% within occupGender	Estimate	82.7%	17.3%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	11675	2573	3	14251
Female	% within occupGender	Estimate	89.4%	10.6%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	8804	1102	2	9908
Total	% within occupGender	Estimate	85.6%	14.40%	0.00%	100.0%
		Standard Error	0.2%	0.20%	0.00%	0.0%
		Unweighted Count	20479	3675	5	24159

General Estimates for Drivers, Passengers, Occupants

County percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Albany	84.6%	95.34%	87.3%
Campbell	72.0%	78.40%	73.3%
Carbon	96.0%	96.08%	96.0%
Converse	89.2%	96.39%	90.5%
Goshen	74.7%	86.97%	78.0%
Fremont	90.9%	94.26%	91.6%
Johnson	91.5%	93.06%	92.0%
Laramie	86.5%	91.03%	87.6%
Lincoln	76.8%	84.97%	78.9%
Natrona	83.3%	87.80%	83.9%
Niobrara	77.3%	83.98%	79.1%
Park	86.2%	95.71%	88.7%
Platte	86.6%	90.68%	87.7%
Sweetwater	94.2%	97.42%	95.0%
Uinta	67.5%	72.30%	68.9%
Total	84.4%	90.12%	85.6%

Population density percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Urban	84.5%	90.4%	85.8%
Rural	82.8%	87.9%	84.1%
Total	84.4%	90.1%	85.6%

WY Plates percent belted by Driver, Passenger and Occupant			
	Driver	Passenger	Occupant
Yes	82.6%	87.8%	83.6%
No	88.9%	93.1%	90.2%
Unsure	85.9%	92.2%	86.9%
Total	84.4%	90.1%	85.6%

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	68.9%	1957	8.1%	8.1%
Doug Peterson	87.7%	1278	5.3%	13.4%
Dixie Elder	89.8%	1460	6.0%	19.4%
Deb Eutsler	91.6%	1125	4.7%	24.1%
Susan Parkinson	88.7%	2607	10.8%	34.9%
Bryan Shannon	73.6%	2880	11.9%	46.8%
Sandra Gabel	78.0%	1827	7.6%	54.4%
Amy Still	96.0%	1811	7.5%	61.9%
Aspen Miller	87.6%	1117	4.6%	66.5%
Dennis Doerr	90.5%	1396	5.8%	72.3%
Michelle Winans	83.9%	603	2.5%	74.8%
Kayla Revell	95.0%	2040	8.4%	83.2%
Donna Wolfe	79.2%	998	4.1%	87.3%
Randy Edmunds	79.1%	760	3.1%	90.5%
Priscilla Tolhurst	87.3%	2300	9.5%	100.0%
Total	85.6%	24159	100.0%	

Estimates of Seat Belt Use for Drivers, Passengers, and All Occupants, Wyoming 2025		
	Belted	Unweighted n
Driver	84.4%	15185
Passenger	90.1%	5294
Occupant	85.6%	20479

Estimate of Occupant Belt Use by Vehicle Type and Gender, Wyoming 2025			
	Male	Female	Difference
Auto	80.2%	85.4%	5.2%
Van	87.3%	91.0%	3.7%
Sport Utility Vehicle (SUV)	89.1%	88.3%	-0.8%
Pickup Truck	79.5%	87.5%	8.0%

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	80.0%	87.2%	88.8%	79.4%	82.5%
Female - Driver	82.2%	90.0%	87.9%	83.0%	87.6%
Male - Passenger	82.0%	87.8%	91.1%	80.5%	84.4%
Female - Passenger	92.4%	93.6%	89.0%	92.3%	92.8%

Estimates of Drivers, Passengers, and All Occupants Belted by Roadway Type, Wyoming 2024			
	Driver	Passenger	Occupant
S1100 Primary Road	89.6%	95.6%	91.0%
S1200 Secondary Road	80.7%	87.9%	82.3%
S1400 Local/Rural Road	85.5%	87.1%	85.9%
Total	84.4%	90.1%	85.6%

carType * occupantGender Crosstabulation				
% within carType				
		occupantGender		Total
		Male	Female	
carType	Auto	52.5%	47.5%	-5.0%
	Van	44.3%	55.7%	11.4%
	Sport Utility Vehicle (SUV)	58.4%	41.6%	-16.8%
	Pickup Truck	77.9%	22.1%	-55.8%
Total		58.9%	59.0%	-18.0%

Drivers Variables

County * driverBelt						
County			driverBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	84.6%	15.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1448	262	0	1710
Campbell	% within County	Estimate	72.0%	28.0%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1629	647	0	2276
Carbon	% within County	Estimate	96.0%	4.0%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1340	55	0	1395
Converse	% within County	Estimate	89.2%	10.6%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	1016	119	2	1137
Goshen	% within County	Estimate	74.7%	25.3%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	998	338	0	1336
Fremont	% within County	Estimate	90.9%	9.1%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	801	80	0	881
Johnson	% within County	Estimate	91.5%	8.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	780	73	0	853
Laramie	% within County	Estimate	86.5%	13.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	730	111	0	841
Lincoln	% within County	Estimate	76.8%	23.2%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	706	213	0	919
Natrona	% within County	Estimate	83.3%	16.7%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	434	87	0	521
Niobrara	% within County	Estimate	77.3%	22.7%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%

		Unweighted Count	428	126	0	554
Park	% within County	Estimate	86.2%	13.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1665	266	0	1931
Platte	% within County	Estimate	86.6%	13.4%	0.0%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	807	129	0	936
Sweetwater	% within County	Estimate	94.2%	5.8%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	1447	90	0	1537
Uinta	% within County	Estimate	67.5%	32.5%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	956	459	0	1415
Total	% within County	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

driverBelt						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
% of Total	Belted	84.4%	0.2%	83.9%	84.8%	15185
	Not belted	15.6%	0.2%	15.2%	16.1%	3055
	Unsure	0.0%	0.0%	0.0%	0.0%	2
	Total	100.0%	0.0%	100.0%	100.0%	18242

