



*Wyoming's  
Highway Safety  
Behavioral Program  
Annual Report  
2014*



## ***INTRODUCTION***



Matt Mead was sworn in as Wyoming's 32nd Governor on January 3, 2011. Born in Jackson, Wyoming, Governor Mead was raised on the family ranch in Teton County. He has a law degree from the University of Wyoming and a BA degree from Trinity University in San Antonio. The Governor has served as a county and federal prosecutor, practiced in a private firm, and served as United States Attorney for Wyoming from October 2001 to June 2007. After he stepped down as U.S. Attorney, Matt and his wife Carol, the First Lady, returned full time to operating their farming and ranching business in southeast Wyoming.

Since taking office, the Governor has put a focus on economic growth, a state energy strategy, consolidation of government services, supporting local government and enhancing infrastructure, and creating additional access to high-speed broadband.

Governor Mead continues to travel to communities around the state to hear from residents in the places where they live and work. He maintains an open door policy in his office at the Capitol Building.

Representing the interests of the state, the Governor also serves in regional and national leadership roles. He serves on the Council of Governors and the Natural Resources Committee of the National Governors Association. He is also co-chair of the State and Federal Sage Grouse Task Force, which brings together federal officials and representatives of 11 western states for a regional conservation effort.

Matt and Carol have been married 23 years. They have two teenage children, Mary and Pete.

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**WYOMING'S HIGHWAY SAFETY  
BEHAVIORAL PROGRAM  
ANNUAL REPORT  
FY 2014**

**DECEMBER 31, 2014**

**MATTHEW H. MEAD  
GOVERNOR OF WYOMING**

**Matthew D. Carlson, P.E.  
State Highway Safety Engineer  
Governor's Representative for Highway Safety**

**Dalene A. Call, Manager  
Highway Safety Behavioral Program**

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**Wyoming Department of Transportation**  
**FY2014 Highway Safety Behavioral Program**

**Office Structure**

The Wyoming Highway Safety Behavioral Office is one of the Highway Safety Program sections within the Department of Transportation. The section consists of four staff members that report to the Governor's Representative. Together, with the insight of skilled veterans, all are focused on refinements in problem identification, project expectations, evaluation and the communications of each. Listed below are the members of the Highway Safety Behavioral Office:

**Governor's Representative:**

Matthew D. Carlson, P.E.  
Governor's Representative for Highway Safety  
State Highway Safety Engineer

**Highway Safety Behavioral Office Staff:**

Dalene A. Call  
Highway Safety Behavioral Program Manager

Karson James  
Senior Financial/Grant Office Manger  
**Areas:** Agency Financial, Grants Tracking System (GTS), Governor's Council on Impaired Driving, Media, etc.....

Stephanie Lucero  
Senior Grants Manager  
**Areas:** Law Enforcement DUI, Occupant Protection, Data Analysis, Traffic Records, Problem ID, TRCC, Underage Drinking, etc.....

Kenneth Ledet  
Grants Manager  
**Areas:** Safe Communities, Law Enforcement, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distractive Driving, etc....

Fortunately, each employee goes well beyond the parameters noted above to improve the efforts of the office. We are deeply committed to our goal of reducing the number of persons injured and killed on Wyoming roadways.



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### Compliance to Certifications and Assurances

The Wyoming Department of Transportation, Highway Safety Program (aka Highway Safety Office) has complied with all the Certifications and Assurances required under 49 CFR Part 18 and 19, 23 U.S.C. Chapter 4, 23 CFR Chapter 11, NHTSA Order 462-6C, and the Highway Safety Grant Funding Policy. Additionally and more specifically the following assurances are made.

1. At least 40 percent of all Federal funds apportioned to Wyoming were expended for the benefit of the local highway safety programs. The FY2014 percentage was 40.78%
2. Support national highway safety goals by participating in national law enforcement mobilizations, sustained enforcement of statues addressing impaired driving, occupant protection and driving in excess of posted speed limits.
3. Support national highway safety goals by conducting an annual safety belt use survey using NHTSA acceptable methodology. The June 2014 survey observed 79.2% of all vehicle occupants were wearing safety belts.
4. Development of a statewide data system to provide timely and effective data analysis to support allocation of highway safety resources.
5. The Wyoming Highway Patrol and the members of the Wyoming Sheriffs and Chief of Police Association (WASCOP) follows the IACP guidelines established for vehicular pursuits.



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Matthew D. Carlson, P.E.  
State Highway Safety Engineer  
Governor's Representative for Highway Safety

12-22-14

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Date:

## ***405b LOW PUBLIC EDUCATION***

**Project Name:**                    **Alive at 25**  
**Project Number:**               **M2PE-2014-14-M2-01**  
**Total Funds Expended:**       **\$65,272.86**

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA 402 - OCCUPANT PROTECTION**

**PROJECT: OP-2014-14-OP-02 FOR DETAILS.**

**Project Name:** WASCOP Media Dissemination  
**Project Number:** M2PE-2014-14-M2-02  
**Total Funds Expended:** \$19,122.67

### **Achievements**

The Media Coordinator Project has become a cost efficient and effective tool statewide to assist in promoting highway safety messages. The project is a means of mass distribution on a statewide basis of materials related to an event, as well as provides a conduit for a statewide consistent messaging system. Each county has at least one media coordinator that is responsible for increasing the public's awareness in highway safety.

The Media Coordinator was a pilot project which was initiated in September of 2011. The Highway Safety Office with staff from Johnson & Associates developed the basic structure of a statewide media distribution plan using law enforcement agencies already involved in the HVE/DUI grant process. Law enforcement agencies were provided the opportunity to be compensated with overtime funds to distribute posters, radio, and print media related to national and local events through this funding opportunity with the option of using civilian personnel in lieu of sworn officers if the resource was more available.

The value of the project has been recognized by our law enforcement partners to the extent that much of the work completed benefiting this project is accomplished on-duty by those project coordinators or designee alleviating the use of grant funds.

### **Future Strategies**

The Highway Safety Office (HSO) employs a strategic problem-based approach to reducing the number of alcohol-involved crashes and unbelted injuries due to traffic crashes. An enhanced enforcement effort was initiative in four counties with the lowest seat belt usage rate and 7 counties with the most alcohol related crashes.

A critical component of the enhanced enforcement strategy is to provide support for the Enhanced High Visibility Enforcement effort with a continuous local public media/messaging effort. The purchase of the media is to create the perception among the motoring public in the targeted counties that if they drive impaired – or without buckling up – they will be caught by the increased enforcement effort. This project provides for a coordinated method and process for providing localized media/messaging support for the various enhanced DUI and occupant protection enforcement initiatives throughout the State.

The primary goals are to reduce the number of injuries and fatalities in alcohol-related traffic crashes and second, to increase seat belt usage in the State.

***405b Occupant Protection  
(Low OP Information System)***

**Project Name:** OP LOW Information System

**Project Number:** M2OP-2014-00-00-00

**Total Funds Expended:** \$0.00

**Achievements**

There was no activities for this Program Area

## ***405c DATA PROGRAM***

**Project Name:** WASCOP E-Citation  
**Project Number:** M3DA-2014-14-M3-01  
**Total Funds Expended:** \$0.00

### **Achievements**

There were no activities for this Program Area.

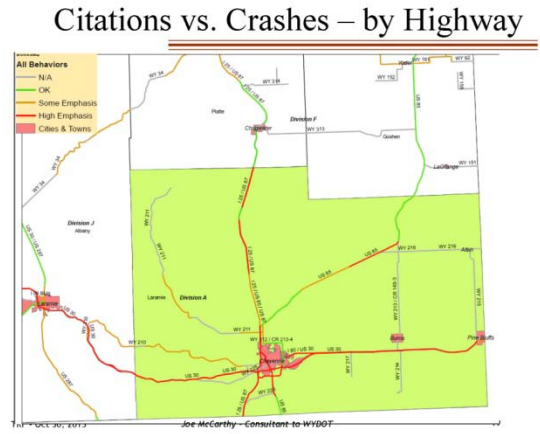
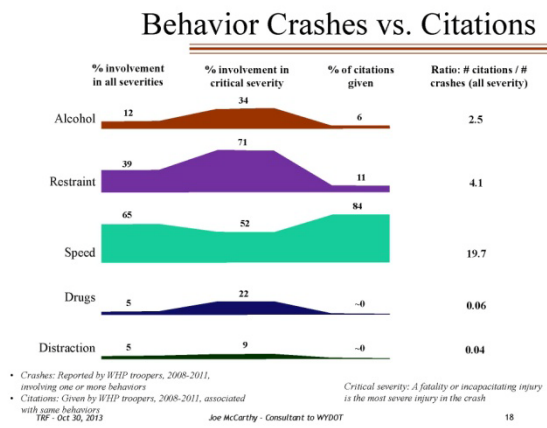
### **Future Strategies**

To do a group purchase of the interface between the mobile devices used by local law enforcement officers to a citation and the records management system. The procurement is essentially sole-sourced to each of the RMS vendors. The project will finalize the translation table to map the various municipal numbering systems to the state uniform statute numbering and provide for travel and training.

**Project Name:** WHP Crash Citation Data Analysis  
**Project Number:** M3DA-2014-14-M3-01  
**Total Funds Expended:** \$668.86

**Achievements**

This project addressed extraction information from the citation database and to integrate the citation data with crash data. The goal was to deploy a set of tools to help WHP focus enforcement attention where it had the most benefit and drive WHP enforcement efforts related to reducing the frequency and severity of crashes. Observations and recommendations were presented to “Command Staff”. Priorities were set going forward with focus on actions for WHP benefit with minimized efforts/costs.



**Future Strategies**

This project will not be funded in FY2015. However, work developed with grant funds will continue to move forward.

**Project Name:** GCID – Geo Locating Alc Related Data  
**Project Number:** M3DA-2014-14-M3-03  
**Total Funds Expended:** \$0.00

### **Achievements**

There were no activities for this Program Area.

### **Future Strategies**

To assess the feasibility of integrating several specific data sets regarding alcohol consumption and traffic safety, and to explore ways of making the resulting information data set available for analysis and decision-making.

The objectives of the project are to

- Obtain the following data sets for a pilot county:
  - Crash
  - Citation
  - Arrests involving alcohol
  - Locations of liquor licensees
- Demonstrate various ways to integrate the data sets to
  - Determine which methodology provides the best results
- Identify recommended improvements to the different data sets and methods of combining the data for analysis
- Create an integrated data set regarding alcohol use and crashes that can be used to drive decisions to improve traffic safety, in areas such as:
  - Enforcement
  - Policy
  - Legislation



**Project Name:** WECRS Quality Control  
**Project Number:** M3DA-2014-14-M3-06  
**Total Funds Expended:** \$0.00

**Achievements**

There were no activities for this Program Area.

**Future Strategies**

No federal grant funds will be used to further this project. State funds and personnel will continue to work on this project.

## ***405d IMPAIRED DRIVING (Mid HVE)***

**Project Name:** GCID Enhanced Enforcement Initiative  
**Project Number:** M5HVE-2014-14-M5-01  
**Total Funds Expended:** \$81,118.89

### **Achievements**

This project was initiated by the Governor's Council on Impaired Driving after reviewing recent crash data and discussing the need for an additional, concentrated and more strategic enforcement initiative in the state. On August 8, 2012 the Council voted to support this initiative and directed the Council facilitator to work with the Highway Safety Office (HSO) to develop, fund and implement a comprehensive enforcement initiative in seven selected Wyoming counties.

This initiative utilizes a comprehensive approach for providing enhanced enforcement in the selected counties and incorporates training, media support and more strategic deployment. All law enforcement agency administrators in the selected counties pledged their support and willingness to participate in this enhanced enforcement initiative. Additional grant funding was made available to those agencies that had the capacity and were willing to increase their level of overtime DUI enforcement activities. A more strategic deployment for the enhanced enforcement was accomplished by analyzing recent crash data by date, time and location and providing deployment maps to the participating agencies.

There were agencies in the selected counties that were not be able to increase their level of overtime enforcement for this initiative due to existing staffing shortages. Plans were developed to support the enhanced enforcement with a continuous, local public media/ communication effort. The purpose of this media support was to create the perception among the motoring public that if they drove while impaired – they would be caught by the increased enforcement effort. Highway safety media coordinators who were already in place in each county were tasked to assist in the dissemination of the media that was produced specifically for this initiative.

A training assessment was conducted the first year of operation for the participating agencies and an eight-hour DUI enforcement training curriculum was developed and delivered for officers on the departments that participated in this initiative. Training was offered two times locally to accommodate shift-work considerations. Training was also offered to all department personnel thus increasing the potential number of officers that could be involved. Recognition of drug impaired drivers was also a focus of the training due to the increasing number of incidents that been occurring recently. Training during this year of operation was accomplished within a separate training grant to provide enhanced drug training to officers statewide.

Four national events during this project year were selected for increased enforcement and local media messaging: Holiday season, Superbowl weekend, Fourth of July and August Crackdown. Agencies also had the option of increased enforcement during one local event of their choice. Grant funds were provided for additional enforcement, as well as for local media messaging. Several agencies partnered in this effort through MOU's and increased their presence and effectiveness. As an example, the number of DUI arrests for this year's Cheyenne Frontier Days were doubled from previous years.

Although this project has been operational for just nineteen months, the results of this comprehensive effort appear to be making a difference. This initiative has also been bolstered by media support from the Governor's Council on Impaired Driving and a heightened commitment by the law enforcement agencies statewide. The results are promising, with marked reductions in all alcohol-related crashes in 2013 from 2012:

- 102 fewer alcohol-involved crashes
- 42 fewer alcohol-involved injury crashes
- 16 fewer alcohol-involved fatality crashes

For the first seven months of this calendar year, the statistics are as follows (compared with 2013 statistics):

- 24 fewer alcohol-involved crashes
- 51 fewer alcohol-involved injury crashes
- 12 more alcohol-involved fatality crashes (This statistic is disturbing and will require additional discussion and analysis to decide whether a change in strategy is necessary)

This project was completed on schedule with all identified objectives accomplished. There is a total of \$124,450.31 of unexpended funds remaining in the budget. The major portion of unexpended funds was for overtime enforcement that was not utilized due to staffing shortages in participating agencies.

### **Future Strategies**

This project is now absorbed into the Highway Safety Office statewide media and high visibility overtime enforcement grants.

**Project Name:** WHP Sturgis Detail  
**Project Number:** M5HVE-2014-14-M5-02  
**Total Funds Expended:** \$74,963.62

### **Achievements**

The Sturgis rally is the largest motorcycle rally in the world. The Ham and Jam run has been declared an annual event. The Wyoming Highway Patrol Special Services Squad was activated to provide additional law enforcement in the area. There were 1,548 citations with 6 DUI's.

### **Future Strategies**

Increased population and volumes of motorcycle traffic are associated with special events such as Ham and Jam Rally/Sturgis Rally. During these events the Patrol usually sees a higher amount of motorcycle crashes, impaired drivers, and criminal activity.

The Ham and Jam Rally is in conjunction with the annual Sturgis Motorcycle Rally, which encompasses the Black Hills, adjacent communities, and major travel corridors which are affected by rally traffic. The Sturgis rally is the largest motorcycle rally in the world. The Ham and Jam Rally has been declared an annual event by the Governor and the Wyoming Highway Patrol Special Services Squad is activated to provide additional law enforcement in the area. The Patrol deploys troopers from around the state to assist the local divisions with the influx of traffic.

The mission of the Patrol during this deployment is to ensure the safety of the motoring public and citizens through effective and impartial enforcement of Wyoming statues. A special emphasis will be on motorcycle safety and the reduction of traffic crashes throughout the operational area and the State. Safety, Service and Criminal Apprehension will at all times be our priority.

**Project Name:** WASCOP DUI Overtime Enforcement  
**Project Number:** M5HVE-2014-14-M5-04  
**Total Funds Expended:** \$344,707.20

### **Achievements**

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. The enforcement program/plan and the individual projects that comprise it receive continuous follow-up and adjustment as warranted."

**Please see Appendix page \*\*\***

### **Future Strategies**

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The Local DUI O/T Enforcement project will be managed by WASCOP. In turn, WASCOP plans to continue its contract with Johnson and Associates to preserve the knowledge base gained and to make the grant management as smooth as possible for grant agencies.

Similar to grant funding by the HSO, WASCOP will provide opportunities to all law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on impaired driving placing the traveling public in jeopardy. Approximately 75 individual grant applications were received, processed and approved for funding in FY2012. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data.

**Project Name:** WHP DUI Overtime Enforcement  
**Project Number:** M5HVE-2014-14-M5-06  
**Total Funds Expended:** \$60,915.63

### **Achievements**

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. There were 2,290 hours used in DUI overtime enforcement resulting in 85 DUI Arrests, 156 Seat Belt and 5 Child Restraint Citations.

### **Future Strategies**

The Wyoming Highway Patrol continues to place priority enforcement activities on the problem of impaired/buzzed drivers driving while under the influence of alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major contributing factor in Wyoming's fatal crashes each year. In Wyoming 36% of the crashes involving alcohol are critical (fatal or incapacitating).

Volunteer overtime will be utilized in addition to our own commitment of overtime and holiday pay for DUI enforcement by our sworn officers. The WHP can provide more patrolling hours and increase enforcement during the times and locations where increased enforcement is needed especially for local celebrations where there is a potential for excessive use of alcohol. This allows the WHP to increase our manpower presence on the highways of Wyoming and emphasize enforcement. Wyoming Highway Patrol's Strategic Plan includes the goal of reduction of alcohol related crashes by 5% annual and also reduces the number of impaired drivers by 5%. District Captains and Lieutenants will review crash data provided by Highway Safety Office and also DUI summaries to decide how best to utilize their troopers for DUI enforcement. Troopers with proven records of DUI enforcement will be authorized to use the DUI Enhanced Overtime. The Wyoming Highway Patrol will utilize approximately 35% of the allotted DUI enforcement hours during the holiday season (December, 2013 and early January, 2014). Remaining allotted DUI enforcement hours will be utilized during the summer travel season, August Alcohol Crackdown and local celebrations. Multi-agency (WHP and local agencies) will participate in DUI Enforcement to demonstrate the combined efforts to remove impaired drivers from the Wyoming highways and streets. WHP's enforcement objective is one DUI arrest per ten hours of patrolling time and the purchase of Blood kits.

***405d IMPAIRED DRIVING  
(Mid ID Coordinator)***

**Project Name:** Region 5 Safe Communities  
**Project Number:** M5IDC-2014-14-M5-01  
**Total Funds Expended:** \$73,217.29

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA SAFE COMMUNITIES**

**PROJECT: SA-2014-14-SA-06 FOR DETAILS.**

## ***405d IMPAIRED DRIVING (Mid Court Support)***

**Project Name:** WASCOP Blood Kits  
**Project Number:** M5CS-2014-14-M5-01  
**Total Funds Expended:** \$4,729.65

### **Achievements**

This project allowed Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) to purchase blood kits for local law enforcement agencies throughout the state for Highway Safety Office (HSO) funded overtime enforcement only. WASCOP distributed the kits based off of traffic safety data such as DUI arrests represented in the Alcohol and Crime in Wyoming by WASCOP, Crime in Wyoming by Department of Criminal Investigation (DCI) and overtime hours. There were 527 blood kits purchased and distributed throughout the State of Wyoming to local law enforcement agencies.

### **Future Strategies**

Finding, arresting and convicting impaired drivers is the key to reducing the number of drunk drivers and persons killed on Wyoming's roadways.

This project will allow WASCOP to purchase blood kits for law enforcement agencies throughout the state for HSO funded overtime enforcement only. WASCOP will distribute the kits based off of traffic safety data such as DUI arrests represented in the Alcohol and Crime in Wyoming by WASCOP and Crime in Wyoming by the Department of Criminal Investigation (DCI) and overtime hours. The targeted distribution will be done by WASCOP during organizational meetings, overtime grant reviews, traffic safety committee meetings, etc. The Highway Safety office (HSO) will assist with the data driven approach as needed.



## ***405d MID PAID/EARNED MEDIA***

**Project Name:** WYDOT PAO Statewide Media

**Project Number:** M5PEM-2014-14-M5-01

**Total Funds Expended:** \$134,358.21

### **Achievements**

Public Affairs Office (PAO) used the alcohol grant funds at many sports venues such as banner advertising in hockey rinks, rodeos (high school, college and professional), college basketball & football, junior college basketball, volleyball and soccer, Denver Broncos radio broadcasts, the UW Coach's Corner radio show, various outdoors-themed radio shows and other outdoors activity products.

With the help of Public Involvement Specialists (PIS), PAO was able to achieve these types of efforts on a statewide basis. Once again, Stephanie Harsha created a strong presence for messaging at the state high school rodeo championships in Rock Springs. This was the third year PAO had such exposure at this heavily attended event.

PAO started the year with impaired driving messages focused on the holidays with state-wide radio and TV buys. Most of the impaired driving media buys for the holidays in FY2014 PAO were made on behalf of the Governor's Council on Impaired Driving. PAO did not want to be repetitive or mix the messaging by making buys other than GCID. PAO utilized Facebook and YouTube presence to share spots to a broader audience.

PAO then focused on winter sports at the schools. PAO continued to strengthen relationships with the community colleges by placing ad buys in their venues, although there is still room to grow with the community colleges. PAO continued to buy on Pandora Internet Radio. Results were strong and will continue efforts with on-line radio. PAO also advertised at a bike polo event and roller derby.

Rodeo season hit and PAO were featured on banners, chutes and jumbo-tron TV screens around the state.

As usual, the efforts of District 5 were exceptional, as Cody Beers has set the bar high for the other PIS to get out there and partner with local entities to promote traffic safety messages.

PAO finished up the year (Alcohol grant-wise) with the usual September/August Crackdown messages, again via the GCID. PAO had those messages on TV, radio, web and statewide in newspapers.

## **Future Strategies**

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified by problem identification. The PAO will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items and printing for the PAO or public information specialists.

The WYDOT PAO has taken the lead in a coordinated media effort with traffic safety partners (i.e., Media Coordinators, Safe Communities, Law Enforcement) to ensure continuity of message, eliminate duplication of effort and enhance the overall effectiveness of grant funded traffic safety enforcement efforts statewide. The coordination will focus on August Crack Down, holiday campaigns and local campaigns that focus on impaired drivers. This will increase the visibility of the enforcement efforts during each of the campaigns.

## ***405d IMPAIRED DRIVING (Mid Training)***

**Project Name:** DECP/SFST Coord. Training  
**Project Number:** M5TR-2014-14-M5-01  
**Total Funds Expended:** \$200,966.47

### **Achievements**

#### **DRE Training Summary**

From April 21, 2014 through April 25, 2014, a DRE Instructor school was held in Laramie. Although the school had all twelve slots initially filled, one candidate had to withdraw due to unforeseen obligations with his agency. Of the remaining eleven students, ten were able to complete their instructor certifications. The eleventh candidate had a family emergency and was unable to attend the field certifications but is still working to complete his certification.

From May 12, 2014 through May 22, 2014, the seventh Drug Recognition Expert Preliminary School and Basic school was completed in Laramie. Twenty-two Wyoming students from eighteen different agencies completed the classroom portion of the training. A twenty-third student from a nineteenth agency was unable to successfully pass the Preliminary School and was not allowed to continue on to the seven day DRE School. The training included two alcohol workshops where volunteers were brought in and dosed with alcohol to the point where they exhibited physiological effects of being under the influence of a central nervous system depressant.

Alcohol for these labs was again provided at no charge by the Wyoming Liquor Commission. Of the twenty-two Wyoming students who started the training, twenty-one completed the field certification portion of the training. The senior instructor was from Wyoming and our Course Manager was from New Mexico. The remaining instructors were Wyoming Instructors, one South Dakota Instructor, and several Wyoming Instructor candidates who were finishing up their certification training. Upon the completion of the training, a graduation ceremony was held. All the administrators and contributors to the program were invited but none were able to attend.

The twenty-one students were divided into three separate groups for the field certifications in Fresno and Oakland, California. Students and Wyoming Instructors were flown out to California where two rental vans were used to shuttle them around. The students were housed at the Hampton Inn in Fresno and the Courtyard by Marriott in Oakland. The actual evaluations were conducted at the local California Highway Patrol Field Offices in both locations with the assistance of CHP DRE Instructors. All twenty-one students completed the necessary evaluations for certification.

## **SFST Training Summary**

With respect to SFST training, the three WLEA classes were all full with 36 students in each class- resulting in 108 officers trained in the 24 hour SFST basic course. There was only one request for a SFST refresher course, which was held in Evanston and had 13 officers in attendance.

## **Program Summary**

The budget for SFST refresher training was lower than anticipated due to the fact that several of the WLEA SFST Instructors were able to train on duty time, and the fact that not all the twenty four available slots for the DRE School were able to be filled. The funding was sufficient to obtain ultraviolet penlights and high-quality stethoscopes for all Wyoming DREs as well as HGN/VGN recording equipment to replace obsolete equipment and a suite of alcohol training materials.

When combining the SFST, SFST Refresher, ARIDE, DRE Instructor, and DRE training, 7,696 hours of training was delivered to over 300 Wyoming Peace Officers during the grant year. As you are aware, with 88 DREs around the State, the recommended plan is to continue conducting a DRE class only every even year and to hold a training conference to accommodate recertification requirements every odd year.

All in all, inaugural year of the comprehensive Wyoming Impaired Driving Program was a success and I expect continued success out of the next year of the program.

## **Future Strategies**

Wyoming's Drug Evaluation and Classification Program (DECP) began in 2006. Currently, there are 75 Drug Recognition Experts (DREs) stationed throughout the state, working for various law enforcement agencies. The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was developed by the National Highway Traffic Safety Administration (NHTSA). ARIDE was created to address the gap in training between the Standardized Field Sobriety Testing (SFST) and the DECP. The SFST program trains officers to identify and assess drivers suspected of being under the influence of alcohol while the DECP provides more advanced training to evaluate suspected drug impairment.

The Impaired Driving Program Manager will also be responsible for planning and coordination of the biannual Governor's Conference on Impaired Driving in odd years as well as the biannual DRE Basic class and field certifications in even years. It has become common practice to hold an Impaired Driving Conference during the spring of every odd year in Wyoming. This conference provides an opportunity to bring law enforcement officer and prosecutors together for updated training and networking opportunities.

Since the inception of the DRE Program, agencies have either been paying the overtime for these callouts out of their own budgets or have not been making off-duty DREs available for callouts. The ability to be reimbursed for these overtime expenses would help ensure the availability of DREs in these cases. A callout for a DRE evaluation on a normal DUI arrest should take no more than three hours of overtime on average. Callouts for investigation of a fatal or serious injury crash may take longer. Wyoming DREs performed 164 enforcement evaluations in 2013 however many of these were conducted while the DREs were already on shift. It will also be made clear to participating agencies that if they are called out on an overtime basis, they would be able to request reimbursement as long as the callout is not in the existing scope of work the DREs do currently (i.e., call outs on drug/alcohol suspected DUI arrests or fatal crash causal factors).

Traffic Safety conferences and trainings are required to stay current on national trends, issues and best practices. Conferences and trainings can include, but not limited to: Impaired Driving Conferences, Recertification of DREs, Advanced Roadside Impaired Driving Enforcement, SFST Training.

## ***405d IMPAIRED DRIVING (Mid Information System)***

**Project Name:** TSRP  
**Project Number:** M5IS-2014-14-M5-01  
**Total Funds Expended:** \$107,454.28

### **Achievements**

A large part of FY 2014 was devoted to starting the Traffic Safety Resource Prosecutor (TSRP) program and becoming familiar with the resources available for assisting with the Wyoming TSRP program. Wyoming had a previous TSRP, but unfortunately upon his leaving the position at the end of March 2013, he didn't leave much to utilize in moving the Wyoming TSRP program forward. As such it was necessary to start the Wyoming TSRP program from the ground up, which was good in some respects as it allowed the TSRP to design the program to fit the needs of Wyoming while using other states' TSRP programs as models. The TSRP familiarized herself with the TSRP program in order to build a solid foundation from which the Wyoming program could move forward, by reviewing any documents and manuals provided to from the National Traffic Law Center, these documents were created in order to assist TSRPs in carrying out their programs. Our TSRP was able to do some networking with TSRPs from other states and was able to develop strong relationships in which to seek assistance and guidance if needed. Identification of key players in the Wyoming Traffic Safety arena to include in portions of the TSRP program in order to make the program as strong and as diverse to make as it needs to be in order to be successful. Additionally, a meeting was held with the Colorado TSRP, Chris Halsor, to become familiar with the Colorado TSRP program and gain insight into what has worked for Colorado and what has not worked. The TSRP also met with Mike Moore of the Wyoming Chemical Testing Program to tour the Wyoming Chemical Testing lab, become more familiar with the program, and discuss various issues and other things they would like to see from the Wyoming TSRP program. In order to develop a strong TSRP program, additional research was done as to what other TSRPs from around the country were doing with their programs and took a good look at those that had available websites to get a feel for the information they were providing to their States as well as determine some of the aspects of the varying websites that would be useful to Wyoming.

In determining what was valuable and needed for traffic safety enforcement in Wyoming, a needs assessment survey was created for both prosecutors and law enforcement as part of moving the Wyoming TSRP program forward. This needs assessment survey has helped mold the Wyoming TSRP program by assessing what Wyoming law enforcement and prosecutors not only found useful from the previous TSRP, but also what types of services they would like to see or utilize from the program.

Prior to sending the needs assessment survey, which accompanied a letter to all the prosecutors and law enforcement introducing the new TSRP for Wyoming, this ensured that all of the key players in the traffic safety arena were identified. The TSRP worked diligently on identifying municipalities that have driving while under the influence ordinances and contacted those municipalities to identify the individual prosecutors who handle those types of cases and get their contact information - the same was done for the County Attorney Offices since many of the larger offices have prosecutors dedicated to particular legal arenas.

After identifying all the key prosecutors and law enforcement officers in the traffic safety arena, a letter was sent to them introducing this position and letting them know that it was available for technical assistance with traffic safety issues. This letter prompted several e-mails and phone calls from prosecutors who needed help with various issues related to driving while under the influence cases. The TSRP then began assisting prosecutors and law enforcement officers with technical assistance on various traffic safety issues, such as retrograde extrapolation issues, chemical testing questions, questions regarding drugged driving cases, etc. This technical assistance has continued to be a bulk of the day to day operation of the TSRP program as there are many traffic safety issues that many prosecutors are not familiar with, especially in the drugged driving context as these issues continue to explode with the spillover from Colorado's passing of recreational marijuana. Realizing quickly the appreciation prosecutors and law enforcement officers have in the assistance, the TSRP was able to provide them with traffic safety issues as well as the true value of the TSRP program in Wyoming.

The TSRP also sent out a needs assessment survey to these identified prosecutors and law enforcement officers in order to gain some insight into what is needed/wanted/valued in the Wyoming TSRP program. Responses from the needs assessment survey made it was clear that prosecutors would benefit from the following: a forum for prosecutors to discuss ideas and issues; a brief bank for form responses to defense motions; website with links to important information including information on experts, case decisions, and standard questions for witnesses; training on Trial Preparation and Tactic, Motions Practice, SFSTs, DWUI defense tactics, Prosecuting the Impaired Driver, Toxicology, DRE, and Cross-Examination of Defense Experts. It was clear that the prosecutors did not appreciate nor benefited from the newsletter that was sent out by the previous TSRP. As such, the TSRP decided that sending out e-mails and posting information to a forum on issues as they emerge would be more conducive to prosecutors. As for the law enforcement needs assessment it appeared that there was a clear need to garner communication between law enforcement and prosecutors as it was readily apparent that law enforcement officers were frustrated and not confident in the work of their prosecutors.

Law enforcement officers also indicated that they would benefit the following (many similar to the prosecutors): a forum to open discuss topics and issues which would also promote some consistency among the counties in Wyoming (as noted by a few as an important issue); updates on current and trending issues in traffic safety which could be accomplished through e-mail, the forum or some form of social media; and trainings. Throughout the year the TSRP have been working to make these tools a reality.

Throughout the year, the TSRP also attended important Wyoming Supreme Court Oral Arguments and other Court hearings that were important to traffic safety issues. As part of this the TSRP was also able to assist in drafting responses to defense motions and preparing briefs and other court documents.

### **Trainings Attended**

Early in FY2014, the TSRP attended Colorado's Comprehensive DWUI training which was instructed by the Colorado TSRP, Chris Halsor. Not only did this assist me in learning about how to put on such this type of training for law enforcement and prosecutors for Wyoming, but the TSRP was also able to learn some new information regarding DWUI prosecution. Additionally, this training gave me another opportunity to have further discussion with Chris about the Colorado TSRP program, what has worked for him and Colorado and what has not worked. The training also had a wet lab where SFSTs were conducted on individuals who consumed alcohol. The TSRP was able to observe and participate in this wet lab which was beneficial to see how another jurisdiction conducted its wet lab for training purposes.

As part of start-up of the Wyoming TSRP program, the TSRP attended the TSI Highway Safety Program Management course, the TSI Impaired Driving Management Course, the Borkenstein Alcohol Course, the Borkenstein Drug Course on the Effects of Drugs on Human Performance and Behavior, and the NAPCINHTSA Train the Trainer.

As part of continuing education on emerging trends and issues as they relate to traffic safety, the TSRP attended the following conferences: Lifesavers Conference, the annual NAPC/TSRP summer training, the annual IACP/DRE Training Conference on Drugs, Alcohol, and Impaired Driving, the Governors Highway Safety Association Annual Meeting/Conference, and the Wyoming State Bar Association Annual Meeting.

In addition the TSRP attended the following webinars: Drug Free Action Alliance Program Webinar Series: Marijuana Messaging & the Rocky Mountain HIDT A Report Description; Oral Fluid Testing in Oklahoma DUI-Drug Cases; and When Is a Statement Testimonial? The Right to Confrontation in the Wake of Melendez-Diaz, et seq.



The TSRP also attended the Higher Education Summit which focused on town/gown relationships and how we as a community can reach and support the university/community colleges in substance abuse issues which goes hand in hand with traffic safety, specifically DWUI. Furthermore, the TSRP learned about the growing trends in alcohol and drug use, what people do, wear, and say that show they are involved in the drug culture, and how we can notice those things and educate in those areas when it comes time to prosecute an impaired driver. Furthermore, the TSRP attended the MADD No Refusal workshop which provided information and tools to institute No Refusal events in our jurisdiction to aid in the more effective prosecution of impaired drivers.

### **Committee Involvement**

The Wyoming TSRP was involved in the following committees to address traffic safety related issues: The Governor's Council on Impaired Driving (including several sub-committees), the Wyoming Seatbelt Coalition, the WASCOP Traffic Safety Committee, the University of Wyoming A WARE program (for substance related issues), the University of Wyoming Safe Ride Advisory Committee, the Coalition to Prevent Substance Abuse/Albany County Prevention Management

As part of the role on the Governor's Council on Impaired Driving, the TSRP was asked to research the viability/legality of oral fluids testing in the field for Drug DWUIs and present my findings to the Council. In researching this issue, the TSRP was able to get some great information about how the pilot projects work, the legal issues that come with this form of testing, the key players for these pilot projects, and what needs to be done/ changed/ accepted in regard to launching a pilot project of our own as well as what needs to be accomplished after the pilot project in order to make the testing available for statewide law enforcement use. The TSRP was able to present my findings to the Council and the council approved developing a pilot project, however, the project has subsequently run into a snag with the testing devices and the federal "buy America" policy.

The TSRP also began a project with the Prevention Management Organization (PMO) of Wyoming, Albany County Office, to look at statutory language in Laramie's ordinances, other ordinances around the state, and Wyoming state statute to develop language that Wyoming communities can use to ensure that our alcohol laws are effective in what they are intended to accomplish and eliminating "loop holes" in such laws as well as assist in a more uniform approach for alcohol laws within our state. Another project that we are working on is an overconsumption media campaign currently being developed to target university students. The TSRP further attended the DRE Regional Meeting in Denver and participated in a variety of discussions dealing with the DRE program and issues facing the prosecutions of drugged DWUIs in our region.

In addition, The TSRP attended the Ignition Interlock meeting for WYDOT and both the fall and spring NHTSA Regional Meeting. The TSRP presented at the spring NHTSA Regional meeting. The TSRP attended a meeting in Laramie, Wyoming to discuss the viability of a DWUI Court through the Albany County Circuit Court and the implementation of such program to utilize referrals of DWUI offenders written into Municipal Court. The group will subsequently meet to work out the program logistics prior to the program's implementation. The TSRP was also involved and assisted with other TSRPs around the nation in the development of a webinar program which will have one webinar per month on various topics available to prosecutors and law enforcement officers throughout the country. The program begins FY2015.

### **Trainings Instructed**

Assisted the Wyoming Impaired Driving Coordinator with many law enforcement trainings. Assisted in instructing two SFST/DUI Basic courses at the Wyoming Law Enforcement Academy to new police officer recruits both included wet labs for the participants, assisted in instructing three ARIDE courses in Cheyenne and Laramie, assisted with a week long DRE Instructor School which included a wet lab for training purposes, assisted in teaching the DRE preschool and regular school which included two alcohol wet labs for participants, attended the spring NHTSA Regional States Meeting and gave a presentation to the attendees on emerging trends in DWUI prosecutions, which included a brief overview of the start-up of the Wyoming TSRP program. Additionally, The TSRP gave a DWUI Defense presentation at the TSRP summer conference.

Over the course of the last year, the Wyoming TSRP program has been given a strong foundation that will carry the program for many years to come. With this solid foundation the program has been developed to best assist Wyoming prosecutors and law enforcement officers with traffic safety related cases. Because the TSRP has included and worked with many agencies and committees in the conjunction with the TSRP program, these relationships will aid in approaching traffic safety related issues and strengthening traffic safety laws and outcomes.

Furthermore, the strength of relationships and the ability to work well with all the stakeholders involved in the Wyoming traffic safety arena supports this program, as well as other programs, to advance in a positive direction that will tackle traffic safety concerns throughout the state. Specifically, the strong relationship the TSRP program has with the Law Enforcement Liaison program, the Impaired Driving program, the Chemical Testing program, and many others allows for a great training program for prosecutors and law enforcement. This also allows for strong education and information sharing, and will have many positive outcomes progressing forward. The Wyoming TSRP program will only get stronger as it continues to grow and expected continued success as it moves forward.

## **Future Strategies**

The Wyoming TSRP position is an invaluable asset to prosecuting attorneys, law enforcement and other agencies for assistance in effectively prosecuting cases and promoting traffic safety throughout the state. Wyoming ranks among the top in the nation when it comes to DWUI fatalities per populations. The goals will be accomplished by improving communication throughout the state; provide training on traffic safety issues; remaining current on the latest knowledge and issues in traffic safety; and becoming a resource for those issues and providing technical assistance when needed. In the coming year, the TSRP will work with WYDOT and the Highway Safety office to design the TSRP portion of the WYDOT website and develop a Wyoming specific DWUI Traffic Safety manual.

**Project Name:** GCID Facilitator  
**Project Number:** M5IS-2014-14-M5-04  
**Total Funds Expended:** \$113,025.66

### **Achievements**

On September 16, 2011 Governor Matthew H. Mead created a new Council on Impaired Driving by Executive Order 2011-7. The members appointed to this Council were charged with implementing selected recommendations contained in the "Strategic Plan to Reduce Impaired Driving in Wyoming" which was produced by Governor Freudenthal's Leadership Team in September, 2010.

Specifically, the Council has been directed to: 1) serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming; 2) identify priority issues and prevention strategies related to impaired driving; 3) develop plans to implement strategies, including implementing the multi-agency Strategic Plan to Reduce Impaired Driving in Wyoming; 4) recommend content and timing of public awareness and education efforts related to impaired driving; and 5) report to the Governor.

By Executive Order, the Governor selected the facilitator for the Council and delineated the responsibilities and duties of the selected Council facilitator. In October 2012, Johnson and Associates was contracted by Engineering Services of the Wyoming Department of Transportation to provide facilitation and coordination services for all Council meetings, strategies and initiatives during FY 2012. The contract was renewed and Johnson and Associates provided the facilitation and coordination services for FY-2013 and FY-2014.

The Council held four meetings during this fiscal year, during which initiatives were selected and prioritized, and sub-committees were created to carry-on the work of the Council in between meetings. All Council meetings have been well attended and Council members have been actively involved in setting the Council's agenda and selecting initiatives for implementation. The sub-committees have been particularly active and quite successful in accomplishing the Council's priority initiatives. All identified objectives have been accomplished, or on schedule for successful completion, and within budget.

Listed below are the notable accomplishments for this fiscal year:

- Thirty-four Wyoming citizens completed the appointment process and are now actively involved as members of the Governor's Council on Impaired Driving.
- The Council has met four times this fiscal year - November, February, May and August. The Council selected initiatives for implementation, set priorities and established subcommittees.
- The Council created sub-committees to carry-on the work of the Council in between meetings: Media Campaign, DUI Supervision, Drugged Driving, Awards, Ignition Interlocks
- Media Campaign - the subcommittee assisted Public Affairs and the Highway Safety Office in developing a communication plan for various media campaigns throughout the year. The Media Campaign subcommittee also did the front-end work on directing and approving the media production and placement. The first phase of the media campaign was launched in June of 2013, the second phase launched in September - on the anniversary date of the Wyoming Eight. Media efforts for this year replicated and strengthened the "living the DUI life" and Wyoming 8 campaigns. One additional video PSA (titled "frozen time") was produced and aired that is receiving considerable public positive comments.
- DUI Supervision - all Council members agreed that additional effort was needed in this area. The subcommittee has been quite active in researching and supporting efforts to establish a testing/supervision program for pre-trial release and for convicted dui offenders on probation that is modeled after the highly successful 24/7 Sobriety Project in South Dakota. After a series of presentations to Joint Judiciary Committee of the Wyoming Legislature, the Wyoming legislature passed a bill authorizing 24-7 Sobriety program in Wyoming. The Rules and Regulations are being drafted by the Attorney General's Office at this time. The Rules and Regs should be in effect during the coming fiscal year and the Council will be working to implement the program in communities that have expressed an interest.
- Statewide Conference - The Council hosted a statewide conference on impaired driving in December and targeted state and local policymakers for the initial offering. The conference was well attended in spite of some harsh weather conditions that occurred during the time the conference was scheduled.
- Awards - The Council has established a Saving Lives Awards process and has established a Committee to receive and forward nominations worthy of recognition for a vote of the Council. So far the Council has presented five awards: four awards for communities/entities that established a Safe Ride program in their communities; and a Community Award to the City of Gillette and the Razor City Runners for their hosting a run in memory of the Wyoming 8 and for their efforts to convince drivers in Wyoming not to drink and drive.