Population * driverBelt						
Population			driverBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	84.5%	15.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	12246	2356	2	14604
Rural	% within Population	Estimate	82.8%	17.2%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	2939	699	0	3638
Total	% within Population	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

day * driverBelt						
day			driverBelt			
			Belted	Not belted	Unsure	Total
Sunday	% within day	Estimate	83.8%	16.1%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	1442	307	2	1751
Monday	% within day	Estimate	83.9%	16.1%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	1861	386	0	2247
Tuesday	% within day	Estimate	86.4%	13.6%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	1992	284	0	2276
Wednesday	% within day	Estimate	83.0%	17.0%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	3319	799	0	4118
Thursday	% within day	Estimate	84.5%	15.5%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	2190	522	0	2712
Friday	% within day	Estimate	83.7%	16.3%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	3010	477	0	3487
Saturday	% within day	Estimate	87.0%	13.0%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	1371	280	0	1651
Total	% within day	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

observer * driverBelt						
observer			driverBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	67.5%	32.5%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	956	459	0	1415
Doug Peterson	% within observer	Estimate	86.6%	13.4%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	807	129	0	936
Dixie Elder	% within observer	Estimate	89.1%	10.9%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	900	111	0	1011
Deb Eutsler	% within observer	Estimate	90.9%	9.1%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	801	80	0	881
Susan Parkinson	% within observer	Estimate	86.2%	13.8%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	1665	266	0	1931
Bryan Shannon	% within observer	Estimate	72.3%	27.7%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	1652	648	0	2300
Sandra Gabel	% within observer	Estimate	74.7%	25.3%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	998	338	0	1336
Amy Still	% within observer	Estimate	96.0%	4.0%	0.00%	100.0%
		Standard Error	0.2%	0.2%	0.00%	0.0%
		Unweighted Count	1317	54	0	1371
Aspen Miller	% within observer	Estimate	86.5%	13.5%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	730	111	0	841
Dennis Doerr	% within observer	Estimate	89.2%	10.6%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	1016	119	2	1137
Michelle Winans	% within observer	Estimate	83.3%	16.7%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	434	87	0	521
Kayla Revell	% within observer	Estimate	94.2%	5.8%	0.00%	100.0%

		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	1447	90	0	1537
Donna Wolfe	% within observer	Estimate	77.0%	23.0%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	586	175	0	761
Randy Edmunds	% within observer	Estimate	77.3%	22.7%	0.00%	100.0%
		Standard Error	0.8%	0.8%	0.00%	0.0%
		Unweighted Count	428	126	0	554
Priscilla Tolhurst	% within observer	Estimate	84.6%	15.4%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	1448	262	0	1710
Total	% within observer	Estimate	84.4%	15.6%	0.00%	100.0%
		Standard Error	0.2%	0.2%	0.00%	0.0%
		Unweighted Count	15185	3055	2	18242

weather * driverBelt						
weather			driverBelt			
			Belted	Not belted	Unsure	Total
Clear/sunny	% within weather	Estimate	84.4%	15.6%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	11044	2102	0	13146
Cloudy	% within weather	Estimate	84.1%	15.8%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3936	907	2	4845
Foggy	% within weather	Estimate	83.5%	16.5%	0.00%	100.0%
		Standard Error	1.0%	1.0%	0.00%	0.0%
		Unweighted Count	205	46	0	251
Light rain	% within weather	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242
Heavy rain	% within weather	Estimate	79.4%	20.6%	0.00%	100.0%
		Standard Error	3.1%	3.1%	0.00%	0.0%
		Unweighted Count	27	7	0	34
Occasional Rain	% within weather	Estimate	93.6%	6.4%	0.00%	100.0%
		Standard Error	0.8%	0.8%	0.00%	0.0%
		Unweighted Count	280	23	0	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	83.4%	16.6%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	6586	1497	2	8085
Two lanes	% within lanes	Estimate	85.0%	15.0%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	8599	1558	0	10157
Total	% within lanes	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

direction * driverBelt						
direction			driverBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	85.5%	14.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3741	615	2	4358
South	% within direction	Estimate	85.3%	14.7%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	3654	890	0	4544
East	% within direction	Estimate	82.7%	17.3%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	4261	812	0	5073
West	% within direction	Estimate	84.3%	15.7%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	3529	738	0	4267
Total	% within direction	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

driverGender * driverBelt						
driverGender			driverBelt			
			Belted	Not belted	Unsure	Total
Male	% within driverGender	Estimate	82.5%	17.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	10068	2262	2	12332
Female	% within driverGender	Estimate	87.6%	12.4%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	5117	793	0	5910
Total	% within driverGender	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

carType * driverBelt						
carType			driverBelt			
			Belted	Not belted	Unsure	Total
Auto	% within carType	Estimate	80.9%	19.1%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	2101	508	0	2609
Van	% within carType	Estimate	88.7%	11.3%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	6493	888	0	7381
Sport Utility Vehicle (SUV)	% within carType	Estimate	88.5%	11.5%	0.00%	100.0%
		Standard Error	0.9%	0.9%	0.00%	0.0%
		Unweighted Count	933	98	0	1031
Pickup Truck	% within carType	Estimate	79.9%	20.0%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	5658	1561	2	7221
Total	% within carType	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

wyPlate * driverBelt						
wyPlate			driverBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	82.6%	17.4%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	9242	2340	1	11583
No	% within wyPlate	Estimate	88.9%	11.1%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5893	695	1	6589
Unsure	% within wyPlate	Estimate	85.9%	14.1%	0.00%	100.0%
		Standard Error	2.1%	2.1%	0.00%	0.0%
		Unweighted Count	50	20	0	70
Total	% within wyPlate	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

timeStamp * driverBelt						
timeStamp			driverBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	83.1%	16.9%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	2870	614	0	3484
9:30 - 11:30 am	% within timeStamp	Estimate	84.6%	15.4%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	2693	502	0	3195
11:30 - 1:30 pm	% within timeStamp	Estimate	85.4%	14.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	3766	814	1	4581
1:30 - 3:30 pm	% within timeStamp	Estimate	84.6%	15.4%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	3472	680	0	4152
3:30 - 5:30 pm	% within timeStamp	Estimate	85.4%	14.6%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2384	445	1	2830
Total	% within timeStamp	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

roadType * driverBelt						
roadType			driverBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	89.6%	10.4%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	5287	564	0	5851
S1200 Secondary Road	% within roadType	Estimate	80.7%	19.3%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	9320	2395	2	11717
S1400 Local/Rural Road	% within roadType	Estimate	85.5%	14.5%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	578	96	0	674
Total	% within roadType	Estimate	84.4%	15.6%	0.0%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	15185	3055	2	18242