- Enhanced Enforcement Initiative - a review of the alcohol-involved crashes in Wyoming clearly indicate that the highest number of crashes are occurring in six to eight counties. They are (in descending order): Natrona, Laramie, Sweetwater, Campbell, Fremont, Albany, Sheridan and Carbon. The Council voted to initiate and support an enhanced enforcement initiative in seven of those counties. The Highway Safety Office has provided grant funding to support concentrated and coordinated effort in those selected counties. The initiative went well this year and will continue into the next fiscal year.
- Data and Evaluation - the Council reviews crash statistics in Wyoming on a continuous basis and has started the process of instituting a process for setting a reasonable goal and evaluating Council initiatives. The subcommittee is in the process of working with a select group of Wyoming epidemiologists and statisticians. Work has begun and will continue into GCID - 2014 Summary Report Page 2 the next fiscal year. The Highway Safety Office has entered into a contract with the Wyoming Statistics and Analysis Center of the University of Wyoming to conduct an evaluation of the various initiatives.
- Smart Phone App - the Council has entered into a contract to have a smart phone application developed for the Council. The app entitled "Drive Sober Wyoming" provides easy access to law enforcement to report an impaired driver and an easy way to phone or text someone for a ride if the owner is not able to drive safely. The app has been developed, is in the pilot testing phase and is scheduled for an official launch the first part of next fiscal year.
- A website which provides information about impaired driving issues and Council actions and initiatives was developed and launched the previous year. The website was updated on a regular basis and several pages added. In addition, the Council now has a Facebook page and presence. The Council website has averaged more than 2,000 visits per week since it has been launched.
- The results of all the efforts currently in play, the Council's - as well as a number of other initiatives, appear promising. Although the number of fatality crashes has increased this year, the number of impaired driver crashes and injury crashes involving an impaired driver has decreased again for the first seven months of this calendar year (for both alcohol and drug involved crashes). The number impaired driver-involved crash statistics compared to the previous year are as follows:
  - 24 fewer alcohol-involved crashes; 51 fewer alcohol-involved injury crashes; 12 more alcohol-involved fatality crashes; 15 fewer drug-involved crashes; 5 fewer drug-involved injury crashes; 2 fewer drug-involved fatality crashes; 22 fewer impaired driver-involved crashes; 43 fewer impaired driver-involved injury crashes; 8 more impaired driver-involved fatality crashes

## **Future Strategies**

The Governor's Council on Impaired Driving (GCID) was established on September 16, 2011 with executive order 2011-7. The council is responsible to serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming, to identify priority issues and prevention strategies related to impaired driving, to develop plans to implement strategies, including the multi-agency Strategic Plan to Reduce impaired Driving in Wyoming, to recommend content and timing of public awareness and education efforts related to impaired driving, and to report to the governor.

The council includes both government and private sector members appointed by the governor. The staffing for GCID will have two co-chairs appointed by the governor from the council's membership. The governor will appoint a facilitator who will be responsible for managing the work of the GCID, including facilitating meetings, coordinating with the Governor's Office, serve as a spokesperson, and reporting the work of the council to the Governor.

**Project Name:** GCID Policy Analysis  
**Project Number:** M5IS-2014-14-M5-05  
**Total Funds Expended:** \$90,811.04

### **Achievements**

Multiple communities, task forces, agencies and organizations are working to address alcohol issues and reduce impaired driving in Wyoming. Many initiatives cut across state agencies and many funding opportunities require partnerships. The DUI Policy Coordinator position coordinates these state efforts with local initiatives, which helps ensure they reinforce each other. The position being placed in the Governor's office uniquely positions it to assist at all levels of government. As a result of these efforts and this position the State of Wyoming has seen a great deal of activity in the impaired driving prevention area. And we hope to see the results of these efforts within the next few years. Activities this year include:

- Production of numerous radio, print and video commercials, which cross over numerous holidays and events.
- Creation and organization of the "Governor's Council on Impaired driving" conference. This was developed in conjunction with Johnson and associates. These efforts resulted in the first conference and awards ceremony.
- Reorganized the membership of the GCID. Researched the need for boiler plate rules and guidelines for the groups' usage and implemented appropriate process for voting member appointments.
- Contacted Vince Garcia concerning the development of a Traffic and Road condition public awareness system which could be located in ports of entry and other public venues for the display of highway web cams, emergency notices, and PSA's developed for alcohol or impaired driving awareness. This program is still being developed and may be implemented during the next funding cycle.
- Research and development of legislation creating a "24/7" program including attending and testifying at the Joint Judiciary meeting, seeking and gaining unanimous approval of the bill to move forward as a committee bill in the 2014 Session. This effort resulted in the passage of the bill and the development of rules and regulations which will lead to the implementation of the first 24/7 programs in Wyoming later in 2014 or very early 2015. Many Sheriffs and Community leaders have expressed interest and are waiting to participate in the program.
- Researching and obtaining funding for a program mapping fatalities, points of arrest, and last point of consumption for all alcohol related cases.
- Assisted in First Lady Mead's alcohol awareness campaign.
- Assisted in the "1-80 challenge program" with the Wyoming Highway Patrol. Resulting in Zero fatalities during the special enforcement event.



- Continuing research on a Smartphone application to prevent impaired driving by offering numerous options to individuals who are impaired and need a safe ride home. Funding was located late in this budget cycle and the design, development and roll out of the smartphone app should be completed in early October 2014.
- Numerous presentations to communities across Wyoming, attended by policy makers, on the problem of drunk driving in Wyoming and how our program is approaching it.
- Creation of our newest media public service announcement (PSA) titled "Frozen Time". This PSA was developed in house including the scripting, story boards, location scouting, and filming. It was determined that our location needed to reflect Wyoming scenery and we were able to accomplish that. The PSA has received very strong support by the public and has been called "the best commercial ever produced in Wyoming". This was a team effort, but at a production cost of less than \$30,000 is a great product we can use for the foreseeable future.

This is not a comprehensive list but more of a snapshot. The programs we are implementing are intended to reduce impaired driving and the resulting losses due to injuries or death. This is not a short term issue, but long term and will require the effort of Wyoming citizens for years to come. The State of Wyoming has developed a very good team of individuals who are serious about saving lives. The next year will see increased awareness of the drunk driving issue as a result of the media campaign. It will also see the roll out of the smartphone app which offers individuals a simple option to driving after drinking. The creation of the 24/7 program will also occur this next year with its impact on the recidivism rate for those convicted of DUI or another alcohol related crime. All of these projects and more will begin impacting the issue, and I am looking forward to seeing the results of our continuing efforts.

### **Future Strategies**

The DUI Policy Coordinator will coordinate state efforts with local initiatives which would ensure that state and local efforts compliment and reinforce each other. The position is placed in the Wyoming Governor's Office and given authority to effectively deliver the Governor's policy directives on impaired driving. The coordinator will work closely with state agency departments heads to identify and implement the most effective impaired diving countermeasures, eliminating redundancy and leverage each agency's budget to more effectively reduce impaired driving. The coordinator will provide or coordinate training for various service providers (law enforcement, prosecuting attorneys, judges, liquor license holders, etc.) inform state and local providers about the potential grant opportunities and inform state and local policy makers about the status of the impaired driving problem in Wyoming.

**Project Name:** CTP Testing Equipment  
**Project Number:** M5IS-2014-14-M5-06  
**Total Funds Expended:** \$0.00

### **Achievements**

There were no activities for this Program Area.

### **Future Strategies**

This project provides for the purchase of one set of National Institute of Standards and Technology (NIST) certified balance calibration weights. The weights will be used to calibrate the laboratory's analytical balance before making any reagent or standard used in the analysis and/or calibration of equipment for obtaining forensic alcohol testing results. Accurate NIST traceable calibration of equipment used to produce blood and breath alcohol testing reagents, standards and calibration solutions is necessary to insure accurate and forensically defensible results are obtained by our testing program.

In addition to the calibration weights the laboratory is in need of analytical software compatible with Windows 7. The latest version of Agilent Technologies Chem Station Analytical Software and related drivers, compatible with Windows 7, is needed for headspace gas chromatograph in order to install the one of the new Windows 7 equipped computers. The new analytical software would allow the installation of a new computer on headspace gas chromatograph which would decrease instrument downtime and delays in obtaining forensic alcohol testing results used by statewide law enforcement to prosecute impaired drivers.

**Project Name:** CTP Eligible Training  
**Project Number:** M5IS-2014-14-M5-07  
**Total Funds Expended:** \$0.00

### **Achievements**

There were no activities for this Program Area.

### **Future Strategies**

Specialized training requested is necessary to provide the knowledge and skills related to current alcohol testing procedures and providing expert witness testimony. This training is not part of the routine training for developing and maintaining skills involving routine toxicological analysis.

The primary mission of the Wyoming Public Health Laboratory Chemical Testing program is to perform testing for alcohol and drugs in support of law enforcement DUI analysis, managing the breath analysis program and drug detection for state agencies. In order to support state and local agencies involved with drug and alcohol related public safety functions the Chemical Testing program is also involved in intoximeter training for law enforcement senior operators, expert witness testimony involving DUI cases in response to subpoenas, preparation of laboratory data for requested court documentation and repair and maintenance of blood and breath alcohol testing equipment. Laboratory toxicologists must be knowledgeable in the latest forensic assays and legal issues surrounding DUI litigation involving both blood testing and breath analysis which are increasingly complicated. These responsibilities are in addition to the primary laboratory analytical functions which involve processing and screening of large number of samples each day, confirmation of samples with a positive screening result, maintenance of equipment, daily laboratory quality control procedures, technical staff supervision and training, management of the daily technical operations of a high volume toxicology laboratory, sample data entry and review of all data and final reports to insure the accuracy of reported results.

This project provides for the technical and educational training of the Chemical Testing Program staff to ensure they remain experts for drug and alcohol court testimony and on all related instruments. The Chemical Testing Program staff requires training to be current on equipment specifications, repair techniques and to perform the duties as requested of the Highway Safety Office. If not for the highway safety work, they would need little training limited to just the equipment they use in-house.

**Project Name:** WASCOP Underage Drinking/Driving  
**Project Number:** M5IS-2014-14-M5-09  
**Total Funds Expended:** \$109,582.91

**Achievements**

The Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) is a non-profit educational and charitable organization that is an approved vendor for the State of Wyoming. WASCOP provides statewide, strategic grant management services for member law enforcement agencies in the State of Wyoming.

In 2013, there were 15 fatalities and 973 injuries in crashes with a driver 14-20 years of age. There were 44 alcohol involved crashes with a driver 14-20 years of age that resulted in two deaths and 42 injuries; and an additional 53 alcohol involved crashes that resulted in property damage only.

Noting that a high percentage of youth arrests involving vehicles and public right of ways are alcohol-related, the following action was taken to address the problem: WASCOP produced 4 PSA videos, seven posters and three brochures which will be distributed throughout the State of Wyoming to bring awareness to this underage drinking problem. Additionally, there were 284 Officers that worked a total of 1885.25 Overtime hours producing the following results:

High profile campaigns & arrests: Thanksgiving through January 1, 2014, Spring Break, Prom, Graduation, Labor Day, Beginning of the school year, Community specific special events.

<b>Citations/Arrests</b>	<b>Contacts</b>
DUI 44	Warnings 308
UAD 149	Non-Enforcement 4,238
Youthful Offender 6	Age Verify 3,097
Public Intoxication 29	Field Interviews 8,116
Open Container 15	Location Checks 942
Furnishing 18	Other 88
Sell to UAD 0	Bar Checks 486
Minor in Est. 6	
False ID 7	

## **Future Strategies**

WASCOP provides statewide, strategic grant management services for member law enforcement agencies in the State of Wyoming. WASCOP has gathered data in underage drinking arrest demographics since 2005.

Noting that a high percentage of youth arrests involving vehicles and public rights of way are alcohol-related, action must be taken to address the problem. The following will be provided:

- Continued involvement with local law enforcement agencies, County Prevention Management, and local coalitions. These groups realize the importance of reaching our youth and adults within the community and have conducted community specific needs assessments. These groups have identified best practice enforcement strategies to address underage drinking, over-consumption, and drinking and driving, including underage drinking and driving. Strategies to be funded include party patrols, saturation patrols, special event enforcement presence, source investigations, retailer compliance checks, server training, bar checks, and shoulder taps.
- Provide local agency media support to address underage drinking and driving aimed at preventing underage drinking, hence underage drinking and driving, through local initiatives. All media is to be developed by the project coordinator.
- Underage drinking enforcement which may include seasonal high profile campaigns to educate and raise awareness on underage drinking and driving: ~ Thanksgiving through January 1, 2015, Spring Break, Prom, Graduation, Labor Day, Beginning of the school year, Community specific special events.

**Project Name:** WASCOP – Alcohol Factors  
**Project Number:** M5IS-2014-14-M5-10  
**Total Funds Expended:** \$618.23

**PLEASE SEE PROGRAM AREA HIGH FATALITY RATE**

**PROJECT: 154AL-2014-14-AL-07**

## ***405f MOTORCYCLE AWARENESS***

**Project Name:** Motorcycle Awareness  
**Project Number:** M9MA-2014-14-M9-01  
**Total Funds Expended:** \$22,688.91

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA MOTORCYCLE SAFETY**

**PROJECT: MC-2014-14-MC-01 FOR DETAILS.**

## ***AGENCY OVERVIEW***



Sinks Canyon State Park, Lander WY

WYDOT is dedicated to promoting safe use of all Wyoming roads with the continuing goal of reducing fatalities, injuries and property damage crashes by means of the "Three Es" - engineering, education and enforcement - along with the promotion of various training programs.

The Highway Safety Program maintains Wyoming's crash reporting database and compiles and analyzes safety-related statistics. Also available is information about motorcycle operator training opportunities. The Owner/Operator Crash Form is no longer required to be sent to the Highway Safety office, but is available and can be used by individuals, counties, municipalities for insurance or personal records.

Ultimately, individual driver awareness is the key to preventing crashes. Drivers and passengers alike should always remember to buckle up, observe posted speed limits and other traffic laws, and never drive when impaired by drugs, alcohol or fatigue.

The Wyoming Department of Transportation is the largest state agency, with more than 2,000 employees dispersed throughout the state. Employees are responsible for overseeing 6,800 miles of highways, of which more than 900 miles are interstate. Job functions vary from construction, maintenance, law enforcement, regulatory and air service. For more details, see **FUNCTIONS** below. The transportation system serves all the citizens of Wyoming in addition to facilitating interstate commerce and travel.

The Wyoming Department of Transportation's current budget can be viewed at <http://www.dot.state.wy.us/home/administration/budget.html>.



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# ***FUNCTIONS***

**The department's primary functions include the following:**

## ***Construction***

Planning, designing, and building transportation projects.

## ***Maintenance***

Keeping existing pavements (chiefly highways and airport runways) and roadside features (such as bridges, drainage, fences, guardrail, and rest areas) in as good a condition as possible.

## ***Law Enforcement***

Enforcing Wyoming's motor vehicle traffic laws, providing crash response and investigation, facilitating safety education and collecting user fees.

## ***Administration/Regulatory***

Issuing and regulating driver's licenses, regulating commercial vehicles, administering vehicle title and registration, and collecting and distributing state fuel taxes. Also, communicating with and educating the traveling public, including providing road and travel information.

## ***Aeronautics***

Managing the state's Airport Improvement Program, operating the state's aircraft, enhancing commercial air service, and administering federal-aid funds related to aeronautics.

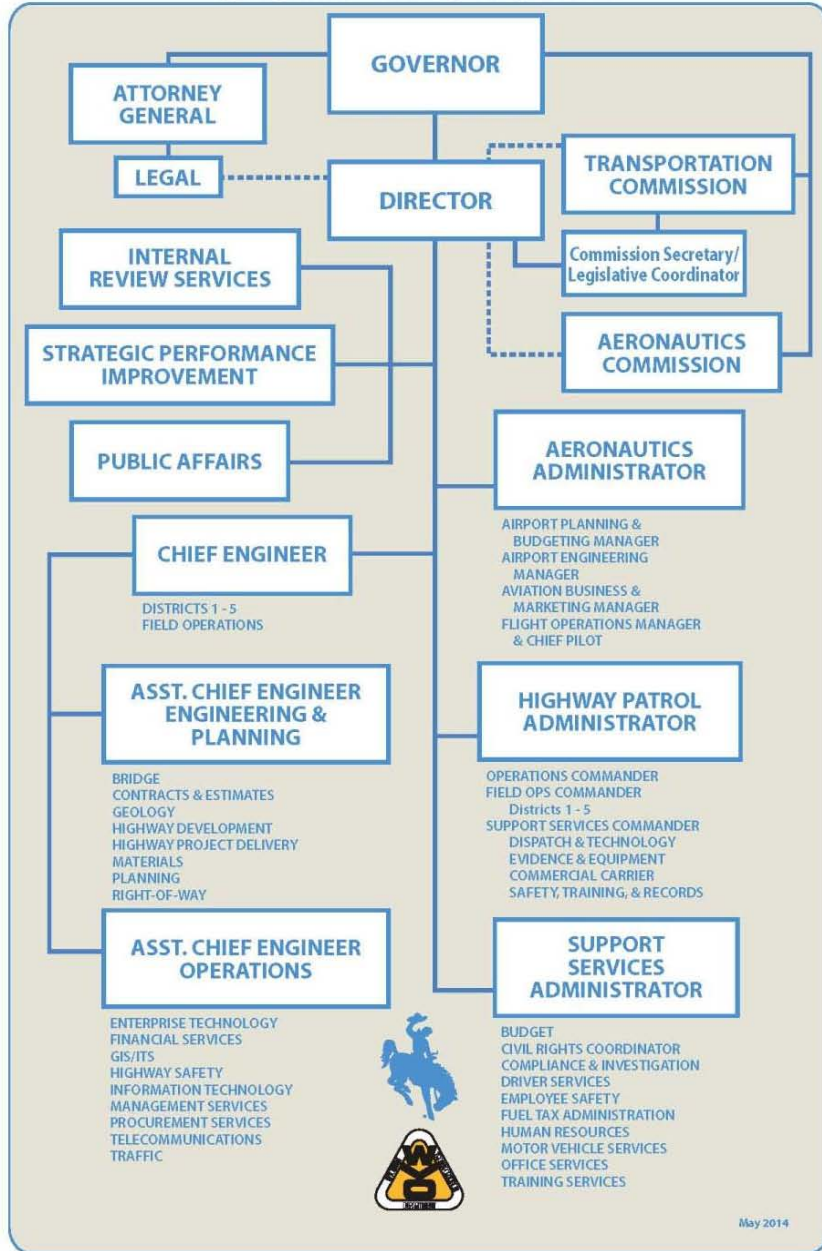


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# WYOMING DEPARTMENT OF TRANSPORTATION

## ORGANIZATIONAL CHART



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# ***SHARED VISION, MISSION & VALUES***

**The following are the shared vision, mission, and values for WYDOT:**

## **Vision**

Excellence in Transportation

## **Mission**

Provide a safe, high quality, and efficient transportation system

## **Values**

The Wyoming Department of Transportation has five values that serve as a code of conduct for its employees:

- 1) Honesty
- 2) Accountability
- 3) Commitment
- 4) Respect
- 5) Innovation

- We are committed to achieving our mission.
- We are honest in all our dealings with each other and the public.
- We consistently and responsibly fulfill our duties as public servants.
- We respectfully consider the opinions and values of others.
- We seek excellence through innovation and creativity.



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## ***OVERALL GOALS***

**The six overall goals for the Department are:**

- 1) Improve Safety on the State Transportation System
- 2) Serve Our Customers
- 3) Improve Agency Efficiency and Effectiveness
- 4) Take Care of All Physical Aspects of the State Transportation System
- 5) Develop and Care for our People
- 6) Exercise Good Stewardship of Our Resources

## ***OVERALL STRATEGIES***

To assist WYDOT in achieving its six goals, the following strategic performance measures have been established.

- 1) Improve Safety on the State Transportation System through education, engineering, enforcement, and other innovative methods.
- 2) Serve our customers by gathering feedback to anticipate and meet their needs. Also, by telling our story better to help our customers know what our role is in the State of Wyoming.
- 3) Improve agency efficiency and effectiveness by identifying opportunities to improve processes and reduce redundancy. Emphasize and promote accountability throughout the organization by getting better at Performance Management Initiative (PMI), coaching, and clearly explaining agency expectations to all employees.
- 4) Take care of all physical aspects of the State Transportation System.
- 5) Develop and care for our people by:
  - a. Providing our employees with opportunities for personal and professional growth in a safe and creative environment.
  - b. Providing an adequate work environment.
  - c. Providing supervisory and leadership training.
  - d. Improving personnel processes.
  - e. Having Programs continue to offer each employee an Individual Development Plan (IDP).
- 6) Exercise Good Stewardship of our resources by:
  - a. Wisely caring for the resources with which we have been entrusted.
  - b. Using Asset Management and the Long-Range Plan to support a pavement preservation strategy with MAP-21 requirements.
  - c. Ensuring Department grants are fully expended in accordance with requirements.
  - d. Ensuring all projects stay on or under budget.
  - e. Better communicating the stewardship and accomplishments of the Department.





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## The Safety Management System Committee (SMS) Welcomes you!

Numerous state and local agencies strive to reduce fatalities and injuries on Wyoming's highways. As required by the most recent highway safety legislation, this newly updated and adopted document will guide current activities and create a future direction for a comprehensive and coordinated approach to improving safety by all safety partners in Wyoming.

The WYDOT SMS Committee assumed the responsibility to be the coordinating body for the Wyoming State Highway Safety Plan (WSHSP) development. The purpose of the WSHSP is to focus Wyoming's safety partners on reducing the number of fatal and serious injury crashes. The WSHSP does not address every safety strategy currently being implemented or every strategy that may be implemented in the state, but primarily provides the guidance to the safety community to develop and implement the strategies with the greatest potential to reduce fatal and serious injury crashes.

Welcome to the FHWA Wyoming Division

### Contact Info

Wyoming Division  
Federal Highway Administration  
2617 East Lincolnway, Suite D  
Cheyenne, WY 82001-5671  
Phone: (307) 772-2101  
Fax: (307) 772-2011  
Monday - Friday  
7:30am - 4:00pm

#### Contact FHWA



The Federal Highway Administration (FHWA) Division Offices are local field offices that provide leadership, guidance, and direction to State Departments of Transportation in the planning, construction and maintenance of transportation projects. Working collaboratively with State partners, FHWA Division Offices ensure that the nation's roads, bridges and tunnels are safe and continue to support economic growth and environmental sustainability. Additionally, to ensure accountability, the FHWA Division Offices work with the State to develop, track and analyze activities and recommend innovative techniques and strategies to improve the performance of the transportation system. FHWA and its Division Offices are responsible for working with State Departments of Transportation to ensure that the nation's strategic investments preserve and modernize the U.S. highway system - and ultimately to save lives.



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# ***PERFORMANCE AND CORE OUTCOME MEASURES***

**NOTE:** Wyoming 2013 state crash data was substituted for FARS 2013 data. FARS 2013 Data not available at this time.

## **Traffic Fatalities**

(FARS C-1) To decrease traffic fatalities 9 percent from the 2007-2011 calendar base year average of 147 to 130 by December 31, 2014. Performance Target was established by trend line analysis.

### **Progress Report:**

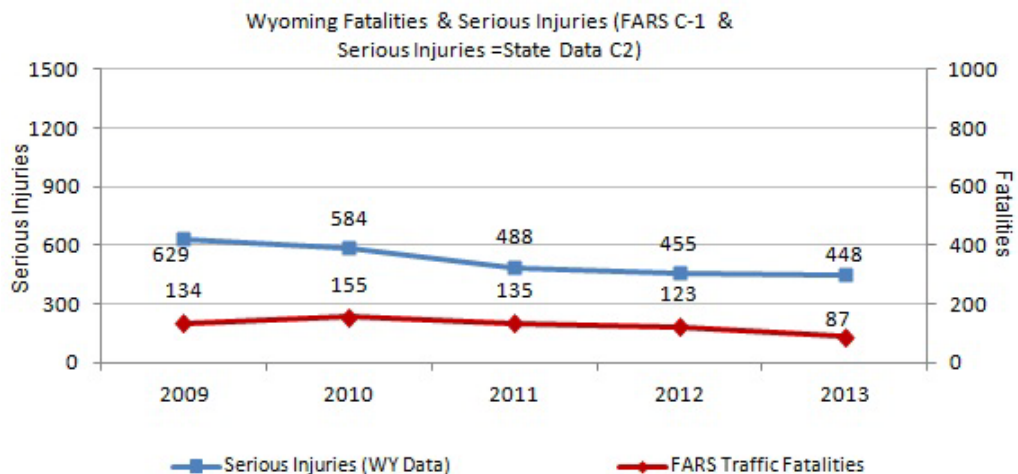
The average number of fatalities over the years 2009-2013 was 127. Traffic fatalities decreased dramatically over Wyoming from the 2008-2012 calendar base year average of 141. Wyoming is below the goal set at 130 fatalities by December 31, 2014

## **Serious Traffic Injuries (State Crash Data Files)**

(FARS C-2) To decrease serious traffic injuries 10% from the 2011 calendar year 488 injuries to 439 by December 31, 2014. The 2007-2011 calendar base year average was 705. Due to a large drop in 2009 of serious injuries, the goal was established to reduce serious injuries by 10% which is in line with trend line analysis.

### **Progress Report:**

The serious injuries are on a continual downward trend. There were 455 serious injuries in 2012 and it dropped to 448 in 2013. This is on track to meet the FY2014 goal of 439 serious injuries.



### Fatalities/VMT (State, Urban and Rural)

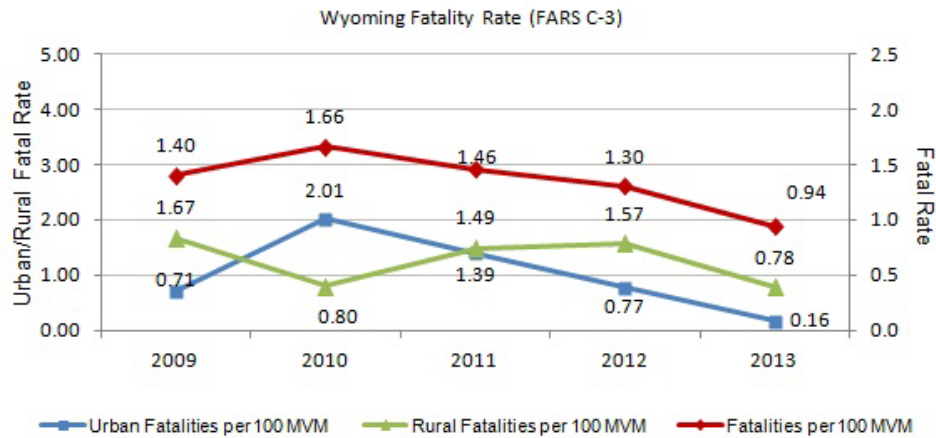
**NOTE:** Caution comparing fatality rates: FARS data was behind two years when Wyoming projected goals; and State data was used for 2013 fatality rates.

(FARS C-3A) To decrease Wyoming's fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 1.67 to 1.01 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.05 fatalities per 100 MVM. The FARS data was a 1.62 fatality rate per 100 MVM for 2010. Fatality rates were running a year behind the regular FARS final data.

#### **Progress Report:**

Wyoming's 2013 fatality rate was 0.94 (State Data). This rate has surpassed the goal of 1.01 fatalities per 100 MVM by December 31, 2014.



### Rural Fatalities/VMT (FARS/FHWA)

(FARS C-3b) To decrease rural fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 2.01 to 1.82 by December 31, 2014.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 1.23 fatalities per 100 MVM. The FARS data was a 1.93 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

#### **Progress Report:**

Wyoming's 2013 Rural Fatality rate was 0.78 which exceeds the projected goal of 1.82 by December 31, 2014.

### ***Urban Fatalities/VMT (FARS/FHWA)***

(C-3a) To maintain a downward trend of urban fatality rate (100 MVMT) from the 2006-2010 calendar base year average of 0.83 to 0.75 by December 31, 2014 instead of the Projected 0.84.

In the FY2013 Highway Safety Plan, the projected goal for FY2012 was 0.63 fatalities per 100 MVM. The FARS data was a 0.84 fatality rate per 100 MVM for 2010. The 2011 FARS data is not yet available. Fatality rates are running a year behind the regular FARS final data.

#### **Progress Report:**

Wyoming's 2013 Urban Fatality rate was 0.16 which exceeds the projected goal of 0.75 by December 31, 2014.

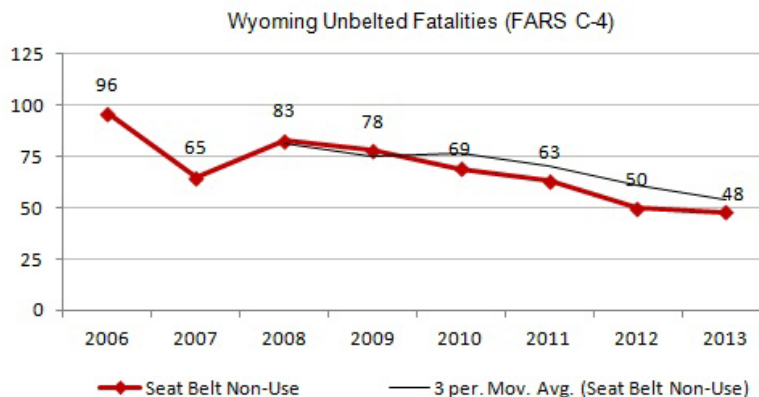
### **Unrestrained Passenger Vehicle Occupant Fatalities**

(C-4) To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions 2007-2011 calendar base year average of 72 to 63 by December 31, 2014.

Wyoming is experiencing an overall decrease of unbelted fatalities since 2008. Wyoming's goal takes into consideration the downward trend, the graph trend line and the uncertainty of working with a large geographic area and relatively small unbelted fatality numbers.

#### **Progress Report:**

Wyoming's unrestrained passenger vehicle occupant fatalities decreased in 2013 to 48 compared to 2012 which was at 50. This has surpassed Wyoming's goal of 63 by December 31, 2014.

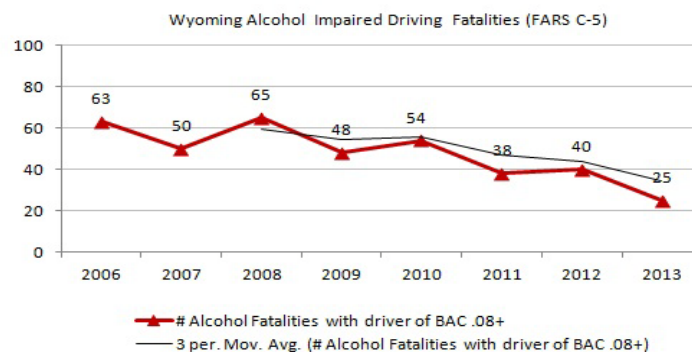


## Alcohol-Impaired Driving Fatalities

(FARS C-5) To decrease alcohol impaired driving fatalities from the 2007-2011 base year average of 51 to 33 by December 31, 2014. **NOTE:** Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

### Progress Report:

Wyoming is experiencing an overall decrease of alcohol impaired driving fatalities. Continued best practices, based on data driven efforts, involving high visibility enforcement, education, media blitzes, etc., are key in achieving the success of 25 alcohol impaired driving fatalities in 2013. This puts Wyoming on task to meet its December 31, 2014 goal of 33.

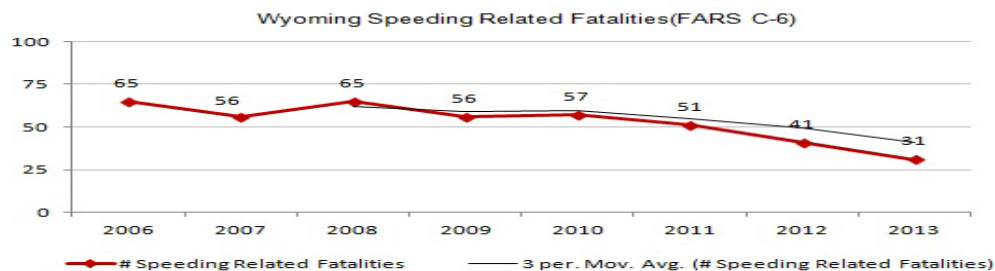


## Speeding Related Fatalities

(FARS C6) To decrease speed-related fatalities 7 percent from the 2007-2011 calendar base year average of 57 to 48 by December 31, 2014. (C6, FARS). **NOTE:** Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.

### Progress Report:

Wyoming met its goal of a five year base year average of 48 fatalities by December 31, 2014. Wyoming reported 31 speeding related fatalities in 2013. The 2009-2013 year base year average was 47.



## Motorcyclist Fatalities

(FARS C-7) To decrease motorcyclist fatalities from the 2007-2011 calendar base year average of 20 to 16 by December 31, 2014 instead of the projected upward trend of 23.

### Progress Report:

Wyoming is online to meet its goal of 16 fatalities by December 31, 2014. Wyoming reported 9 motorcyclist fatalities in 2013. The 2009-2013 year base year average was 17.

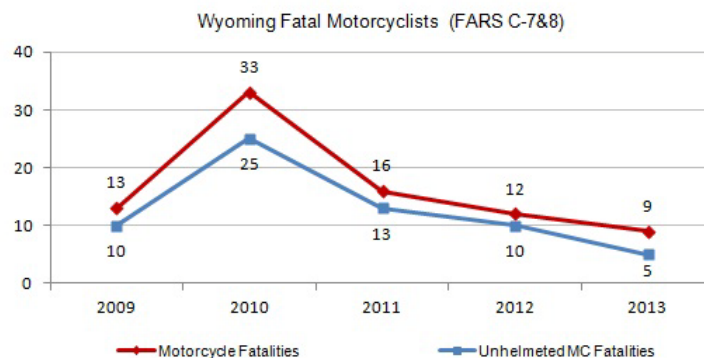
## Unhelmeted Motorcyclist Fatalities (FARS C-8)

(FARS C-8) To decrease un-helmeted motorcyclist fatalities 13 percent from the 2007-2011 calendar base year average of 15 to 13 by December 31, 2014 instead of the projected upward trend of 23.

Wyoming's motorcycle fatalities can fluctuate dramatically from year to year. It is Wyoming's goal to make consistent strides in a downward trend.

### Progress Report:

Wyoming's un-helmeted motorcyclist fatality goal was 13 by December 31, 2014. There were 5 un-helmeted motorcyclist fatalities in 2013. Wyoming is online to meet its goal.



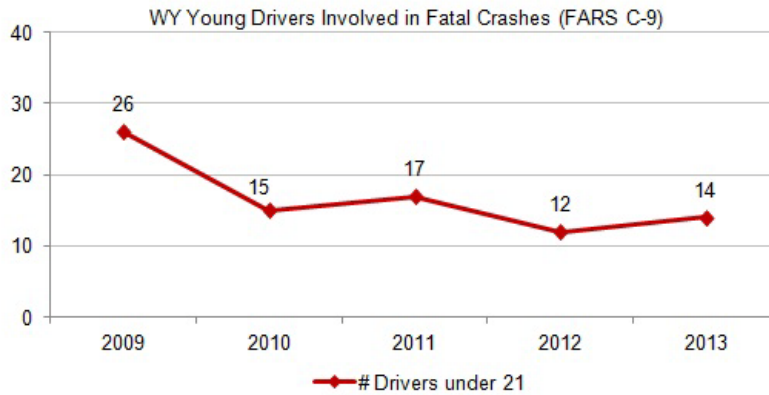
## Drivers Age 20 or Younger Involved in Fatal Crashes

(FARS C-9) To decrease young drivers, age 20 or younger, involved in fatal crashes from the 2007-2011 calendar base year average of 20 to 13 by December 31, 2014.



**Progress Report:**

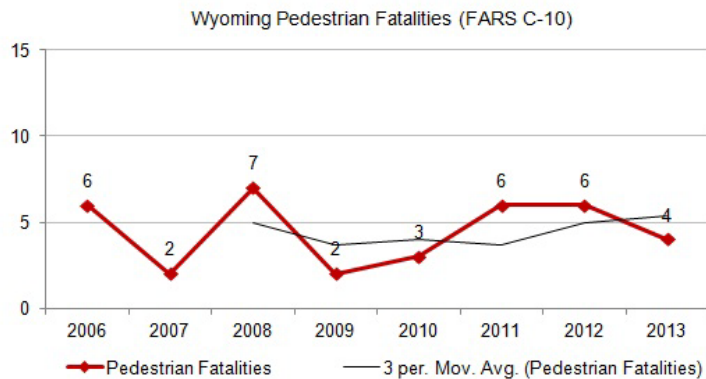
Wyoming is once again on track to meet its December 31, 2014 goal of 13 Drivers Age 20 or Younger Involved in Fatal Crashes. Per State data, Wyoming increased younger drivers involved in fatal crashes by 2 over 2012 data with 14. However, it is still lower than the 2007-2011 calendar base year average of 20.



(FARS C-10) To reduce pedestrian fatalities 25 percent from the 2007-2011 calendar base year average of 4 to 3 by December 31, 2014 instead of the upward trend of 6.

**Progress Report:**

Wyoming experienced a decrease of two pedestrian fatalities from 2012 to 2013. This is online to meet the goal of 3 pedestrian fatalities by December 31, 2014.

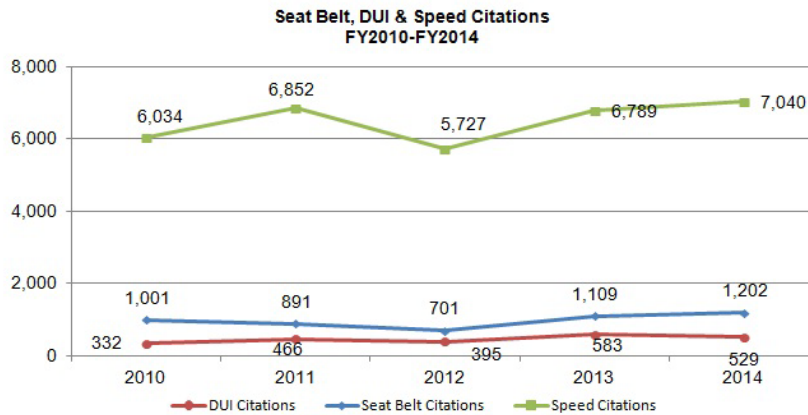


## Activity Measure

**A1** – Number of seat belt citations issued during grant-funded enforcement activities.

**A2** – Number of impaired driving arrests made during grant-funded enforcement activities.

**A3** – Number of speeding citations issued during grant-funded enforcement activities.

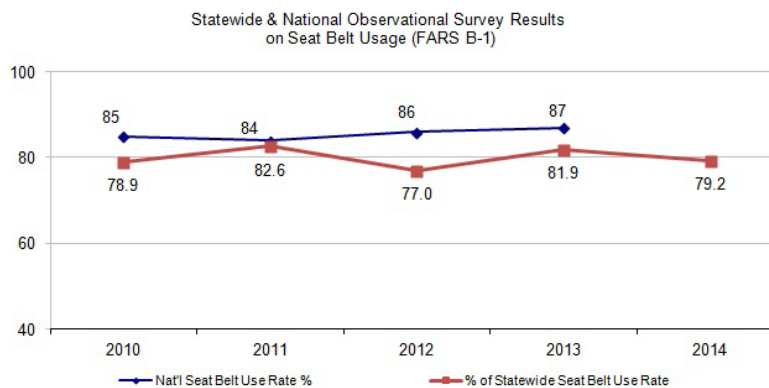


## Behavioral Measure

Core Behavior Measure (V1-State Data) – Observational Seat Belt Survey

The Survey of Seat Belt Use is done annually the first full week of June. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. At present, 16 of the 23 counties are included in the survey with 18 sites in each county for a total of 288 different intersections.

For the 2014 survey of seat belt use in Wyoming, 79.2 percent of vehicle occupants were observed wearing seat belts. This result is lower than the 2013 rate, but higher than the 2012 rate. The range across all three years is less than five percentage points.



## **PROGRAM AREAS INVOLVED**

- **PLANNING AND ADMINISTRATION**
- **MOTORCYCLE SAFETY**
- **OCCUPANT PROTECTION**
- **POLICE TRAFFIC SERVICES**
- **TRAFFIC RECORDS**
- **ROADWAY SAFETY**
- **SAFE COMMUNITIES**
- **SPEED ENFORCEMENT**
- **PAID ADVERTISING**
- **405 OCCUPANT PROTECTION (SAFETEA-LU)**
- **408 DATA PROGRAM (SAFETEA-LU)**
- **410 HIGH FATALITY RATE (HFR)**
- **410 HIGH VISIBILITY (HVE)**
- **154 ALCOHOL**
- **154 PAID MEDIA**

### **MAP-21**

- **405b LOW OP HVE**
- **405b LOW PUBLIC EDUCATION**
- **405c DATA PROGRAM**
- **405d IMPAIRED DRIVING MID HVE**
- **405d IMPAIRED DRIVING MID ID COORDINATOR**
- **405d IMPAIRED MID COURT SUPPORT**
- **405d IMPAIRED DRIVING MID PAID/EARNED MEDIA**
- **405d IMPAIRED DRIVING MID INFORMATION SYSTEM**
- **405f MOTORCYCLE AWARENESS**

## ***PLANNING AND ADMINISTRATION***

**Project Name:** Planning & Administration

**Project Number:** PA-2014-14-PA-01

**Total Funds Expended:** \$95,414.39

### **Achievements**

The Highway Safety staff hosted and participated in various Traffic Safety Institute (TSI) training classes through the fiscal year, the staff attended the two Regional Meetings, the Spring meeting was hosted in Cheyenne, WY by the Highway Safety Office (HSO), and then the office attended the Fall meeting in Lakewood, Colorado, where projects were shared with networking of counterparts from the other Region 8 states. The Highway Safety staff also attended Governors Highway Safety Association (GHSA) Conference in Michigan and the Lifesaver Conference along with other program coordinators throughout Wyoming.

For the second year, the HSO took seat belt, alcohol, distracted driving, child passenger safety and motorcycle messaging to the Wyoming State Fair in Douglas, Wyoming from August 9, 2014 – August 17, 2014. The HSO partnered with the Wyoming Seat Belt Coalition, the Safe Routes to School, Drive Safe Wyoming, the Motorcycle Safety Program Coordinator and Wyoming Highway Patrol to provide coverage and education.

With the new authorization, MAP-21, Wyoming still continues to work with sub recipients on the new formatting of performance goals, measure and establishing their program successes.

In FY2014 it was the decision of the HSO to use the sliding scale rates (NHTSA Order 462-6C) where the federal share of the Section 402 program monies was 90.49%, and the state match was 9.51%. The federal share of Section 402 Planning and Administration monies was 76.22% and the state match was 23.78%.

In the spring, 8 child safety seats were provided to the residents of the Chrysalis House in Pine Bluffs, Wyoming, (a mental health and substance abuse treatment facility for women and children). Education was provided to all parents at the house and the staff who drive the vehicles for transport. Each parent and the appropriate staff member were then taken to the vehicle and showed the correct installation of each seat and had them re-install after shown.

On the first Sunday of November, \$200 worth of new seats were purchased for a new group of parents and on Saturday November 8, 2013, another event was held at the Chrysalis House and again instructions were given out. Four booster seats, one combination Child safety seat and one infant- only seat were provided. Individual instruction with the parents and CHAD stickers (an identification sticker which gives necessary information about parent, child, and emergency contact) were provided to all residents at the house.



### Future Strategies

To implement an electronic format for both the new letter of intent in FY15 and a final report summary in FY14 to include the new performance measures and their program successes. **This strategy was not able to be accomplished for FY14, due to personnel changes in the Highway Safety Office.**

To implement an electronic format for both the new letter of intent in FY16 and a final report summary in FY16 to include the new performance measures and their program successes. The HSO will also be implementing an electronic format for FY2016 Highway Safety Plan as well.

The Highway Safety Office has seen a transition of employees the last year and will be sending its new members to all education and training opportunities as time permits to enhance our program.

## ***MOTORCYCLE SAFETY***

**Project Name:** Motorcycle Safety  
**Project Number:** MC-2014-14-MC-01  
**Total Funds Expended:** \$1,607.19

### **Achievements**

The Motorcycle Safety Program worked directly with the Wyoming Department of Transportation, Public Affairs Office, to develop and place media via television, radio, newspaper, magazine, and internet, for the public to be more aware of motorcyclists on the streets and roadways. We continued to use the same campaign for 2014, “We’re not just vehicles. We’re People. Share the road with motorcycles”.

The Motorcycle Safety Program worked with the Highway Safety, Grant Office, to again put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally. We had posters and several enhanced educational items that were handed out using the 2014 campaign message.

The Motorcycle Safety Program once again sent a representative to the Lifesavers Conference. This conference has really informative sessions dealing with motorcycling and many state representatives to network with and obtain new ideas for future campaigns.

### **Future Strategies**

The Highway Safety Program will work to lower the number of fatalities through heightened public awareness of motorcycles on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and procure associated equipment as needed.

## ***OCCUPANT PROTECTION***

**Project Name:** Alive at 25  
**Project Number:** OP-2014-14-OP-02  
**Total Funds Expended:** \$65,016.10

### **Achievements**

Currently in Wyoming there continues to be a high number of people dying on our roadways who were not properly using seatbelts. The Wyoming Department of Transportation Highway Safety office renewed our Federal 402 Grant for the “Alive At 25/Occupant Protection Education” program. The grant allows the Wyoming Highway Patrol (WHP) to administer special safety education efforts across the state utilizing overtime for Troopers to teach the Alive at 25 and Occupant Restraint classes. The grant is also utilized to conduct Child Passenger Safety events, purchasing incentive items and supplies, and use media outlets to promote the programs.

During the 2014 fiscal year grant period, Troopers instructed 79 Alive at 25 classes with over 1060 students attending. The program is approved curriculum to be used in any Driver Education program in the state. Many of the Driver Education instructors took advantage of the Alive at 25 training. Courts are utilizing the program as a tool when sentencing young drivers. This year we had five additional Troopers trained to as Alive at 25 instructors.

We continually promoted the Alive at 25 program throughout Wyoming by utilizing radio, theater, printed, and newspaper advertising. The media portion of the grant has a tremendous impact on the program. We provided public service announcements to each division to perform on local radio broadcasts, and purchased several incentive items to go with the safety education talks, and the Alive at 25 program.

Federal funds were provided for travel expenses for troopers to attend safety education workshops. Attending these workshops helped the Patrol understand how other agencies and organizations are achieving increases in seat belt and child restraint usage, distracted driving awareness, and driving law compliance in their location. Federal funds also provided training of two new certified Child Passenger Safety Seat Technicians (CPSS). Funds were also utilized for troopers to attend CPS updates and training provided by Highway Safety and Safe Kids of Wyoming. We provided over 75 child restraints to the public this year.

The Seat Belt Convincers, roll-over vehicle and the crash vehicle made a strong showing around the state. The golf car was utilized with distracted driving element which included discussion on the importance of seat belt usage. The little convincers were utilized by troopers and traffic safety partners.

A driving simulator was purchased by the WHP and was used at a number of statewide venues. These venues included but were not limited to the Wyoming High School State Basketball tournaments, Wyoming State Cheerleading Championships and the Wyoming State Fair. The simulators were a catalyst for educating younger drivers about the dangers of distracted driving, impaired driving and the importance of seatbelt usage.

### **Future Strategies**

The Wyoming Highway Patrol Strategic Plan strives to reduce the number of fatalities by five percent, reduce the overall number of crashes by five percent, and increase seat belt use by five percent. With this in mind, divisions are implementing new ways to educate the public about their enforcement and safety activities.

The WHP will continue their efforts in educating everyone in Wyoming on correct seatbelt and child restraint usage, incorporate new ideas and updates that will impact and persuade more people into buckling up.



**Project Name:** Buckle Up KIDS  
**Project Number:** OP-2014-14-OP-03  
**Total Funds Expended:** \$12,451.95

### **Achievements**

The Buckle Up Kids Program was first granted funding for Occupant Protection Training in 1999. The Buckle Up Kids Program through a partnership with Safe Kids USA, WYDOT Highway Safety Program, Wyoming Department of Health, Safe Kids Wyoming, and Cheyenne Regional Medical Center Foundation is a comprehensive statewide initiative that works with local communities to train and certify volunteer personnel to provide child safety seat checks in their communities. The program offers training for technicians and community advocates and offers technical support with one statewide data center on checkers, certified trainers, advocates and the checkup results.

The effective child passenger safety training of this grant raises awareness for parents/caregivers of the importance of proper occupant restraint usage for all riding with children. The program also focuses its attention on not only on the safety of the children riding in the vehicles, but all of the occupants of the vehicles, including teens and adults. The data center evaluates misuse of child restraints from across the state to help direct information to improve this problem and also tracks the use of seat belts by the driver.

### **Evaluation Numbers**

- 2013, Wyoming had 22 people (0-21 years) killed in motor vehicle crashes. Of those lives lost (0-21 years), 12 failed to use proper restraints.
- A total of 135 deaths occurred in Wyoming due to motor vehicle crashes and of that 63% were NOT restrained. (*Wyoming Highway Patrol Fatal/ Summary, 2012A*) according to the Safe Kids Wyoming database from check-up events being held across the state of Wyoming 85.18% of parents/caregivers used their seatbelts in 2013-2014.
- In 2013-2014, 1501 car seats were inspected and 646 distributed to families and 548 checkup events/workshops were conducted that reached 44,142 children and parents/caregivers.
- 210 technicians and 1,178 volunteers attended events and 36 new CPS technicians were certified in 2013-2014.
- The attached re-certification reports show that from January 2014 – September 2014 the re-certification rate for Wyoming was at 61.9% (compared to the National rate of 55%) and the recertification rate for the fiscal year was 61.6% (compared to the National of 56.4%). The technicians in Wyoming are being kept in continual communication.

- The number of training classes conducted (with a minimum of two CPS technician classes with a maximum per class of 25 technician candidates certified and/or recertified), number of new technicians certified and re-certified, and number of parents and/or caregivers trained. The number of car seats checked and number of replacement seats provided.
  - Certification:
 

Casper/January 7-10, 2014	20 Students
Rawlins/June 3-6, 2014	14 Students
Cheyenne/August 5-8, 2014	2 Students/Funded with SKWY funds
  - Renewals:
 

Casper/January 6, 2014	
Rawlins/June 2, 2014	
Cheyenne/August 5, 2014	1 Student/Funded with SKWY funds
  - Updates:
 

Casper/January 6, 2014	15 Students
Rawlins/June 2, 2014	4 Students
Cheyenne/August 5, 2014	4 Student/Funded with SKWY funds

**Instructor Meeting:**

The meeting was held on April 11, 2014 in Laramie. Jami Revesz, with the Safe Kids Certification Department instructed the course. She focused on the new curriculum details and was able to give the nine instructors that attended the specifics on teaching the new curriculum.

**Special Needs Training:**

The meeting was held on April 11th in Laramie. Tammy Franks, a CPS instructor with Randall Children's Hospital at Legacy Emanuel in Portland, OR instructed the course. **\$3,000 was provided by the Wyoming Department of Health for the special training and instructor.**

All of the CPS classes were registered with STARS in this grant period to ensure that child care providers receive the appropriate credit hours. The hours with ENA also were registered for the classes for nurses and POST hours for Law Enforcement for each course.

## **Copies of the Buckle Up Express newsletter published and mailed/emailed**

The program published all four of the quarterly newsletter titled "Buckle Up Express". The newsletter is sent to all CPS Technicians and advocates. The program has established the delivery of the program to be 100% electronic to assist with the budget of the grant and is sent out to over 300 technicians and advocates. The program also publishes the Safe Kids Wyoming Newsletter and Laramie County Newsletter quarterly.

## **Amount of supplies and materials provided to CPS technicians in their communities and communication with Child Passenger Safety Technicians and Instructors:**

Stephanie Heitsch continues to stay updated on the on-line CEU opportunities available for technicians to stay current with their certification. Stephanie also stays in constant communication with the technicians and partners of the program through emails and phone calls. In the grant period assistance and communication was given to instructors and technicians with:

- 1) Recertification/Sending out CEU webinar possibilities
- 2) Sending CHAD stickers to several locations
- 3) Supplying car seats and car beds to communities in the state
- 4) Assisting partners with logistics of car seat check-up events in their community and technician lists
- 5) Sending information for upcoming CPS classes
- 6) Assisting locations and traveling to events for checkup events
- 7) Assisting technicians to become proxies in Wyoming for car seat check of current technicians. This was a recommendation from the NHTSA assessment review. **The grant year added 5 more proxies to the list**
- 8) Emails were sent throughout the grant period as reminders of the latest recalls on child restraints. Emails were also sent to technicians with assistance on re-certification questions and update and renewal class scheduling
- 9) All of the remaining materials for the grant period were ordered in September. This included the Safe Ride News Publication for all of the currently certified technicians
- 10) The safekidswyoming.org includes several links for traffic safety advocates and technicians to assist in technical support and knowledge of child passenger safety. A current listing of all of the Safe Kids Wyoming coalitions and partners are on the website as well as inspection stations in Wyoming. The website also lists the most current Child Passenger Safety classes to be held in the state of Wyoming.
- 11) The May Mobilization Billboard campaign resulted in 3,198,628 views

## **Future Strategies**

Buckle UP Kids will continue to do child passenger safety training while the grant raises awareness for parents/caregivers of the importance of proper occupant restraint usage for all riding with children. The program will also continue to focus its attention on not only on the safety of the children riding in the vehicles, but all of the occupants of the vehicles, including teens and adults.

**Project Name:** Wyoming Seat Belt Coalition  
**Project Number:** OP-2014-14-OP-04  
**Total Funds Expended:** \$13,466.32

### **Achievements**

This was the third year that Johnson and Associates was sub-contracted by the Wyoming Association of Sheriffs and Chiefs of Police to provide facilitation/coordination services for this project. Johnson and Associates was also authorized to continue to utilize additional staff on an as-needed basis to implement or work on Coalition initiatives. This facilitated the Coalition's implementation of various initiatives.

The Coalition only held one membership meeting this year as the Highway Safety Office announced in June that the Coalition was not going to be funded next fiscal year. Efforts by staff during the remaining months of this fiscal year focused on closing of this project and successfully completing the initiatives approved for implementation during the Coalition's winter meeting.

The Coalition reviewed, discussed and approved the following initiatives for funding, continuation and/or implementation during this fiscal year:

- The Highway Safety Office, members of the Coalition and Safe Communities worked together in having a significant presence during the state high school basketball championship tournament.
- The Coalition devoted considerable discussion and effort to coordinate press conferences at several locations in the state during May Mobilization. Proclamations were drafted and read at the participating communities. The scheduling of increased seatbelt enforcement also drew attention to the issue in Wyoming.
- The Coalition approved the continuation of an "Academy Night Out" event where officers attending the Basic Course at the Wyoming Law Enforcement Academy are provided an orientation into the importance of effective traffic enforcement. The first event was highly successful, as was the second event held in October.
- The Coalition provided financial support for two seatbelt media campaigns: 1) enhancing the number of billboard displays during Cheyenne Frontier Days and May Mobilization; and 2) additional radio messaging during May Mobilization in the counties that have the lowest observed seatbelt usage.
- The Coalition approved the sponsorship and signage on a race car at Wyoming race events. It also approved appearance fees for this race car and sponsored drivers to make appearance during the high school basketball tournament and one additional event.

- The Coalition also provided funding assistance to the “Life R U Ready Event in Fremont County where 6<sup>th</sup> grade students (and an equal number of adult community volunteers) participated in a simulated party situation that places a focus on high-risk situations. A crash scene was orchestrated to depict the horrors related to crashes involving a lack of seatbelt use - and alcohol use.
- The Coalition partnered with the Sweetwater County Sheriff’s Department, Highway Patrol and WYDOT public information specialist to provide individuals participating or attending the National High School Rodeo Finals in Rock Springs with a combination of educational materials and enhanced enforcement. This effort incorporated an information and display booth, the presence of a uniformed officer engaging people at the booth, combined with the use of a driving simulator and distribution of selective incentive items. The combined effort resulted in an enhanced seatbelt usage messaging effort.
- The Coalition’s public website which was launched three years ago was updated weekly. The Coalition’s public messaging efforts was also incorporated within the newly created Wyoming Highway Safety website and Facebook page. The transition of the Coalition’s website was completed this year.

### **Future Strategies**

The Highway Safety Office is in the “re-construction” phase of the Wyoming Seat Belt Coalition. The future structure has yet to be determined.

**Project Name:** Highway Safety Calendar  
**Project Number:** OP-2014-14-OP-05  
**Total Funds Expended:** \$2,409.25

### **Achievements**

The Highway Safety Office Partnered with WYDOT Public Affairs Office created and produced the “2014 Highway Safety Calendar”. The calendar was handed out to WYDOT employees, District Engineers throughout Wyoming, Law Enforcement partners, Safe Communities, Liquor Division, Wyoming Highway Patrol, and various other agencies/departments.

The calendar is a full year with all the National Events on the calendar as well as Crash statistics on the month that coincides with the National Event.

### **Future Strategies**

The Highway Safety Office and WYDOT Public Affairs Office will continue to create, produce and distribute the calendar to safety partners throughout the State of Wyoming.

## ***POLICE TRAFFIC SERVICES***

**Project Name:** WASCOP Law Enforcement Coordination

**Project Number:** PT-2014-14-PT-01

**Total Funds Expended:** \$116,298.38

### **Achievements**

Overall, the year proved to be successful in terms of continuing to streamline the overall grants administration process, for enhancing the coordination of law enforcement activities in the state and for having traffic safety become a priority concern for law enforcement administrators statewide.

The grants management process continued to be refined and changed to accommodate special circumstances. The grant requirements and objectives have also been strengthened and the wording refined during the course of each of the last two years, including this one. The Highway Safety Office (HSO) managers, Johnson and Associates staff and the Executive Board for the Association met periodically to identify and resolve existing grant administration and coordination issues and concerns. Specifically, the following targeted administration and coordination objectives were accomplished during FY 2014:

- Establishing traffic safety as a priority concern statewide among Wyoming law enforcement administrators – by the regularly scheduled meetings of the Standing Committee on Traffic Safety for the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP).
- Working towards making Wyoming law enforcement's use of highway safety grant funds more effective – by having the Association provide critical input and agreeing to be more involved in the decision-making process for evaluating grantee agency performance; and by the HSO and Association implementing, and continuing to refine, a more effective/equitable formula for awarding highways safety grant funds.
- Grant applications continue to be consolidated and processed with relatively few complications. Examples of this "seamless" integration are: Sturgis Rally, Supplemental Funding and Media Coordinators.
- Grant funded law enforcement overtime activities are now more focused and effective as a result of continuous oversight and monitoring of Event Summary statistics.



- The activity reporting system that allows reports to be submitted electronically continues to be used by all grantee agencies without issues. The newly hired LEL has also been included in the process and receives the activity reports as they are submitted.
- Communication, interaction and records documentation among and with department personnel continue to be facilitated by the online project management sites that have been created for individual departments and for the Grants Network. Departments are now quite familiar with the system and more apt use the sites more readily. Steps were initiated this year to transition to online project management sites owned by the HSO from the project sites owned and managed by Johnson and Associates. This transition should be completed during the first months of next fiscal year.
- Additional grant funds were provided to all grantee agencies impacted by the Sturgis Motorcycle Rally again this year. Representatives from the agencies that participated attended meetings where the grant requirements were explained and media materials distributed. Agencies continue to do a great job of distributing the posters and were able to obtain additional media coverage through news articles and letters to the editors. Plans are underway to continue to replicate this effort statewide again next year.
- The grants administration staff provided assistance to a number of agencies by phone, email and on-site visits. The law enforcement grants manager and coordinator were also very visible, available and promoted the value of the law enforcement highway safety grants program at a number of law enforcement conferences during this year.
- Having J&A perform formal audits of randomly selected departments were suspended this year in lieu of having all the agencies submit all officer activity reports for the two scheduled major national events – May Mobilization and August Crackdown.
- Efforts to refine and improve the process for reporting grant activity electronically continued throughout the year. Most "bugs" have now been eliminated or minimized.
- Staff continued to review all documents for completeness and accuracy before they were submitted to the Wyoming HSO for final processing. This additional task has helped to ensure that the records were more accurate and reliable - and the processing of these reports more efficient.
- Agencies have now become accustomed to Johnson and Associates staff administering the grants process and handling the coordination of law enforcement highway safety grant activities on behalf of the HSO and the WASCOP. Adding the Law Enforcement Liaison should help to strengthen the overall effort.

- A detailed reporting system of all data collected was implemented. Events were summarized and individualized in the reports to facilitate better analyses. Crash statistics were aggregated to reflect sub-recipients productivity for annual comparison.

### **Future Strategies**

Johnson and Associates (J&A) will contract through WASCOP to provide the staffing resources necessary to effectively administer the law enforcement grant process and to coordinate all grant-related law enforcement initiatives and strategies in accordance with grant requirements. In addition, J&A staff will facilitate the flow of information between the HSO, the Association and Wyoming law enforcement agencies.

**Project Name:** WASCOP Traffic Safety Committee  
**Project Number:** PT-2014-14-PT-02  
**Total Funds Expended:** \$3,630.48

### **Achievements**

The Traffic Safety Committee of the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) administered and coordinated the local law enforcement grants programs. The Committee met quarterly to review administrative issues and concerns. More effective use of highway safety grant funds by Wyoming's law enforcement community has been, and will continue to be, a priority focus for the Traffic Safety Committee.

Towards that end, the Committee worked with the Highway Safety Office (HSO) to develop objective criteria for evaluating the productivity for all local law enforcement agencies. The Committee also considered setting up a Grants Compliance Review Process and Committee. The process will be reviewed and determined during next fiscal year. The Committee utilized productivity numbers and local traffic crash data to determine an agency's grant eligibility status.

The HSO, the Traffic Safety Committee and Johnson and Associates staff met to discuss and delineate WASCOP's grant administrative duties and responsibilities. A flow-chart was created and instituted into policy.

### **Future Strategies**

This project has one primary goal: to provide financial support to WASCOP standing committee on traffic safety in order to assist this committee in identifying and addressing traffic safety issues and concerns in Wyoming. The following objectives are related to this goal: To identify and resolve traffic safety related data collection issues; To develop and recommend an effective funding formula for distribution of selective traffic enforcement Highway Safety grant funds; To develop and recommend a template or criteria for evaluating the effectiveness/productivity of Highway Safety grant participants; To identify and address traffic safety related issues and concerns in Wyoming.

**Project Name:** HSO – Law Enforcement Liaison  
**Project Number:** PT-2014-14-PT-03  
**Total Funds Expended:** \$63,072.31

**Achievements**

FY2014 saw the beginning of the first full time Law Enforcement Liaison (LEL) position in the State of Wyoming. This position brought a needed emphasis on Occupant Protection and DUI enforcement to the state that was not previously possible. The position provided additional education and "face time" to the individual local law enforcement agencies. The vast majority of the contacts that were made across the state have been positive encounters and enhanced agency performance. Changes to the HS-6 (Individual Officer Report) and HS-7 (Supervisor Summary) to better reflect traffic enforcement activities and have been put into place for the beginning of FY2015.

**Training:**

<b>Training</b>	<b>Month</b>	<b>Location</b>
WYDOT Vehicle Operators courses, Driven to Distraction II	October	Cheyenne, WY
Defensive Driving: 15 Passenger Vans.	October	Cheyenne, WY
National TIM Responder Training Program	January	Cheyenne, WY
NHTSA/TSI Occupant Protection Program Management Pilot course	March	Washington D.C
NHTSA/TSI Highway Safety Program Management	April	Cheyenne, WY
NHTSA/TSI Impaired Driving Program Management	August	Cheyenne, WY

**Conferences and Meetings:**

<b>Training</b>	<b>Month</b>	<b>Location</b>
Joint LEL, TSRP, JOL Training Conference	September	St. Louis MO
NHTSA Region 8 Regional Meetings	October	Denver, CO
Wyoming Interlock Technical Assistance	October	Cheyenne, WY
Governor's Council on Impaired Driving (GCID)	December	Casper, WY
Wyoming Seat Belt Coalition	February	Cheyenne, WY
WASCOP Traffic Safety Committee	February & August	Cheyenne, WY
WASCOP Leadership Conference	April	Casper, WY
NHTSA Region 8 Spring Conference	May	Cheyenne, WY
Tele-conference with Accelro Research	July	Cheyenne, WY
Safe Communities State Meeting	August	Douglas, WY
GCID	August	Cheyenne, WY

## **Future Strategies**

Primary responsibility of the LEL is to assist the Highway Safety Office by following their goals in educating, supporting and mentoring law enforcement agencies throughout the State of Wyoming on behavioral traffic safety issues. The LEL will serve as a bridge between law enforcement and the Highway Safety Office. The LEL will work to improve problematic areas with the agenda set forth by the Highway Safety Office. The LEL will be responsible to attend traffic safety trainings and travel as needed.

**Project Name:** WASCOP Radars  
**Project Number:** PT-2014-14-PT-04  
**Total Funds Expended:** \$107,731.05

### **Achievements**

Radar units were purchased as a trigger mechanism for seat belt enforcement due to Wyoming's status as a secondary law state. Twenty-three agencies were equipped with 48 Radars purchased.

This new equipment contributed to the 3,839 speed citations, 793 seat belt citations and 80 child restraint citations issued during grant funded overtime.

### **Future Strategies**

The Highway Safety Office (HSO) has successfully worked with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The High Visibility Enforcement project will be managed by WASCOP and it will continue the contract with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for grant agencies.

WASCOP will provide opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on seat belt usage violations placing the traveling public in jeopardy. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

To assist in combating the occupant protection problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar units will be purchased to be used as a trigger mechanism to enforce occupant protection seat belt enforcement.

**Project Name:** Wyoming Highway Patrol Radars  
**Project Number:** PT-2014-14-PT-05  
**Total Funds Expended:** \$69,330.14

### **Achievements**

Radar units were purchased as a trigger mechanism for seat belt enforcement due to Wyoming's status as a secondary law state. Using federal funds, 37 radars were purchased.

Using new and existing equipment, the WHP issued 3,211 speed citations, 300 seat belt citations and 29 child restraint citations during grant funded overtime.

### **Future Strategies**

The Wyoming Highway Patrol (WHP) is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways. Speed continues to be a major cause of fatal and injury crashes for all types of vehicles, this includes commercial vehicles especially during inclement weather. 64% (62,078) of citations issued were for speeding. With Wyoming having a daily average of 480,120 vehicles traveling on Wyoming highways this is a small percentage of the possible speeding violations that could be detected. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. Enforcement will be enhanced with the additional overtime hours for monitoring vehicle traffic. The great distances between cities, along with the minimal fines accrued for up to five miles over the speed limit contributes to the overall low compliance with this law. The fact that Wyoming's seat belt law is a secondary law and fines are minimal at \$25 does not encourage drivers to buckle up. Law enforcement's ability to enforce seat belt laws as a primary violation makes it difficult for officers to make contact with many of the seat belt violators they observe.

WHP will use speed enforcement to enforce the seat belt and child restraint laws. Due to the increasing number of occupants in crashes that are not restrained, this will be the primary focus during the traffic enforcement stops. The overtime hours will be used to enforce the speed and occupant protection laws. New radar units will be purchased to enhance the troopers ability to slow traffic and enforce both speed and occupant protection laws.

## ***TRAFFIC RECORDS***

**Project Name:** CARE Analysis/Report/Map Base

**Project Number:** TR-2014-14-TR-01

**Total Funds Expended:** \$195,874.66

### **Achievements**

WYDOT's Highway Safety Program and WYDOT's Districts used the Critical Analysis Reporting Environment (CARE) system delivered by ITIS for traffic safety analysis. This project incorporated information from the CARE Extraction, Transfer and Load Update that provided services in which traffic safety analysis can be accessed utilized in various ways and capabilities to display data in multiple data sets.

### **Future Strategies**

This project is to make the system components more accessible and/or usable by other programs within WYDOT and other agencies such as FHWA, LTAP, Tribal DOT, and local jurisdictions (MPOs, police departments, etc.)

The objectives of this project are to:

- Provide the additional users with access to the enhanced CARE system and related components.
- Apply provide database changes as needed to data sets currently in place and generally accessible.
- Apply provide appropriate application modifications to better support the wider set of users.
- Provide an appropriate security mechanism for access to the web-based toolset from outside of WYDOT.



## ***ROADWAY SAFETY***

**Project Name:** SMS – Safety Management System

**Project Number:** RS-2014-14-RS-01

**Total Funds Expended:** \$0.00

### **Achievements**

As no special projects were identified by the Safety Management System (SMS) Committee, no activities were funded for FY2014

### **Future Strategies**

SMS projects will continue to assist and coordinate activities related to the SMS team and WYDOT's Strategic Highway Safety Plan goals to reduce injuries and deaths on Wyoming's roadways. The Highway Safety Governor's Representative will continue to chair the SMS team, thus ensuring consideration of behavioral issues in roadway discussions. The SMS team will work with Wyoming's safety partners to develop and implement strategies with the greatest potential to reduce fatal and serious injury crashes. Traffic Safety Summits will continue to be encouraged. To date, traffic safety summits have been held in three prominent locations: Cheyenne, Casper and Fremont County/Wind River Reservation.

**Project Name:** Cheyenne MPO  
**Project Number:** RS-2014-14-RS-02  
**Total Funds Expended:** \$9,398.36

### **Achievements**

The purpose of this project was to plan and organize a traffic safety summit in FY15. The MPO retained the services of Cambridge Systematics, Inc. who identified the problem areas of Intersections, Vulnerable Road Users including Pedestrians, Bicyclists, and Motorcyclists, Distracted Driving, and Safety Policies. These problem areas became the focus of the future summit.

The MPO planned and organized the details of the summit, to be held during the first quarter of FY2015

### **Future Strategies**

An update of the Cheyenne Transportation Safety Management Plan will involve engagement of safety champions in the region, review of recent crash data, identification of key emphasis areas, conducting a Safety Summit to identify regional safety strategies, identification of action steps, development of performance measures, and development of an implementation plan. With the enactment of MAP-21, MPOs will be required to set safety targets for fatalities and injuries, and these would be established as part of the plan development process. The technical committee will establish a vision and goal for the plan. Upon review of data showing the top factors involved in regional crashes (i.e., lack of safety belt use, speeding, impaired driving, bicycle and pedestrian involvement, etc.), the committee would select approximately three to six emphasis Areas for discussion of future regional safety strategies. During the group discussions participants would identify strategies, action steps and key stakeholders for plan implementation.

# ***SAFE COMMUNITIES***

**Project Name:** Region One Safe Communities

**Project Number:** SA-2014-14-SA-01

**Total Funds Expended:** \$ 47,279.70

## **Achievements:**

## **Laws and Enforcement:**

- This year Safe Communities Region 1 kicked off the national May Mobilization campaign with a proclamation on May 13<sup>th</sup> at Cheyenne Regional Medical Center. Mayor Richard Kaysen of Cheyenne, WY presented the proclamation at this event. Other speakers at the event included Cheyenne Chief of Police Brian Kozak, Laramie County Sheriff Danny Glick, Dr. Richard Fermelia Trauma Surgeon with Cheyenne Regional Medical Center, a Laramie County Click Student, and keynote speaker David Bois, who was a victim in a car accident and didn't use the proper restraints. This event was covered by the local paper, KGWN News Channel 5, and local radio stations. This event highlighted Safe Communities involvement with local law enforcement official's as well as local government official's to support the NHTSA national campaigns.

## **Communication and Outreach:**

- This year Safe Communities Region 1 introduced the idea to host quarterly meetings to have with the other Safe Communities regions across the state. This year the Wyoming Safe Communities team was able to meet on five different occasions. At these meetings statewide media campaigns were discussed, different type of events that were being hosted in the local communities, and ways to insure that events were data driven. Other topics covered at the meeting include reporting styles, and preparation towards moving to a state wide Safe Communities models.

## **Community Events:**

- On February 14, 2014 Safe Communities Region 1 conducted safety presentations during the legislative luncheon sponsored by the Wyoming P&C Insurance Carriers in Cheyenne WY. Safe Communities addressed the state-wide problem areas of belt and booze utilizing the Driving Simulator and Fatal Vision Goggles.
- Safe Communities held an informational booth at the 44th Annual Wyoming Trauma Conference in Cheyenne, WY. There Safe Communities set up an educational booth with August Crackdown materials and educational opportunities that Safe Communities can provide throughout the state to educate people in their communities the importance of drinking and driving education and bring awareness to the issue.

- March 20, 2014 and March 21, 2014 Safe Communities partnered with Wyoming FBLA to present a teen driving workshop and held information booths at the State Conference in Cheyenne, WY. On March 20, 2014 Safe Communities partnered with a local State Farm Agent to present a teen driving workshop. Thirty-nine students were in attendance at the workshop making this the highest attended workshop of the conference. On March 21, 2014 Safe Communities had an information booth with Wyoming seatbelt statistics as well as the demonstrated the Fatal Vision Goggles and their effects of drinking that result in how dangerous it is to get behind the wheel one is intoxicated. Safe Communities reached over 100 students with the demonstration and education booth.

**Media:**

- Within Region 1 Safe Communities worked with the other Safe Communities regions to host statewide billboard campaigns. The two campaigns that were marketed across Wyoming were May Mobilization and August Crackdown. The May Mobilization campaign reached 2,357,704 people and the August Crackdown campaign reached 1,932,660 in Region 1 alone.



**Inspection Station:**

- Throughout Safe Communities Region 1 there were 465 car seats inspected and 153 car seats distributed.

**Evaluation:**

- All figures in the people reached are numbers from all the events that were held in Region 1 throughout fiscal year 2014. In the media portion radio ads that were announced throughout UW Cowboy and Cowgirl Basketball games are not include as well as News Channel 5 interviews are not included. This is because the numbers of those reached by our efforts are unclear.

<b>People Reached</b>	
Community Events	30,669
School Programs	762
Media:	
Billboards	7,678,228
Cinema Ads	390,000
Printed Ads	75,000
Social Media	10,400
Other	6,000
CPS Education	1,166
Total Reached	819,225

## County Profiles: Albany

### Community Events:

- Safe Communities was able to set up a seatbelt information booth at three different University of Wyoming Cowboys and Cowgirls Basketball games this past season. In addition to an educational booth about alcohol statistics in Wyoming, as well as occupant protection information fans were able to try out the drunk/distracted driving simulator and fatal vision goggles. During the halftime break, Safe Communities was able to present to fans shoot out demonstration that showed the effects of alcohol impairment. Two students had a different set of fatal vision goggles (each at different blood alcohol content) and were asked to attempt a layup, free throw, and a three point shot as quickly as possible. Cowboy and Cowgirl basketball events 18,823 fans were reached.
- During this fiscal year Safe Communities was able to partner with the University of Wyoming Football athletics marketing department. During two UW home games Safe Communities had the opportunity to educate and inform people on drunk driving risks and seat belt usage. This event reached 3,000 cowboy fans which included youth, UW students and Wyoming residents.
- On May 3, 2014 Safe Communities set up an alcohol education awareness table at the UW Rodeo. At the event educational materials were handed out, and the driving simulator provided by State Farm was there for students and adults to try. There were over 300 in attendance at this event. This was a great opportunity for Safe Communities to reach this targeted demographic on the importance of buckling up when behind the wheel.
- On July 12, 2014 Safe Communities was a sponsor of the Laramie, WY brews festival. At the festival Safe Communities was given the opportunity to have a safety education booth which educated patrons of over consumption and to not drink and drive. At the event those who were educated also received information about the Laramie, WY Safe Ride program and were able to try on the fatal vision goggles that showed the visual effects of drinking. There were over 500 participants at this event.

### School Programs:

- Safe Communities was able to partner with the University of Wyoming Alcohol Awareness and Education Department to help reach the UW student population on a monthly basis. Each month their office creates a publication with current health topics and tips that reaches roughly 2,400 students each month. Safe Communities is now able to publish several different stories and updates each month that will reach the only four year higher education institution in the state.

**Media:**

- Two campaigns that were marketed across Albany County included the National May Mobilization and August Crackdown Campaigns. The May Mobilization campaign reached 471,968 people and the August Crackdown campaign reached 299,404.
- Several posters were distributed in Laramie, WY that pertained to seasonal ads and national campaigns. Locations of the posters included high traffic areas like restaurants, bars, liquor stores, and around the university and community college.
- In Albany County the UW Cowboy/Cowgirl Basketball game radio spots were announced across the county. Total reached per county isn't included under the people reached by media in the below summary.

**Inspection Station:**

- In Albany County there were 102 car seats inspected and 18 car seats distributed.



**Evaluation:**

- All figures in the people reached are numbers from all the events that were held in Albany throughout fiscal year 2014. In the media portion radio ads that were announced throughout UW Cowboy and Cowgirl Basketball games are not include as well as News Channel 5 interviews are not included. This is because the numbers of those reached by our efforts are unclear.

<b>People Reached</b>	
Community Events	23,123
Media:	
Billboards	771,372
UW Student Health 101	2,373
Total Reached	797,014

## County Profiles: Carbon

### Community Events:

- Safe Communities partnered with the Wyoming PMO in Carbon County to host a May Mobilization Proclamation event on May 6, 2014 at the Rawlins Town Hall Meeting. Mayor Kenneth C. Klouda of Rawlins, WY presented the proclamation at this event. Other speakers at the event included the Wyoming Highway Patrol.
- On August 7, 2014 Safe Communities hosted a car seat class and educational booth at the Carbon County Fair. The car seat event resulted in 21 seats inspected and 19 seats distributed. The education booth focused on education materials and increased awareness not to drink and drive and those that stopped by were able to try the fatal vision goggles. Seventy-five event attendees stopped by our booth.

### School Programs:

- On Friday May 2, 2014 Safe Communities partnered with a local firm to present a mock car crash at Rawlins High School. All students were able to watch this event and were educated on the dangers of not buckling up and drinking and driving. Presenters at the mock car crash included Law Enforcement, EMT's, the Carbon County Corner, School District Employee's, and the Rawlins Fire Department. Below is the banner that was up at the school during their assemblies.

### Media:

- Two campaigns that were marketed across Carbon County included the National May Mobilization and August Crackdown Campaigns. The May Mobilization campaign reached 268,136 people and the August Crackdown campaign reached 126,244.
- In Carbon County the UW Cowboy/Cowgirl Basketball game radio spots were announced across the county. Total reached per county isn't included under the people reached by media in the below summary.
- All Carbon County events were marketed within the local paper and reached a total of 17,000 residents. These events included the car seat checkup event at the Carbon County Fair as well as the mock car crash.



**Inspection Station:**

- In Carbon County there were 54 car seats inspected and 13 car seats distributed.

**Evaluation:**

- All figures in the people reached are numbers from all the events that were held in Carbon County throughout fiscal year 2014. In the media portion radio ads that were announced throughout UW Cowboy and Cowgirl Basketball games are not include as well as News Channel 5 interviews are not included. This is because the numbers of those reached by our efforts are unclear.

<b>People Reached</b>	
Community Events	209
School Programs	250
Media:	
Billboards	394,380
Printed Ads	17,000
CPS Education	134
Total Reached	411,973

## County Profiles: Goshen

### Media:

- Two campaigns that were marketed across Goshen County included the National May Mobilization and August Crackdown Campaigns. The May Mobilization campaign reached 221,176 people and the August Crackdown campaign reached 110,588.
- In Goshen County the UW Cowboy/Cowgirl Basketball game radio spots were announced across the county. Total reached per county isn't included under the people reached by media in the below summary.

### Inspection Station:

- In Goshen County there were 11 car seats inspected and 2 car seats distributed.

### Evaluation:

- All figures in the people reached are numbers from all the events that were held in Carbon County throughout fiscal year 2014. In the media portion radio ads that were announced throughout UW Cowboy and Cowgirl Basketball games are not include as well as News Channel 5 interviews are not included. This is because the numbers of those reached by our efforts are unclear.

<b>People Reached</b>	
Media:	
Billboards	331,764
CPS Education	26
Total Reached	331,790

## County Profiles: Laramie

### Community Events:

- On February 20, 2014 Safe Communities did a pre observational seat belt survey at two parking structures at Cheyenne Regional Medical Center. There were 642 individuals observed. The survey concluded that CRMC has a 78% seat belt usage rate. Later on March 18, 2014 Safe Communities partners conducted the post observational post seat belt survey of the two parking structures at Cheyenne Regional Medical Center. There were a total of 613 cars observed and the survey resulted in an 87.92% usage rate. This was a nearly a 10% increase from the pre survey that was done in February 2014. The education piece of this survey was between the two surveys we educated over half of the Cheyenne Regional medical center on the importance of buckling up and the uneventful events that may occur when not buckling up.
- Safe Communities hosted a trunk and treat event at Little Lamb Preschool on October 31, 2014. Safe Communities primary focus was on the event was to educated families and children about child passenger safety tips, education, and laws in Wyoming. At this event 194 adults and 286 were educated on the topic. Great local partners who helped with the event included AMR, Cheyenne Fire Rescue, and the Cheyenne Police Department.
- During Cheyenne Frontier Days, Safe Communities conducted a seat belt survey during several busy events. These events included before and after a CFD Parade, twice at the CFD Park, and once during the pancake breakfast. There were a total of 2,104 vehicles counted with 1,048 of the vehicles being from Wyoming. The overall seat belt usage was 71%. The difference being in state vehicles came in with 72% and the vehicles from other states had 70% of the drivers being buckled.
- Safe Communities attend the 32nd Annual Holly Frontier Superday on June 28, 2014. At this event there are rides, refreshments, and live music, demonstrations, games, and exhibits booths. This event brings children and adults of all ages to Cheyenne for this large celebration. During the event Safe Communities fitted and sold bike helmets. There were 164 helmets sold and fitted and we reached 219 on bike helmet safety.

### School Programs:

- Safe Communities was activity involved within the Laramie County School District #1. Events within the district included, classroom presentations, and lunchroom exhibits. Topics covered within the school included occupant protection, not drinking and driving, and distracted driving. Through these efforts Safe Communities was able to reach 512 students.

**Media:**

- Five campaigns that were marketed across Laramie County included the National May Mobilization and August Crackdown campaigns, CPS awareness, and Cheyenne Frontier Day’s Billboards. The May Mobilization and August campaign both reached roughly 1,396,424 people. The other billboard campaigns reached a total of 3,387,864.
- Several posters were distributed in Cheyenne, WY that pertained to seasonal ads and national campaigns. Locations of the posters included high traffic areas like restaurants, bars, liquor stores, and around the community college.
- In Cheyenne Safe Communities was able to utilize the cinema ads to market national and season NHTSA campaigns. The cinema ad was changed 8 times throughout the year and reached an estimated 390,000 people.
- Safe Communities was able to reach 75,000 people through the Cheyenne Tribune Eagle with write ups about both the May Mobilization an August Crackdown campaigns.

**Inspection Station:**

- In Laramie County there were 298 car seats inspected and 132 car seats distributed.

**Evaluation:**

- All figures in the people reached are numbers from all the events that were held in Laramie County throughout fiscal year 2014. In the media portion radio ads that were announced throughout UW Cowboy and Cowgirl Basketball games are not include as well as News Channel 5 interviews are not included. This is because the numbers of those reached by our efforts are unclear.