carType * driverBelt							
driverGender				driverBelt			
				Belted	Not belted	Unsure	Total
Male	Auto	% within carType	Estimate	80.0%	20.0%	0.00%	100.0%
			Standard Error	0.9%	0.9%	0.00%	0.0%
			Unweighted Count	1225	320	0	1545
	Van	% within carType	Estimate	87.2%	12.8%	0.00%	100.0%
			Standard Error	0.5%	0.5%	0.00%	0.0%
			Unweighted Count	3273	503	0	3776
	Sport Utility Vehicle (SUV)	% within carType	Estimate	88.8%	11.2%	0.00%	100.0%
			Standard Error	1.1%	1.1%	0.00%	0.0%
			Unweighted Count	651	68	0	719
	Pickup Truck	% within carType	Estimate	79.4%	20.6%	0.0%	100.0%
			Standard Error	0.4%	0.4%	0.0%	0.0%
			Unweighted Count	4919	1371	2	6292
	Total	% within carType	Estimate	82.5%	17.5%	0.0%	100.0%
			Standard Error	0.3%	0.3%	0.0%	0.0%
			Unweighted Count	10068	2262	2	12332
Female	Auto	% within carType	Estimate	82.2%	17.8%	0.00%	100.0%
			Standard Error	1.1%	1.1%	0.00%	0.0%
			Unweighted Count	876	188	0	1064
	Van	% within carType	Estimate	90.0%	10.0%	0.00%	100.0%
			Standard Error	0.4%	0.4%	0.00%	0.0%
			Unweighted Count	3220	385	0	3605
	Sport Utility Vehicle (SUV)	% within carType	Estimate	87.9%	12.1%	0.00%	100.0%
			Standard Error	1.8%	1.8%	0.00%	0.0%
			Unweighted Count	282	30	0	312
	Pickup Truck	% within carType	Estimate	83.0%	17.0%	0.00%	100.0%
			Standard Error	1.2%	1.2%	0.00%	0.0%
			Unweighted Count	739	190	0	929
	Total	% within carType	Estimate	87.6%	12.4%	0.00%	100.0%
			Standard Error	0.4%	0.4%	0.00%	0.0%
			Unweighted Count	5117	793	0	5910

Passenger Variables

County * passBelt						
County			passBelt			
			Belted	Not belted	Unsure	Total
Albany	% within County	Estimate	95.3%	4.5%	0.2%	100.0%
		Standard Error	0.4%	0.4%	0.1%	0.0%
		Unweighted Count	563	26	1	590
Campbell	% within County	Estimate	78.4%	21.2%	0.4%	100.0%
		Standard Error	0.8%	0.7%	0.1%	0.0%
		Unweighted Count	447	126	2	575
Carbon	% within County	Estimate	96.1%	3.9%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	428	17	0	445
Converse	% within County	Estimate	96.4%	3.6%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	250	9	0	259
Goshen	% within County	Estimate	87.0%	13.0%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	427	64	0	491
Fremont	% within County	Estimate	94.3%	5.7%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	230	14	0	244
Johnson	% within County	Estimate	93.1%	6.9%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	353	27	0	380
Laramie	% within County	Estimate	91.0%	9.0%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	253	23	0	276
Lincoln	% within County	Estimate	85.0%	15.0%	0.00%	100.0%
		Standard Error	0.9%	0.9%	0.00%	0.0%
		Unweighted Count	260	46	0	306
Natrona	% within County	Estimate	87.8%	12.2%	0.00%	100.0%
		Standard Error	1.3%	1.3%	0.00%	0.0%
		Unweighted Count	72	10	0	82
Niobrara	% within County	Estimate	84.0%	16.0%	0.00%	100.0%
		Standard Error	1.1%	1.1%	0.00%	0.0%

		Unweighted Count	173	33	0	206
Park	% within County	Estimate	95.7%	4.3%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	647	29	0	676
Platte	% within County	Estimate	90.7%	9.3%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	309	33	0	342
Sweetwater	% within County	Estimate	97.4%	2.6%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	490	13	0	503
Uinta	% within County	Estimate	72.3%	27.7%	0.00%	100.0%
		Standard Error	0.9%	0.9%	0.00%	0.0%
		Unweighted Count	392	150	0	542
Total	% within County	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

passBelt						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
% of Total	Belted	90.1%	0.3%	89.5%	90.7%	5294
	Not belted	9.9%	0.3%	9.3%	10.5%	620
	Unsure	0.0%	0.0%	0.0%	0.0%	3
	Total	100.0%	0.0%	100.0%	100.0%	5917

Population * passBelt						
Population			passBelt			
			Belted	Not belted	Unsure	Total
Urban	% within Population	Estimate	90.4%	9.5%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	4210	447	3	4660
Rural	% within Population	Estimate	87.9%	12.1%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	1084	173	0	1257
Total	% within Population	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

day * passBelt						
day			passBelt			
			Belted	Not belted	Unsure	Total
Sunday	% within day	Estimate	92.2%	7.8%	0.00%	100.0%
		Standard Error	0.8%	0.8%	0.00%	0.0%
		Unweighted Count	640	62	0	702
Monday	% within day	Estimate	88.4%	11.6%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	701	112	0	813
Tuesday	% within day	Estimate	92.3%	7.7%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	715	56	0	771
Wednesday	% within day	Estimate	87.7%	12.3%	0.0%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	970	139	1	1110
Thursday	% within day	Estimate	88.2%	11.7%	0.1%	100.0%
		Standard Error	0.7%	0.7%	0.0%	0.0%
		Unweighted Count	688	102	1	791
Friday	% within day	Estimate	90.7%	9.2%	0.1%	100.0%
		Standard Error	1.0%	1.0%	0.0%	0.0%
		Unweighted Count	990	84	1	1075
Saturday	% within day	Estimate	91.9%	8.1%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	590	65	0	655
Total	% within day	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

observer * passBelt						
observer			passBelt			
			Belted	Not belted	Unsure	Total
Kayla Schear	% within observer	Estimate	72.3%	27.7%	0.00%	100.0%
		Standard Error	0.9%	0.9%	0.00%	0.0%
		Unweighted Count	392	150	0	542
Doug Peterson	% within observer	Estimate	90.7%	9.3%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	309	33	0	342
Dixie Elder	% within observer	Estimate	91.3%	8.7%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	409	40	0	449
Deb Eutsler	% within observer	Estimate	94.3%	5.7%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	230	14	0	244
Susan Parkinson	% within observer	Estimate	95.7%	4.3%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	647	29	0	676
Bryan Shannon	% within observer	Estimate	78.6%	21.0%	0.4%	100.0%
		Standard Error	0.7%	0.7%	0.1%	0.0%
		Unweighted Count	452	126	2	580
Sandra Gabel	% within observer	Estimate	87.0%	13.0%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	427	64	0	491
Amy Still	% within observer	Estimate	96.0%	4.0%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	423	17	0	440
Aspen Miller	% within observer	Estimate	91.0%	9.0%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	253	23	0	276
Dennis Doerr	% within observer	Estimate	96.4%	3.6%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	250	9	0	259
Michelle Winans	% within observer	Estimate	87.8%	12.20%	0.00%	100.0%
		Standard Error	1.3%	1.30%	0.00%	0.0%
		Unweighted Count	72	10	0	82
Kayla Revell	% within observer	Estimate	97.4%	2.6%	0.00%	100.0%