<b>People Reached</b>	
Community Events	7,337
School Programs	512
Media:	
Billboards	6,180,712
Cinema Ads	390,000
Printed Ads	75,000
Other	6,000
CPS Education	860
Total Reached	6,660,421

## **Future Strategies**

The program will address the driving issues that challenge the citizens of Safe Communities/Region #1 in Laramie County, Albany County, Carbon County and Goshen County resulting in crashes, particularly alcohol related crashes, the lack of seat belt use and child safety seats and misuse of safety seats. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in these counties by participating in the NHTSA National Campaigns of; the May Mobilization, Cheyenne Frontier Days, August Crackdown and the Sturgis Motorcycle Rally, plus other times selected by the coalition where the data shows a need. Throughout Safe Communities/Region #1, the program will also partner with members in law enforcement, educators, health and safety advocates in the community as well as county to stimulate change in how the county deals with drunk drivers and unbuckled citizens at the local level. Grant funds will be used for partial salary and benefits, planning and implementing projects, travel for a traffic safety conference and travel throughout the region, developing brochures, collecting data and organizing a publicity campaign.

- Numbers will evaluate progress and success of projects (activities) created and launched. How many people are reached by each project? Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seat belt?
- Has the media engaged in the change of attitude and culture to stress the importance of occupant restraint use?
- Is the misuse rate of car seats, booster seats and the non-use of seatbelts decreased?
- Assess the number of citations and warnings issued by local law enforcement for failure to use safety belts
- Has the number of crashes in this Region caused by Driver Distractions decreased?

**Project Name:** Region Two Safe Communities (WMC)  
**Project Number:** SA-2014-14-SA-02  
**Total Funds Expended:** \$ 95,893.41

## **Achievements**

### **Communication and Outreach:**

- Safe Communities was part of the collaboration that originally developed the Alcohol Task Force in Natrona County. Safe Communities continues to regularly attend Alcohol Task Force meeting and works with the group to reduce DUI-related crashes in Natrona County.
- Safe Communities built and strengthened relationships at Wyoming Medical Center during the grant year. Staff members presented Safe Communities program information to several departments in the hospital including the following units: Mother/Baby, Trauma/Injury Prevention, Engineering, Medical Records, etc. Staff members also developed an online learning module about our programs which was made available to all Wyoming Medical Center Staff.
- Safe Communities partnered with Safe Kids of Central Wyoming to build a coalition of community and county leaders to guide activities and campaigns throughout the year. The coalition is made up of representatives from the following organizations: Natrona County Sheriff's Department; Casper Police Department; Wyoming Cancer Resource Center; Prevention Management Organization of Natrona County; Casper Fire-EMS; Casper College; MADD; Headstart; Mercer Family Resource Center; WYDOT; Wyoming Medical Center; and Big Brothers/Big Sisters of Natrona County. This coalition has allowed Safe Communities to enhance the prevention and awareness programs offered in Natrona County and to keep up-to-date on other traffic safety related events in the community.
- Safe Communities and their partners collaborated on the "Don't Wreck the Holidays" campaign. This campaign was a community wide event that included PSAs, print ads, and billboards, etc. The goal of the campaign was to prevent drinking and driving crashes and fatalities during the winter holidays. The campaign kicked off on November 19, 2014 at Casper College and ended on New Year's Day. Other campaign activities included a float and "flash mob" during the Christmas Parade. The majority of activities were focused in Natrona County, with media messages shared in Converse and Platte counties.



- Safe Communities fostered relationships and collaborated with Converse County School Districts #1 and #2; Natrona County School District #1; Niobrara County School District #1; and Platte County School District #1 to provide traffic safety education (occupant protection, distracted driving and/or impaired driving) to students.
- Safe Communities formally collaborated with the Injury Prevention Program to avoid duplicate efforts and extend the reach of each organization most notably is the P.A.R.T.Y. (Prevent Alcohol and Risk-Related Trauma in Youth) program.
- Safe Communities staff built a relationship with Quinn Hutcheson of the Prevention Management Organization in Wheatland, WY. She has been instrumental in keeping Safe Communities updated about Platte County events and helped distribute Safe Communities information and campaign materials to the local community.

### **Community Events**

- Safe Kids Day was held on May 3, 2014 at the Casper Recreation Center. The 373 children and 197 adults who attended the event received safety tips on a number of issues including booster seats, texting and driving, pedestrian safety, and bicycle safety. The Wyoming Highway Patrol provided rollover car demonstrations. Bike helmets were fitted and distributed to help keep children safe. Safe Communities had support from Safe Kids of Central Wyoming, the City of Casper/Recreation Center, McMurry Foundation, Kohl's, Casper Star Tribune, Tonkin Foundation, Rocky Mountain Power, White's Mountain Motors, Wells Fargo Bank, and Wyoming Medical Center.
- Safe Communities staff and volunteers participated in Lusk's first ever child safety fair on August 20, 2014. Helmet fittings and a bike rodeo teaching safety skills were offered, as were car seat inspections and Little Convincer demonstrations. At the helmet station, information was given to 46 kids and 15 adults, with a total of 44 helmets were fitted. At the car seat/seat belt station, participants were asked if they always wear their seat belts, 37 out of 47 kids said yes; 24 out of 40 adults said yes. After a convincing seat belt presentation, all but one kid and one adult said they would start wearing their seat belt all the time.

- Safe Communities participated in Drive Safely to Work Week by educating Wyoming Medical Center staff members and visitors. Information was placed near WMC's cafeteria October 7-11, 2013. Safe Community staff members talked with WMC employees and visitors about seatbelt safety and distributed safety information and program enhancements. Safe communities also conducted a pre- and post-observational seat belt survey to gauge the success of the week's activities.

**School Programs:**

- Safe Communities visited a number of elementary schools throughout Natrona County School District #1 to teach children about seat belt safety. Letter were sent to all Kindergarten classes in the district regarding the Little Convincer Program. Safe Communities partnered with law enforcement on these presentations at Willard, Evansville, Oregon Trail, Mountain View, Ft. Caspar Academy, Sagewood and Pineview schools.



- Safe Communities participated in the 'Healthy Eagles' event in Glendo, Wyoming, 'Healthy Dawgs' and 'Paws for Health' events in Wheatland, WY to discuss occupant protection and distracted driving. Car seat/booster seat usage was emphasized for the students nine and under. The importance of always wearing a seat belts and distracted driving was presented to the older students. A roll-over presentation and or the seatbelt convincer were present to help demonstrate the importance on using a seatbelt. Total attendees included 136 students and 25 adults.





- Safe Communities provided safety information at both Kelly Walsh High School (Casper) and Wheatland High School Proms. Students were given “Expense Forms” comparing the normal cost of Prom and Graduation events to the cost of drunk driving and not wearing a seat belt. Pre- and Post- survey was conducted.
- Safe Communities provided Distracted Driving Awareness activities at Douglas High School, Glenrock High School, Lusk High School, and Wheatland High School (with participation from Chugwater High School). Students were shown the AT&T distracted driving video which was followed by hands-on activities including the driving simulator, concussion matching game, Fatal Vision Goggles, and the texting and walking mat.

**Media:**

- Safe Communities Region 2 used Lamar's billboards to advertise a number of campaigns during FY14. Billboards were used in Converse, Natrona, and Platte Counties to highlight the May Mobilization and August Crackdown messages.
- Safe Kids of Central Wyoming and Safe Communities maintain a Facebook Page at: <https://www.facebook.com/pages/Safe-Kids-of-Central-Wyoming-Safe-Communities/216118705125848>. Safe Communities used this site to advertise events, post campaign information, and raise awareness about traffic safety issues. By the end of FY14, 178 page likes were reported and an average post reached between 50 and 200, depending on the issue.
- August Crackdown Ads ran at the Fox, Rialto and American theaters from August 1, 2014 thru September 2, 2014.
- Safe Communities Region 2 partnered with Safe Communities Region 1 and 3 as well as WYDOT Public Affairs to air highway safety radio ads for the 2013-2014 University of Wyoming Cowboy Basketball season. The radio spots were heard on 25 radio stations that covered Wyoming and surrounding states. PSAs were recorded with Townsquare Media for use during May Mobilization, August Crackdown, and Don't Wreck the Holidays campaigns.
- Safe Communities worked with newspapers in Converse, Natrona, Niobrara and Platte Counties on May Mobilization, August Crackdown and Don't Wreck the Holidays campaigns.



**Inspection Station:**

- Safe Communities Coalition members attended the Safe Kids Day event in Douglas on April 29, 2014. A total of nine car seats inspected during this event.
- Car seat inspections were held the 2nd Saturday of each month except October, December, June and July. Certified CPS Technicians inspected 80 car seats in Natrona County during this period. In July, 2014, Safe Communities staff started offering seat belt consultations by appointment at the Wyoming Medical Center, where 13 in person consultations were performed in three months.
- Safe Communities held a car seat inspection station at the Child Safety Fair in Lusk, Wyoming on August 20, 2014. Two car seats were inspected during this event.

**Media Evaluation:**

Safe Communities Region 2 sustained media relationships in the counties found in WYDOT Region 2. Safe Communities program is a part of the Community Development Office of Wyoming Medical Center which allows us to leverage existing relationships with those of our colleagues in the division.

Safe Communities has strong relationships with Townsquare Media, the Casper Star Tribune, and K2TV. These media partners are always willing to cover Safe Communities campaigns and events. Safe Communities serves as a resource for these organizations when traffic related news stories arise.

Safe Communities events were also featured on K2TV and Channel 13 Newscasts throughout the year. Programs specifically highlighted include: Safe Kids Day; May Mobilization; August Crackdown; 4<sup>th</sup> of July Holiday Campaign; and Child Passenger Safety Week.

The media partners in Region 2 were supportive of traffic issues and are willing to support efforts to change cultural norms about drinking and driving and seat belt usage.

**Future Strategies**

Safe Communities Region 2 will establish partnerships with the National Highway Traffic Safety Administration Wyoming Media Coordinators, school districts, and community colleges in the outlying counties while expanding these relationships within Natrona County. Furthermore, we will explore a possible relationship with the Casper Metropolitan Planning Office to determine the overlapping goals.

In 2012, Wyoming had 77% statewide seat belt usage with 63.1% usage in Natrona County and 84.5% usage in Platte County, but Niobrara and Converse Counties are not part of the statewide seat belt survey. Operation costs (such as telephone, office equipment.) will be supplemented by the Wyoming Medical Center. Grant funds will be used for salary, planning projects and activities, materials and supplies as well as education and travel. Staff will explore opportunities to network and expand partnerships that further the goals of Safe Communities Region 2. We will identify other community events where occupant protection and alcohol awareness will present clear opportunities for community education and increasing the mindfulness of drivers, passengers, and cyclists in sharing the road.

- Has the percentage of citizens wearing a seat belt in the region increased?
- Has the number of individuals injured in crashes been reduced due to wearing a seat belt?
- Has the media voluntarily attempted change of attitude and culture to use seat belts/ child restraints in vehicles?
- Has Wyoming strengthened its seat belt law?
- Has the number of children in child restraints increased?
- Has the number of parents being arrested for the lack of a child passenger seat decreased?

**Project Name:** Wyoming Drivers Survey, Attitude and Awareness  
**Project Number:** SA-2014-14-SA-04  
**Total Funds Expended:** \$ 25,354.29

### **Achievements**

In June 2014, the Wyoming Survey & Analysis Center (WYSAC) fielded the fifth iteration of the survey of Wyoming drivers. The first iteration was conducted in August 2010, and was designed to collect baseline data on attitudes, awareness, and behaviors of Wyoming drivers. By design, follow-up surveys were conducted in June 2011, July 2012, June 2013 and June-July 2014 with the purpose of assessing any changes in these measures. Since 2010 the survey has utilized a dual sampling frame consisting of both cellular and landline telephone numbers. A total of 621 surveys were completed in the 2014 iteration of the survey.

**Please see Appendix pg F1 – F52 for report pertaining to this data.**

### **Future Strategies**

Traffic safety surveys seek to obtain information on the public's knowledge, opinions, or self reported driving behavior. So the population of interest usually is all drivers.

GHSA and NHTSA have developed and tested a basic set of survey questions including information on seat belt use, impaired driving, and speeding to be used in regular telephone or similar surveys to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. GHSA and NHTSA have developed a core set containing nine questions and the survey will select a representative sample of all drivers throughout the State.

In association with the Strategic Performance Improvement Program, the Highway Safety Office will oversee the work associated with conducting the survey. Included will be the Attitude and Awareness Survey containing at minimum the core set of nine questions.

**Project Name:** CLICK Program, Laramie County School Dist. #1  
**Project Number:** SA-2014-14-SA-05  
**Total Funds Expended:** \$ 72,404.59

### **Achievements**

Click consists of recruiting high school and junior high school students to serve as presenters and good role models in the importance of traffic safety. The main objectives are seat belts safety, distracted driving, helmet safety, and distracted driving, weather and road conditions, graduated and hardship driver's license, and driving under the influence. The Click students promote and speak about all of these objectives in elementary as needed, junior and senior high schools, traffic safety activities, and community events. These students serve as examples to all their peers within schools and community.

The Click program was active in all six the secondary educational level schools.

### **CLICK PROJECTS FOR 2013-2014**

- AT&T "It can wait" campaign within all high schools
- First Lady and Governor Mead Underage age drinking initiative
- "Be smart and strong, buckle up" media campaign
- Smart Sports "Be smart and strong, buckle up" media campaign
- Safe Communities Drunk Goggles presentations/Wheel simulator
- Wyoming Seat belt Coalition
- Seat belt surveys at high schools
- Cheyenne Police Department partnership
- Cowboy Network Radio station advertising with First Lady Underage drinking Initiative
- May Mobilization at CRMC
- Health and PE presentations in junior high/senior high classrooms
- Classroom presentations
- Work independently with School Resource Officers
- Life Savers Conference in Nashville, TN
- Highway Safety Coordinator for Goshen, Natrona, and Carbon County schools
- Coordinate all Click meetings within schools
- Distracted Driving booths with Cathy Jarosh/Cowboy Network
- Seat belt booths within all junior and senior high schools
- Texting and driving pledge campaigns at all high schools

**PROJECT OBJECTIVES:**

- To schedule time for Click students to share presentations with elementary, junior high, and High school students to talk about the dangers of alcohol, riding with an impaired driver, and the importance of seat belts.
- To provide the grant manager with an advance schedule of events for presentations along with updated presentations outlines, and surveys.
- To provide all fiscal requirements to the grant manager and LCSD 1.

**TOTAL NUMBER OF PRESENTATIONS: 181**

**TOTAL APPROX STUDENTS SERVED: 17,945**

**Future Strategies**

School evaluations will be done by teachers per classroom presentations on highway safety. Pre and Post survey forms are completed by teachers to determine how effective Click presentations are in seat belt usage, underage drinking, distracted driving, helmet safety, and obtaining a driver’s license. Seat belt surveys are also conducted at all the high schools the beginning and end of the school year. Administrative evaluations are done yearly to monitor the duties of the Click Facilitator at all schools in the district. A summary evaluation report will be provided to the Highway Safety Office.



**Project Name:**                   **Region Three Safe Communities – (IPR)**  
**Project Number:**               **SA-2014-14-SA-06**  
**Total Funds Expended:**       **\$ 44,112.91**

### **Achievements**

The alcohol team meeting was attended by E.D. Noel Cooper. Community partners and liquor license owners met monthly in efforts to work on DUI and public intoxication issues. Early on in meetings, the group of liquor license owners had expressed that they have no intent to be governed by an outside entity and they do not want to work on this issue with Fremont County Prevention Management, Injury Prevention Resources or the city council. As time progressed, local liquor license holders did show some interest in making a change. Ultimately, Riverton City Council will need to make the decision to adopt the necessary changes.

Riverton liquor dealers warming to idea of a local accountability system



*(Riverton, Wyo.) – A presentation from a Casper Liquor dealer and a Casper Police Lieutenant Steve Freel seems to have calmed the waters over a proposal to institute a "demerit points system" for Riverton liquor businesses.*

When the idea was first proposed by the Fremont County Prevention Management Organization, the liquor dealers in town organized and let it be known their near unanimous and very strong opposition to the idea.

On Tuesday afternoon this week, Poplar Wine and Spirits owner Mike Reid and Lt. Steve Freel talked about the system that was put in place in Casper, how it has succeeded and how the fears of liquor dealers in Wyoming's second largest city were addressed. Reid has been a liquor dealer for the past 18 years.

He said he was a member of the Casper City Council when a demerit points system was first introduced around 1990. He said that system was developed in cooperation with the liquor industry there. "We wanted to be fair and be able to tell who was a bad operator and who wasn't. That way if somebody claimed a business was not a good operator, they could say look at my demerit points," he said. "That was the idea behind it."

Safety Education Coordinator Tom Cunningham attended the Academy Night Out event in Douglas to assist with educating new officers on child car seat, seatbelt and impaired driving education. The event emphasized on exciting new officers to work the issues that are high risk factors on Wyoming roads leading to serious injury and fatality.



### **Child Car Seat Education to Peace Officers**

Executive Director Noel Cooper and Safety Education Coordinator Tom Cunningham both obtained certification through the State of Wyoming Peace Officer Standards and Training Commission to educate peace officers relevant to child car seat education. The educational course lasts approximately two hours and places emphasis on child car seat laws, seatbelt laws and best practices.

During FY2014, 16 police officers earned POST hours during the educational course provided by Injury Prevention Resources.

### **Fremont County Fair & Friday Night Cruise**

IPR also had a crash trailer placed at the Fremont County Fair to Show the effects of DUI and Distracted Driving from WHP. The trailer had the information about the crash which had a strong visual presence on the public. The trailer reached 12,000 kids and 10,000 adults from Monday, July 28, 2014 to Thursday, July 31, 2014.



IPR utilized the crash trailer placed at the Friday Night Cruise on Friday, July 11, 2014. The crash car visualizes the effects of Distracted Driving. In addition, a large display relevant to the cost of a DUI was placed with the crash car as an additional visual aid. The trailer describes specific information about the crash and had a strong visual presence for the public to observe. An estimated 500 kids and 895 adults attended this event.



### **School Programs:**

#### **The Battle of the Belts- Fremont County**

The Battle of The Belts competition was conducted at Shoshoni High School and Wind River High School in Fremont County. The program at each school consisted of Pre-event Seatbelt Observation Surveys, a full week of student announcements with including statistics, an on-site assembly with IPR, Wyoming Highway Patrol and Fremont County Sheriff s offices (utilization of the rollover simulator from WHP was a key element) and finally, a post-event Seatbelt observation surveys and quizzes.

In conclusion, Shoshoni High School was able to increase their seatbelt usage by 18% and Wind River High School was able to increase by 24%. An awards ceremony will be conducted in December with Rob Henry of the WHP, Cody Beers of WYDOT and Darwin Glasgow of FCSO. The school will receive a custom made Championship Belt and a Banner stating that they are the 2013 Battle of the Belts Champion. In addition, a token and recognition for working seatbelt safety will be presented to the SRO at Wind River High School, Brett Johnson.

## Life R U Ready- Fremont County

The **'Life R U Ready'** Program was conducted on May 6, 2014 in Riverton. The program placed an emphasis on high risk decisions. Impaired driving and Seatbelt Safety were two of the main areas of focus surrounding the event. Injury Prevention Resources provided a crash car that was placed upside-down with a staged victim, a rollover simulation unit courtesy of WHP and impaired vision goggles. An estimated 104 sixth grade students and 120 adults were present at the event.

*Life R UReady 2014- Wyoming Highway Patrol 's Duane Ellis and Injury Prevention Resources' Tom Cunningham Explain crashforce dynamics and demonstrate what happens in a rollover crash.*



*Life R UReady 2014- Executive Director Noel Cooper educates attendees about the dangers of impaired driving and not wearing a seatbelt.*



## **Media:**

### **Billboard Media - Efforts for May Mobilization**

Bill Boards were set up throughout the five (5) counties in Region #3 Safe communities. 10 locations were selected for the region to support law enforcement efforts for May Mobilization.

- Big Horn County: 2 Billboards
- Fremont County: 2 Billboards
- Park County: 4 Billboards
- Washakie County: 2 Billboards

The following message was displayed:



### **Billboard Media Efforts for August Crackdown**

Lamar Billboards with the "DUI Life" messages were put up throughout S.C. Region 3 in collaboration and support of the Governor's Council for Impaired Driving Campaign. Billboards were placed as follows: Bighorn County: Fremont County: Hot Springs County: Park County: Washakie County:

## **Future Strategies**

Strengthening Partnerships will be a primary focus for this program. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in District #5 by participating in the NHTSA National Campaign May Mobilization and other times selected by the coalition where the data shows a need. In addition, we will partner with other local coalitions to work on vehicle occupant protection issues and the Wyoming Seatbelt Coalition.

Through the school education programs will conduct vehicle occupant protection in a multitude of schools within Region # 5. The program will be focused on attempts to conduct programming in middle schools, high schools and colleges.

The goal of every seat belt program is to change attitude and behavior in how the following are viewed:

- Buckling a seat belt may be a personal choice, but it does not just involve the person making the choice.
- Texting is a dangerous choice of communication while driving. Wyoming citizens must be aware of its dangers and that it is against the law in our state.
- Not having a primary law does not mean freedom, it means financial loss - individuals suffer, insurance companies suffer, health care suffers, our state's economy suffers.

The focus on child passenger safety will be to continue conducting Safety Rodeo Events and Child Car Seat Distribution. Whether it is related to impaired driving or the lack of seat belts or car seats, educating children can play a vital role when holding adults accountable. Media campaigns will be developed to raise awareness on the importance of seat belts/ child restraints and the consequences when no belt is worn (paid and earned).

Numbers will evaluate progress and success of projects (activities) created and launched.

- How many people are reached by each project?
- Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seatbelt?
- Has the rate of DUI arrests changed in this Region? Was enforcement changed or increased?
- Has the rate of alcohol related crashes changed in this Region?
- Has the media engaged in the change of attitude and culture not to drink and drive and stress the importance of occupant restraint use?

## ***SPEED ENFORCEMENT***

**Project Name:** Speed Enforcement

**Project Number:** SE-2014-00-00-00

**Total Funds Expended:** \$0.00

### **Achievements**

There was no activities for this Program Area

### **Future Strategies**

The challenge from the Strategic Highway Safety Plan is to use both law enforcement and educational efforts to address speed as an issue. Speeding can be thought of in two ways: **exceeding the posted speed limit and 2) traveling too fast for the conditions of the roadway.**

## ***PAID ADVERTISING***

**Project Name:** WYDOT Public Affairs Office (Regular PD Media)  
**Project Number:** PM-2014-14-PM-01  
**Total Funds Expended:** \$357,465.91

### **Achievements**

Seat belt grant funded many sports venues at the K-12, college and professional levels, including but not limited to various radio shows and other outdoor publications. Between the Public Affairs Office and the five Public Involvement Specialists (PIS) around the state achieved excellent coverage. This type of coverage created exceptional opportunities to reach core audience and their families and laid the groundwork for partnerships in safety between WYDOT, the schools, law enforcement and other first responders (i.e. EMS, Fire Department).

PAO projects for the year started with football buys: high school banners and programs, UW football and Broncos radio broadcasts. PAO also conducted a statewide Thanksgiving radio campaign aimed at occupant protection for the holidays.

For the third time, we partnered with the statewide Future Business Leaders of America (FBLA) event to have our safety messages prominently displayed at their annual event for high school students and their families. For the first time PAO partnered with the Wyoming Latina Youth conference to reach their members.

May Mobilization effort was made statewide with television, radio, web and print buys. Wyoming PIS partners ensured that efforts would reach local level media markets around the state. Seat belt messaging was a constant on the airwaves around the state. PAO continued to use Pandora Internet Radio this year. Results were outstanding.

### **Future Strategies**

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified. The Public Affairs Office will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items with prior approval from the Highway Safety Office and printing for the Public Affairs Office or public information specialists.

**Project Name:** Drive Safe Wyoming  
**Project Number:** PM-2014-14-PM-02  
**Total Funds Expended:** \$227,603.67

### **Achievements**

Drive Safe Wyoming had an ongoing statewide radio campaign throughout the fiscal year to establish and maintain a baseline message. There were two specific campaigns over the year where frequency and reach were dramatically increased, and that was in April for Distracted Driving Awareness month and in September for “Back to School” campaign. Nielson data (attached) showed the following outcomes for the overall radio campaign:

- Total Cume Persons 12+: 462,000 (total number of different persons who tune to a radio station during the course of a daypart for at least five minutes.)
- Frequency : 50.8 (average number of times a person is exposed to a radio spot)
- Gross Impressions: 22,989,800 (sum of the average quarter-hour persons audience for all spots in a given schedule)

The messages were changed seasonally and the target audience varied slightly with the message. Some spoke more to teens and young drivers, while others related more to parents and adult drivers in general.

April’s Distracted Driving Awareness Month campaign closely followed the NHTSA campaign. Following a webinar on the national media buy, Drive Safe Wyoming created new radio ads using the NHTSA slogan “When you’re texting, you’re not driving,” and “U Drive, U Text, U Pay” and incorporated web ads and social media to the campaign.

The Huffington Post, an online news source approached Drive Safe Wyoming about writing a blog column for their month-long feature on distracted driving. On November 18, 2013, “True Confessions of an Admitted Distracted Driver “by program director, Cathy Jarosh went public.

### **Collaboration and Events**

Drive Safe Wyoming worked with the following groups and events:

- Natrona County Safe Communities and the Casper Police Department assisted Drive Safe by speaking with high school FBLA students at their State Leadership Conference in Casper.
- Drive Safe Wyoming volunteered at the State Basketball Tournament.

- CLICK Clubs of Cheyenne arranged various events at three of Cheyenne’s high schools where Drive Safe Wyoming interacted with students and painted their thumbnails as a reminder to keep their thumbs off of their phones.
- Laramie County Community College (LCCC) held an event similar to those at the high schools. This took place in conjunction with a live radio remote and interviews with the Cheyenne Police Department.
- Drive Safe Wyoming volunteered at the Wyoming Business Forum and reached more than 600 Wyoming business leaders with traffic safety messaging.
- Drive Safe Wyoming volunteered at the Governor’s Hospitality & Tourism event that was attended by more than 400 people.
- AT&T provided Drive Safe Wyoming with two smart phones to give away at the end of our Distracted Driving Awareness Month promotion in Cheyenne. Drive Safe Wyoming donated their statewide radio spots to AT&T’s “It Can Wait” pledge campaign for one week in September.
- Drive Safe Wyoming purchased an advertising campaign that featured print ads in the conference information brochures and registration materials and other conference signage at the Wyoming Latina Youth Conference.

### **Future Strategies**

The goal of Drive Safe Wyoming is to leverage paid media for additional earned media to educate people about what distracted driving is, why it’s so dangerous, and encourage them to improve their own driving habits, not just for their own safety, but to be a better example to young people in their lives. The target audience is all driving adults. Drivers under 20 are most at risk because of their overall inexperience behind the wheel, but they are certainly not the only ones texting behind the wheel. Earned media and partnerships with student and community groups will be used to more directly target teens and young drivers. The slogan is “The road is no place for distractions,” and it will be incorporated on the website, DriveSafeWyoming.com.

Drive Safe Wyoming will use Arbitron ratings to show the gross impressions produced by the media campaign as well as some basic audience data. A report will be provided on how the media became engaged and the impact they had in some of the individual markets around the state.



**Project Name:** Native American Media Outreach  
**Project Number:** PM-2014-14-PM-03  
**Total Funds Expended:** \$63,197.61

### **Achievements**

An annual survey was conducted by Aspen Media and Market Research to test public opinion and buy-in of the Native American campaigns. Valuable information was received from 150 telephone surveys with Fremont County/Wind River Reservation residents.

Results were received from 80 women and 70 men. These respondents receive their information from local radio stations, local TV broadcast stations, newspapers, and the Internet. Respondents included 141 who say they drive in Fremont County.

Respondents:

- 112 of 150 say they always wear their seatbelts
- 116 of 140 say they always wear their seatbelts when riding as a passenger in a vehicle
- 77 of 150 say they have seen or heard advertising campaigns regarding highway safety on the Wind River Reservation
- 50 have heard school bus safety campaigns
- 54 have heard child safety seat safety campaigns
- 55 have heard DUI safety campaigns
- 71 have seen billboards regarding highway safety
- 76 say they are aware of the “Click It or Ticket” messaging
- 57 say they are aware of “Always Buckle Up” messaging
- 98 of 122 say they have heard highway safety messaging on local radio stations
- 90 are aware of “Don’t Drink and Driving” messaging
- 87 are aware of “Use a Designated Driver” messaging
- 79 are aware of “Don’t Drive Drunk” messaging

### **FY2014 efforts:**

The Wind River Reservation/Fremont County highway safety grant was used in a number of ways:

- Culturally-sensitive photography, work with the tribes of Wind River, and development of new advertising campaign/billboards with Hispanidad of Denver
- Use of billboards south of Riverton at Wyoming 789/Wyoming 137 (17 Mile Road) intersection, and north of Lander on U.S. 287
- Purchased space on the sides of 10 Wind River Transportation Authority buses to carry messages on and off the Wind River Reservation throughout a year
- Production of stickers for use on the WRTA buses

- Community partnership/advertising of reservation-based messages on County10.com, wrnnetwork.com (formerly Rivertonradio.com), etc...
- Cody Beers and Big John Smith attended White House ceremony where Big John Smith received a life-saving award for his highway safety contributions on the Wind River Reservation
- Cody Beers attendance and speaking about Wind River work concerning reservation work at the Zero Fatalities Conference in Salt Lake City, Utah
- Advertising on the sides of other buses, including baseball bus, and signs throughout the community at county fair, etc.
- Advertising in bathroom stalls in bars and restaurants
- Earned media in various newspaper articles, photographs, radio stories, and radio shows throughout the year

### **Future Strategies**

This project would develop and air media campaigns to raise awareness on the importance of seatbelts and demonstrate the deadly behaviors of drinking and driving, offering alternatives to drinking and driving through education.

Travel expenses are needed for Wind River Reservation work to gather necessary materials for development of new campaigns. Purchase of I-Pad and data package to aid in following progress of this project.

## ***405 OCCUPANT PROTECTION***

**Project Name:** Wyoming Seat Belt Survey

**Project Number:** K2-2014-14-K2-02

**Total Funds Expended:** \$27,611.17

### **Achievements**

For the 2014 survey of seat belt use in Wyoming, 79.2% of vehicle occupants were observed wearing seat belts. This result is lower than the 2013 rate, but higher than the 2012 rate. The range across all three years is less than five percentage points.

### **Discussion**

From June 2, 2014 to June 8, 2014, 16 observers collected data on seat belt use in 16 Wyoming counties, covering 288 road sites. For the first time, the Wyoming observers received iPads and training in its use for the purposes of data collection. This facilitated the direct collection of observations and eliminated the need for separate pencil and paper-based data entry.

The rate of 79.2% belted was 2.7% points below the rate of 81.9% in 2013. However, this drop in the rate is not statistically significant. Two other qualifying observations were appropriate. First, the 2014 rate (79.2%) was higher than the rate for Wyoming in 2012. Second, there are 2,846 more observations in 2014 than in 2013, an increase of 13.6 points. These increased observations, made possible by the use of the iPads, increased the statistical confidence in the validity of the 2014 rate, as indicated by the standard error and the confidence intervals.

The passenger rate of seat belt use was 83.6%, while drivers were observed as belted at a rate of 77.6%, a difference of 6.0 points. Female vehicle occupants were estimated to have a seat belt usage rate of 85.1%, 10.1 points higher than the male rate of 75%. This is important because males made up six of every ten vehicle occupants in the survey. The estimates indicate that rural vehicle occupants have a considerably higher rate of seat belt use, and that occupants observed on primary roadways are more likely to be wearing seat belts than occupants on the other types of roadways. Seat belt rates for occupants of automobiles, vans, and SUVs are higher than the overall rate, but those rates are offset by the much lower rate for pickup truck occupants, so much lower, in fact, that the pickup truck rate depressed the overall rate by about 5.1%.<sup>1</sup> The overall rate of seat belt use in pickup trucks was 69.9% and 67.2% for males only in pickup trucks.

<sup>1</sup> By examining only the occupants of automobiles, vans and SUVs, and by, omitting occupants of pickup trucks, would be the overall rate have been 84.3%.

As in past years, the seat belt use rate was lower for occupants in Wyoming registered vehicles and higher for occupants of out-of-state vehicles. This is another factor that depresses the overall rate because more than two-thirds of vehicle occupants were observed in Wyoming registered vehicles.

Females had higher rates of seat belt use across the past three years, although the gap is smaller in 2013. The rate of seat belt use in rural sites was higher than the urban rate, but the 2013 difference is greater than the rates in the other years. Rates for occupants observed on primary roads were higher than on secondary roads and lowest on local/rural/city roadways across all three surveys. Occupants of pickup trucks had the lowest rates of all.

The rate of seat belt use declined from 81.9% in 2013 to 79.2% in 2014. However, this percentage is still 2.2 percentage points higher than the rate of 77.0% in 2012.

To sum up, the results for 2014 showed a lower rate of seat belt use than in 2013, but a higher rate than in 2012. This is evident in that rates for key groups declined from 2013 to 2014 (males, pickup truck occupants, occupants in Wyoming-licensed vehicles, and some counties, for example). However, the patterns of seat belt use were usually consistent across the categories of the contingent variables (driver or passenger, population density, roadway type, vehicle type, license registration, and county).

### Occupant Belts Use in Wyoming, 2014

<b>Occupant Belt Use in Wyoming, 2014</b>						
		<b>Estimate</b>	<b>Standard Error</b>	<b>95% Confidence Interval</b>		<b>Un-weighted Count</b>
				Lower	Upper	
<b>% of Total</b>	Belted	79.2%	1.3%	73.3%	84.1%	18,405
	Not Belted	20.4%	1.4%	14.9%	27.3%	5,207
	Unsure	0.4%	0.2%	0.1%	2.8%	111
	Total	100.0%				23,723

*Table presents the 2014 seat belt use data, which includes the confidence intervals for the weighted estimate of the seat belt use for belted vehicle occupants.*

This year, for the first time, iPads were used for data collection by the Wyoming's 2014 Statewide Seat Belt Survey observers and quality control staff. An application was developed by IN3, a company in Indiana that has experience in creating applications for iPad data collection, including statewide seatbelt surveys. DLN worked closely with the application developer to ensure that the final program met all the data collection requirements for the approved seat belt survey methodology. Prior to the live use of the iPads, DLN staff went through a beta testing period to identify all changes to the program for data collection accuracy. Upon final approval, all iPads were loaded with the new app. DLN also recorded all serial numbers and forwarded that information to the Highway Safety Office.

### **Future Strategies**

An annual statewide seat belt survey will be conducted to measure progress of occupant protection programs and state legislation. The safety belt usage survey will cover drivers and front seat outboard passengers in passenger motor vehicles (passenger cars, pickup trucks, vans and sport utility vehicles), registered in state and out-of-state, traveling on all road segments (U.S., State and Local). The process for the survey will be according to the new NHTSA approved methodology in FY2012. The survey will be done in the 16 selected counties. The baseline result was established from the June 2012 survey. The funding will provide an annual on-site training for the observers, on-site monitoring of observers and, the cost of the observers. The consultant will locate any new observers as needed. The project expenses will include direct labor costs for observers, clerical, analysis of the survey results.

**Project Name:** WASCOP OP HVE Enforcement  
**Project Number:** K2-2014-14-K2-03  
**Total Funds Expended:** \$13,703.80

### **Achievements**

Wyoming has had a consistent record of being below the national average for seatbelt usage as demonstrated by the statistics in the annual national and state observation surveys (2013 statewide average - 81.9%). Wyoming's 2013 Survey of Seat Belt Use statistics for out-of-state drivers were again higher than for Wyoming drivers (75.8% vs. 90.9%). A review of the seatbelt usage by county this year indicated that six of the counties in the state had a seatbelt usage of less than 75%. Those counties are (listed in order of least usage): Sheridan, Campbell, Natrona, Big Horn and Laramie.

Utilizing a problem and data-based approach for increasing seatbelt usage in Wyoming, this project concentrated its efforts in the four counties with the largest population base that also had statistics for the lowest seatbelt usage. Those counties (along with their recorded seatbelt usage percentage) are: Sheridan - 60.5%; Campbell - 62.3%; Natrona - 63.9%; Laramie - 73.0%

As stated previously, the goal of this project was to increase the statewide average for seatbelt usage in Wyoming by concentrating its efforts on the four counties with largest population base and that also had the lowest seatbelt usage in the state. During the course of implementing this project (which officially began on January 2014), an individualized strategy for increasing seatbelt usage in each county was developed and implemented; a continuous, year-round enhanced high-visibility traffic enforcement effort was provided for in each county; and a localized media/messaging campaign accompanied and supported the enhanced enforcement effort.

This project differed from previous state efforts in that individualized strategies in each of the participating counties incorporated an enhanced and CONTINUOUS, YEAR-ROUND high visibility enforcement effort (which focused on seatbelt enforcement) - instead of just during select times or national events. The enhanced enforcement efforts were supported by an accompanying localized media/messaging campaign to enhance public awareness. The goal of the coordinated effort was to create the perception among the motoring public that if they do not wear their seatbelt - law enforcement will "catch" and ticket them.

Billboards with the seatbelt enforcement message were displayed in each of the targeted counties during May Mobilization. Coffee cup sleeves (with seatbelt usage messaging and statistics) were printed and distributed to coffee shops and service stations in each of the counties throughout the year. Additionally, a different seatbelt enforcement message was aired on the radio in each county during the first two weeks of every month. Local law enforcement administrators were the "voice" for each of these messages.

Portable "Seatbelt Enforcement" signs were purchased for all participating law enforcement agencies and were displayed prominently during all enhanced enforcement activities. The Radio Campaign Summary and the scripts for each of the radio PSA's, as well as the layout for the coffee sleeves messaging are attached. This project's billboard messaging effort was a part of a collaborative media initiative with the Wyoming Seatbelt Coalition and Safe Communities.

Although this project has been operational for just nine months, the enhanced enforcement and media efforts do appear to be making a difference. Although the statistics that compare the number of citations written during this year with the previous year are not available at this time, cursory reviews of the statistics that are available indicate the numbers have increased.

Additionally, the 2014 Attitudes Survey focused on two statistical findings that have relevance to this project: One is that "there was a 6% increase of Wyoming drivers who have read, seen or heard about enforcement of seat belt laws by police in the past 60 days from the previous year." And two, the report indicated that unlike the previous year, "92% Wyoming drivers who have read, seen or heard anything about enforcement of seat belt laws report wearing their seatbelt always/often compared to 87% of those who have not read, seen or heard anything about enforcement of seat belt laws by police."

### **Future Strategies**

WASCOP will provide opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on seat belt usage violations placing the traveling public in jeopardy. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

To assist in combating the occupant protection problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar units will be purchased to be used as a trigger mechanism to enforce occupant protection seat belt enforcement.

**Project Name:                   Region Two Safe Communities**

**Project Number:               K2-2014-14-K2-04**

**Total Funds Expended:      \$1,818.85**

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA SAFE COMMUNITIES**

**PROJECT: SA-2014-14-SA-02 FOR DETAILS.**



**Project Name:** Highway Safety Special Events  
**Project Number:** K2-2014-14-K2-05  
**Total Funds Expended:** \$3,033.43

### **Achievements**

The Wyoming Highway Safety Office (WHSO) partnered with Wyoming Highway Patrol (WHP), Wyoming Department of Transportation Planning Local Government Program, Wyoming Seatbelt Coalition (WSBC), Safe Communities Region 2, and Safe Communities Region 3 to have booths at the Wyoming High School Activity Association State Basketball Tournament and at the Wyoming State Fair.

The Wyoming High School Activity Association State Basketball Tournament included two weekends of basketball played in Casper, WY with divisions 1A & 2A playing the first weekend and divisions 3A & 4A playing the second weekend. While at the event the stock car sponsored by the WSBC & the WHP Alive at 25 program was showcased and the drivers of MKM Racing which included two drivers under the age of sixteen who were present to speak with the public in regards to the importance of wearing a seatbelt.

While at the tournament two driving simulators, fatal vision goggles, and bike helmets (provided by Wyoming Department of Transportation Planning Local Government Program) were utilized to start conversations with the public. Program enhancements were available to the public who participated in a conversation with one of the personnel operating the booth.

The Wyoming State Fair was held in August for nine days in Douglas, Wyoming. Driving Simulators, Seatbelt Convincer, 1954 Buick WHP vehicle, two race cars, a crashed vehicle where the driver survived by wearing her seatbelt were utilized to engage the state fair attendees in conversations about the importance of wearing a seatbelt in a vehicle and/or not to drive while impaired. Program enhancements were present and were distributed to the attendees that engaged in conversation and either got on the Seatbelt Convincer or tried to operate the Driving Simulator.

## **Future Strategies**

The plan for the future is to move more towards a comprehensive occupant protection and comprehensive alcohol program focused on the following efforts.

Report collaboration efforts with all safety partners on the increased messaging directed toward the adult driver aged 21-49 and as a secondary target population drivers under 21. Summarize the Awareness Events for both the May Mobilization and CPS Awareness Weeks.

Report collaboration efforts with all safety partners on the increased messaging directed toward the young driver (14-49 years of age).

To distribute the calendar on a timely basis to the above safety partners and advocates and provide this list for review in the project file. To provide anecdotal comments on how the calendar assisted these partners in participating in the different traffic safety campaigns.

**Project Name:** CRMC Buckle Up Kids  
**Project Number:** K2-2014-14-K2-06  
**Total Funds Expended:** \$26,222.89

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA OCCUPANT PROTECTION  
PROJECT: OP-2014-14-OP-03 FOR DETAILS.**

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**Project Name:** Wyoming Seatbelt Coalition  
**Project Number:** K2-2014-14-K2-07  
**Total Funds Expended:** \$15,053.40

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA OCCUPANT PROTECTION  
PROJECT: OP-2014-14-OP-04 FOR DETAILS.**

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**Project Name:** HSO – Law Enforcement Liaison  
**Project Number:** K2-2014-14-K2-08  
**Total Funds Expended:** \$8,842.91

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA POLICE TRAFFICE SERVICES  
PROJECT: PT-2014-14-PT-03 FOR DETAILS.**

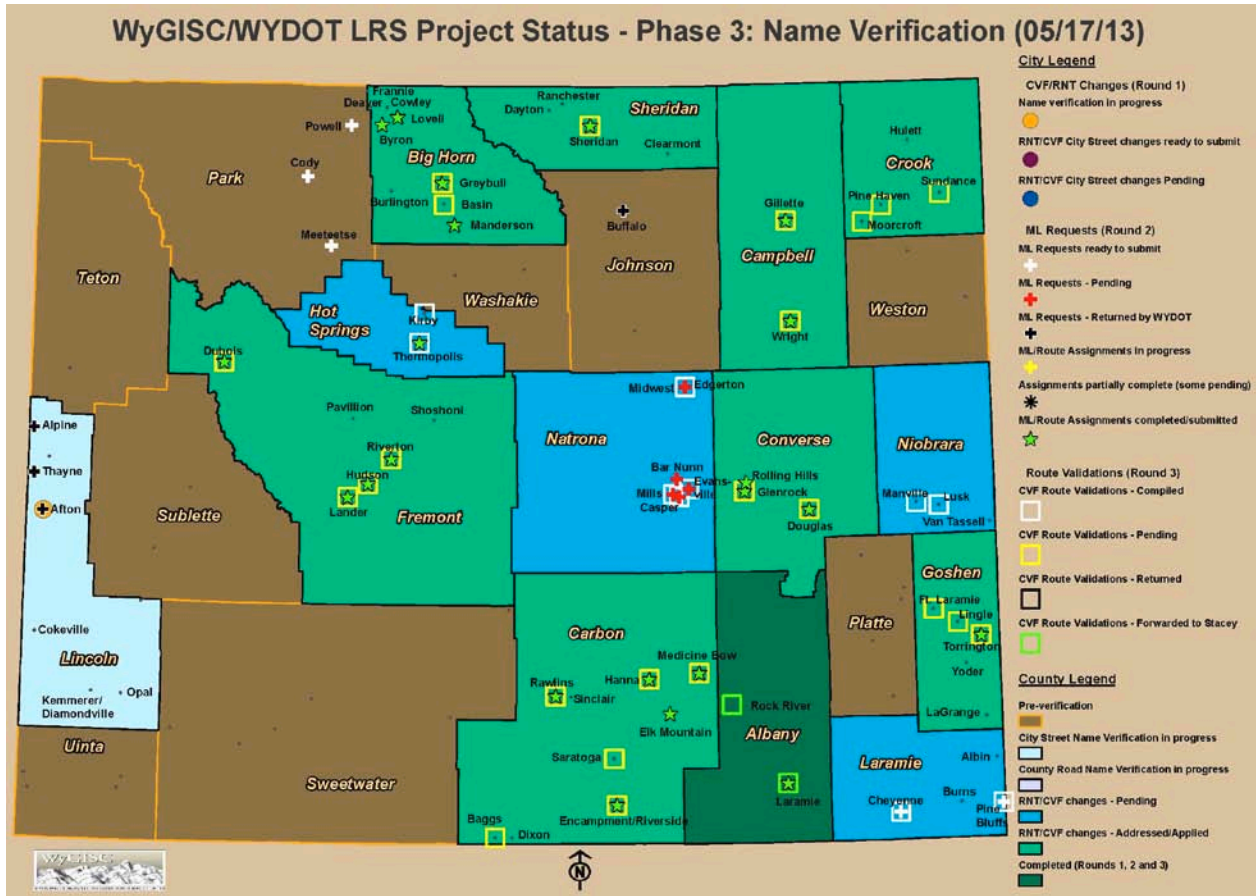
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# **408 DATA PROGRAM INCENTIVE**

**Project Name:** GIS/LRS  
**Project Number:** K9-2014-14-K9-01  
**Total Funds Expended:** \$30,099.12

## Achievements

This project provided a GIS/LRS mapping of the city streets in Wyoming to improve the uniformity criterion.



## Future Strategies

This project is to have a single source of roads in a GIS program that can tie crash records to other data records. The GIS layer will also enable the upgrading of the crash data collection system. A map based location system would be possible to assist officers in locating crashes accurately. Work will continue in FY2015 at which time the file will be complete.

**Project Name:** Traffic Records Project Manager  
**Project Number:** K9-2014-14-K9-03  
**Total Funds Expended:** \$126,020.18

## **Achievements**

Main Accomplishments in FY 14:

- Statewide Linear Reference System
  - Topology cleanup was completed
  - Roadway names were completed
- Crash data QA
  - The first version of the Quality Assurance Framework was completed
- Driver registration – shadow DB
  - The monthly transfer of new records is now in place and working
- Motor vehicle registration – shadow DB
  - The work order to begin the transfer to WYDOT Oracle was put in place
- Citations – central repository
  - Support was given to WASCOP for connecting agency RMS with the repository
- SPOD (and other data)
  - Several new data sets were added and made available department wide
- Safety Management System
  - District usage has increased, with increasing comfort
  - A second version was specified, and work begun
- Information sharing
  - Presentations were given at TRF regarding
    - ♦ Quality Assurance Framework
    - ♦ Performance measures
    - ♦ The Safety Management System

## **Future Strategies**

Based on the Traffic Records Assessment and Strategic Plan, the Highway Safety Office will utilize a consultant to assist in project planning, coordinating, tracking and reporting. With the Traffic Records Project Manager, projects will be advanced, ensuring that the various project directors daily urgencies don't undermine the work required in active projects.

This project provides funding for the WYTRCC Project Manager that will coordinate on-going and future activities to ensure the success of the projects. The project manager will provide progress reports on the traffic records project, activities performed, benchmarks reached and milestones accomplished. Project manager will attend traffic safety conferences and travel as requested by the Highway Safety Office.

**Project Name:** EMS Electronic Data System  
**Project Number:** K9-2014-14-K9-07  
**Total Funds Expended:** \$7,655.61

**Achievements**

The Wyoming Highway Safety Office in conjunction with the Office of Emergency Medical Services (OEMS) improved the timely reporting of EMS incidents and began the process of integrating identified injuries into WYDOT crash records. Coordinated efforts from WYDOT Highway Safety, Hospital Preparedness Program and Center for Disease Control, the OEMS can now secure and provide timely reporting of electronic medical records for Wyoming’s pre-hospital providers.

With support from the Highway Safety Grant, the quantity of EMS runs is increasing in Wyoming Ambulance Trip Reporting System (WATRS) as shown:

<b>Incident Date Range</b>	<b>Number of Records in WATRS</b>
Before or on 9/30/2010	24,139
10/1/2011 to 9/30/2012	47,793
10/1/2012 to 9/30/2013	49,205
10/1/2013 to 9/30/2014	64,862

Federal grant funds provided the software, education and travel necessary for the completion of reports and data collection.

The EMS software for documenting patient care reports is a robust statewide system. Ongoing training was required for both providers and system administrators. Onsite training and phone support was provided to EMS agencies statewide. This grant provided travel funds for two administrators and two users to attend a traffic records conference in Minneapolis, Minnesota in July. Additionally one person attended the National Traffic Records Forum (TFR) in St. Louis Missouri.

**Future Strategies**

The Wyoming EMS is in the process of replacing the current ambulance trip and reporting program and trauma registry. Improvements to this process require the purchase of software, equipment and traffic safety training in fostering support for continued increased compliance of ambulance companies to submit EMS run data electronically. Greater than 85% of hospitals and ambulance services in the State are currently using the Wyoming Ambulance Trip Reporting System/Trauma Registry (WATRS) provided. Additionally, 60% of the 200 ambulances in the state have been equipped to achieve 100% mobile capability. Historically, the paper-based system resulted in a time lag of 4 to 6 months. Currently, reporting shows data availability within an average of 52 days.

**Project Name: Improve Driver Registration Data**  
**Project Number: K9-2014-14-K9-08**  
**Total Funds Expended: \$16,005.93**

### **Achievements**

This project allowed for integration of crash and driver registration data, improved access to driver registration data, improved driver registration data quality, improved reporting capability, etc. This addressed recommendations from the Traffic Records Assessment (2010) to link traffic records systems to develop additional linked data sets including merged data for crashes, injury surveillance information and driver information.

**Please see Appendix pg \*\* for charts pertaining to this data.**

### **Future Strategies**

- Linking Driver Registration Data System with the crash data in order to correct erroneous data in the Crash Data System
- Improving access to the driver license data to provide correct "exposure" driver demographic data for behavioral studies
- Improving the reporting capability on Driver Registration data
- Provide ongoing accessibility to up-to-date driver registration data
- Set up appropriate auxiliary tables (such as code lookup tables, etc.)
- Set up a redacted view of the data to link with the crash data

**Project Name:** Cheyenne PD – Crash Data Retrieval Device (CDR)  
**Project Number:** K9-2014-14-K9-10  
**Total Funds Expended:** \$5,586.40

### **Achievements**

The purchase of the Crash Data Retrieval Device (CDR) device has enabled the Cheyenne Police Department to accurately and quickly record important and relevant data about traffic accidents. The CDR is a device that attaches by a cable to a vehicle involved in a crash and important data will be copied directly to a computer, then a PDF version of the report can be printed. The CDR copies such information as vehicle speed at the time of the crash, if seat belts were being worn, brake usage during the crash, steering angle, momentum vector (level of impact), order of impact, engine throttle, occupant presence, roll-over information, if relevant, air bag deployment, pre crash data and a wide range of other data elements.

The Cheyenne Police Department has provided training on the use of the CDR to their Department.

### **Future Strategies**

This project will not be funded in FY2015. However, equipment purchased grants will continue to be used for Traffic Safety purposes.



## ***410 Highway Fatality Rate***

**Project Name:** HSO Alcohol Special Events  
**Project Number:** K8FR-2014-14-K8-01  
**Total Funds Expended:** \$83.81

### **Achievements**

The Wyoming Highway Safety Office (WHSO) partnered with Wyoming Highway Patrol (WHP), Wyoming Department of Transportation Planning Local Government Program, Wyoming Seatbelt Coalition (WSBC), Safe Communities Region 2, and Safe Communities Region 3 to have booths at the Wyoming High School Activity Association State Basketball Tournament and at the Wyoming State Fair.

The Wyoming High School Activity Association State Basketball Tournament included two weekends of basketball played in Casper, WY with divisions 1A & 2A playing the first weekend and divisions 3A & 4A playing the second weekend. While at the event two driving simulators and Fatal Vision Goggles were utilized to start conversations with the public and students about the dangers involved when alcohol is consumed especially how it relates to impaired driving. Program enhancements were available to the public who participated in a conversation with one of the personnel operating the booth.

The Wyoming State Fair was held in August for nine days in Douglas, Wyoming. Driving Simulators, Seatbelt Convincer, 1954 Buick WHP vehicle, two race cars, a crashed vehicle where the driver survived by wearing her seatbelt were utilized to engage the state fair attendees in conversations about not driving while impaired. Program enhancements were present and were distributed to the attendees that engaged in conversation and/or tried to operate the Driving Simulator.

### **Future Strategies**

The plan for the future is to move more towards a comprehensive alcohol program focused on the following efforts:

- Collaborate efforts with all safety partners to increased messaging directed toward the adult driver aged 21-49 and as secondary target population drivers under 21.
- Summarize the Awareness Events for both the May Mobilization and CPS Awareness Weeks.

**Project Name:** Cheyenne BAT Mobile  
**Project Number:** K8FR-2014-14-K8-02  
**Total Funds Expended:** \$88,239.89

**Achievements / Future Strategies**

**PROJECT WAS MOVED TO K8HV-2014-14-K8-01**

**Project Name:** WASCOP – Video Cameras  
**Project Number:** K8FR-2014-14-K8-03  
**Total Funds Expended:** \$44,815.47

### **Achievements**

There were 36 video camera's purchased for local law enforcement agencies. They were: Afton PD, Basin PD, Big Horn County SO, Evanston PD, Fremont County SO, Goshen County SO, Kemmerer PD, Laramie PD, Lincoln County SO, Powell PD, Washakie County SO and Worland PD.

Video camera's assisted in the reduction of alcohol-related crashes in 2013 from the previous year.

- 102 fewer alcohol-involved crashes
- 42 fewer alcohol-involved injury crashes
- 16 fewer alcohol-involved fatality crashes

The video cameras also were part of 436 arrests made during FY2014 grant funded DUI overtime.

### **Future Strategies**

This project provides funding for approximately 36 video cameras and accessories to Wyoming's local law enforcement agencies/departments to assist in DUI arrests and court convictions. Video cameras are also known to improve officer safety. Placement of grant purchased cameras will be based on high DUI fatality locations, high alcohol involved crash locations, high citation areas and/or participation in DUI HVE.

**Project Name:**                    **Region 5 – IPR DUI Monitoring**  
**Project Number:**                **K8FR-2014-14-K8-04**  
**Total Funds Expended:**        **\$25,570.35**

**Achievements**

The number of people within Injury Prevention Resources (IPR) region benefiting from the DUI Monitoring grant has remained steady. The DUI Monitoring grant and utilization of SCRAMX technologies continues to play a role in Fremont County. Without SCRAMX the 54 clients would have been incarcerated or unable to retain employment, leaving them a “non productive” members in the community. Injury Prevention Resources (IPR) has experienced a compliance rate of 92.5%, SCRAMX bracelets are holding clients accountable who have previously found ways to consume alcohol while avoiding positive BAC readings. The community has benefitted from keeping these people sober and reducing their potential to consume alcohol and operate a vehicle. We are expecting to see an influx of clients that need to be constantly monitored for alcohol consumption.

**Program Statistics FY 2013-14**

Total Clients served:	54	Average amount of clients:	4.5 new clients per month
Days monitored on clients:	3,613	Average amount per month:	327 days per month
Compliance rate:	92.5%		

**Total Usage by Agency**

Riverton Circuit Court	16
Lander Circuit Court	5
Probation and Parole	2
Court Assisted Supervised Treatment	5
Ninth Judicial District Court	1
Injury Prevention Resources	25

A policy and procedure manual for Alcohol/Electronic Monitoring was reviewed and is essential to the successful operation of the SCRAMX Program. The review helped to expand the use of this product by having set policies to approach individual agencies that will be interested in using the SCRAMX bracelets.

SCRAMX base stations were updated to use ethernet ports to relay information to AMS, the bracelet provider. An individual using SCRAMX can have readings from their bracelet uploaded as often as deemed appropriate.

Court testimony and court preparations relevant to confirmed drinking and tampering events took place in FY14. Two separate events led to one client admitting to consuming alcohol prior to an evidentiary hearing and one client being convicted for consumption of alcohol all based on evidence collected from the SCRAMX alcohol monitoring bracelet. The testimony and information provided was important because it verified the local courts belief in the accuracy of the SCRAMX alcohol monitoring bracelets.

IPR partnered with County 10, Riverton Police Department, Lander Police Department, Wyoming Highway Patrol, Fremont County Sheriff's Office, Federal Bureau of Investigation, Local Probation and Parole, Federal Probation, Fremont Counseling Services, Court Assisted Supervised Treatment, FCPMOs(WY dept. of Health) , Volunteers Of America, SCRAMX, and Hammer Electronics to make the project a success.

### **Future Strategies**

Noting that 78% of all crime in Fremont County is alcohol related, Fremont County Judges have been looking for a system to make sure offenders out on bond or probation stay sober.

The following will be offered by IPR as a system to make sure offender stay sober and reduce the recidivism of impaired driving:

- Offer SCRAMX bracelets to the courts in the cases of Bond
- Offer SCRAMX bracelets to Drug Court for their clients
- Offer SCRAMX bracelets to Injury Prevention Resources for their clients
- Offer SCRAMX bracelets to Probation and Parole for their clients
- Work with the Judges, County Attorney, Law Enforcement and the Courts to improve our program and make adjustments where necessary.

**Project Name:** WYO WYSAC Alc Evaluation  
**Project Number:** K8FR-2014-14-K8-05  
**Total Funds Expended:** \$6,183.90

### **Achievements**

The purpose of Wyoming's alcohol/impaired driving prevention projects is to reduce the number of alcohol-related crashes and fatalities on Wyoming roadways. Wyoming Department of Transportation (WYDOT) through federal funds supports numerous projects ranging from the Governor's Council on Impaired Driving (GCID) to the purchase of blood kits for law enforcement agencies. Which result is a quality state-level effort by WYDOT. Through an Impaired Driving Assessment it was determined that an evaluation needed to be done to determine the effectiveness of each projects and help determine the best possible prevention methods and determine potential collaboration efforts that other state agencies and local partners are offering.

An "evaluability" assessment of the more than 20 current WYDOT alcohol prevention projects found four different types of projects relative to program evaluation. The first, are projects that are already being evaluated; second, are projects that do not lend themselves to program-level evaluation; third, are projects that fund statewide media around impaired driving; and fourth, are programs or special events that work to educate the public, mobilize communities, and build awareness.

Three specific projects that make up the group described above are the Safe Communities projects in Regions 1, 2 and 5, the Specialized Motorcycle Enforcement Detail, and WHP DUI education.

### **Future Strategies**

The theory of change underlying this project assumes that by changing culture and individual behaviors Wyoming can decrease adult and youth drinking leading to less impaired driving and ultimately fewer substance-related motor vehicle crashes. Evaluators will work with the Governor's Council on Impaired Driving and project media consultants to gather process and outcome data, measure progress toward project goals, and create useful reports and presentations.

**Project Name:** WHP DUI Education  
**Project Number:** K8FR-2014-14-K8-06  
**Total Funds Expended:** \$9,301.76

### **Achievements**

Wyoming Highway Patrol (WHP) Troopers spent over 700 hundreds hours educating the public about the dangers of being an impaired driver. Troopers presented at schools, public and private organizations, safety events, health fairs, and churches. The WHP presented at High School assemblies which are utilized to reach a capital audience and focus on impaired driving and decision making. Techniques utilized by troopers to educate the public include but are not limited to public speaking, fatal vision goggles, DWUI simulation vehicles, video presentations, crash vehicles, Every 15 Minutes program and classroom education.

The golf car was very useful as drivers were given the opportunity to drive with and without Fatal Vision goggles and experience the dangers of being impaired.

### **Future Strategies**

The vision of the WHP is “Leaders in Highway Safety” as the State Law Enforcement agency. With this vision, the WHP is dedicated to reducing the number of serious injury and fatal crashes, reducing the number of impaired driver crashes and maximizing their enforcement efforts in Wyoming.

Wyoming’s alcohol involved traffic crashes in the past three years have seen a decline. However even though on a decline, alcohol involved crashes continue to be a major factor in Wyoming’s fatal traffic crashes each year. The WHP will continue to actively work with other law enforcement organizations to show a visible and combined effort to the enforcement of impaired driving laws and to help reduce impaired driving violations and crashes.

As part of the overall process of removing impaired drivers, the WHP provides public education on the dangers of being impaired while operating a motor vehicle. The WHP’s impaired driving educational effort is primarily focused on drivers’ ages 14 to 25 with the secondary focus being on drivers 25 years old and older.

**Project Name:**                    **Region 1 Safe Communities**  
**Project Number:**                **K8FR-2014-14-K8-07**  
**Total Funds Expended:**        **\$29,548.75**

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA SAFE COMMUNITIES**

**PROJECT: SA-2014-14-SA-01 FOR DETAILS.**

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**Project Name:**                    **Region 2 Safe Communities**  
**Project Number:**                **K8FR-2014-14-K8-08**  
**Total Funds Expended:**        **\$7,408.31**

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA SAFE COMMUNITIES**

**PROJECT: SA-2014-14-SA-02 FOR DETAILS.**

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**Project Name:** GCID Media Campaign  
**Project Number:** K8FR-2014-14-K8-09  
**Total Funds Expended:** \$38,191.31

### **Achievements**

Alcohol grant funds were used at many sports venues such as banner advertising in hockey rinks, rodeos (high school, college and professional), college basketball & football, junior college basketball, volleyball and soccer, Denver Broncos radio broadcasts, the UW Coach's Corner radio show, various outdoors-themed radio shows and other outdoors activity products.

With the help of Public Involvement Specialists the WYDOT Public Affairs Office (PAO) was able to achieve these types of efforts on a statewide basis. Once again, Stephanie Harsha (D3) created a strong presence for our messaging at the state high school rodeo championships in Rock Springs. This was the third year PAO had such exposure at this heavily attended event.

Of course, the year was started out with impaired driving messages focused on the holidays with statewide radio and TV buys. Most of the impaired driving media buys for the holidays in FY2014 were made on behalf of the Governor's Council on Impaired Driving. PAO did not want to be repetitive or mix the messaging by making buys other than GCID. Facebook and YouTube presence was used to share spots to a broader audience.

A focus was also on winter sports at the schools; PAO continued to strengthen relationships with the community colleges by placing ad buys in their venues, although there is still room to grow with the community colleges. PAO continued to buy on Pandora Internet Radio. Results were strong and PAO looks forward to continuing efforts with on-line radio. PAO also advertised at a bike polo event and roller derby.

Rodeo season hit and PAO messaging was featured on banners, chutes and jumbo-tron TV screens around the state.

As usual, the efforts out of District 5 were exceptional, as Cody Beers has really set the bar high for the other PIOs to get out there and partner with local entities to promote our safety messages.

PAO finished up the year (Alcohol grant-wise) with the usual September/August Crackdown messages, again via the GCID. PAO had those messages on TV, radio, web and statewide in newspapers.

## **Future Strategies**

Wyoming Department of Transportation Public Affairs Office (PAO) highway safety efforts are undertaken on a statewide basis with cooperation of various partners, including WYDOT District Public Involvement Specialists.

Wyoming roadways continue to experience the tragedy of traffic crashes which result in death, on-fatal injuries and millions of dollars in property damage. WYDOT PAO is working to make the public aware of identified traffic safety issues related to the tragedy of traffic crashes and other roadway issues. The traffic safety issues to be addressed may be determined either by WYDOT PAO staff, a WYDOT safety committee, or other undetermined methods.

WYDOT PAO will coordinate the efforts to provide public communication for traffic safety issues as identified by problem identification. The PAO will be responsible for the collection and distribution of information into the format determined acceptable for public communication. Materials/supplies and personal/professional services will be utilized under this grant project. Funding may also be used for promotional items and printing for the PAO or public information specialists.

The WYDOT PAO has taken the lead in a coordinated media effort with traffic safety partners (i.e., Media Coordinators, Safe Communities, Law Enforcement) to ensure continuity of message, eliminate duplication of effort and enhance the overall effectiveness of grant funded traffic safety enforcement efforts statewide. The coordination will focus on August Crack Down, holiday campaigns and local campaigns that focus on impaired drivers. This will increase the visibility of the enforcement efforts during each of the campaigns.

## ***410 HIGH VISIBILITY***

**Project Name:** Cheyenne 'BAT' Mobile

**Project Number:** K8HV-2014-14-K8-01

**Total Funds Expended:** \$275,161.10

### **Achievements**

The Cheyenne Police Department in cooperation with the Wyoming Department of Transportation Highway Safety Program purchased a Mobile D.U.I. Command Post in an effort to bolster D.U. I enforcement efforts and also lower the number of D.U.I.'s and D.U.I. crashes.

In November of 2013 there was approval to move this project in the direction of purchasing a Mobile D.U.I. Command Post. The project then went to bid in early 2014 with a bid being awarded to Farber Specialty Vehicles in February, 2014.

The overall design was finalized and construction of the vehicle began in March 2014. Three laptop computers were purchased for the vehicle that will allow for officers to complete reports and process individuals during a D.U.I. arrest. A breath alcohol machine per Wyoming state protocols was also purchased for use in the Mobile D.U.I. Command Post.

The exterior went through an approval process from multiple agencies, to include Laramie County Sheriff's Department, Wyoming Highway Patrol, Wyoming State Parks, W.Y.D.O.T. Highway Safety Program and the Governor's Council on Impaired Driving.

Protocols for use of the Mobile D.U.I. Command Post were still under development by the Cheyenne Police Department. See Future Strategies.

### **Future Strategies**

In FY2015 this project will involve the cooperation and collaboration of law enforcement statewide. The Cheyenne Police Department is committed to taking the lead role in this endeavor by providing not only the Mobile DUI Command Post to other law enforcement agencies/communities, but also providing operators of the vehicle and equipment during enhanced DUI enforcement efforts.

The Cheyenne Police Department already has existing M.O.U.'s with the following agencies which will allow for immediate deployment of the Mobile DUI Command Post upon delivery: Laramie County Sheriff's Department, Casper Police Department, Laramie Police Department, Pine Bluffs Police Department, Wyoming State Park Rangers.

The Cheyenne Police Department is continuing to construct written policies and procedures for use of the Mobile DUI Command Post in other communities. All city, state and federal rules and regulations will be applied when using the Mobile DUI Command Post.

- Provide highway safety federal grant funds for reimbursement of expenses to the Cheyenne Police Department for the continued operation, accessories, and equipment for the Mobile DUI Command Post.
- Develop Mobile DUI Command Post protocols for use by the Statewide DUI Taskforce, municipal, county, and state law enforcement.
- Participate in media campaigns in order to raise awareness and demonstrate the deadly results that can result from DUI. The objective is to reduce the number of alcohol related crashes and overall number of DUI's within identified communities. For example, but not limited to the following campaigns and events:
  - October 30th- November 2nd, 2014 – Buzzed Driving
  - December 14th- January 4th, 2015 – Over the Limit, Under Arrest
  - March 13th – 17th, 2015, - St. Patrick's Day
  - June, 2015 - Cheyenne Brewers Festival
  - July 4th Holiday
  - August 19th- September 5th - National Crackdown
  - Cheyenne Frontier Days
  - Use in Laramie during University of Wyoming popular sporting activities (football, basketball)
  - Use at various statewide type events
  - Use at various Wyoming State Parks during high volume, holiday events
- The Cheyenne Police Department will continue to participate in the Laramie County DUI Task Force, other statewide DUI Task Forces, and use the Mobile DUI Command Post for enforcement efforts in the State of Wyoming. The presence of the Mobile DUI Command Post at various locations will indicate to the community that DUI enforcement is a high priority for law enforcement and therefore, a deterrent.
- The use of the Mobile DUI Command Post will be evidence-based, data-driven Problem Identification.
- Provide funding for 'wrapping' and decals in order to prominently display the message of DUI Enforcement, agency affiliations, and other agency messages.
- To provide travel and training expenses associated with Mobile DUI Command Post and its use within the State of Wyoming.



## ***154 ALCOHOL (TRANSFER FUNDS)***

**Project Name:** Region 3 IPR DUI Monitoring  
**Project Number:** 154AL-2014-14-AL-02  
**Total Funds Expended:** \$17,773.06

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA HIGH FATALITY RATE  
PROJECT: K8FR-2014-14-K8-04 FOR DETAILS.**

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**Project Name:** Region 1 Safe Communities  
**Project Number:** 154AL-2014-14-AL-03  
**Total Funds Expended:** \$14,640.44

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA HIGH FATALITY RATE  
PROJECT: K8FR-2014-14-K8-07 FOR DETAILS.**

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**Project Name:** Region 2 Safe Communities  
**Project Number:** 154AL-2014-14-AL-04  
**Total Funds Expended:** \$24,281.34

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA HIGH FATALITY RATE  
PROJECT: K8FR-2014-14-K8-08 FOR DETAILS.**

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**Project Name:** Highway Safety Calendar  
**Project Number:** OP-2014-14-OP-05  
**Total Funds Expended:** \$2,662.44

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA OCCUPANT PROTECTION  
PROJECT: OP-2014-14-OP-05 FOR DETAILS.**

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**Project Name:** WASCOP Alcohol Factors  
**Project Number:** 154AL-2014-14-AL-07  
**Total Funds Expended:** \$39,999.67

### **Achievements**

This project was part of a continuing effort by the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) to collect alcohol-related data in custodial arrests in all twenty-three counties and the Fremont County Detox Center in Wyoming. The project assessed the impact of alcohol on crime in Wyoming and is ultimately intended to devise more effective strategies to reduce the number of alcohol related traffic crashes and crimes in Wyoming.

Efforts were conducted during a twelve-month period (October 1, 2013 through September 30, 2014) and involved the analysis, authoring and dissemination of a report on alcohol-related custodial arrests in Wyoming.

The final document included a main report which highlighted statewide data and county statistics comparisons; a supplemental report which provided specific statistics for every community by county; and an Executive Summary which provided highlights and significant statewide statistics in a visual, easy-to-read summary. These reports were provided to every law enforcement administrator and county prevention coordinator in the state. This year an Executive Summary of all the essential statistics and significant findings was also produced, printed and distributed statewide.

Specifically, data was collected from a total of 18,670 persons who were arrested and subsequently detained in detention facilities in all twenty-three counties, as well as the Fremont County Detox Center. Data collected during this project period indicated that alcohol continued to be a major factor whenever a person is taken into custody by law enforcement in Wyoming. The percentage of arrests involving alcohol (67.69%), the percentage of arrests for public intoxication and driving under the influence (16.67% and 29.6%), and the high levels of blood alcohol content reported for these arrests (0.24 and 0.1556) were less than the statistics recorded for the previous year; however, drug involved arrests increased by 2% and meth involvement increased by 1%.

As a result of the legalization of marijuana by the bordering state of Colorado, the Association decided to add an additional data field to the officers reporting form – for marijuana involved arrests. This field was added to the reporting form beginning with arrest forms submitted in March 2014. The Association will have ten months of data to begin to establish a baseline on this issue at the end of calendar year 2014.

The statistics and analysis contained in the reports were/are being used by a large number of prevention, treatment, law enforcement professionals, as well as by the media and general public. It is the only comprehensive, statistically-based analysis of the impact of substance abuse on crime in Wyoming.

There was a continuing, concerted effort this year to make community leaders more aware of the growing concerns of alcohol abuse and its impact on crime and traffic crashes in Wyoming communities. A presentation on the report's findings was made during the Conference on Impaired Driving for Wyoming Policymakers hosted by the Governor's Council on Impaired Driving. Presentations were also made to the policymakers in Rock Springs and to the A-Team Leadership Committee at the University of Wyoming. These presentations also included discussions about what local community leaders could do to respond to the growing concerns.

The project manager also presented the findings and recommendations from this year's data collection to a wide variety of interested groups, as well as to newspaper, radio and television reporters throughout the coming year. WASCOP held a press conference to discuss the findings in this report with numerous press and media personnel.

### **Future Strategies**

WASCOP will analyze the alcohol-related data for all custodial arrests from January 1, 2014 through December 31, 2014. This information will be collected at the time of book-in at the twenty-three county detention facilities in the state, as well as at the Fremont County Alcohol Crisis Center.

Johnson and Associates will be responsible for coordinating all related activities, developing and presenting formal presentations, responding to requests for information, and resolving issues or concerns of all participants. Toward this end, the project manager will create and maintain an internet-based project management website that will be accessible to all participants. This site will provide information and will be the means by which issues can be discussed as the project progresses.

This project will have three primary goals: (1) to analyze the alcohol-related data on custodial arrests in Wyoming in order to devise more effective strategies to reduce alcohol related crimes and traffic crashes; (2) to produce and disseminate a year-end report of the essential findings and conclusions to the general public and state and community leaders; and (3) to present the findings of the data collected to various governmental and community groups.



**Project Name:** WHP DUI Education  
**Project Number:** 154AL-2014-14-AL-12  
**Total Funds Expended:** \$18,502.12

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA 410 HIGH FATALITY RATE  
PROJECT K8FR-2014-14-K8-06 FOR DETAILS**

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**Project Name:** GCID – Media Campaign  
**Project Number:** 154AL-2014-14-AL-18  
**Total Funds Expended:** \$55,218.90

**Achievements / Future Strategies**

**PLEASE SEE PROGRAM AREA 410 HIGH FATALITY RATE  
PROJECT: K8FR-2014-14-K8-09 FOR DETAILS.**

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## ***154 AL PAID MEDIA***

**Project Name:** PAO WYDOT Alcohol Paid Media  
**Project Number:** 154PM-2014-14-PM-01  
**Total Funds Expended:** \$182,355.42

This project used various sports venues at the high school, college and professional levels to reach the target audience. WYDOT Public Affairs Office (PAO), with the help of Public Involvement Specialists, was able to create media opportunities on a statewide basis.

The year started out with impaired driving messages focused on the holidays with statewide radio and TV buys. Most of the impaired driving media buys for the holidays in FY2014 were made on behalf of the Governor's Council on Impaired Driving. PAO did not want to be repetitive or mix the messaging by making buys other than GCID. Facebook and YouTube presence was used to share spots to a broader audience.

A focus was also on winter sports at the schools; PAO continued to strengthen relationships with the community colleges by placing ad buys in their venues, although there is still room to grow with the community colleges. PAO continued to buy on Pandora Internet Radio. Results were strong and PAO looks forward to continuing efforts with on-line radio. PAO also advertised at a bike polo event and roller derby.

Rodeo season hit and PAO messaging was featured on banners, chutes and jumbo-tron TV screens around the state.

As usual, the efforts out of District 5 were exceptional, as Cody Beers has really set the bar high for the other PIS to get out there and partner with local entities to promote our safety messages.

PAO finished up the year (Alcohol grant-wise) with the usual September/August Crackdown messages, again via the GCID. PAO had those messages on TV, radio, web and statewide in newspapers.

## ***405b OP LOW HVE***

**Project Name:** WASCOP Occupant Protection Enforcement  
**Project Number:** M2HVE-2014-14-M2-05  
**Total Funds Expended:** \$217,792.87

### **Achievements**

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents.

**Please see Appendix page E1 for report listing this data**

### **Future Strategies**

The Highway Safety Office has successfully worked with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) in the past. The Association has experience with Highway Safety grants and management of grant fund distribution. The High Visibility Enforcement project will be managed by WASCOP and it will continue the contract with Johnson and Associates to preserve its knowledge base and to make grant management as smooth as possible for grant agencies.

WASCOP will provide opportunities to all local law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on seat belt usage violations placing the traveling public in jeopardy. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will update and/or modify a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data. Funding distribution will be based on data driven decision making.

To assist in combating the occupant protection problem in Wyoming, local law enforcement agencies require radar units that use state of the art technology. Radar units will be purchased to be used as a trigger mechanism to enforce occupant protection seat belt enforcement.

**Project Name:** WHP Occupant Protection Enforcement  
**Project Number:** M2HVE-2014-14-M2-06  
**Total Funds Expended:** \$104,582.32

### **Achievements**

This project is a component of the State's evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. There were 1,404 hours used in Overtime High Visibility Occupant Protection Enforcement (3,211 Speed, 144 Seat Belt, 24 Child Restraint Citations and 8 DUI's)

### **Future Strategies**

The Wyoming Highway Patrol is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways. Speed continues to be a major cause of fatal and injury crashes for all types of vehicles, this includes commercial vehicles especially during inclement weather. 64% (62,078) citations issued were for speeding. With Wyoming having a daily average of 480,120 vehicles traveling on Wyoming highways this is a small percentage of the possible speeding violations that could be detected. Speed enforcement will be used as a trigger to enforce seat belt and child restraint laws. Enforcement will be enhanced with the additional overtime hours for monitoring vehicle traffic. The great distances between cities, along with the minimal fines accrued for up to five miles over the speed limit contributes to the overall low compliance with this law. The fact that Wyoming's seat belt law is a secondary law and fines are minimal at \$25 does not encourage drivers to buckle up. Law enforcement's ability to enforce seat belt laws as a primary violation makes it difficult for officers to make contact with many of the seat belt violators they observe.

Wyoming Highway Patrol will use speed enforcement to enforce the seat belt and child restraint laws. Due to the increasing number of occupants in crashes that are not restrained, this will be the primary focus during the traffic enforcement stops. The overtime hours will be used to enforce the speed and occupant protection laws. New radar units will be purchased to enhance the troopers ability to slow traffic and enforce both speed and occupant protection laws.

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	CSNN	2014 package								\$23,000.00
Seat belt	LCCC - wingspan	Nov-13						1		\$551.00
Seat belt	KVOW radio	Oct. 2013			1	1				\$100.00
Seat belt	Eastern Wyo College	Nov. 2013							poster	\$300.00
Winter Driving	KBDY - Bigfoot	Nov. 2013			109	109				\$250.00
Winter Driving	KTGA - Bigfoot	Nov. 2013			109	109				\$250.00
Seat belt	KVOW radio	Nov. 2013			80	40	40			\$225.00
Seat belt	Big Horn Radio	Nov. 2013			96	60	36			\$408.00
Seat belt	Fremont Broadcasting	Nov. 2013			40	20	20			\$125.00
Winter Driving	KBDY - Bigfoot	Dec. 2013			108	108				\$250.00
Winter Driving	KTGA - Bigfoot	Dec. 2013			108	108				\$250.00
Seat belt	LCCC - wingspan	Dec. 2013						1		\$431.00
Seat belt	LCCC - Arena/Gym	2014							banners	\$7,500.00
Seat belt	Riverton H.S. Gym	2014							banners	\$500.00
Seat belt	Eastern Wyo College	2014							posters	\$900.00
Seat belt	Johnson Jr. High	2014							banners	\$500.00
Seat belt	McCormick Jr. High	2014							banners	\$500.00
Seat belt	South H.S.	2014							banners	\$500.00
Seat belt	Chey. Raptors	2014							banners	\$750.00
Seat belt	Riverton H.S. Boosters	2014							banners	\$1,000.00
Seat belt	Chey. Raptors - 2	2014							banners	\$500.00
Seat belt	Carey Jr. High	2014							banners	\$500.00
Seat belt	UW Sports	2014							game pkg	\$3,000.00
Seat belt	Chey Jr. League	2014							banners	\$675.00
Seat belt	ChY. Mustangs	2014							banners	\$1,500.00
Seat belt	Big Horn Radio	Dec. 2013			87	87				\$375.00
Seat belt	KVOW radio	Dec. 2013							pkg	\$150.00
Seat belt	KVOW radio	Dec. 2013							pkg	\$100.00
Seat belt	KVOW radio	Dec. 2013							pkg	\$100.00

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	Big Horn H.S.	2014							banner	\$500.00
Seat belt	Hot Springs H.S.	2014							banner	\$500.00
Seat belt	Fremont H.S.	2014							banner	\$500.00
Seat belt	Cody H.S.	2014							banner	\$500.00
Seat belt	Chey. Greenway	2014							banner	\$1,500.00
Seat belt	Park Co. H.S.	2014							banner	\$500.00
Seat belt	Fremont Broadcasting	Jan-14			80	40	40			\$250.00
Car seats	KVOW radio	Jan-14							pkg	\$375.00
Car seats	KVOW radio	Jan-14							pkg	\$375.00
Seat belt	KVOW radio	Jan-14							web	\$375.00
Seat belt	KVOW radio	Jan-14							web	\$750.00
speeding & work zone	Cody Enterprise	Jan-14						3		\$1,320.00
Seat belt	KVOW radio	Jan-14			23	23				\$176.93
Seat belt	KVOW radio	Jan-14			15	15				\$100.00
Seat belt	KVOW radio	Jan-14			15	15				\$100.00
speeding & work zone	Big Horn Radio	Jan-14							web	\$49.98
Seat belt	St. Mary's	2014							banner	\$250.00
Seat belt	Sheridan Media	Dec. 2013			87	87				\$1,600.50
Seat belt	Lamar	2014							billboard	\$4,000.00
Seat belt	Big Horn Radio	Dec. 2013			116	116				\$582.00
Seat belt	Basin Radio	Dec. 2013			80	80				\$1,235.00
Seat belt	KLQQ	Dec. 2013			20	20				\$135.00
Seat belt	KYTI	Dec. 2013			20	20				\$135.00
Seat belt	KZWY	Dec. 2013			20	20				\$135.00
Seat belt	KLQQ	Dec. 2013			8	8				\$54.00
Seat belt	KYTI	Dec. 2013			9	9				60.75
Seat belt	KZWY	Dec. 2013			9	9				\$60.75
Seat belt	Cheyenne Central H.S.	2014							banner	\$500.00
Seat belt	Lovell Chronicle	Feb. 2014						1		\$425.00

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	Montgomery Broadcasting - W.O.W.	2014			20	20			package	\$3,000.00
Winter Driving	Montgomery Broadcasting				48	48			package	\$9,900.00
Seat belt	Cheyenne East H.S.	2014							banner	\$500.00
Seat belt	Cheyenne WIND	2014							uniform patch	\$500.00
Seat belt	Laramie H.S. yearbook	2014						1		\$200.00
Seat belt	Medicine Bow Nordic Assoce.	2014							banner	\$3,085.00
Seat belt	Triumph H.S. newspaper	March - April 2014						2		\$25.00
Seat belt	LCCC - wingspan	March - April 2014						2		\$100.00
Seat belt	Sheridan H.S. Rodeo Club	2014							banner	\$750.00
Seat belt	Sheridan Elks Lodge	2014							banner	\$2,000.00
Seat belt	Fremont Broadcasting	Feb. 2014			80	80				\$250.00
Seat belt	KVOW radio	Feb. 2014			21	21				\$146.52
Seat belt	KVOW radio	Feb. 2014			40	40				\$491.80
Seat belt	Riverton Stars of Tomorrow	Feb. 2014						1		\$160.00
Seat belt	Ultimate Miniature Bullriding	2014							banner	\$500.00
Seat belt	Basin Republican	Feb. 2014						1		\$500.00
"	KVOW radio	Feb. 2014			1	1				\$100.00
Car seats	KVOW radio	Feb. 2014			100		100			\$0.00
Seat belt	Big Horn Radio	Feb. 2014			160	160				\$667.00
Seat belt	ROOT Sports TV	Feb. 2014	12	12						\$2,550.00
Seat belt	ROOT Sports TV	Feb. 2014	12	12						\$2,550.00
Seat belt	Ray Lansing	May Mob.							package	\$40,000.00
Seat belt	CSNN	Mar-14			63	21	42			\$3,150.00
Seat belt	Cheyenne Raptors	Summer 2014							banner	\$750.00
Seat belt	KPOW Radio	Mar-14							package	\$100.00
Seat belt	Fremont Broadcasting	Mar-14			31	31				\$100.00
Seat belt	Big Horn Radio	Mar-14			24	24				\$100.20
Seat belt	KRAE	Mar-14			25		25			\$0.00
Seat belt	KRAE	Mar-14			155	155				\$275.90