		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	490	13	0	503
Donna Wolfe	% within observer	Estimate	86.1%	13.9%	0.00%	100.0%
		Standard Error	1.0%	1.0%	0.00%	0.0%
		Unweighted Count	204	33	0	237
Randy Edmunds	% within observer	Estimate	84.0%	16.0%	0.00%	100.0%
		Standard Error	1.1%	1.1%	0.00%	0.0%
		Unweighted Count	173	33	0	206
Priscilla Tolhurst	% within observer	Estimate	95.3%	4.5%	0.20%	100.0%
		Standard Error	0.4%	0.4%	0.10%	0.0%
		Unweighted Count	563	26	1	590
Total	% within observer	Estimate	90.1%	9.9%	0.00%	100.0%
		Standard Error	0.3%	0.3%	0.00%	0.0%
		Unweighted Count	5294	620	3	5917

weather * passBelt						
weather			passBelt			
			Belted	Not belted	Unsure	Total
Clear/sunny	% within weather	Estimate	90.5%	9.5%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	3796	406	2	4204
Cloudy	% within weather	Estimate	88.6%	11.3%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	1390	210	1	1601
Light rain	% within weather	Estimate	96.8%	3.2%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	108	4	0	112
Total	% within weather	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

lanes * passBelt						
lanes			passBelt			
			Belted	Not belted	Unsure	Total
One lane	% within lanes	Estimate	88.8%	11.2%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	2385	310	0	2695
Two lanes	% within lanes	Estimate	91.2%	8.7%	0.1%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	2909	310	3	3222
Total	% within lanes	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

direction * passBelt						
direction			passBelt			
			Belted	Not belted	Unsure	Total
North	% within direction	Estimate	90.6%	9.4%	0.00%	100.0%
		Standard Error	0.6%	0.6%	0.00%	0.0%
		Unweighted Count	1244	144	0	1388
South	% within direction	Estimate	90.2%	9.8%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	1281	196	0	1477
East	% within direction	Estimate	88.9%	11.0%	0.0%	100.0%
		Standard Error	0.8%	0.8%	0.0%	0.0%
		Unweighted Count	1475	152	1	1628
West	% within direction	Estimate	90.9%	9.0%	0.1%	100.0%
		Standard Error	0.5%	0.5%	0.0%	0.0%
		Unweighted Count	1294	128	2	1424
Total	% within direction	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

wyPlate * passBelt						
wyPlate			passBelt			
			Belted	Not belted	Unsure	Total
Yes	% within wyPlate	Estimate	87.8%	12.2%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	2550	404	0	2954
No	% within wyPlate	Estimate	93.1%	6.9%	0.1%	100.0%
		Standard Error	0.4%	0.3%	0.0%	0.0%
		Unweighted Count	2722	214	3	2939
Unsure	% within wyPlate	Estimate	92.2%	7.8%	0.00%	100.0%
		Standard Error	2.4%	2.4%	0.00%	0.0%
		Unweighted Count	22	2	0	24
Total	% within wyPlate	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

passGender * passBelt						
passGender			passBelt			
			Belted	Not belted	Unsure	Total
Male	% within passGender	Estimate	84.4%	15.5%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	1607	311	1	1919
Female	% within passGender	Estimate	92.8%	7.1%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	3687	309	2	3998
Total	% within passGender	Estimate	90.1%	9.90%	0.00%	100.0%
		Standard Error	0.3%	0.30%	0.00%	0.0%
		Unweighted Count	5294	620	3	5917

timeStamp * passBelt						
timeStamp			passBelt			
			Belted	Not belted	Unsure	Total
7:30 - 9:30 am	% within timeStamp	Estimate	91.6%	8.4%	0.1%	100.0%
		Standard Error	1.0%	1.0%	0.0%	0.0%
		Unweighted Count	733	79	1	813
9:30 - 11:30 am	% within timeStamp	Estimate	87.3%	12.7%	0.00%	100.0%
		Standard Error	0.8%	0.8%	0.00%	0.0%
		Unweighted Count	1069	116	0	1185
11:30 - 1:30 pm	% within timeStamp	Estimate	91.6%	8.4%	0.0%	100.0%
		Standard Error	0.4%	0.4%	0.0%	0.0%
		Unweighted Count	1450	168	1	1619
1:30 - 3:30 pm	% within timeStamp	Estimate	88.6%	11.4%	0.00%	100.0%
		Standard Error	0.7%	0.7%	0.00%	0.0%
		Unweighted Count	1268	158	1	1427
3:30 - 5:30 pm	% within timeStamp	Estimate	91.1%	8.9%	0.00%	100.0%
		Standard Error	0.4%	0.4%	0.00%	0.0%
		Unweighted Count	774	99	0	873
Total	% within timeStamp	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

roadType * passBelt						
roadType			passBelt			
			Belted	Not belted	Unsure	Total
S1100 Primary Road	% within roadType	Estimate	95.6%	4.3%	0.1%	100.0%
		Standard Error	0.2%	0.2%	0.0%	0.0%
		Unweighted Count	1999	127	3	2129
S1200 Secondary Road	% within roadType	Estimate	87.9%	12.1%	0.00%	100.0%
		Standard Error	0.5%	0.5%	0.00%	0.0%
		Unweighted Count	3145	472	0	3617
S1400 Local/Rural Road	% within roadType	Estimate	87.1%	12.9%	0.00%	100.0%
		Standard Error	0.9%	0.9%	0.00%	0.0%
		Unweighted Count	150	21	0	171
Total	% within roadType	Estimate	90.1%	9.9%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	5294	620	3	5917

passGender * passBelt						
passGender			passBelt			
			Belted	Not belted	Unsure	Total
Male	% within passGender	Estimate	84.4%	15.5%	0.0%	100.0%
		Standard Error	0.6%	0.6%	0.0%	0.0%
		Unweighted Count	1607	311	1	1919
Female	% within passGender	Estimate	92.8%	7.1%	0.0%	100.0%
		Standard Error	0.3%	0.3%	0.0%	0.0%
		Unweighted Count	3687	309	2	3998
Total	% within passGender	Estimate	90.1%	9.90%	0.00%	100.0%
		Standard Error	0.3%	0.30%	0.00%	0.0%
		Unweighted Count	5294	620	3	5917