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	CSNN	Mar-14			21	21				\$3,150.00
Seat belt	KVOW radio	Mar-14			13	13				\$150.00
Seat belt	ROOT Sports TV	Feb - Mar 2014	12	12						\$2,550.00
Seat belt	Basin Radio	Apr-14			44	44				\$807.84
Seat belt	Basin Radio	Mar-14			12	12				\$220.32
Seat belt	KVOW radio	Apr-14			2	2				\$150.00
Seat belt	KVOW radio	Apr-14			1	1				\$100.00
Seat belt	Big Horn Radio	Apr-14			30	30				\$127.50
Seat belt	Riverton Elks baseball	Summer 2014							banner	\$1,000.00
Seat belt	Lovell Am. Legion Sr. Baseball	Summer 2014							banner	\$1,000.00
wildlife safety	Lamar	2014							billboards	\$525.00
wildlife safety	Lamar	2014							billboards	\$1,220.00
Seat belt	92.9 the Boss	Apr-14			18		18			\$0.00
Seat belt	CSNN	Mar-14			21		21			\$0.00
Winter Driving	CSNN	Mar-14			42		42			\$0.00
Seat belt	KRAE	Apr-14			56	56				\$99.68
Distracted Driving	KYOY	Apr-14			100	100				\$500.00
Seat belt	The Sentinal	4/4/2014						1		\$22.00
Seat belt	The Sentinal	4/25/2014						1		\$22.00
Seat belt	The Service Guide	3/31/2014						1		\$212.00
Seat belt	Cody Country Visitor's Guide	Summer 2014						1		\$2,500.00
Seat belt	Cody Country Legends	Summer 2014						1		\$500.00
Seat belt	Big Horn County Fair	Summer 2014							banners	\$975.00
Seat belt	Riverton Babe Ruth Baseball	Summer 2014							banners	\$500.00
Seat belt	Powell Pioneers baseball	Summer 2014							banners	\$1,000.00
Seat belt	Cheyenne Grizzlies Baseball	Summer 2014							package	\$2,000.00
wildlife safety	Lamar	Apr-14							billboards	\$2,000.00
wildlife safety	Lamar	Apr-14							billboards	\$2,285.00
Seat belt	KYOY	May-14			100	100				\$500.00



## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
"	KRAE	May-14			124	124				\$220.72
May Mobilization	Pandora	May 14-June 14							package	\$8,000.01
Seat belt	KVOW radio	May-14			1	1				\$150.00
Seat belt	KPOW Radio	May-14			33	33				\$125.00
Seat belt	Big Horn Radio	May-14							package	\$765.00
Seat belt	KVOW radio	May-14			1	1				\$100.00
Motorcycle safety	KVOW radio	May-14			6		6			\$0.00
Bicycle Safety	KVOW radio	May-14			7		7			\$0.00
Pedestrian Safety	KVOW radio	May-14			6		6			\$0.00
Seat belt	KVOW radio	May-14			6		6			\$0.00
Seat belt	Big Horn Radio	May-14			168		168			\$0.00
mixed	Big Horn Radio	May-14			96		96			\$0.00
Seat belt	Fremont Broadcasting	May-14			81	81				\$250.00
Seat belt	Riverton Renegades	Summer 2014							banner	\$250.00
Seat belt	Townsquare	2014 package								\$4,800.00
Seat belt	Townsquare	May Mob.							package	\$8,000.00
wildlife safety	Oh, Ranger - guide	Summer 2014						1		\$2,000.00
Seat belt	Cody Am Lg/VFW baseball	Summer 2014							banner	\$1,000.00
Seat belt	Montgomery - WOW	May-14			21	21			package	\$3,300.00
Seat belt	Montgomery - WOW	Jun-14			21	21			package	\$3,150.00
Seat belt	Sentinal	Jun-14						1		\$150.00
Seat belt	Thermopolis Rendezvous Rodeo	Summer 2014							banner	\$1,500.00
Seat belt	KTAK radio	Jun-14			1	1				\$100.00
Seat belt	KTUG radio	Jun-14			116	116				\$300.00
Seat belt	KTWO Radio	Jun-14			9	9			web banner	\$289.62
Seat belt	KTRS Radio	Jun-14			9	9			web banner	\$181.62
Seat belt	KRNK radio	Jun-14			9	9			web banner	\$127.62
Seat belt	KRVK radio	Jun-14			9	9			web banner	\$181.62
Seat belt	KWYY radio	Jun-14			9	9			web banner	\$289.62

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	KKTL radio	Jun-14			9	9			web banner	\$145.62
Seat belt	KVOW radio	Jun-14							package	\$150.00
Seat belt	KPOW Radio	Jun-14			31	31				\$125.00
Seat belt	Big Horn Radio	Jun-14			160	160				\$606.00
Distracted Driving	Wyo Latina Youth Conf.	Summer 2014							package	\$3,000.00
Seat belt	KRAE	Jul-14			124	124				\$220.72
Seat belt	Montgomery - WOW	Jul-14			23	23				\$3,450.00
Seat belt	Montgomery	Jul-14			23		23			\$0.00
Bicycle Safety	KTAK radio	Jun-14			26		26			\$0.00
Motorcycle safety	KTAK radio	Jun-14			27		27			\$0.00
Pedestrian Safety	KTAK radio	Jun-14			26		26			\$0.00
Seat belt	KTAK radio	Jun-14			26		26			\$0.00
Seat belt	KPOW Radio	Jul-14			69	69				\$250.00
Seat belt	Big Horn Radio	Jul-14			192	192				\$756.00
Seat belt	Fremont Broadcasting	Jul-14			22	22				\$68.75
Seat belt	KTUG radio	Jul-14			26	26				\$64.00
Seat belt	Townsquare	Jul-14			18	18				\$302.70
Seat belt	Townsquare	Jul-14			18	18				\$345.00
Seat belt	Riverton H.S.	Summer/Fall 2014							banner	\$750.00
Seat belt	WyoRadio	Jul-14			339	339				\$1,640.00
Seat belt	Basin Radio	Jul-14			115	0	115			\$0.00
Seat belt	Basin Radio	Jun-14							package	\$1,262.76
Seat belt	Big Horn Radio	Jul-14			212	212				\$1,165.00
Seat belt	KZWY	Jul-14			36	36				\$243.00
Seat belt	KROE	Jul-14			36	36				\$243.00
Seat belt	KYTI	Jul-14			49	49				\$330.75
Seat belt	KLQQ	Jul-14			36	36				\$243.00
Seat belt	Basin Radio	Jun-14			4	4				\$73.44
Seat belt	KRSV	Jul-14							package	\$1,100.00

## FY2014 402 MEDIA SUMMARY

Campaign Name	Station	Start/End Dates	TV Total	Paid TV	Radio Total	Paid Radio	Free Radio	Print Ads	Other Media	Cost
Seat belt	Jessup Elementary	Summer/Fall 2014							banner	\$2,500.00
Seat belt	Townsquare	July 4th							package	\$1,000.00
Seat belt	Townsquare	Jul-14							WTN package	\$3,000.00
Seat belt	Townsquare	Jul-14							WIAWN package	\$246.70
Seat belt	Townsquare	Jul-14							WIAWN package	\$386.70
Seat belt	"	Jul-14							WIAWN package	\$358.70
Seat belt	Wind River Radio	Jul-14			40		40			\$0.00
Seat belt	"	Jul-14			40	40				\$490.00
Bicycle Safety	"	Jul-14			39	39				\$300.00
Seat belt	"	Jul-14			1	1				\$100.00
Seat belt	SAFE Project	Summer 14							package	\$2,280.00
Seat belt	Townsquare	Aug/Sept 2014							WTN Package	\$3,400.00
Seat belt	Townsquare	Jun-14							WTN Package	\$2,400.00
Seat belt	"	Aug/Sept 2014							WIAWN package	\$750.00
Seat belt	"	Jul-14			18	18			WIAWN package	\$345.00
Seat belt	"	Jul-14			18	18			WIAWN package	\$302.70
Seat belt	"	Jul-14			13	13			WIAWN package	\$227.62
Seat belt	"	"			18	18			WIAWN package	\$231.70
Seat belt	"	"			18	18			WIAWN package	\$455.70
Seat belt	"	"			18	18			WIAWN package	\$287.70
Seat belt	"	"			18	18			WIAWN package	\$203.70
Seat belt	"	"			18	18			WIAWN package	\$287.70
Seat belt	"	"			18	18			WIAWN package	\$455.70
Seat belt	KPOW Radio	Aug-14			32	32				\$125.00
Seat belt	Big Horn Radio	Aug-14			116	116				\$450.00
Seat belt	KTUG radio	Aug-14			433	433				\$992.00
Seat belt	KCWC radio	Aug-14							reservation pkg	\$1,000.00
Seat belt	KFRZ	Aug-14							pkg	\$250.00
Seat belt	KZWB	"							pkg	\$250.00



**FY-2014 Highway Safety Media/Messaging Expenditures**

**Enhanced HVE**

Budget	Date	Media	Vendor	Event	Contract	Invoiced	Buyer	Paid
<b>30,500.00</b>	2/25/2014	Radio	Cowboy News Network	2 weeks a month (6)	23,181.18		EJ	
	2/18/2014	Billboards	Lamar	MM Collaboration	5,000.00		EJ/Steph	
	3/17/2014		Cowboy News Network			3,863.53		3/17/2014
	4/14/2014	coffee sleeves	BriteMedia	MM - year long	6,000.00		EJ	
	4/14/2014		Cowboy News Network			3,863.53		4/14/2014
	4/21/2014	Enf signs	Traffic Safety Warehouse	MM - year long	3,125.00	3,125.00		4/21/2014
	4/21/2014	coffee sleeves	BriteMedia			6,000.00		4/21/2014
	6/17/2014		Cowboy News Network			3,863.53		6/17/2014
	5/7/2014		Lamar			5,000.00		5/7/2014
	6/3/2014	Enf Signs	Traffic Safety Warehouse	MM - year long	721.3	721.30		6/3/2014
	7/17/2014		Cowboy News Network			3,863.53		7/17/2014
	8/17/2014		Cowboy News Network			3,863.53		8/17/2014
	9/17/2014		Cowboy News Network			3,863.53		9/17/2014
<b>-7,527.48</b>	<b>BALANCE</b>			<b>TOTAL</b>	<b>38,027.48</b>	<b>38,027.48</b>		

**Enhanced DUI Enforcement**

Budget	Date	Media	Vendor	Event	Contract	Invoiced	Buyer	Paid
<b>50,000.00</b>	10/1/2013	Radio	Cowboy News Network	UW Football	1,400.00	1,400.00	EJ	2/21/2014
	3/28/2014	Billboards	Lamar	August Crackdown	13,500.00		EJ/Steph	
	9/28/2014		Lamar			13,500.00		9/28/2014
<b>35,100.00</b>	<b>BALANCE</b>			<b>TOTAL</b>	<b>14,900.00</b>	<b>14,900.00</b>		

**WYSBC**

Budget	Date	Media	Vendor	Event	Contract	Invoiced	Buyer	Paid
<b>32,000.00</b>	1/3/2013	Race Car	MKM Racing	Racing Events	2,250.00	2,250.00	WYSBC	1/3/2013
	2/18/2014	Billboards	Lamar	MM collaboration	5,000.00		EJ/Steph	
	3/3/2014	Sponsorship	WHSAA	State Bball Tourney	3,000.00	3,000.00	DE/EJ	3/3/2014

**WYSBC**

Budget	Date	Media	Vendor	Event	Contract	Invoiced	Buyer	Paid
	3/12/2014	Appearance fee	MKM Racing	State Bball Tourney	717.00	717.00	WYSBC	3/20/2014
	3/19/2014	Appearance fee	MKM Racing	State Bball Tourney	717.00	717.00	WYSBC	3/20/2014
	3/27/2014	Signage	Casper Events Center	6 months (Year long)	950.00	950.00	EJ	3/27/2014
	5/7/2014	Billboards	Lamar			5,000.00		5/7/2014
	4/15/2014	Booth fee	Sweetwater Fair	NHSRF	977.00	977.00	WYSBC	4/15/2014
	5/21/2014	Materials	Sweetwater Fair	NHSRF	3,989.11	3,989.11	Harsha	5/21/2014
	6/16/2014	Radio Ads	Cowboy News Network	Statewide PSA's	9,874.10	9,874.10	WYSBC	6/16/2014
	7/11/2014	Race Car	MKM Racing		1,250.00	1,250.00		7/11/2014
<b>3,275.79</b>	<b>BALANCE</b>			<b>TOTAL</b>	<b>28,724.21</b>	<b>28,724.21</b>		
HS Media Coordinators								
Budget	Date	Media	Vendor	Event	Contract	Invoiced	Buyer	Paid
<b>4,000.00</b>	2/18/2014	Billboards	Lamar	MM collaboration	3,500.00		EJ/Steph	
	5/7/2014		Lamar			3,500.00		5/7/2014
<b>500.00</b>	<b>BALANCE</b>			<b>TOTAL</b>	<b>3,500.00</b>	3,500.00		

2014

# WYOMING

## SURVEY OF SEAT BELT USE

The protocols implemented for this study are in accordance with the federal guidelines established in 2012, which distinguish it from all prior surveys of seat belt use in Wyoming. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. The 2014 survey analysis is the third survey conducted under the 2012 guidelines for seat belt use in the state of Wyoming



Wyoming State Government

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- Katelin Dukart compiled the data and imported the charts and graphs into the narrative
- Bridget White and Richard Macht conducted field monitoring.

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Deb Nelson, DLN President  
Project Administrator

Keith Fernsler, PhD  
Project Analyst

James G. Leibert, PhD  
Project Statistician



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## Executive Summary

For the 2014 survey of seat belt use in Wyoming, 79.2 percent of vehicle occupants were observed wearing seat belts. This result is lower than the 2013 rate, but higher than the 2012 rate. The range across all three years is less than five percentage points.

In this report, we present the following:

- A general discussion of the results that summarizes and highlights some of the key findings.
- A review of the unweighted frequencies, which provides a context for the reported results.
- The estimates of seat belt use for all vehicle occupants, including the overall rate and the rates for the categories of the contingent variables.
- The estimates of seat belt use for drivers.
- The estimates of seat belt use for outboard passengers.
- The trends in the estimates across the 2012 to 2014 surveys, which represent the surveys conducted under the new methodology and the new sample implemented in 2012.
- An appendix that contains detailed tables and supporting documents.

## Discussion

From June 2 to June 8, sixteen observers collected data on seat belt use in 16 Wyoming counties, covering 288 road sites. For the first time, the Wyoming observers received iPads and training in its use for the purposes of data collection. This facilitated the direct collection of observations and eliminated the need for separate pencil-and-paper based data entry.

The final overall estimate of seat belt use for all observed vehicle occupants was 79.2 percent. This is an *estimate* based on utilization of sample probabilities for each site within each roadway type to weight the data by using the Complex Samples module in SPSS, a software package for data analysis. The standard error for the occupants who were using seat belts was 1.3 percent, well within the outside limit (2.5%) for the test of confidence in the result. The estimate of those not wearing seat belts was 20.4 percent, and for an estimated 0.4 percent of the sample, the observers were unsure about the vehicle occupant's seat belt use. These results were based on 23,723 vehicle occupants. Of these occupants, 17,613 were drivers and 6,110 were passengers.

The rate of 79.2 percent belted was 2.7 percentage points below the rate of 81.9 percent in 2013. However, this drop in the rate, while perhaps disappointing and perhaps important in terms of real-life events, is not statistically significant. Two other qualifying observations are appropriate. First, the 2014 rate (79.2%) was higher than the rate for Wyoming in 2012. Second, there are 2,846 more observations in 2014 than in 2013, an increase of 13.6 points. These increased observations, made possible the use of the iPads, increased the statistical confidence in the validity of the 2014 rate, as indicated by the standard error and the confidence intervals.

The passenger rate of seat belt use was 83.6 percent, while drivers were observed as belted at a rate of 77.6 percent, a difference of 6.0 points. Female vehicle occupants were estimated to have a seat belt usage rate of 85.1 percent, 10.1 points higher than the male rate of 75.0 percent. This is important because males made up six of every ten vehicle occupants in the survey. The estimates indicate that rural vehicle occupants have a considerably higher rate of seat belt use, and that occupants observed on primary roadways are more likely to be wearing seat belts than occupants on the other types of roadways. Seat belt rates for occupants of automobiles, vans, and SUVs are higher than the overall rate, but those rates are offset by the much lower rate for pickup truck occupants, so

much lower, in fact, that the pickup truck rate depressed the overall rate by about 5.1 percent.<sup>1</sup> The overall rate of seat belt use in pickup trucks was 69.9 percent and 67.2 percent for males only in pickup trucks.

As in past years, the seat belt use rate was lower for occupants in Wyoming registered vehicles and higher for occupants of out-of-state vehicles. This is another factor that depresses the overall rate because more than two-thirds of vehicle occupants were observed in Wyoming registered vehicles.

The rate of seat belt use declined from 81.9 percent in 2013 to 79.2 percent in 2014. However, this percentage is still 2.2 percentage points higher than the rate of 77.0 percent in 2012.

Females had higher rates of seat belt use across the past three years, although the gap is smaller in 2013. The rate of seat belt use in rural sites was higher than the urban rate, but the 2013 difference is greater than the rates in the other years. Rates for occupants observed on primary roads were higher than on secondary roads and lowest on local/rural/city roadways across all three surveys. Occupants of pickup trucks had the lowest rates of all.

To sum up, the results for 2014 showed a lower rate of seat belt use than in 2013, but a higher rate than in 2012. This is evident in that rates for key groups declined from 2013 to 2014 (males, pickup truck occupants, occupants in Wyoming-licensed vehicles, and some counties, for example). However, the patterns of seat belt use were usually consistent across the categories of the contingent variables (driver or passenger, population density, roadway type, vehicle type, license registration, and county). There are some exceptions, noted in the narrative. For more details and supporting information, the reader may refer to the appendix of this report.

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<sup>1</sup> By examining only the occupants of automobiles, vans and SUVs, and by, omitting occupants of pickup trucks, would be the overall rate have been 84.3 percent.

## Quality Assurance

### Observers

All observers participated in training. The training session took place in May 2014 prior to the survey. The training included both classroom instruction and field observations.

Observers participated in testing for an inter-accuracy ratio through participation in a minimum of three observation test sites. Selected test sites represented the types of sites and situations observers could expect to encounter during the actual survey. None of the practice test sites were actual sites in the sample of roadway segments. Observers worked in teams of two, observing the same vehicles but recording the observations independently on separate observation forms. Teams rotated throughout the field training to ensure that each observer was paired at least three times with a different partner. Each observer recorded type of vehicle, seat belt use, and gender data during the tests. The average inter-accuracy ratio for all observers after testing was 91.5 percent, higher than the 85 percent required by the methodology.

At the conclusion of the training, observers and quality control monitors received a post-training quiz to ensure they understood the survey terminology, the data collection protocols, and the reporting requirements. The average score for all observers after testing was 92.8 percent, significantly higher than the required 80 percent.

### Data Compilation

iPads were used to collect the 2014 seat belt survey, which required adding an iPad and survey tool training segment. The observers received basic iPad training related to the functions, features, and maintenance. All iPads were preloaded with the 2014 Seat Belt Survey data collection tool. All the observers and quality control staff received training on the individual components of the application in audio, visual, and tactile format. On day one each of the training participants were provided a period to practice using the program during the training session. After practicing in the classroom, the observers had an opportunity to complete a mock data collection period. On day two, the observers completed four data collection sessions. Three of the four data collection sessions were used to calculate their individual inter-accuracy ratios.

## Introduction

During the week of June 2<sup>nd</sup> to June 8<sup>th</sup>, 2014, sixteen trained observers were dispatched to sixteen counties in Wyoming with the charge to collect observations of seat belt use on vehicle occupants, including the drivers and front seat outboard passengers. Each observer covered eighteen sites in each county from the Monday to Sunday observational period, which means that 288 intersections were included in the statewide sample. The observers received instruction to follow very specific observational directions and protocols. In addition to the sixteen assigned observers, two alternate observers trained, veteran observers joined with assigned observers to conduct quality assurance reviews at randomly determined sites throughout the week.

This year, for the first time, the observers recorded their observations directly into “iPads” instead of creating paper and pencil records, which used to require an additional and separate data entry process. DLN staff exported the data and merged the records into Excel files for vehicle drivers, passengers, and a third file for all occupants, the combined drivers, and passengers. Next, the Excel files were imported into the SPSS software program and the files were prepared for analysis, a process that involves “cleaning” any errors and specifying the information needed for each variable (labels, missing value codes, etc.). The actual analysis utilized the “complex samples” module in SPSS to weight the data in accordance with sample selection probabilities.

The most important results in this report are the weighted percentages for seat belt use. However, the first section of the report reviews the *unweighted* frequencies for the variables in the survey. These variables include frequencies of vehicle occupants within the contextual variables associated with each occupant, that is, whether the occupant was male or female, observed in an urban or rural site, the day of the week when occupants were observed, vehicle registration status – Wyoming or out-of-state license – of the vehicle containing the occupants, the county associated with each occupant, the time of day of each observation, and the type of roadway associated with each vehicle occupant. Since these frequencies were unweighted, they were primarily useful for the purposes of full disclosure. However, the reader should be careful about making any inferences from this data because it does not take into account the sampling probability of each observation.

The *weighted* estimates of seat belt use, which do take into account those sampling probabilities, follows the unweighted frequencies. In addition to the overall report of seat belt use, the main section of the report will examine estimates of seat belt use within the categories of the relevant variables (driver or passenger, male or female, vehicle type, license status, etc.). These estimates reflected a sampling plan that weights each observation based on sample probabilities and was utilized by the complex samples module in SPSS.

## Standard Error and Confidence Intervals

The overall estimate of seat belt use for Wyoming in 2014 was 79.2 percent belted among 23,723 observed vehicle drivers and outboard front seat passengers. The standard error of the mean for this estimate of belted vehicle occupants was 1.3 percent.

The 23,723 observed vehicle occupants included 17,613 drivers and 6,110 passengers. Drivers were belted at a rate of 77.6 percent, and passengers at a rate of 83.6 percent. Observers reported they were “unsure” about seat belt use for occupants 0.4 percent of the time.

**Table 1: Occupant Belts Use in Wyoming, 2014**

Occupant Belt Use in Wyoming, 2014						
		Estimate	Standard Error	95% Confidence Interval		Unweighted Count
				Lower	Upper	
<b>Percent of Total</b>	Belted	79.2%	1.3%	73.3%	84.1%	18,405
	Not Belted	20.4%	1.4%	14.9%	27.3%	5,207
	Unsure	0.4%	0.2%	0.1%	2.8%	111
	Total	100.0%				23,723

Table 1 presents the 2014 seat belt use data, which includes the confidence intervals for the weighted estimate of the seat belt use for belted vehicle occupants.

## Observers

It is an axiom of survey research that the quality of any data ultimately depends on the accuracy of the records of those who are closest to the phenomena to be measured, seat belt use in this case. The skills of the observers, harnessed by the directions and protocols, are the most important determinants of the quality of this survey.

Table 2 identifies each observer and his or her assigned county of observation.

**Table 2: Observers by County of Observations, Wyoming 2014**

<b>Observers by County of Observations, Wyoming 2014</b>				
<b>Observers</b>	<b>County</b>	<b>Observations</b>	<b>Total</b>	<b>Percent</b>
<b>Dorothy Johnstone</b>	Bighorn	529	529	2.2%
<b>Sandy McCleery</b>	Laramie	793	793	3.3%
<b>Samantha Anderson</b>	Natrona	885	885	3.7%
<b>Deanna Frey</b>	Fremont	1,137	1,137	4.8%
<b>Dallas Darden</b>	Laramie	1,137	1,137	4.8%
<b>Brianna Beck</b>	Lincoln	1,183	1,183	5.0%
<b>Eric Johnson</b>	Campbell	1,206	1,206	5.1%
<b>Kristi Holifield</b>	Sheridan	1,501	1,501	6.3%
<b>Monty Byers</b>	Albany	1,552	1,552	6.5%
<b>Vicky Peterson</b>	Platte	1,552	1,552	6.5%
<b>Trevise Fifield</b>	Johnson	1,569	1,569	6.6%
<b>Kayla Shear</b>	Uinta	1,646	1,646	6.9%
<b>Darcy Ronne</b>	Park	1,736	1,736	7.3%
<b>Derek Bacon</b>	Campbell	1,813	1,813	7.6%
<b>Bill Spencer</b>	Sweetwater	1,929	1,929	8.1%
<b>Chereon Hoops</b>	Teton	3,555	3,555	15.0%
<b>Totals</b>		23,723	23,723	100.0%
		Average	1,483	

The number of observations varied because of the differences in traffic among the different counties. The average number of observations for each observer was 1,483, for 23,723 vehicle occupants.



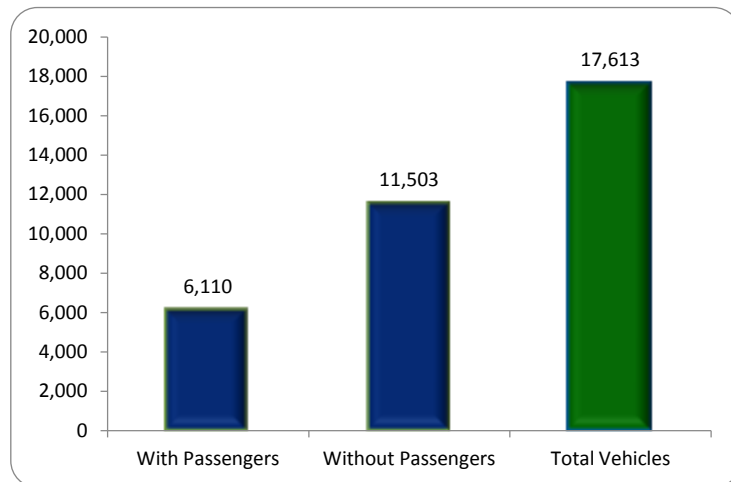
## Frequencies

This section is devoted to frequencies *not* weighted by sampling probabilities.<sup>2</sup> Similarly, these are not “estimates” but the actual numbers of observations, presented within the categories of the major variables. The weighting process adjusts the actual observations, producing the estimates of seat belt use expressed in percentages.

Observers recorded information on drivers and outboard, front seat passengers for each observed vehicle. For the 2014 survey, 17,613 vehicles were observed, and there were no passengers in 11,503, or 65.3 percent, of the vehicles. There were 6,110 vehicles, or 34.6 percent, that *did* contain passengers. These percentages are nearly identical to those from the 2013 survey, when 64.7 percent of the vehicles had only drivers. When the drivers (17,613) and the passengers (6,110) were added together, we arrive at 23,723 vehicle occupants for 2014. There were 20,877 vehicle occupants in the 2013 sample. Therefore, there were 2,846 more observations in 2014, an increase of 13.6 points from 2013 to 2014.<sup>3</sup> From a speculative standpoint, it is possible that this increase may be due to a more efficient process of direct data entry on iPads, rather than the paper and pencil entry process used in prior years, although it may be simply due to an increase in vehicle traffic between 2013 and 2014.

Figure 1 demonstrates the basic frequencies for vehicles, with and without passengers.

**Figure 1: Frequencies with and without passengers**

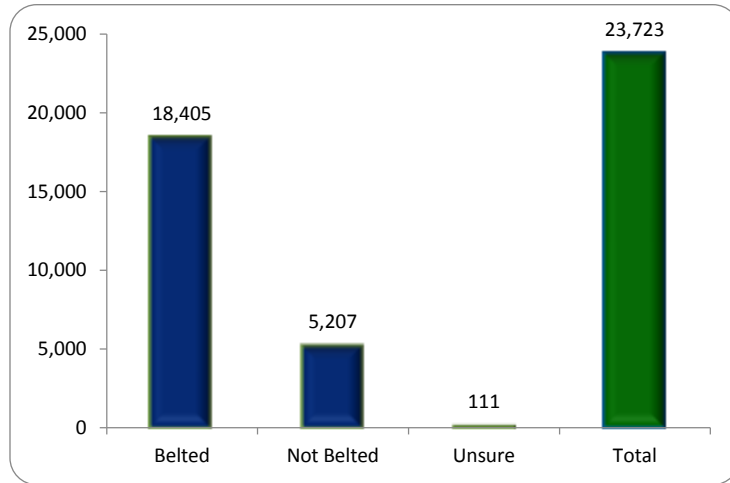


<sup>2</sup> These “raw” frequencies do not take into account the adjustments made for sampling probabilities to produce the more accurate estimates. Therefore, the percentages are not reported here because they would not be accurate estimates of seat belt use and would be misleading.

<sup>3</sup> The total frequencies represent all the vehicle occupants for which seat belt usage was recorded, although this does reflect instances in which observers were “unsure” about seat belt use.

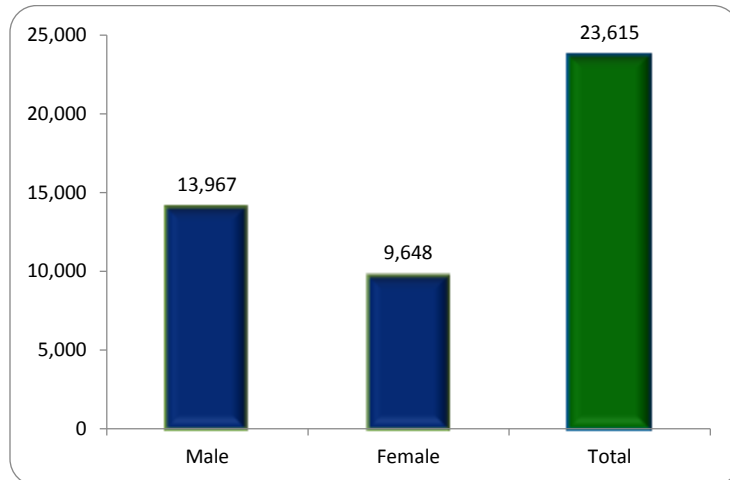
**Occupant Belt Use:** For the 23,723 vehicle occupants, 18,405 were observed as wearing seat belts; 5,207 were not belted, and observers were “unsure” about belt use for 111 of the vehicle occupants.

**Figure 2: Frequencies by Occupant Belt Use**



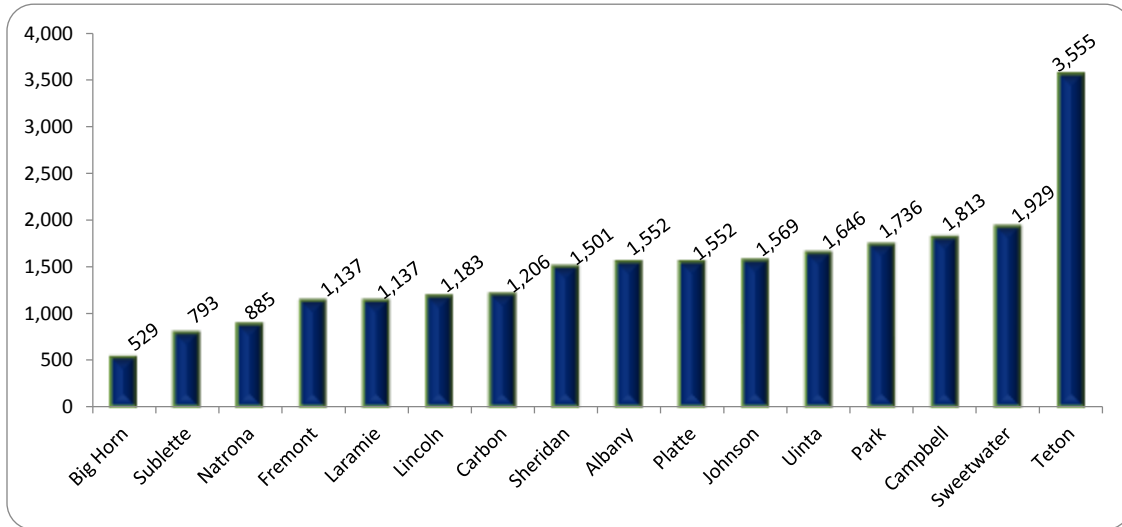
**Occupant Gender:** Observers identified 13,967 vehicle occupants as male and 9,648 as female, accounting for all 23,723 vehicle occupants.

**Figure 3: Frequencies by Occupant Gender**



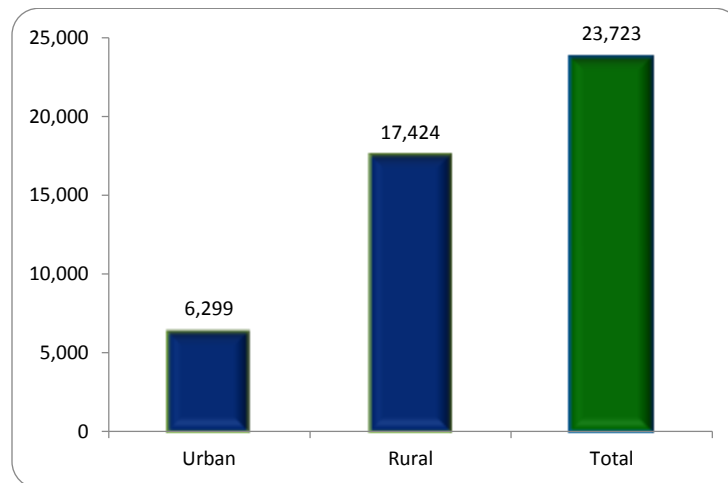
**County:** Observations were collected within each of 16 counties. The average number of observations per county was 1,483 for the 2014 survey. However, there was considerable variation in traffic among the various counties. Counties with above average vehicle occupants include Albany, Campbell, Johnson, Park, Platte, Sheridan, Sweetwater, Teton, and Uinta Counties. The rest (Big Horn, Carbon, Fremont, Laramie, Lincoln, Natrona, and Sublette) were below the average number of observations.

**Figure 4: Frequencies by County**



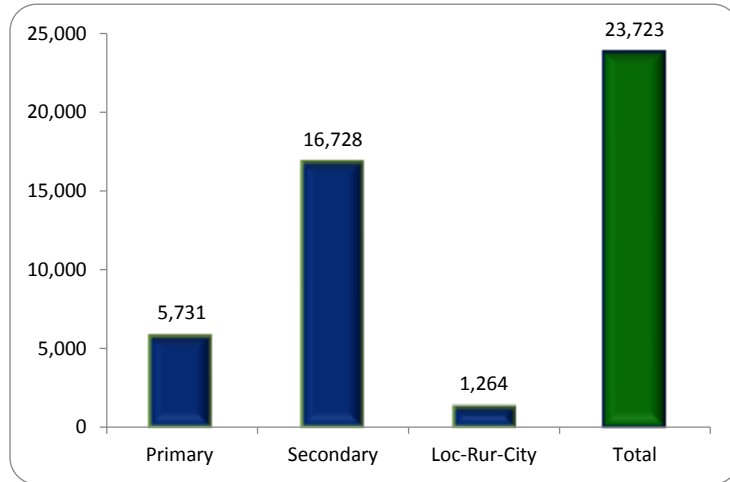
**Population Density:** For Wyoming, sites with fewer than 5,000 residents are defined by the state as *rural*, while *urban* sites have a population of more than 5,000. Given this definition, the great majority of vehicle occupants, 17,424, were observed in rural sites; 6,299 occupants were observed in urban areas. This affirms the essentially rural character of Wyoming.

**Figure 5: Frequencies by Population Density**



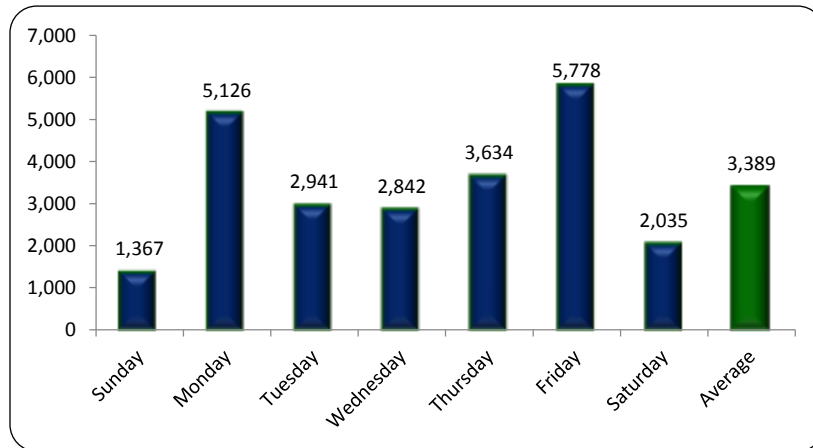
**Roadway Type:** One of the factors that influence the site sampling, and, therefore, the sample weights, is the type of roadway. There are three types of roadway in the sample: primary roads, which include four-lane highways and interstates; secondary roads, which are mostly federal and state-maintained highways; and local roadways, which are mostly local roads and city streets. Customarily, the greatest majority of observations were collected on secondary roads while the fewest observations were made on the local, rural, or city roadways.

**Figure 6: Frequencies by Roadway Type**



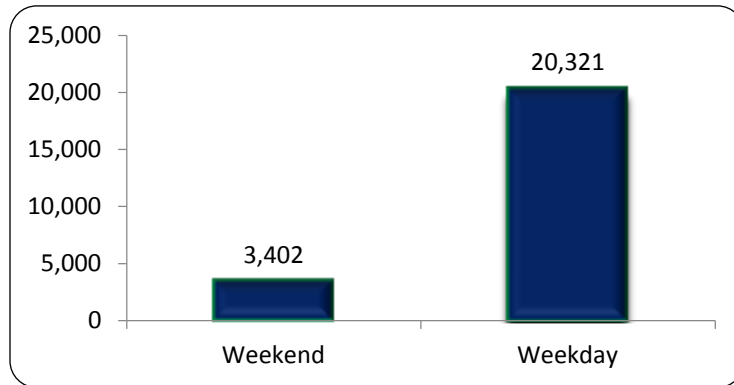
**Day of Week:** Observers collected data for all the days of the week. In 2014, observers collected an average of 3,389 observations per day. The number of observations was above the average on Monday and Friday, fairly close to the average on Thursday, and below the average the rest of the days.

**Figure 7: Frequencies by Day of Week**



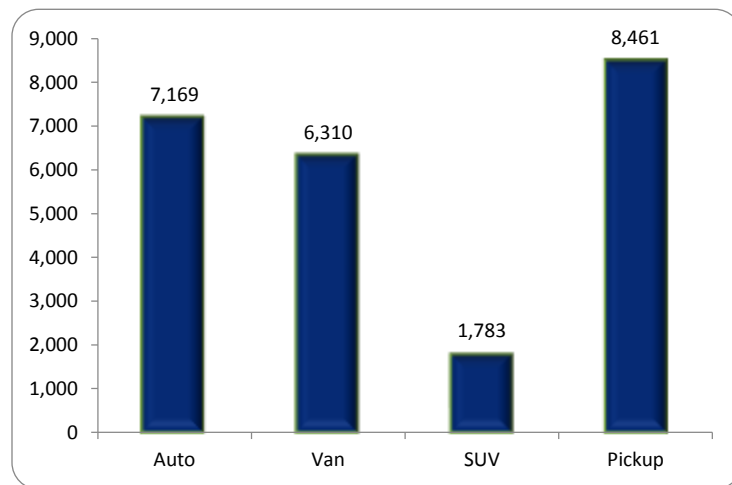
**Weekday vs. Weekend:** For 2014, weekdays accounted for 20,321 of the 23,723 vehicle occupants. The weekend accounted for 3,402 drivers and passengers.

**Figure 8: Frequencies by weekend and weekday**



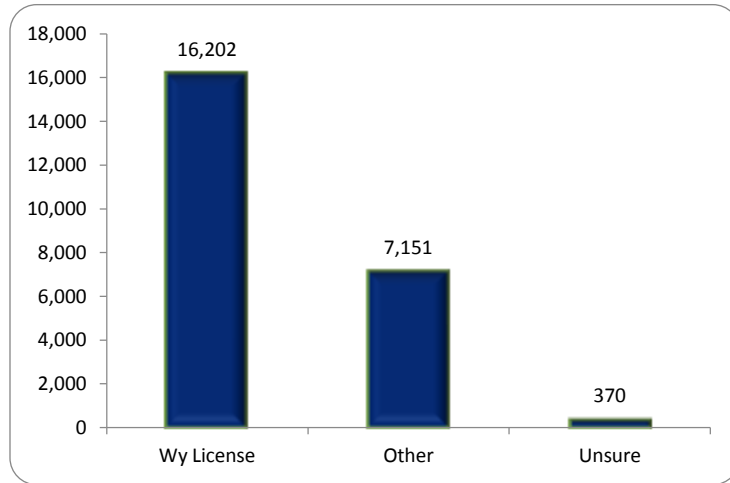
**Vehicle Type:** Observers collected data on four types of vehicles autos, vans, SUVs, and pickup trucks. For this survey, most of the vehicle occupants were observed in pickup trucks, which suggests pickups were a top choice among vehicle drivers in Wyoming. The omnipresent automobile, were second in terms of occupants in this survey. Together, pickups and autos account for 15,630 of the occupants in this survey. Vans were also popular with vehicle occupants. However, relatively few of the drivers and passengers were, at 6310 observed in SUVs.

**Figure 9: Frequencies by Vehicle Type**



**Vehicle Registration Type:** Observers collected information on the type of license plates for each vehicle, identifying their observations as either Wyoming registration or out-of-state registration. Observers also noted if they were unsure about the vehicle registration associated with each vehicle occupant. For this year, as in past surveys, the great majority of occupants were observed in Wyoming-licensed vehicles, 16,202 of the 23,723 vehicle occupants. There were 7,151 in out-of-state licensed vehicles, and observers were unsure about license status for 370 vehicle occupants.

**Figure 10: Frequencies by Registration Type**



**Vehicle Type by County:** Table 3 presents the unweighted number of vehicles within each vehicle type for each county in the sample. The unweighted number can be misleading when it comes to estimates of seat belt use, but, in this case, the average number of vehicle occupants in pickups overall and the number for each county were included. These numbers were offered for those readers who may wish to make comparisons, largely because occupants of pickup trucks tend to have much lower rates of seat belt use. It follows that counties with an above average number of occupants in pickups *may* expect lower seat belt usage rates, although this is not necessarily true because of the effects of other variables.

The counties of Big Horn, Campbell, and Sublette had the highest proportions of occupants in pickup trucks relative to occupants in other vehicles. On the other hand, Teton County has a relatively small number of occupants in pickup trucks relative to occupants of other vehicle types. Most of the rest of the counties were within a few percentage points of the average number of occupants of pickup trucks. Table 3 illustrates the occupants by vehicle type for the counties.

**Table 3: Frequencies of Vehicle Types by County, Wyoming 2014**

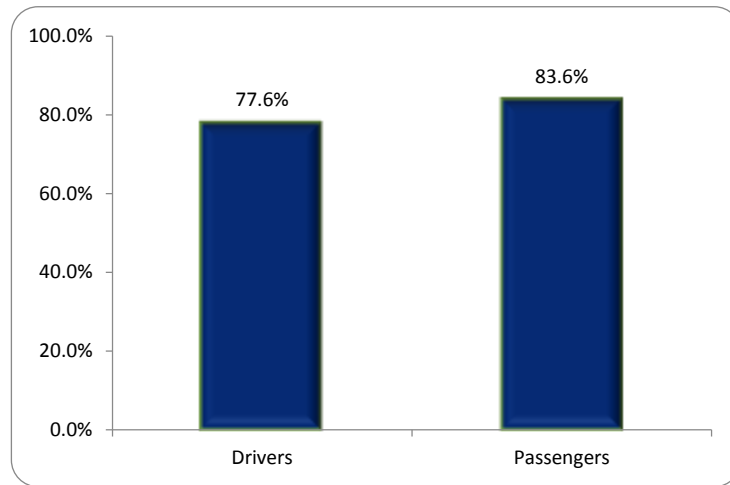
County	Vehicle Type				Total	Percent of Site Total
	Auto	Van	SUV	Pickup		
<b>Albany</b>	485	460	122	485	1,552	31.3%
<b>Big Horn</b>	146	122	42	219	529	41.4%
<b>Campbell</b>	450	421	98	844	1,813	46.6%
<b>Carbon</b>	336	319	100	451	1,206	37.4%
<b>Fremont</b>	323	312	82	420	1,137	36.9%
<b>Johnson</b>	456	418	129	566	1,569	36.1%
<b>Laramie</b>	355	310	106	366	1,137	32.2%
<b>Lincoln</b>	294	341	86	462	1,183	39.1%
<b>Natrona</b>	258	244	61	322	885	36.4%
<b>Park</b>	457	514	117	648	1,736	37.3%
<b>Platte</b>	432	457	114	549	1,552	35.4%
<b>Sheridan</b>	434	376	103	588	1,501	39.2%
<b>Sublette</b>	161	230	44	358	793	45.1%
<b>Sweetwater</b>	692	396	121	720	1,929	37.3%
<b>Teton</b>	1,361	943	348	903	3,555	25.4%
<b>Uinta</b>	529	447	110	560	1,646	34.0%
<b>Total</b>	7,169	6,310	1,783	8,461	23,723	35.7%
<b>Average</b>	448	394	111	529	1,483	35.7%

## Estimates of Occupant Seat Belt Use

In this section, the estimates of seat belt use were reported for the 2014 Wyoming seat belt survey. These estimates were calculated after weighting the data to take into account sampling probabilities. The estimates were presented for each of the major variables and the categories within those variables.

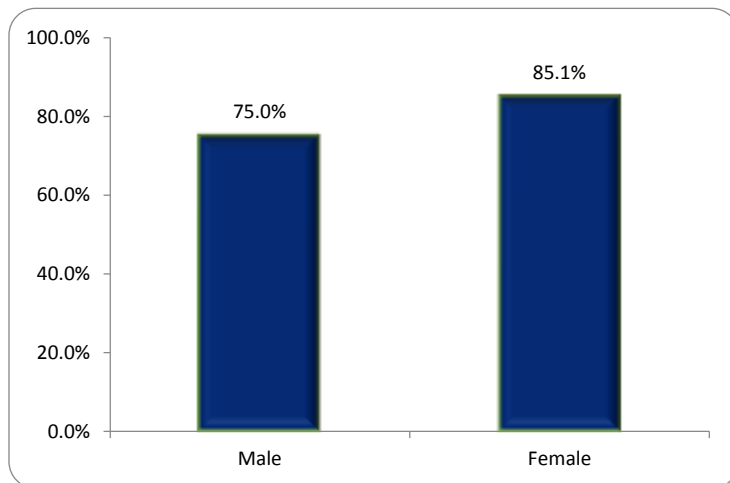
**Type of Occupant:** The rate of seat belt use for passengers was 83.6 percent, while drivers were observed as belted at a rate of 77.6 percent. The seat belt use rate was 6.0 points higher for passengers than it was for drivers. The overall estimate of seat belt use for all vehicle occupants is 79.2 percent. Figure 11 demonstrates these results.

Figure 11: Percent Belted by Occupant Type



**Occupant Gender:** The estimated seat belt use for females was 85.1 percent, which is 10.1 percentage points higher than the male rate of 75.0 percent. Because males made up nearly 60.0 percent of the occupants, their lower rate of seat belt use suppressed the overall rate. This is a typical finding in Wyoming surveys, although the 10.1 points difference is greater than the difference for 2013, which was 6.6 points.

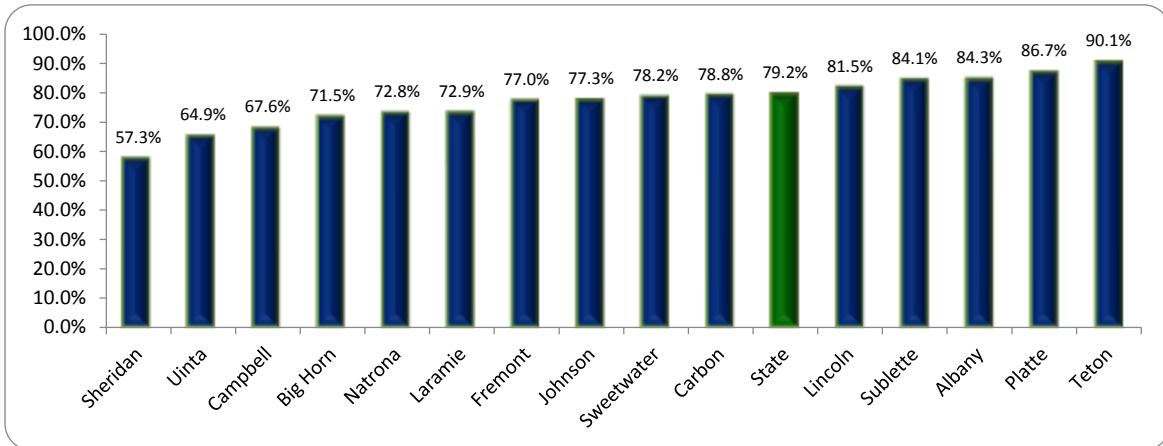
Figure 12: Percent Belted by Occupant Gender





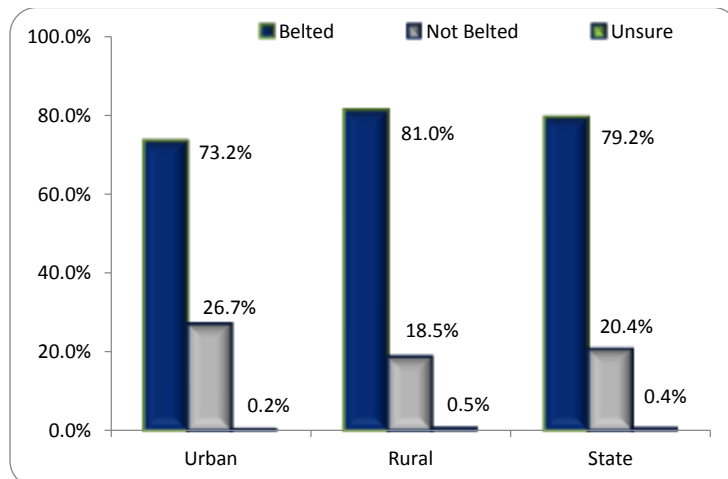
**County:** Figure 13 illustrates the rate of seat belt use by county. Counties that were *above* the overall rate of seat belt use (79.2 percent) include Albany, Lincoln, Park, Platte, Sublette, and Teton Counties. Platte and Teton Counties had the highest rates of seat belt use for vehicle occupants. Teton County typically had the highest rate of seat belt use, although the Teton rate for vehicle occupants dropped from 98.6 percent in 2013 to 90.1 percent in this year’s survey, a decline of 8.5 percentage points. Counties that were considerably *below* the overall rate were Big Horn, Campbell, Laramie, Natrona, Sheridan, and Uinta Counties. Vehicle occupants in Sheridan County had the lowest rate of seat belt use, while occupants in Uinta County also had a relatively low rate of seat belt use.

**Figure 13: Percent Belted by County of Observation**



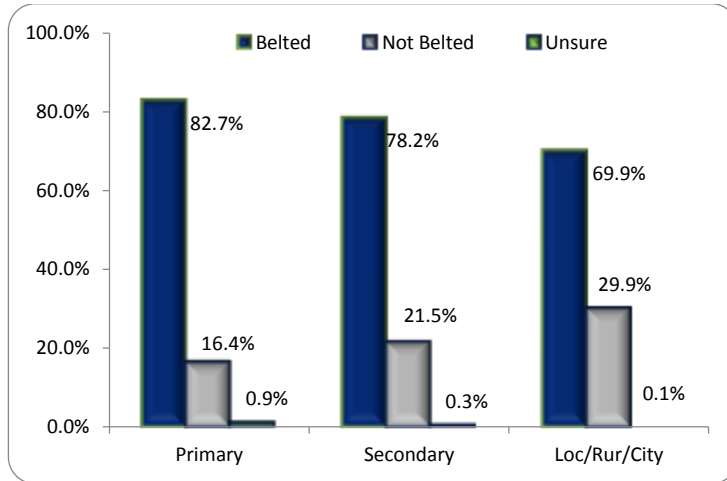
**Population:** The rate of seat belt use for vehicle occupants observed in rural sites was 81.0 percent, which is 7.8 percentage points higher than the rate of 73.2 percent for vehicle occupants in urban sites. Since occupants in rural sites represent nearly three-fourths of the vehicle occupants, their rate of seat belt use tended to determine most of the overall rate.

**Figure 14: Percent Belted by Population**



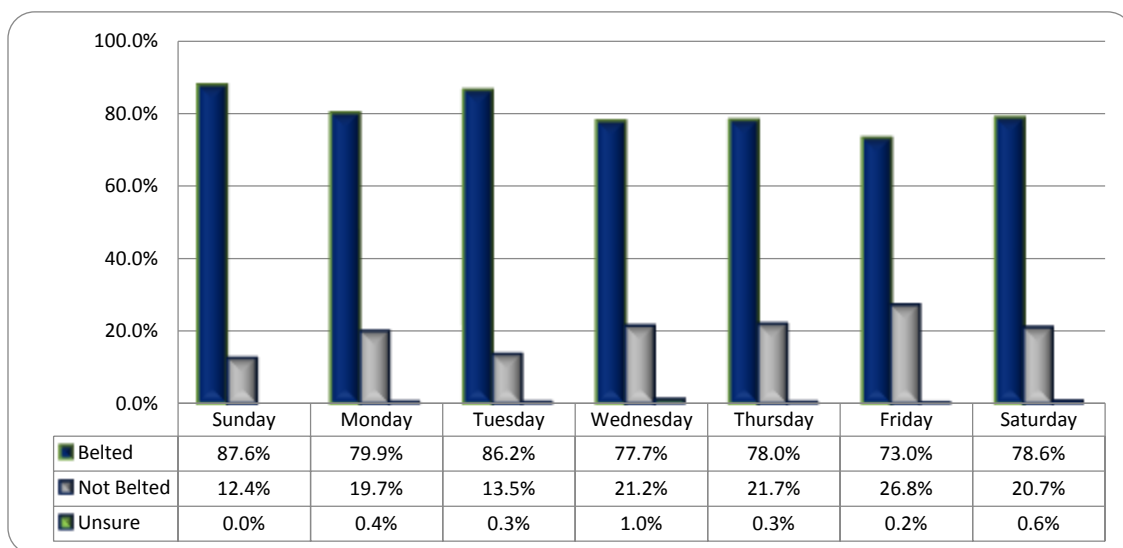
**Roadway Type:** The rates of seat belt use for vehicle occupants were 82.7 percent for primary roadways, 78.2 percent for secondary roadways, and 69.9 percent for vehicle occupants observed on local roads, rural roads, and city streets. Most of the overall rate of seat belt use was determined by vehicle occupants observed on secondary roads, mainly because they represented about seven of every ten vehicle occupants.

**Figure 15: Percent Belted by Roadway Type**



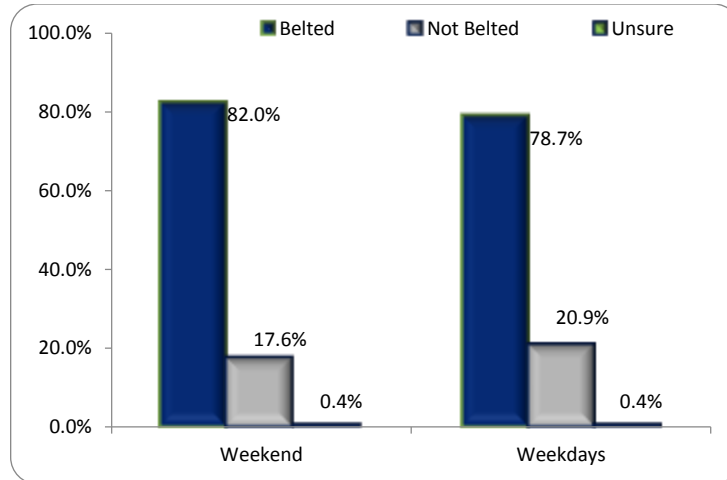
**Weekday:** Vehicle occupants were most likely observed as belted on Sunday and Tuesday in the 2014 weeklong survey. Seat belt use was lowest on Friday. The rates on other days of the week hovered around the overall average.

**Figure 16: Percent Belted by the Day of the Week**



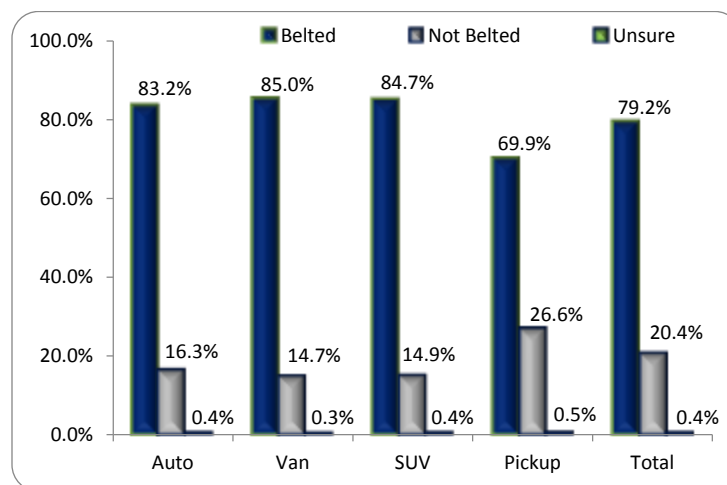
**The Weekend:** The high rate of seat belt use on Sunday accounted for an overall higher rate of use on the weekend, although this was offset some by the high rate of use on Tuesday. As a result, the difference between weekend and weekday seat belt use is only 3.3 percentage points as illustrated in Figure 17.

**Figure 17: Percent Belted by Weekdays vs. Weekend**



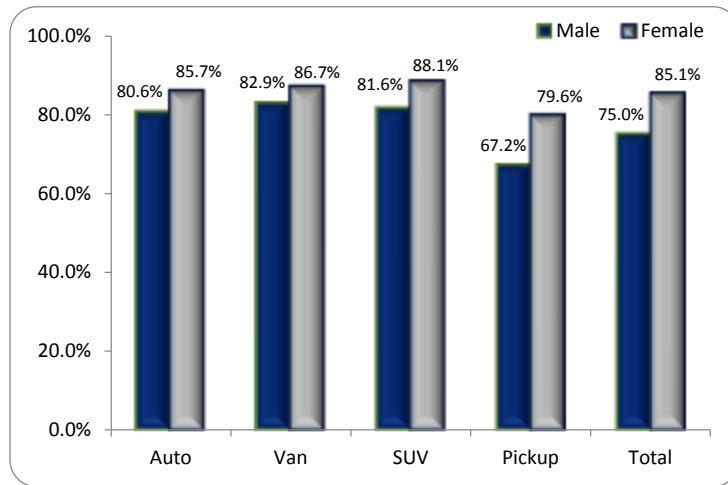
**Vehicle Type:** For 2014, just as for 2013, the rates of seat belt use were above the overall rate for all vehicle types (automobiles, vans, SUVs) except for occupants in pickup trucks, who had a much lower rate of seat belt use. Seat belt use was 13.3 percentage points higher for automobile occupants, 15.1 for van occupants, and 14.8 for SUV occupants than it was for vehicle occupants in pickup trucks. In fact, if pickup truck observations were omitted, the overall rate of seat belt use would rise to about 84.3 percent, or 5.1 percentage points higher than the overall rate of 79.2 percent.

**Figure 18: Percent Belted by Vehicle Type**



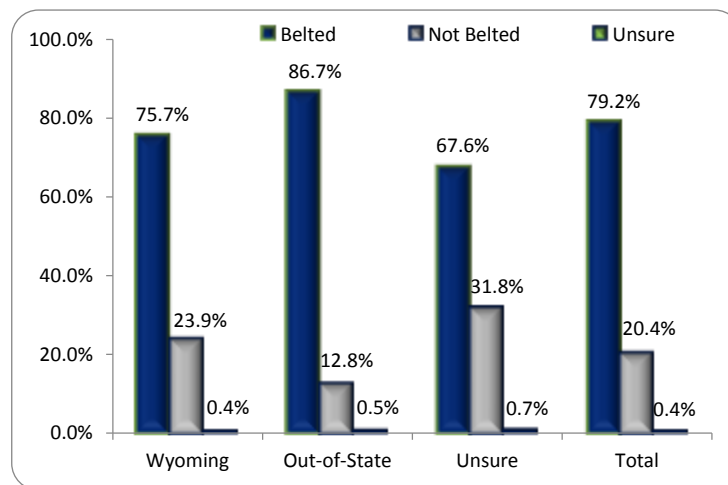
**Vehicle Type and Gender:** Female vehicle occupants had higher rates of seat belt use in every vehicle type, including pickup trucks. For males in pickup trucks, the rate of seat belt use was 67.2 percent, 12 points lower than the overall rate of 79.2 percent of the sample. Females were also less likely to wear seat belts when they were observed in pickup trucks, but that rate for females was 79.6 percent, still higher than the overall rate. The diminished tendency for seat belt use for pickup truck occupants suppressed the overall rate of seat belt use, especially for males. Generally, the rates for male and female vehicle occupants were similar in automobiles, vans, and SUVs, ranging from a low of 80.6 percent for males in automobiles, to a high of 88.1 percent for females in SUVs. For 2014, just as for previous surveys of seat belt use in Wyoming, the least use of seat belts involves men in pickup trucks.

**Figure 19: Percent Belted by Vehicle and Gender**



**Vehicle Registration Type:** Vehicle occupants observed in out-of-state vehicles were belted at a rate of 86.7 percent, which was 11 points higher than the rate of 75.7 percent for occupants observed in Wyoming registered vehicles. The out-of-state rate tended to increase the overall rate, but occupants in Wyoming vehicles represented more than two-thirds of the occupants in this survey. The rate was lowest for vehicle occupants when observers were unsure about the vehicle licensing, but those occupants represented less than 2.0 percent of the sample.

**Figure 20: Percent Belted by Registration Type**

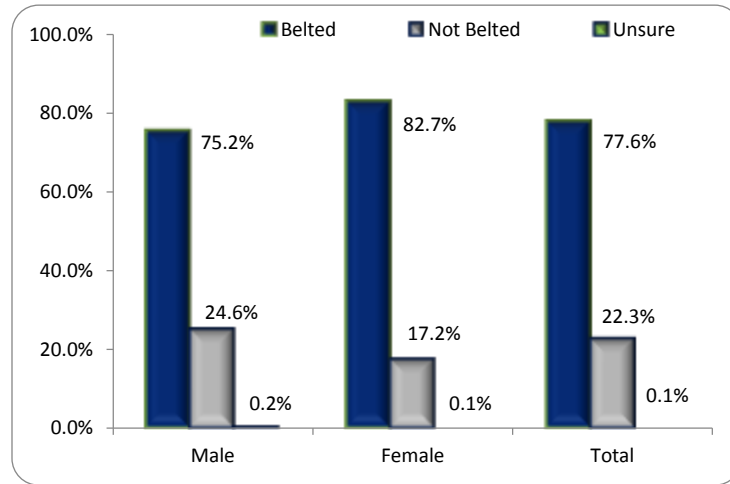


## Estimates of Seat Belt Use for Drivers

In this section, the drivers were isolated for analysis. The patterns for drivers were typically the same as for all occupants, largely because drivers represented nearly three-fourths (74.2%) of the vehicle occupants: drivers represented 17,613 of the 23,723 vehicle occupants. Although passengers made up a small part of the overall sample, their higher rates of seat belt use tended to modestly increase the rates of occupants over the rates for the drivers alone.

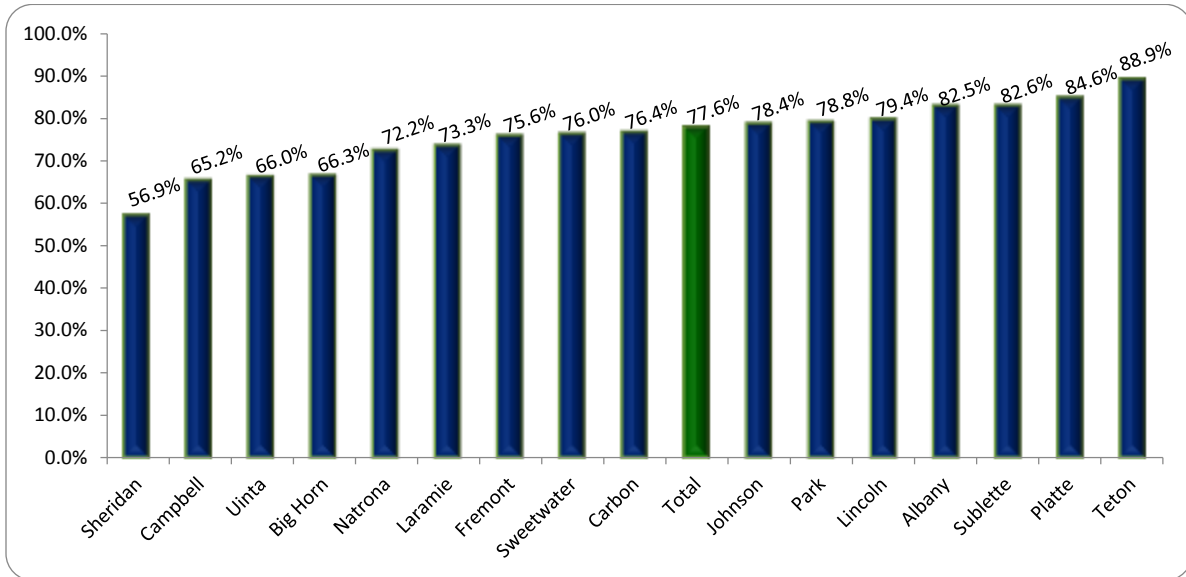
**Driver Gender:** Male drivers were observed as belted at a rate of 75.2 percent, while the rate for female drivers was 82.7 percent, a difference of 7.5 points. Because of the lower rate by males, the overall rate for drivers dropped to 77.6 percent. The higher rate for females raised the overall rate by 2.4 points in this survey, which is nearly identical to the gender effect measured in the 2013 survey.

Figure 21: Percent of Drivers Belted by Driver Gender



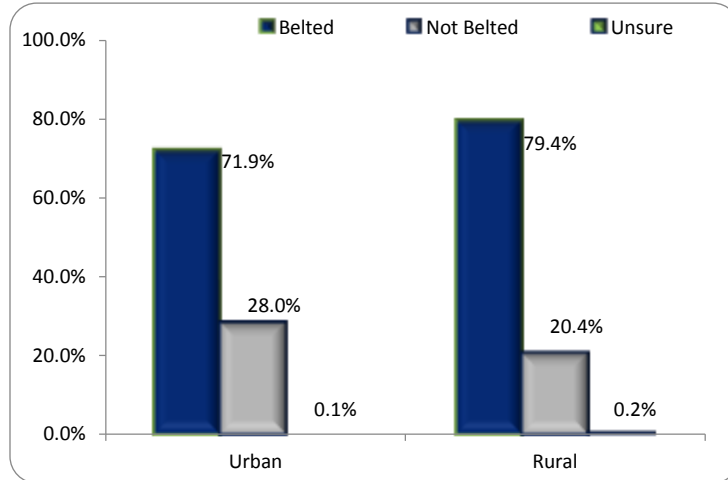
**County:** Counties where the estimated rates of seat belt use were above the overall average of 77.6 percent included Albany, Johnson, Lincoln, Park, Platte, Sublette, and Teton Counties. The highest rate was found in Teton County at 88.9 percent. It should be noted that Teton County has typically had the highest wage rate in Wyoming surveys, although the rate in 2014 was 9.7 points lower for drivers than it was in 2013, when nearly every driver in Teton County was observed as wearing a seat belt (98.6 percent). Counties where seat belt use was considerably lower than average in this year's survey included Big Horn, Campbell, and Sheridan Counties.

**Figure 22: Percent of Drivers Belted by County**



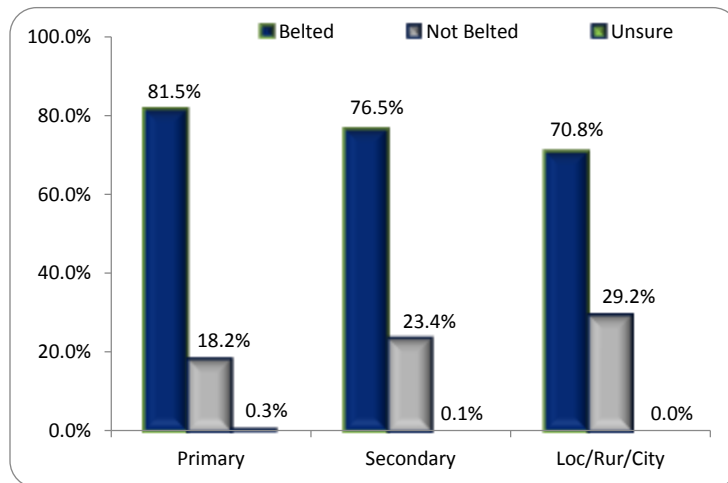
**Population:** The rate of seat belt use for drivers observed in rural sites was 79.4 percent, which was 7.5 percent higher than the rate of 71.9 percent for drivers in urban areas. Because seven out of every ten drivers (72.2 percent) was observed at a rural site, their higher rate of seat belt use increased the overall rate.

**Figure 23: Percent of drivers belted by population density**



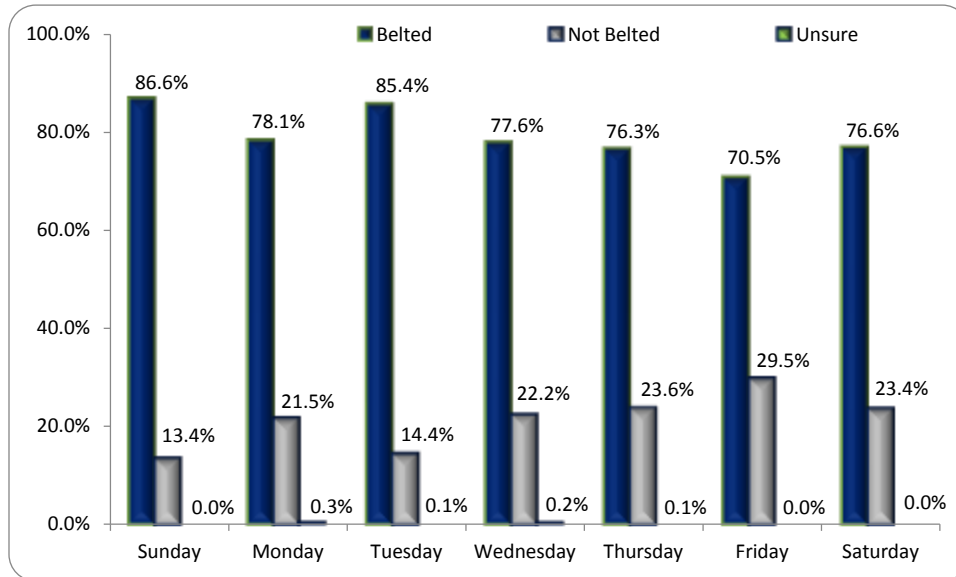
**Roadway Type:** Drivers observed on primary roads were observed as belted 81.5 percent of the time. The rate on secondary roadways was 5.0 percentage points lower at 76.5 percent, and the rate on local, rural and city roadways is 70.8 percent, 10.7 points lower than the rate associated with primary roads. The rate on secondary roads (76.5%) was closest to the overall rate (77.6%) because drivers on secondary roads represented 70.6 percent of the sample.

**Figure 24: Percent of Drivers Belted by Roadway Type**



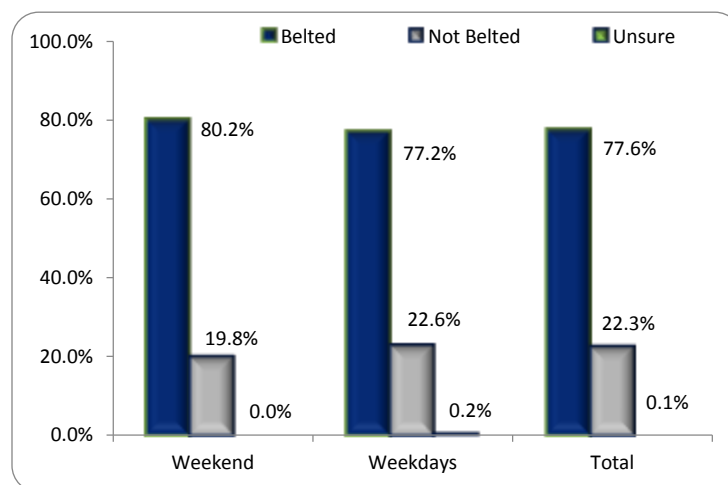
**Weekdays:** Drivers were more likely to be wearing seat belts when observed on a Sunday or Tuesday, and least likely to be belted on Friday. In fact, the Sunday rate is 16.1 percentage points higher than the Friday rate. The rates on the other days are much closer to the average of 77.6 percent.

**Figure 25: Percent of Drivers Belted by Day of Week**



**Weekday vs. Weekend:** Because of the high rate on Sunday and a Saturday rate that is closest to the average, the weekend rate of 80.2 percent is modestly higher than the weekday rate of 77.2 percent. Because the five weekdays produce more observations than the two weekend days, the weekday observations account for most of the overall average.

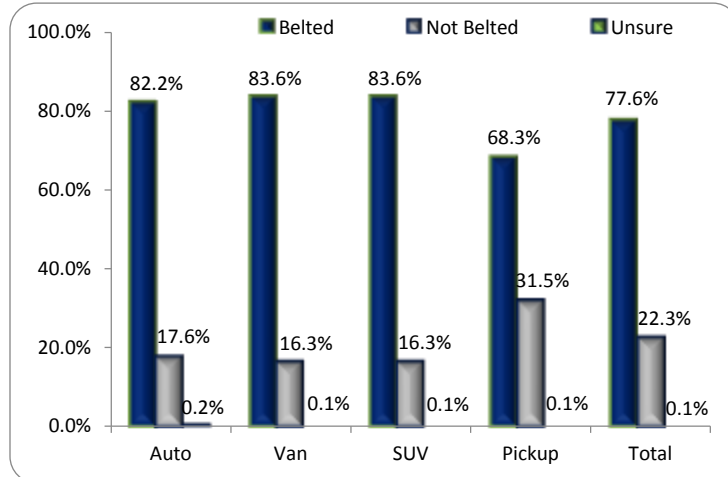
**Figure 26: Percent of Drivers Belted by Weekends vs. Weekdays**





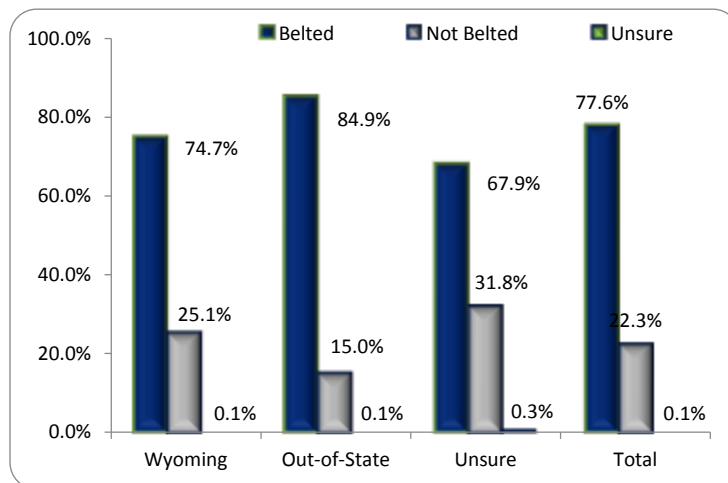
**Vehicle Type:** Drivers in pickup trucks were observed as belted at a rate of 68.3 percent, which is 14.8 percentage points higher than the combined average for drivers in automobiles, vans, and SUVs (83.6%). Drivers in these automobiles, vans, and SUVs were belted at almost identical rates.

**Figure 27: Percent of Drivers Belted by Vehicle Type**



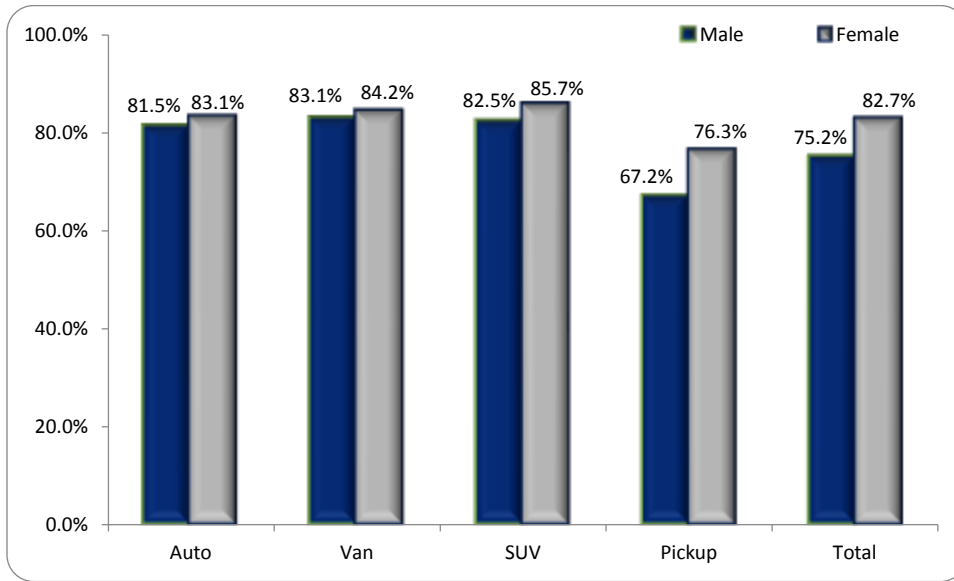
**Vehicle Registration Type:** Drivers in out-of-state vehicles were observed wearing seat belts 84.9 percent of the time, a rate that is 10.2 points higher than the comparable rate for drivers in Wyoming-registered vehicles (74.7%). The out-of-state drivers tend to increase the overall rate, but, because drivers in Wyoming-registered vehicles constitute 71.6 percent of the sample, their average of 74.7 percent is much closer to the overall driver rate of 77.6 percent. Generally, observers were very sure of their classification by license status: observers said they were unsure about license status only 0.3 percent of the time.

**Figure 28: Percent Drivers Belted by Registration Type**



**Driver Gender and Vehicle Type:** Male drivers made up three-fourths of all drivers in the sample, so their behavior toward seat belt use is very important to this report. However, male and female rates of seat belt use were very much alike, with female rates only slightly higher, in automobiles, vans, and SUVs. For those vehicles, the seat belt usage rates for male and female drivers ranged from a low of 81.5 percent to a high of 85.7 percent. The story is much different for drivers in pickup trucks. First, 5,742 of the 6,583 drivers of pickup trucks were males, or 87.2 percent of the sample of pickup truck drivers. Their rate of seat belt use was 67.9 percent, nearly ten points lower than the overall rate and almost fifteen points lower than the overall rate for female drivers. It is true that women pickup truck drivers have the lowest seat belt usage rate among women at 76.3 percent, but that rate is only 1.3 percent below the overall rate for all drivers (77.6%). Nearly four out of ten drivers were observed in pickup trucks; almost nine out of ten were males. That combination of males in pickup trucks, given their relatively low rate of seat belt use, is very important when it comes to seat belt use in Wyoming.

**Figure 29: Percent of Drivers Belted by Gender and Vehicle Type**



## Estimates of Seat Belt Use by Passengers

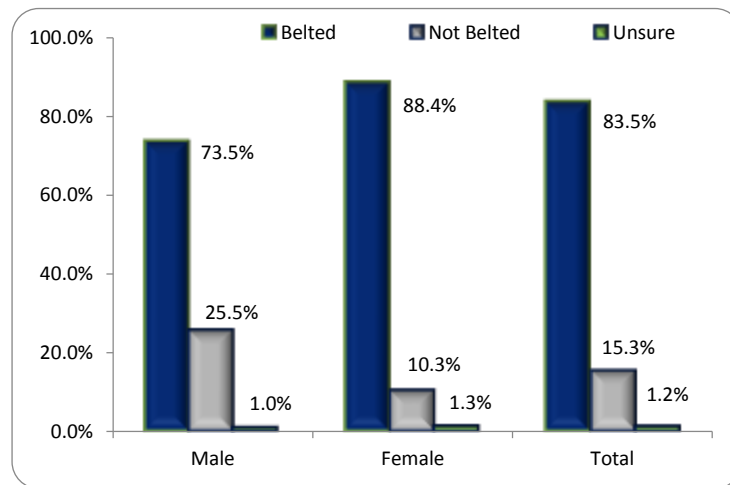
In this section, seat belt use by outboard passengers is presented for the same variables as for occupants and drivers. In each case, graphs and tables will illustrate the narrative, with more detail presented in the appendix to this report.

It is appropriate at this point to remind readers that passengers had a higher rate of seat belt use at 83.6 percent than did driver at 77.6 percent. The passenger rate has the effect of raising the overall rate to 79.2 percent. However, the 6,110 passengers in this survey represent only about one of every four vehicle occupants in the sample (25.8 percent); the much larger number of drivers (17,613) were the major determiners of the overall rate.

It has been typical in Wyoming surveys to find higher rates of seat belt use by passengers for every combination of variables in the survey. However, the patterns of seat belt use within the categories, while higher, will look very much like the patterns being presented for drivers, and, when passengers are added, all vehicle occupants.

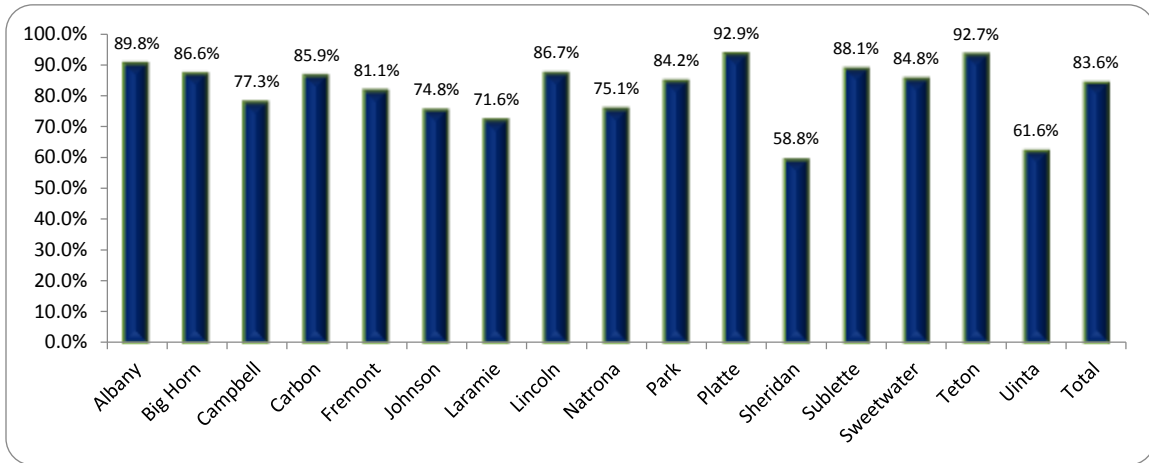
**Gender:** While drivers were more often male, passengers were more likely to be female. For the 2014 survey, females made up two-thirds (66.1%) of the passengers, and males were a third (33.9%) of the passengers. The female passengers were observed as belted 88.4 percent of the time, while males were belted at a rate of 73.5 percent, a difference of 14.9 percent. The higher number of females and the much greater tendency of females to use seat belts contributed to the higher overall rate of seat belt usage for passengers (83.5%).