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	Priscilla Tollhurst	Albany	100.00%	97.06%	99.15%	97.77%	100.00%	98.50%
2	Bryan Shannon	Campbell	100.00%	97.06%	97.81%	96.77%	97.35%	97.25%
3	Amy Still	Carbon	100.00%	100.00%	94.44%	97.87%	99.30%	97.90%
4	Dennis Doerr	Converse	95.00%	100.00%	96.61%	98.25%	98.63%	98.37%
5	Sandra Gabel	Fremont	100.00%	100.00%	98.91%	85.03%	97.33%	95.32%
6	Deb Eutsler	Goshen	80.00%	100.00%	98.17%	98.73%	100.00%	99.23%
7	Dixie Elder	Johnson	100.00%	97.78%	97.81%	98.18%	99.30%	98.27%
8	Aspen Miller	Laramie	100.00%	97.78%	94.51%	98.59%	99.17%	97.51%
9	Donna Wolfe	Lincoln	100.00%	97.78%	100.00%	97.65%	100.00%	98.86%
10	Michelle Winas	Natrona	100.00%	97.78%	97.78%	100.00%	98.92%	98.62%
11	Randy Edmunds	Niobrara	100.00%	95.74%	99.15%	96.77%	98.65%	97.58%
12	Susan Parkinson	Park	95.00%	95.74%	95.05%	97.89%	100.00%	97.17%
13	Doug Peterson	Platte	95.00%	98.68%	96.67%	85.61%	98.94%	94.98%
14	Kayla Revell	Sweetwater	95.00%	98.51%	98.92%	98.28%	98.71%	98.61%
15	Kayla Schear	Uinta	90.00%	99.00%	98.21%	98.21%	100.00%	98.86%
16	Leigh Barber	Alternate 1	95.00%	99.00%	97.81%	98.73%	100.00%	98.89%
17	Bridget White	WY Cor	90.00%	98.99%	100.00%	100.00%	99.18%	99.54%
18	Vicky Peterson	QC2	100.00%	98.98%	95.12%	98.58%	98.68%	97.84%
	State Averages		96.39%	98.33%	97.56%	96.83%	99.12%	97.96%

Appendix F: SBU Unknown Rate

Seat belt Survey Unknown Rates

County	County Code	Unknown Driv+Pass	Total Obsv. Driv+Pass	County Rate
Albany	1	1	2,300	0.000435
Campbell	5	2	2,851	0.000702
Carbon	7	0	1,840	0.000000
Converse	9	2	1,396	0.001433
Fremont	13	0	1,827	0.000000
Goshen	15	0	1,125	0.000000
Johnson	19	0	1,233	0.000000
Laramie	21	0	1,117	0.000000
Lincoln	23	0	1,225	0.000000
Natrona	25	0	603	0.000000
Niobrara	27	0	760	0.000000
Park	29	0	2,607	0.000000
Platte	31	0	1,278	0.000000
Sweetwater	37	0	2,040	0.000000
Uinta	41	0	1,957	0.000000
State		**5**	**24,159**	**0.000207**

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: 0.02070 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	06/11/26	155.47	90	26	92	24	0
618090881	Original	06/12/26	583.09	222	57	252	27	0
168738951	Original	06/13/26	155.47	90	34	102	22	0
168738951	Original	06/13/26	155.47	14	6	18	2	0
168743933	Original	06/12/26	155.47	146	58	182	22	0
604510122	Original	06/10/26	155.47	94	30	108	16	0
636266628	Original	06/13/26	155.47	46	13	50	9	0
168727108	Original	06/08/26	155.47	17	3	17	3	0
639960014	Original	06/09/26	155.47	1	0	1	0	0
647793927	Original	06/11/26	155.47	51	10	49	12	0
168722890	Original	06/14/26	155.47	52	31	73	10	0
636738163	Original	06/10/26	583.09	178	77	230	24	1
168745002	Original	06/14/26	155.47	0	0	0	0	0
604510697	Original	06/10/26	155.47	58	13	61	10	0
604511968	Original	06/09/26	583.09	132	53	161	24	0
618003358	Original	06/11/26	155.47	63	12	58	17	0
638770241	Original	06/12/26	155.47	236	71	273	34	0
604518973	Original	06/09/26	583.09	185	85	245	25	0
604511219	Original	06/08/26	155.47	35	11	39	7	0
146318369	Original	06/14/26	148.54	9	4	8	5	0
146318928	Original	06/13/26	148.54	9	3	12	0	0
146325041	Original	06/10/26	148.54	390	92	337	145	0
146332284	Original	06/08/26	148.54	99	16	85	30	0
146346598	Original	06/10/26	148.54	405	103	324	184	0
146351640	Original	06/10/26	148.54	273	53	212	114	0
146353423	Original	06/08/26	148.54	93	18	82	29	0
607392873	Original	06/12/26	792.42	204	59	216	46	1
607394482	Original	06/08/26	148.54	30	6	28	8	0
607397168	Original	06/09/26	148.54	25	7	28	4	0
607399730	Original	06/09/26	148.54	41	7	40	8	0
607414582	Original	06/11/26	792.42	162	73	200	34	1
607420517	Original	06/13/26	148.54	17	8	18	7	0
607422111	Original	06/14/26	148.54	4	1	3	2	0
607423196	Original	06/11/26	148.54	17	3	15	5	0
641839236	Original	06/12/26	792.42	138	78	193	23	0
643208992	Original	06/10/26	148.54	273	29	213	89	0
643426599	Original	06/13/26	148.54	39	5	25	19	0
652125140	Original	06/09/26	148.54	48	10	37	21	0
148701934	Original	06/13/26	226.71	16	8	23	1	0
148702564	Original	06/13/26	226.71	24	5	28	1	0

148718040	Original	06/10/26	226.71	24	11	32	3	0
148722817	Original	06/14/26	226.71	35	7	38	4	0
148725602	Original	06/14/26	226.71	14	8	22	0	0
148731116	Original	06/08/26	635.16	238	83	312	9	0
148751796	Original	06/10/26	226.71	23	6	25	4	0
148752599	Original	06/09/26	226.71	19	4	22	1	0
611192000	Original	06/09/26	226.71	16	6	21	1	0
617621426	Original	06/08/26	226.71	151	60	202	9	0
619629104	Original	06/12/26	635.16	179	52	228	3	0
619629110	Original	06/12/26	635.16	120	51	169	2	0
634320705	Original	06/11/26	226.71	88	27	100	15	0
636227537	Original	06/09/26	226.71	14	2	16	0	0
637994487	Original	06/13/26	226.71	24	6	29	1	0
638994654	Original	06/11/26	226.71	19	7	26	0	0
639992876	Original	06/12/26	635.16	207	72	272	7	0
639993367	Original	06/08/26	226.71	102	7	100	9	0
639993412	Original	06/12/26	635.16	82	23	103	2	0
146971717	Original	06/12/26	162.12	32	9	40	1	0
146980885	Original	06/14/26	162.12	31	16	42	4	1
146980941	Original	06/14/26	162.12	47	10	47	9	1
146984416	Original	06/14/26	162.12	28	8	35	1	0
146990132	Original	06/13/26	162.12	39	12	48	3	0
146993382	Original	06/10/26	162.12	8	4	11	1	0
146995457	Original	06/13/26	162.12	32	3	26	9	0
146999038	Original	06/11/26	162.12	11	0	9	2	0
147014967	Original	06/09/26	162.12	59	10	54	15	0
606571356	Original	06/10/26	350.66	149	43	180	12	0
606571652	Original	06/09/26	350.66	107	14	111	10	0
606572602	Original	06/11/26	162.12	7	0	4	3	0
606575905	Original	06/09/26	162.12	36	5	35	6	0
606578118	Original	06/08/26	162.12	10	2	9	3	0
606586736	Original	06/11/26	350.66	178	46	205	19	0
626153799	Original	06/11/26	350.66	138	19	136	21	0
633115075	Original	06/12/26	350.66	169	48	215	2	0
636229512	Original	06/08/26	162.12	36	6	35	7	0
649775037	Original	06/13/26	162.12	20	4	24	0	0
148431962	Original	06/09/26	172.41	52	14	32	34	0
148441014	Original	06/10/26	172.41	27	7	29	5	0
148441775	Original	06/12/26	172.41	22	3	25	0	0
148441785	Original	06/12/26	172.41	27	18	41	4	0
148445311	Original	06/09/26	172.41	39	21	59	1	0
148454705	Original	06/10/26	172.41	25	14	37	2	0
148456852	Original	06/10/26	172.41	46	17	56	7	0
148463881	Original	06/08/26	172.41	48	22	54	16	0
148472048	Original	06/14/26	172.41	92	50	123	19	0
148475885	Original	06/14/26	172.41	109	54	149	14	0
148475919	Original	06/13/26	172.41	103	39	107	35	0
148477019	Original	06/14/26	172.41	112	24	105	31	0
631779194	Original	06/12/26	172.41	61	26	86	1	0

635177424	Original	06/08/26	172.41	42	17	46	13	0
636257484	Original	06/13/26	172.41	50	16	49	17	0
636257605	Alternate	06/11/26	172.41	254	57	211	100	0
641079375	Alternate	06/11/26	172.41	82	31	49	64	0
641181863	Original	06/08/26	172.41	51	24	62	13	0
649865571	Original	06/13/26	172.41	94	37	105	26	0
159764187	Original	06/14/26	111.73	1	0	1	0	0
159764392	Original	06/14/26	111.73	1	0	1	0	0
159771454	Original	06/08/26	111.73	40	14	53	1	0
159772596	Original	06/09/26	111.73	23	3	26	0	0
159772678	Original	06/09/26	111.73	54	25	71	8	0
159773125	Original	06/09/26	111.73	119	37	139	17	0
159774918	Original	06/10/26	111.73	142	27	145	24	0
159775310	Original	06/12/26	111.73	12	1	9	4	0
159775373	Original	06/11/26	111.73	67	30	93	4	0
159781512	Original	06/10/26	111.73	128	31	151	8	0
159782598	Original	06/08/26	111.73	47	8	50	5	0
604867100	Original	06/14/26	111.73	6	3	9	0	0
604880877	Original	06/13/26	111.73	58	23	78	3	0
604881016	Original	06/13/26	111.73	7	1	8	0	0
604888294	Original	06/11/26	111.73	12	1	9	4	0
606772650	Original	06/10/26	111.73	134	26	152	8	0
619631067	Original	06/09/26	111.73	7	1	4	4	0
634917921	Original	06/13/26	111.73	17	10	24	3	0
647671818	Original	06/12/26	111.73	6	3	8	1	0
147285886	Original	06/12/26	268.49	17	3	15	5	0
147290433	Original	06/14/26	268.49	9	5	14	0	0
147298892	Original	06/08/26	268.49	13	6	17	2	0
147300370	Original	06/09/26	268.49	20	2	15	7	0
147309909	Original	06/12/26	268.49	20	8	25	3	0
147313872	Original	06/11/26	368.81	76	34	99	11	0
147319715	Original	06/14/26	268.49	4	2	5	1	0
147320451	Original	06/13/26	268.49	5	1	6	0	0
147324875	Original	06/09/26	268.49	10	2	12	0	0
147331905	Original	06/14/26	268.49	1	0	1	0	0
147332534	Original	06/11/26	268.49	23	3	22	4	0
147345807	Original	06/10/26	368.81	86	30	103	13	0
147364519	Original	06/09/26	368.81	87	38	118	7	0
147364534	Original	06/12/26	368.81	110	60	161	9	0
147364570	Original	06/11/26	368.81	79	40	111	8	0
624033356	Original	06/11/26	368.81	10	1	11	0	0
635204131	Original	06/10/26	368.81	90	53	140	3	0
638998128	Original	06/08/26	268.49	79	32	98	13	0
641989342	Original	06/13/26	368.81	114	60	160	14	0
160141886	Original	06/08/26	1703.722634	1	1	0	2	0
160145209	Original	06/08/26	1703.72	11	4	14	1	0
160147996	Original	06/11/26	1703.72	103	17	105	15	0
160148711	Original	06/12/26	1703.72	14	5	18	1	0
160156099	Original	06/10/26	1703.72	23	7	25	5	0

160157250	Original	06/14/26	1703.722634	2	0	1	1	0
160157704	Original	06/13/26	28571.43	167	90	238	19	0
160160330	Original	06/13/26	29325.51	2	1	3	0	0
160166319	Original	06/14/26	1703.72	4	2	6	0	0
160157020	Alternate	06/09/26	1703.72	4	0	3	1	0
160172171	Original	06/11/26	1703.72	4	0	3	1	0
160174678	Original	06/11/26	1703.72	154	30	153	31	0
636255571	Original	06/10/26	1703.72	0	0	0	0	0
604965044	Alternate	06/14/26	29325.51	125	51	152	24	0
636729272	Original	06/10/26	1703.72	127	48	161	14	0
636730637	Original	06/13/26	1703.72	3	1	4	0	0
637803008	Original	06/09/26	1703.72	6	2	7	1	0
641124702	Original	06/12/26	1703.72	45	9	47	7	0
644921860	Original	06/09/26	1703.72	46	8	43	11	0
130298740	Original	06/12/26	150.38	221	72	227	66	0
130299908	Original	06/11/26	150.38	50	28	77	1	0
130303875	Original	06/11/26	150.38	8	2	4	6	0
130306292	Original	06/09/26	150.38	21	6	23	4	0
130308829	Original	06/09/26	150.38	6	2	8	0	0
130310824	Original	06/08/26	150.38	28	6	26	8	0
130314675	Original	06/08/26	150.38	2	0	2	0	0
130319689	Original	06/12/26	150.38	1	0	1	0	0
611002737	Original	06/10/26	150.38	21	4	16	9	0
611004068	Original	06/12/26	150.38	140	36	118	58	0
611004702	Original	06/10/26	150.38	9	0	6	3	0
611008709	Original	06/14/26	150.38	115	43	123	35	0
611008801	Original	06/14/26	150.38	158	69	176	51	0
611010520	Original	06/09/26	150.38	14	4	17	1	0
611010998	Original	06/08/26	150.38	29	6	33	2	0
611011332	Original	06/13/26	150.38	18	8	23	3	0
611011802	Original	06/14/26	150.38	15	7	22	0	0
627036887	Original	06/08/26	150.38	34	6	35	5	0
636283143	Original	06/13/26	150.38	29	7	29	7	0
149015741	Original	06/14/26	3023.431595	4	2	6	0	0
149017914	Original	06/14/26	3023.43	13	6	17	2	0
149021284	Original	06/12/26	3023.431595	3	1	4	0	0
149021340	Original	06/12/26	3023.43	222	24	198	48	0
149023224	Original	06/10/26	3023.43	11	5	13	3	0
149025690	Original	06/10/26	3023.431595	2	0	1	1	0
149026050	Original	06/08/26	3023.431595	1	0	0	1	0
149036602	Original	06/09/26	3023.431595	2	0	1	1	0
607701209	Original	06/13/26	3023.43	21	10	26	5	0
607706998	Original	06/13/26	3023.431595	0	0	0	0	0
607725194	Original	06/10/26	3023.431595	3	1	4	0	0
607745764	Original	06/11/26	3023.43	172	21	170	23	0
607752264	Original	06/13/26	3023.43	7	0	7	0	0
616592941	Original	06/09/26	3023.43	17	3	15	5	0
619767525	Original	06/10/26	3023.43	11	3	8	6	0
645248806	Original	06/11/26	3023.43	11	2	12	1	0

645250521	Original	06/08/26	3023.43	3	1	3	1	0
645429047	Original	06/08/26	3023.43	4	0	4	0	0
649767068	Original	06/09/26	3023.43	14	3	17	0	0
160334025	Original	06/12/26	52.91	10	2	9	3	0
160334140	Original	06/12/26	52.91	9	2	7	4	0
160335469	Original	06/09/26	52.91	26	10	28	8	0
160337121	Original	06/12/26	52.91	2	1	0	3	0
160337706	Original	06/11/26	52.91	57	12	44	25	0
160337890	Original	06/11/26	52.91	129	60	148	41	0
160340671	Original	06/10/26	52.91	9	3	11	1	0
160343402	Original	06/08/26	52.91	30	8	34	4	0
160343488	Original	06/08/26	52.91	17	4	21	0	0
160345307	Original	06/08/26	52.91	71	29	91	9	0
160345416	Original	06/09/26	52.91	43	21	52	12	0
160347401	Original	06/09/26	52.91	52	26	73	5	0
160348556	Original	06/13/26	52.91	3	2	3	2	0
160348563	Original	06/13/26	52.91	1	0	1	0	0
160348662	Original	06/14/26	52.91	6	2	5	3	0
160349376	Original	06/14/26	52.91	5	1	5	1	0
160351777	Original	06/11/26	52.91	45	13	43	15	0
607029259	Original	06/10/26	52.91	17	6	17	6	0
629141912	Original	06/10/26	52.91	22	4	9	17	0
149180660	Original	06/12/26	173.91	43	8	51	0	0
149185417	Original	06/09/26	173.91	47	29	73	3	0
149186709	Original	06/11/26	173.91	32	10	38	4	0
149193121	Original	06/14/26	173.91	118	28	118	28	0
149194246	Original	06/13/26	173.91	18	4	19	3	0
149194593	Original	06/14/26	173.91	59	21	66	14	0
149195125	Original	06/13/26	173.91	49	11	50	10	0
149195916	Original	06/12/26	173.91	132	25	142	15	0
149215207	Original	06/08/26	173.91	164	119	261	22	0
149204979	Original	06/10/26	173.91	225	49	254	20	0
149210530	Original	06/11/26	173.91	39	15	52	2	0
149214639	Original	06/11/26	173.91	99	33	94	38	0
612521051	Original	06/12/26	173.91	72	10	76	6	0
612521597	Original	06/10/26	173.91	206	64	238	32	0
612521622	Original	06/10/26	173.91	227	63	257	33	0
614772268	Original	06/13/26	173.91	130	50	158	22	0
636258227	Original	06/08/26	173.91	108	76	177	7	0
625177708	Original	06/09/26	173.91	38	22	60	0	0
639001485	Original	06/14/26	173.91	125	39	128	36	0
160423647	Original	06/09/26	366.27	121	39	152	8	0
160423732	Original	06/09/26	366.27	120	48	158	10	0
160425500	Original	06/08/26	168.96	1	0	0	1	0
160429210	Original	06/11/26	168.96	3	0	0	3	0
160432818	Original	06/14/26	168.96	12	8	20	0	0
160433472	Original	06/13/26	168.96	54	26	72	8	0
160437396	Original	06/11/26	366.27	109	41	140	10	0
160441132	Original	06/13/26	168.96	79	36	68	47	0

160445645	Original	06/10/26	168.96	48	7	34	21	0
604817624	Original	06/14/26	168.96	21	11	27	5	0
604821509	Original	06/12/26	168.96	10	2	9	3	0
604824280	Original	06/09/26	366.27	79	20	91	8	0
604828880	Original	06/08/26	168.96	6	2	6	2	0
604832972	Original	06/10/26	168.96	13	2	7	8	0
606896274	Original	06/09/26	168.96	19	9	21	7	0
633079056	Original	06/11/26	366.27	103	31	130	4	0
636250523	Original	06/12/26	168.96	17	2	14	5	0
638072672	Original	06/14/26	168.96	14	9	22	1	0
639807648	Original	06/10/26	366.27	107	49	145	11	0
149464552	Original	06/11/26	254.63	20	10	29	1	0
149464581	Original	06/11/26	254.63	24	14	35	3	0
149475478	Original	06/12/26	254.63	77	23	96	4	0
149479278	Original	06/12/26	254.63	76	24	91	9	0
149485073	Original	06/09/26	553.43	114	24	131	7	0
149491408	Original	06/14/26	254.63	19	9	26	2	0
149493811	Original	06/13/26	254.63	11	6	16	1	0
149502295	Original	06/10/26	254.63	209	25	213	21	0
149504310	Original	06/08/26	553.43	168	49	204	13	0
149513299	Original	06/14/26	254.63	10	3	12	1	0
618327230	Original	06/12/26	254.63	71	30	98	3	0
618327614	Original	06/08/26	553.43	103	39	129	13	0
618328315	Original	06/12/26	254.63	66	22	83	5	0
618328331	Original	06/11/26	254.63	16	4	18	2	0
618328388	Original	06/13/26	553.43	195	76	263	8	0
633104861	Original	06/09/26	553.43	154	59	211	2	0
634701819	Original	06/09/26	553.43	132	59	189	2	0
637958402	Original	06/08/26	254.63	20	3	20	3	0
646130968	Original	06/10/26	254.63	52	24	73	3	0
160257919	Original	06/11/26	132.20	37	11	41	7	0
160260118	Original	06/08/26	368.77	184	96	187	93	0
160260328	Original	06/10/26	368.77	148	60	180	28	0
160263191	Original	06/13/26	132.20	61	29	57	33	0
160265104	Original	06/09/26	132.20	12	5	10	7	0
160268998	Original	06/14/26	132.20	16	10	20	6	0
160269191	Original	06/14/26	132.20	74	48	94	28	0
160277885	Original	06/08/26	132.20	99	33	84	48	0
160278319	Original	06/09/26	132.20	84	24	65	43	0
160278593	Original	06/12/26	132.20	35	11	29	17	0
606036141	Original	06/08/26	132.20	183	56	144	95	0
606039533	Original	06/10/26	368.77	75	20	71	24	0
623883922	Original	06/12/26	132.20	28	12	33	7	0
627006231	Original	06/12/26	132.20	183	54	136	101	0
636254190	Original	06/11/26	368.77	160	59	166	53	0
637983427	Original	06/13/26	132.20	12	3	9	6	0
638334180	Original	06/13/26	132.20	24	11	22	13	0
638525027	Original	06/09/26	132.20	0	0	0	0	0
647556320	Original	06/11/26	368.77	0	0	0	0	0

				18242	5917	20479	3675	5

Standard Error of Statewide Belt Use Rate[3]: 0.2 percent

Nonresponse Rate as provided in §1340.9 (f)

Nonresponse rate for the survey variable seat belt use: 0.02070 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	F6.4	F6.4
TLID	2	<none>	Scale	Input	12	Right	F12.10	F12.10
SRSWOR	3	<none>	Scale	Input	12	Right	F10.4	F10.4
County	4	County	Nominal	Input	12	Right	F3.1	F3.1
Site#	5	Site #	Nominal	Input	12	Right	F3.1	F3.1
Population	6	<none>	Nominal	Input	12	Right	F3.1	F3.1
Roadway	7	<none>	Nominal	Input	12	Right	F3.1	F3.1
weight	8	<none>	Scale	Input	14	Right	F16.13	F16.13
day	9	<none>	Nominal	Input	12	Right	F3.1	F3.1
observer	10	<none>	Nominal	Input	12	Right	F3.1	F3.1
weather	11	<none>	Nominal	Input	12	Right	F3.1	F3.1
lanes	12	<none>	Nominal	Input	12	Right	F3.1	F3.1
direction	13	<none>	Nominal	Input	12	Right	F3.1	F3.1
driverGender	14	<none>	Nominal	Input	12	Right	F3.1	F3.1
driverBelt	15	<none>	Nominal	Input	12	Right	F3.1	F3.1
carType	16	<none>	Nominal	Input	12	Right	F3.1	F3.1
wyPlate	17	<none>	Nominal	Input	12	Right	F3.1	F3.1
passBelt	18	<none>	Nominal	Input	12	Right	F3.1	F3.1
passGender	19	<none>	Nominal	Input	12	Right	F3.1	F3.1
timeStamp	20	<none>	Nominal	Input	12	Right	F3.1	F3.1
SRSWORinvert	21	Analysis weight (1/SRSWOR) -- required by jim2023.csaplan	Scale	Input	14	Right	F12.4	F12.4

Variables in the working file

Variable Values		
Value		Label
County	1.0	Albany
	5.0	Campbell
	7.0	Carbon
	9.0	Converse
	13.0	Fremont
	15.0	Goshen
	19.0	Johnson
	21.0	Laramie
	23.0	Lincoln
	25.0	Natrona
	27.0	Niobrara
	29.0	Park
	31.0	Platte
	37.0	Sweetwater
	41.0	Uinta
Population	1.0	Urban
	2.0	Rural
Roadway	11.0	S1100 - Primary Road
	12.0	S1200 - Secondary Road
	14.0	S1400 - Local/Rural Road, City Street
day	1.0	Sunday
	2.0	Monday
	3.0	Tuesday
	4.0	Wednesday
	5.0	Thursday
	6.0	Friday
	7.0	Saturday
observer	7.0	Bridget White
	14.0	Vicky Peterson
	35.0	Kayla Schear
	44.0	Doug Peterson
	47.0	Dixie Elder
	48.0	Deb Eutsler
	51.0	Susan Parkinson
	80.0	Bryan Shannon
	81.0	Sandra Gabel
	86.0	Amy Still
	87.0	Aspen Miller
	97.0	Dennis Doerr
	100.0	Michelle Winans
	101.0	Kayla Revell
	102.0	Donna Wolfe
	104.0	Randy Edmunds
	105.0	Priscilla Tolhurst
weather	1.0	Clear/sunny
	2.0	Cloudy
	3.0	Foggy
	4.0	Light rain
	5.0	Snow/ice
	6.0	Heavy rain
	7.0	Occasional rain
lanes	1.0	One lane
	2.0	Two lanes
direction	1.0	North
	2.0	South
	3.0	East
	4.0	West
driverGender	1.0	Male
	2.0	Female
	3.0	Unsure
driverBelt	1.0	Belted
	2.0	Not Belted
	3.0	Unsure
carType	1.0	Auto
	2.0	Van
	3.0	Sport Utility Vehicle (SUV)
	4.0	Pickup Truck
wyPlate	1.0	Yes
	2.0	No
	9.0	Unsure
passBelt	1.0	Belted
	2.0	Not Belted
	3.0	Unsure
	99.0	No Passenger
passGender	1.0	Male
	2.0	Female
	3.0	Unsure
	99.0[a]	Missing
timeStamp	1.0	7:30 - 9:30 am
	2.0	9:30 - 11:30 am
	3.0	11:30 am - 1:30 pm
	4.0	1:30 - 3:30 pm
	5.0	3:30 - 5:30 pm

Report prepared by:

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