Figure 30: Percent of Passengers Belted by Gender



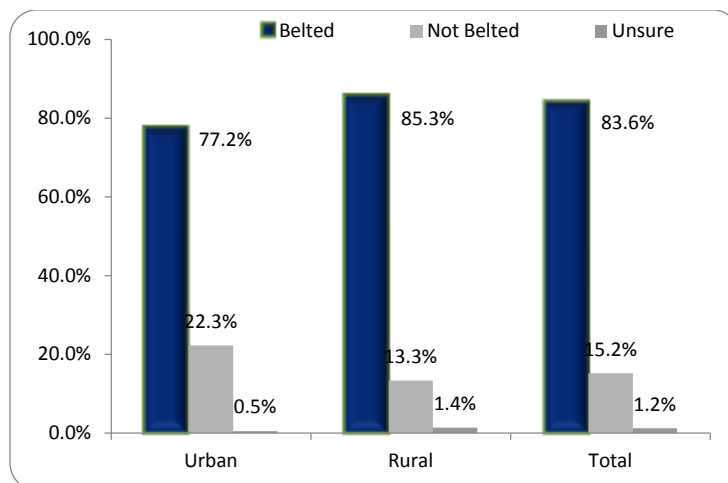
**County:** Individual county seat belt use for passengers exceeded. The overall average for passengers (83.6 %) in the counties of Albany, Big Horn, Carbon, Lincoln, Park, Platte, Sublette, Sweetwater, and Teton Counties, with the highest rate in Teton County (92.7%). The lowest rate for passenger seat belt use was in Sheridan (58.8%), while below average rates were also found in Campbell, Johnson, Laramie, Natrona, and Uinta Counties. All of the counties had fewer than 500 observed passengers with the exception of Teton County with 1,112 passengers, where we find nearly one-fifth of the 6,110 passengers and the second highest rate of passenger seat belt use at 92.7 percent.

**Figure 31: Percent of Passengers Belted by County**



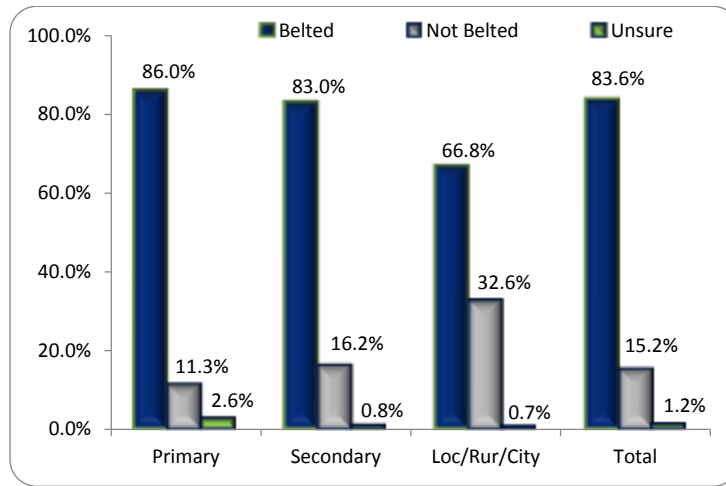
**Population:** Passengers observed in rural sites were observed as belted 85.3 percent of the time, which is slightly higher (1.7%) than the overall rate for passengers (83.6%). Passengers in rural sites accounted for more than three-fourths (85.3%) of the passengers in the survey.

**Figure 32: Percent of Passengers Belted by Population Type**



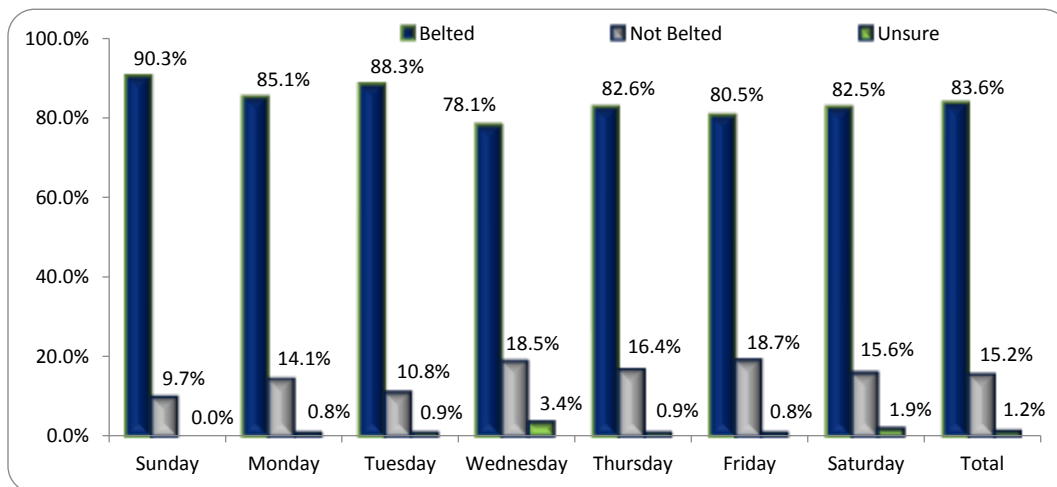
**Roadway:** Passengers observed in primary road sites, which include four-lane interstate highways, had the highest rate of seat belt use at 86.0 percent. The seat belt usage rate was slightly lower (83.0%) on primary roadways, which are mostly federal and state-maintained highways. The lowest rate was found among passengers observed in the remaining category that include local, rural and city roadways; that rate is 66.8 percent, which is 16.8 points lower than the overall rate (83.6%). Passengers observed within secondary roadways represent 70.2 percent of the sample, while passengers in primary roadways are 25.3 percent of the sample. The passengers in local, rural and city roadways, who had the much lower rate of seat belt use, account for only 4.4 percent of the passengers in the survey, so their seat belt usage rate, while low, has relatively little effect on the overall rate.

**Figure 33: Percent of Passengers Belted by Roadway Type**



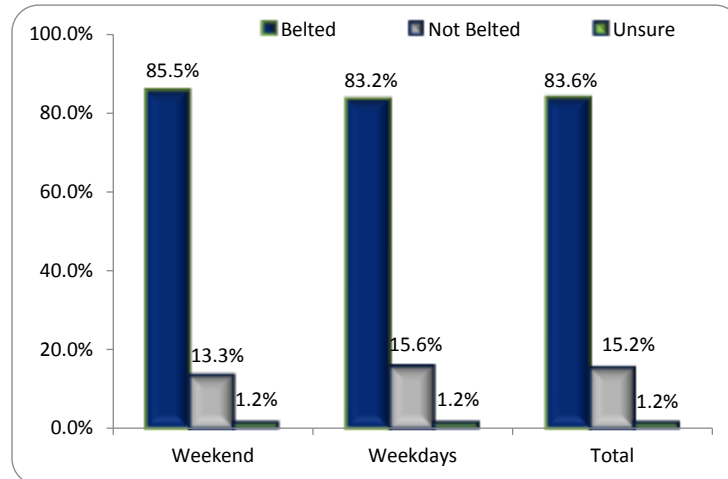
**Weekdays:** The pattern for passengers is similar to the overall pattern of seat belt use for weekdays. The highest rates were observed Sunday, Tuesday, and Saturday, with the lowest rate on Wednesday. However, the day of the week counted for relatively little in terms of the variation in the seat belt usage rate. The low rate on Wednesday (78.1%) was 5.5 points lower than the overall rate for passengers (83.6%), while the high rate for Sunday passengers (90.3%) was 6.7 points higher than the overall passenger rate. Saturday and Sunday passengers represented 18.3 percent of the entire sample.

**Figure 34: Percent of Passengers Belted by Day of Week**



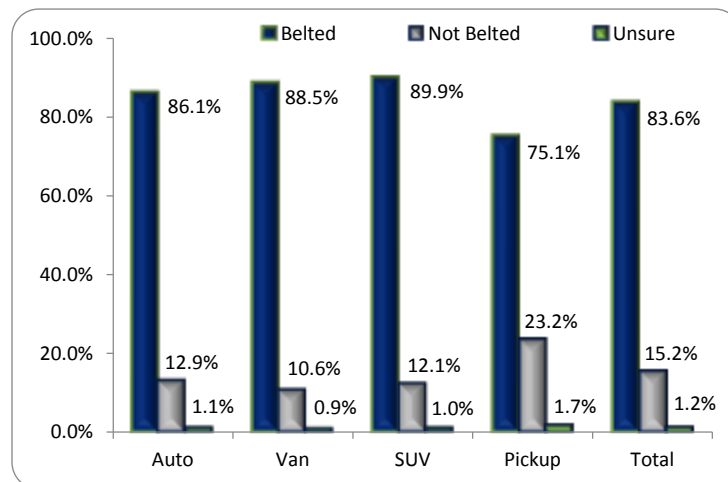
**Weekday vs. Weekend:** Given the results for individual days of the week, it is not surprising to find that weekend passengers had the higher rate of 85.5 percent, compared to a weekday rate of 83.2 percent, a difference of 2.3 points. Weekday passengers represented 81.7 percent of the passengers in the survey.

**Figure 35: Percent of Passengers Belted by Weekday vs. Weekend**



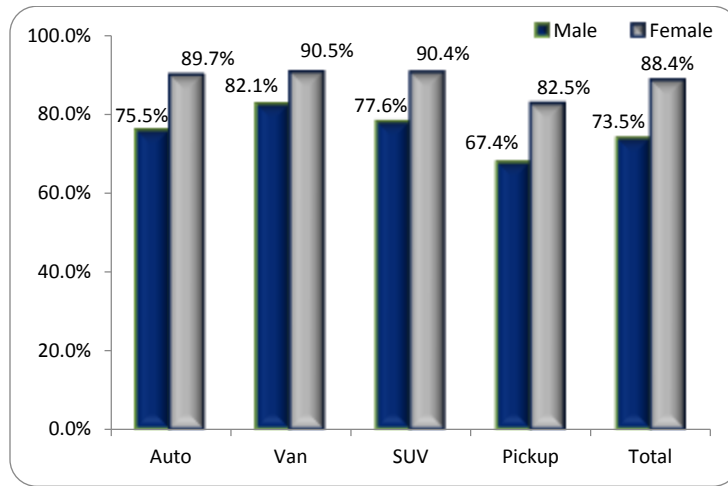
**Vehicle Type:** There were only modest differences among passengers in automobiles, vans and SUVs; passenger seat belt usage rates in these three vehicle types all exceeded the overall rate. However, passengers in pickup trucks had a much lower rate of 75.1 percent belted, which was 8.5 points lower than the overall rate (83.6 percent). Pickup truck passengers represented the largest proportion of the sample at 30.7 percent so this low rate of seat belt use had a considerable effect on the overall rate. However, the rate for automobile passengers at 86.1 percent and van passengers at 88.5 percent offset much of the low rate found for passengers in pickup trucks. The rate for passengers in SUVs, while the highest rate at 89.9 percent, had relatively little effect on the overall rate for passengers because van passengers represented less than ten percent of the sample (9.7%).

**Figure 36: Percent of Passengers Belted by Vehicle Type**



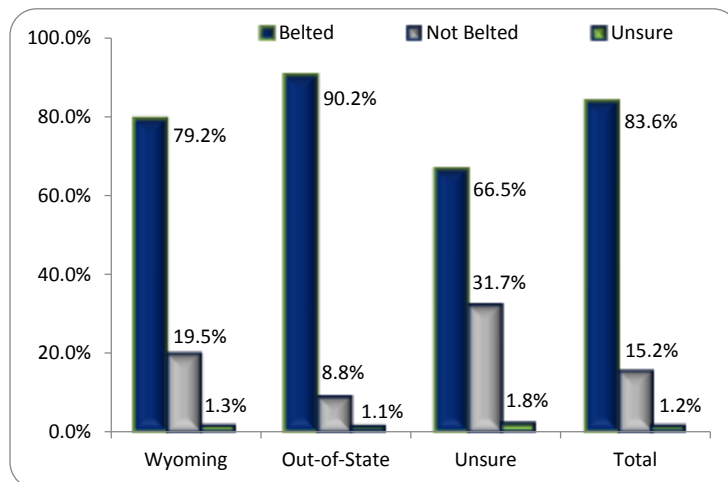
**Gender and Vehicle Type:** The rates of seat belt use for females were higher than the rate for males in every type of vehicle. The rate was greater for females in automobiles by 14.2 percent, in vans by 8.4 percent, in SUVs by 12.8 percent, and in pickups by a whopping 21.0 percent. These differences accounted for the overall difference between males and females as passengers, a difference of 14.9 percent. While female passengers were least likely to be belted in pickup trucks, which at a rate of 88.4 percent was still 4.8 points above the overall rate. On the other hand, the male passenger rate in pickup trucks, at 67.4 percent, was 16.2 points below the overall rate. Finally, one of the reasons why the rate for passengers is higher is because females represented nearly two-thirds of the passengers observed in this survey.

**Figure 37: Percent of Passengers Belted by Gender and Vehicle Type**



**Vehicle Registration:** Passengers observed in out-of-state vehicles were observed as belted at a rate of 90.2 percent, which is 11.0 points higher than the rate for passengers in Wyoming vehicles (79.2%). The overall rate is not higher because Wyoming vehicle passengers represented 58.9 percent of the sample, so their lower rate tended to suppress the overall rate. Observers were unsure about the license status of vehicles for 1.2 percent of the sample.

**Figure 38: Percent of Passengers Belted by Registration Type**



## Trends: A Discussion

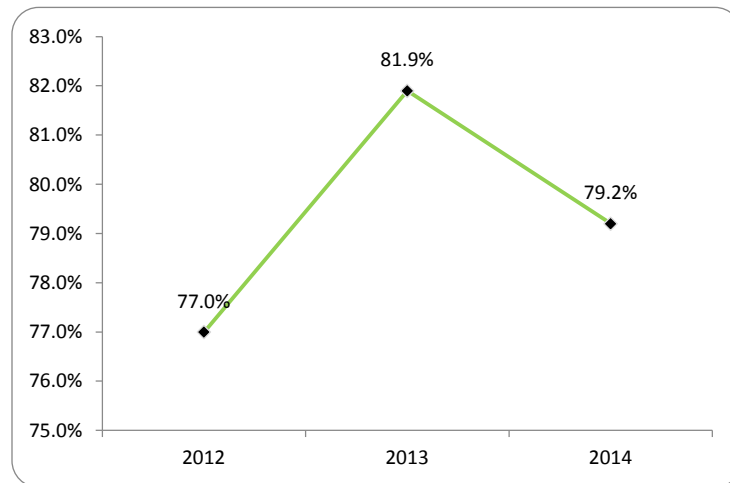
In this section, some of the trends across the three surveys from 2012 to 2014 were reviewed. These survey results are a reflection of the new methodology developed and first implemented in 2012. Since that time, the sample sites and the procedures for collecting observations have been essentially the same. All that is different are the actual observations, and one change in the data collection process: the observers directly entered the data by utilizing Apple iPads. As in the past, the observations were downloaded into Microsoft Excel files, which were then loaded into SPSS software for preparation of the final data set, followed by the data analysis.

### The Number of Observations and Direct Data Entry

The first trend item of note is the increased number of observations, from 20,877 in 2012 to 23,723 in 2014, as 13.6 percentage points increased in observations. Based on the monitoring of the observers, it is likely that the process of direct data entry has advantages over the “paper and pencil” methods of the past and may account for some of the increase in observations.<sup>4</sup> Whether that is true, it can be said that the process was simpler and more efficient, because the paper forms were eliminated and an extra data entry step from the forms to Excel was gone. Also, the extra data entry from the paper forms created opportunities for additional errors in the data records of the past. With the new process, one more source of errors was reduced. All told, it could be concluded that the direct data entry by observers was simpler and more efficient, contributed to the increase in observations, and reduced the number of coding errors in the data.

### Seat Belt Use Trends: 2012-2014

Figure 39: Occupant Seat Belt Usage Rates in Wyoming for 2012-2014



For all vehicle occupants, the rate of seat belt usage was 77.0 percent in 2012, 81.9 percent in 2013, and 79.2 percent in 2014. The rate increased by 4.9 points from 2012 to 2013, and then dropped 2.7 points in the current 2014 survey.

<sup>4</sup> Of course, the increase may be due to increased traffic, in part or in whole. But, even if that is the case, the more efficient process of direct data entry likely made it easier to capture that increase.



When it comes to seat belt use, increased rates are a cause for celebration and decreased rates are a source of disappointment, justifiably because of the well-established link between safety and seat belt use. However, there is another way to evaluate trends: the determination of whether changes are *statistically* significant.

To determine the statistical significance, the 2013 and 2014 data files were merged and the Complex Samples module was used to compare seat belt usage rates in terms of a Chi-Square test of significance. The results were presented in the following table.

**Table 4: Year \* Occupant Seat Belt Use**

Year			Occ Belt Use			
			Belted	Not Belted	Unsure	Total
2013	% within Year	Estimate	81.9%	17.1%	1.0%	100.0%
		Unweighted Count				20877
2014	% within Year	Estimate	79.2%	20.4%	.4%	100.0%
		Unweighted Count				23723
Total	% within Year	Estimate	80.5%	18.8%	.7%	100.0%
		Unweighted Count				44600

**Tests of Independence**

		Chi-Square	Adjusted F	df1	df2	Sig.
Year *	Pearson	127.091	7.634	1.000	2.000	.110
Occ Belt Use	Likelihood Ratio	128.142	7.697	1.000	2.000	.109

The adjusted F is a variant of the second-order Rao-Scott adjusted chi-square statistic. Significance is based on the adjusted F and its degrees of freedom.

The standard for evaluating a test of significance is the .01 level of significance.<sup>5</sup> At that level, the appropriate interpretation is that the observed difference must be statistically significant and would occur by chance only one time in a hundred samples. For our comparison of the 2013 and 2014 rates, the Chi-Square significance is .110, which leads us to conclude that the decrease between 2013 and 2014 is *not* statistically significant. Our samples might reveal a difference, but that difference may be due to chance. In any case, we do not want to be too confident in emphasizing the decrease in seat belt use from 2013 to 2014. It is just as likely that the 2013 rate was an anomaly, unusually high for any number of reasons, and that the 2014 rate may be closer to the actual rate that would be found in an infinite number of samples for the seat belt surveys in Wyoming.

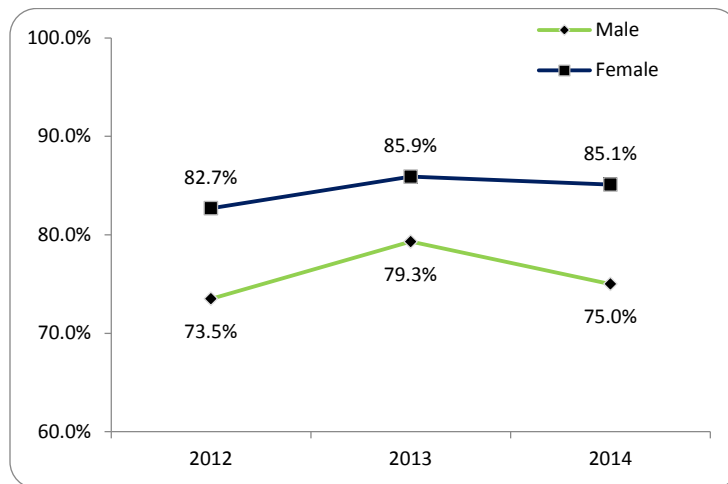
<sup>5</sup> Sometimes statisticians use a more relaxed standard, at the .05 or .10 level of significance. This does not matter in this case because the significance level of .110 is above any of these norms.

## Additional Trends

In addition to the above analysis of the overall trend in seat belt use in Wyoming between 2012 and 2013, the following presents the trends for the major variables in the Wyoming surveys. For each of the trend lines, there is an appropriate accompanying graph illustrating the results.

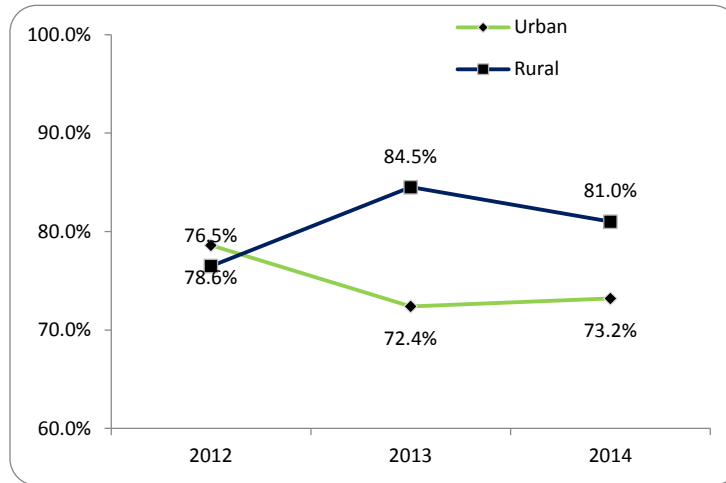
**Gender:** For each of the three surveys, the seat belt usage rate for female vehicle occupants was greater than the male rate. The difference was greatest in the current 2014 survey (the female rate was 10.1 points higher, with a comparable difference in 2012 (9.2%), and the lowest difference in 2013 (6.6%). As in the rate for all occupants, the rates by gender for 2012 and 2014 have a similar gender gap; 2013 had a gender difference in rates that was substantively lower, making it the aberration for the three years. However, it should be noted that female seat belt usage rates were likely to be higher than male rates in every survey of seat belt use, and this pattern was true across most combinations of variables.

**Figure 40: Occupant Seat Belt Rates by Gender 2012 -2014**



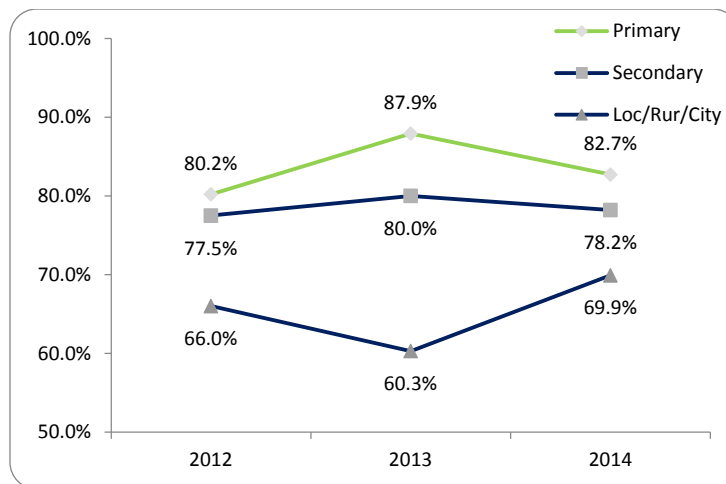
**Population:** The rural rate tends to be higher than the urban rate of seat belt use in Wyoming surveys. This was particularly true in 2013, when the rural rate is higher by 12.1 points and 2014 when the rural rate was higher by 7.8 percent. For this variable, the 2012 survey produced an anomalous result, with a difference of only 2.1 points. The higher rural rate is a persistent finding.

**Figure 41: Occupant Seat Belt Rates by Population Density, 2012 -2014**



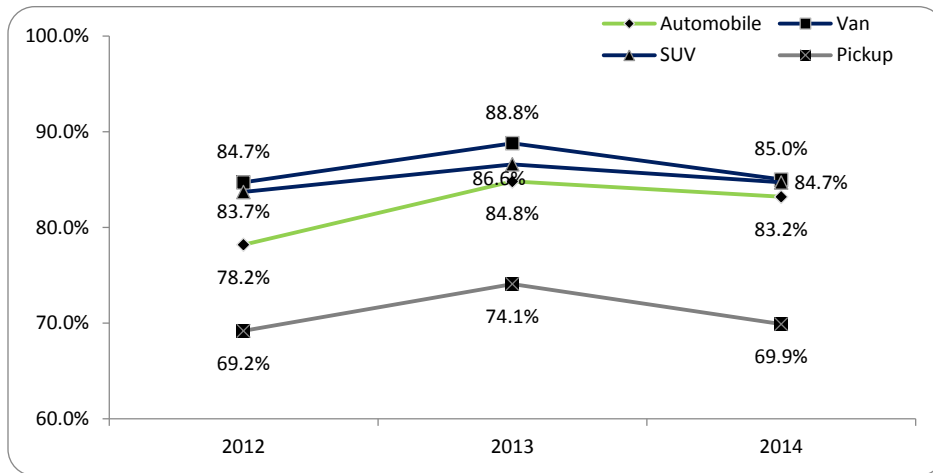
**Roadway:** For all three years, seat belt use was highest for vehicle occupants observed on primary roads. Primary roads include four-lane and interstate highways, where higher seat belt rates are typically above average in surveys. Seat belt usage rates were usually closer to the average on secondary roadways, which include state and federally maintained highways. Local, rural and city roadways usually have the lowest rates, often well-below average. This pattern held true for all three Wyoming surveys. The difference between primary and local/rural/city roads was greatest, at 12.8 points in 2014 and 14.2 points in 2012. The unusual difference was found in the 2013 survey, when the rate on primary roads was 27.6 points higher than the rate on local/rural/city roads. For all three surveys, the rates on secondary roads were closest to the overall seat belt use rates in each respective survey.

**Figure 42: Occupant Seat Belt Usage Rates by Roadway Type, 2012 – 2014**



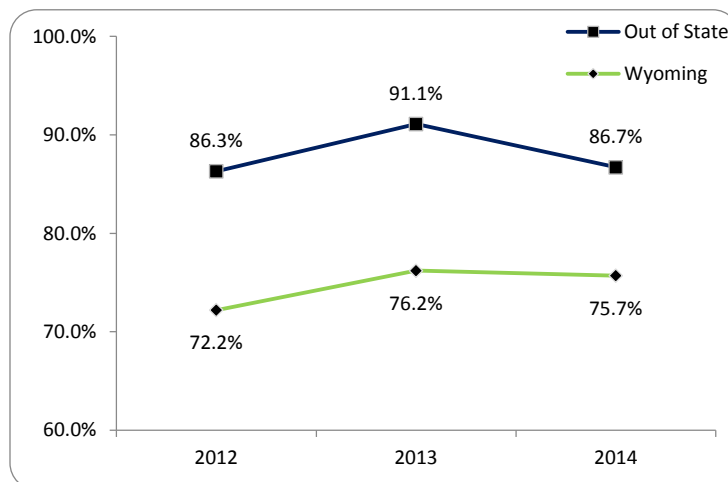
**Vehicle Type:** Seat belt use rates were lowest for occupants observed in pickup trucks; the highest rates were usually found for occupants of vans. That difference was typically about 14 to 15 points or more for the three surveys. The rate for pickup truck occupants was also typically below the overall rate for vehicle occupants. For these surveys, the pickup truck rate was 7.8 points below the overall rate in both the 2012 and 2013 surveys; however, it was 9.3 points below the overall rate for 2014. This low rate for pickup truck occupant and the high proportion of pickup trucks among all Wyoming vehicles (around 35%) may have a lot to do with the decreased rate of seat belt use in 2014.

**Figure 43: Occupant Seat Belt Rates by Vehicle Type, 2012 - 2014**



**Vehicle Registration Type:** Occupants observed in out-of-state registered vehicles had a higher rate of seat belt use across all three survey years. The rate is higher by 14.1 points in 2012 and 14.9 points in 2013. The difference was not as great for 2014, where out-of-state registered vehicle occupants had an 11.0 percentage points higher rate of seat belt use than occupants observed in Wyoming-licensed vehicles.

**Figure 44: Occupant Seat Belt Usage Rates by Registration, 2012 - 2014**



**County:** For all three survey years, the consistently lowest rates of seat belt use were found in Big Horn, Campbell, Natrona, and Sheridan Counties. The consistently highest rates were found in Lincoln, Platte, Sublette, and Teton Counties. The other counties were either between these two groups, or were less consistent in seat belt rates across the three years. For example, Johnson County had an uncharacteristically high rate in 2013, as did Natrona, Park, and Sweetwater Counties in 2014. Sheridan County had the lowest rates in both 2013 and 2014, dropping to an overall low of 57.3 percent in 2014. Teton County, which has characteristically had nearly total seat belt use among vehicle occupants, dropped to a rate of 90.1 percent in 2014. It was suggested in previous surveys that Teton’s rate might be a consequence of the substantial number of government employees, out-of-state visitors, and seasonal residents, all of whom are more likely than the average vehicle occupant to wear a seat belt. However, the reader should be skeptical of near - 100 percent rates for any county, and the 90.1 percent rate for 2014 seems to be more likely for Teton County.

**Table 5: Occupant Seat Belt Usage Rates by County, 2012-2014**

							2014	
	2012	2013	2014	14-13	14-12		Co-overall	
<b>Albany</b>	74.2%	84.4%	84.3%	-0.1%	10.1%	0.792	5.1%	
<b>Big Horn</b>	60.2%	65.1%	71.5%	6.4%	11.3%	0.792	-7.7%	
<b>Campbell</b>	60.3%	62.3%	67.6%	5.3%	7.3%	0.792	-11.6%	
<b>Carbon</b>	83.0%	77.0%	78.8%	1.8%	-4.2%	0.792	-0.4%	
<b>Fremont</b>	72.2%	75.2%	77.0%	1.8%	4.8%	0.792	-2.2%	
<b>Johnson</b>	74.8%	97.4%	77.3%	-20.1%	2.5%	0.792	-1.9%	
<b>Laramie</b>	74.3%	73.0%	72.9%	-0.1%	-1.4%	0.792	-6.3%	
<b>Lincoln</b>	81.4%	82.7%	81.5%	-1.2%	0.1%	0.792	2.3%	
<b>Natrona</b>	63.1%	63.9%	72.8%	8.9%	9.7%	0.792	-6.4%	
<b>Park</b>	73.6%	73.0%	80.2%	7.2%	6.6%	0.792	1.0%	
<b>Platte</b>	84.5%	85.7%	86.7%	1.0%	2.2%	0.792	7.5%	
<b>Sheridan</b>	65.0%	60.5%	57.3%	-3.2%	-7.7%	0.792	-21.9%	
<b>Sublette</b>	83.0%	86.0%	84.1%	-1.9%	1.1%	0.792	4.9%	
<b>Sweetwater</b>	60.3%	77.1%	78.2%	1.1%	17.9%	0.792	-1.0%	
<b>Teton</b>	98.3%	99.0%	90.1%	-8.9%	-8.2%	0.792	10.9%	
<b>Uinta</b>	72.1%	76.8%	64.9%	-11.9%	-7.2%	0.792	-14.3%	
<b>Totals</b>	77.0%	81.9%	79.2%	-2.7%	2.2%	0.792	0.0%	

## **Closing**

A review of the major results appears in the executive summary at the beginning of the report, so it is not repeated here. Instead, the reader may refer to the extensive resources found in the appendix. The appendix contains detailed tables summarizing the results. Specifically, in terms of detailed differences among occupants within various categories of the main descriptive variables in the study. The appendices also contain detailed differences between drivers and passengers in terms of seat belt use. In addition, the appendices contain the documents that provide full details on the methodology that guided the data collection and the analysis of the data.

## Appendix A: State seat belt use reporting form

# State Seat Belt Use Survey Reporting Form

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## PART A

State: Wyoming

Calendar Year of Survey: 2014

Statewide Seat Belt use Rate: 79.2 Percent

I hereby certify that: The Governor designated Matt Carlson 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.

Dr. James G. Leibert<sup>6</sup>, 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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed name of signing official

<sup>6</sup> 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, Dr. James G. Leibert 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. Dr. Leibert reviewed the SPSS output files and related data tables to confirm the data are accurate and true. A copy of Dr. Leibert's abbreviated resume follows.



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Phone 952.922.0018  
E-mail ljeibert@gmail.com

# James G. Leibert, PhD.

---

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

## Employment

---

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

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

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

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

Leadership

Team Player

Problem Solving

## **Appendix B: Survey design for Wyoming**

The Wyoming Department of Transportation Highway Safety Program in collaboration with DLN Consulting, Inc. 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.

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# 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 4<sup>th</sup> Ave W  
Suite G  
Dickinson, ND 58601

## 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).<sup>1</sup>

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).<sup>2</sup> 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.

<sup>1</sup> The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059.

<sup>2</sup> The classification scheme uses the MAF/TIGER feature Class Code, or MTFCC in the database.

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- 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.<sup>3</sup> 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.<sup>4</sup> 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<sup>5</sup>. 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).

<sup>3</sup> Dr. Jamil Ibriq's résumé is included in Appendix A.

<sup>4</sup> The 16 counties account for 87.7 percent of traffic-related fatalities in the FARS cumulative data from 2005-2009.

<sup>5</sup> 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	LINTA	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	60.639687	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	699	862	0	1560
	Length	234.830117	196.262768	0	431.112885
	n	8	10	0	18
Laramie	N	447	966	10768	12181
	Length	170.462425	242.350688	2127.917691	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	124.01899	273.858086	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	345.326417	168.659462	0	514.176879
	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
Wyo	N	213	624	0	837
	Length	74.802956	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.<sup>6</sup>

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,<sup>7</sup> on the weekdays and weekends during the collection period during the first full week of

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<sup>6</sup> 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.<sup>8</sup> 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.<sup>9</sup>

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<sup>7</sup> Front seat occupants who are child passengers traveling in child seats with harness straps will not be included in the observations.

<sup>8</sup> The sample form included in the appendix may need some modifications before data collection occurs, but any changes are likely to be minor.

<sup>9</sup> 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.<sup>10</sup> 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

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<sup>10</sup> 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.
- $\pi$  denote the inclusion probability, and
  - $\pi_c$  represents the inclusion probability for a county.
  - $\pi_{h|c}$  represents the inclusion probability for road segment.
  - $\pi_{j|hi}$  represents the inclusion probability for time segment.
  - $\pi_{k|hj}$  represents the inclusion probability for direction
  - $\pi_{l|hij}$  represents the inclusion probability for lane
  - $\pi_{n|chijl}$  represents the inclusion probability for vehicle.
- $w_{chijklm}$  denote the sampling weight for vehicle  $m$  and is computed as follows:

$$w_{chijklm} = \frac{1}{\pi_{chijklm}} \quad (1)$$

$\pi_{chijklm}$  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:

$$\pi_{chijklm} = \pi_c \cdot \pi_{h|c} \cdot \pi_{j|hi} \cdot \pi_{k|hij} \cdot \pi_{l|hij} \cdot \pi_{n|chijl}$$



- *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

$$\pi_{skl} = \pi_s \cdot \pi_{klp}$$

be the road segment selection probability, and

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

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

$$f_{skl} = \frac{\sum_{i \text{ responding}} w_{skl}}{\sum_{i \text{ responding}} w_{skl}}$$

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:

$$P_{skl} = \frac{\sum_{i \text{ observed}} w_{skl} \text{Length}_{skl} Y_{skl}^{observed}}{\sum_{i \text{ observed}} w_{skl} \text{Length}_{skl}} \quad (2)$$

where

$$Y_{skl}^{observed} = \begin{cases} 1 & \text{if belt is used} \\ 0 & \text{otherwise} \end{cases} \quad (3)$$

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,  $w_{ijklnjch}$  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  $Length_{ch}$  values for all vehicles at road segment  $i$  are the same, the length  $Length_{ch}$  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:

$$p_{chi} = \frac{1}{n_{chi}} \sum_{ijklnjch \in ch} w_{ijklnjch} \quad (4)$$

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:

$$p_{ch} = \frac{\sum_{i \in h} w_{chi} \cdot Length_{ch} \cdot p_{chi}}{\sum_{i \in h} w_{chi} \cdot Length_{ch}} \quad (5)$$

where

$$w_{chi} = \frac{1}{n_{chi}} \quad (6)$$

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  $h$ .

$$p_{ch} = \frac{1}{n_h} \sum_{i=1}^{n_h} p_{chi} \quad (7)$$

where  $n_h$  is number of road segments each road stratum.

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

$$p_c = \frac{\sum_{h \in c} w_{ch} \cdot Length_{ch} \cdot p_{ch}}{\sum_{h \in c} w_{ch} \cdot Length_{ch}} \quad (8)$$

where

$$w_{ch} = \frac{1}{n_{ch}} \quad (9)$$

The following equation can also be used to compute  $p_c$ .

$$p_c = \frac{1}{n_c} \sum_{h=1}^{n_c} p_{ch} \quad (10)$$

where  $n_c$  is number of road strata in the county.

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

$$p = \frac{\sum_{c \in s} w_c \cdot Length_c \cdot \beta_c}{\sum_{c \in s} w_c \cdot Length_c} \quad (11)$$

where

$$w_c = \frac{1}{\pi_c} \quad (12)$$

The following equation can also be used to compute  $p$ .

$$p = \frac{1}{n} \sum_{j=1}^n \beta_j \quad (13)$$

where  $n$  is number of counties in the frame.

**Appendix A**  
**Resumés**

## Keith Fernsler, Ph.D.

12/27/2011

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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

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**Appendix B**

**Selected Road Segments within Each County and Their Probabilities of Selection**

STATEFP	COUNTYFP	MTFCC	FULLNAME	TUD	Alt. Name	DIVROAD	DECKEDROAD	Longitude	Latitude	SegLen_Mi	SRSWOR
56	1	S1200	I-80	168749730	US Hwy 30	Y	N	-105.378496	41.145686	0.831622	0.01342282
56	1	S1200	I-80	604512124			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 1-80	168750901	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	-105.438908	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	0.01033	0.01522843
56	3	S1200	US Hwy 14A E	180491288		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	44.859933	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	Mars hall 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	51100	I-90	607415957	I-90	NA	NA	-105.248589	44.294692	0.2138	0.01498127
56	5	51100	I-90	607413318	I-90	NA	NA	-105.383825	44.295056	0.565923	0.01498127
56	5	51100	I-90	146326960	US Hwy 14	N	N	-105.352327	44.289556	0.032443	0.01498127
56	5	51100	I-90	146347844	US Hwy 14	N	N	-105.378563	44.294171	0.039906	0.01498127
56	5	51200	State Hwy 59	146348156		N	N	-105.526384	44.352279	0.035885	0.01344861
56	5	51200	E 2nd St	146325159	E 2nd St	N	N	-105.489934	44.292555	0.006099	0.01344861
56	5	51200	US Hwy 14	146349851	State Hwy 59	N	N	-105.529311	44.296796	0.051126	0.01344861
56	5	51200	State Hwy 50	146329404		N	N	-105.62461	44.181178	0.128849	0.01344861
56	5	51200	State Hwy 50	146334309		N	N	-105.724815	43.993419	0.268938	0.01344861
56	5	51200	State Hwy 50	146353809		N	N	-105.719015	44.07693	0.152303	0.01344861
56	5	51200	State Hwy 59	607396191		N	N	-105.464887	44.022166	0.220383	0.01344861
56	5	51200	State Hwy 50	146333806		N	N	-105.750504	43.525684	0.026796	0.01344861
56	5	51200	US Hwy 14	146321054	US Hwy 16	N	N	-105.538015	44.391359	0.066024	0.01344861
56	5	51200	State Hwy 50	146353348		N	N	-105.711349	44.114846	0.837201	0.01344861
56	5	51200	State Hwy 51	607406131		N	N	-105.283045	44.288769	0.020793	0.01344861
56	5	51200	US Hwy 14	146346688	State Hwy 59	N	N	-105.530279	44.30921	0.060938	0.01344861
56	5	51200	State Hwy 59	635532528		N	N	-105.979091	43.569271	0.227319	0.01344861
56	7	51100	I-80	611197576		N	N	-106.521149	41.752786	0.67332	0.01351351
56	7	51100	I-80	148702972	I-80	N	N	-106.948342	41.251102	0.026198	0.01351351
56	7	51100	I-80	148729076	I-80	Y	N	-107.373738	41.786936	0.145819	0.01351351
56	7	51200	3rd St	622138133	US Hwy 287	N	N	-107.27921	41.807878	0.184918	0.01144165
56	7	51200	State Hwy 70	148737136		N	N	-107.034068	41.156663	0.828525	0.01144165
56	7	51200	State Hwy 789	148752555		N	N	-107.730909	41.291091	1.697048	0.01144165
56	7	51200	State Hwy 130	14871671		N	N	-106.760293	41.392624	0.460732	0.01144165
56	7	51200	State Hwy 130	148715207		N	N	-106.651357	41.343293	0.077775	0.01144165
56	7	51200	State Hwy 230	148718040		N	N	-106.610856	41.172584	0.416111	0.01144165
56	7	51200	State Hwy 220	148695417		N	N	-107.243952	42.428181	0.229884	0.01144165
56	7	51200	N Higley Blvd	148729803	US Hwy 287 Byp	N	N	-107.215405	41.795669	0.069431	0.01144165
56	7	51200	State Hwy 72	148707454		N	N	-106.453685	41.718692	0.74372	0.01144165
56	7	51200	Lincoln Hwy	148702076	US Hwy 30	N	N	-106.277868	41.901903	1.701502	0.01144165
56	7	51200	State Hwy 230	148743798		N	N	-106.701352	41.218277	0.116587	0.01144165
56	7	51200	State Hwy 789	148736405		N	N	-107.693147	41.220518	0.326679	0.01144165
56	7	51200	State Hwy 230	148714894		N	N	-106.776349	41.255209	0.053899	0.01144165
56	7	51200	State Hwy 487	148727630		N	N	-106.186809	42.097454	1.894335	0.01144165
56	7	51200	State Hwy 130	148716025		N	N	-106.496624	41.32687	0.364824	0.01144165

56	13	S1200	Frement St	628694209	Frement 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	148695718		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 Hillis 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	148486561		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	43.451979	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	44.212752	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	147305287		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	147366807		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	1473031629		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	-106.7765	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	6238802	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	-104.811666	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	0.059556	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	130302240		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	0.251794	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	-110.833792	43.191983	0.115793	0.01295732
56	23	S1200	Hwy 236	611004110	State Hwy 236	N	N	-110.961919	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	-111.046099	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	611006956	US Hwy 89A	N	N	-111.025859	43.13296	0.053011	0.01295732
56	23	S1200	State Hwy 235	130303475		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	-110.943922	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	42.83324	0.017426	0.00131926
56	25	S1200	Cole Creek Rd	149038958	Cole Creek Rd	N	N	-106.188882	42.8911713	0.027375	0.00131926
56	25	S1400	Co Rd 607	149011131		N	N	-106.154287	42.66765	0.463712	0.00130208
56	25	S1400	EA 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	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	612527465	Hwy 114	N	N	-108.665672	44.875669	0.469234	0.01129944
56	29	S1200	US Hwy 14 Alt	624460118		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	0.07968	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	149207036	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	160430166	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	-105.082089	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	-107.000489	44.714808	0.029523	0.01088435
56	33	S1200	State Hwy 345	147396185		N	N	-107.321643	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	44.633175	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	-107.476961	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 Piny Calpet Rd	149346148	Big Piny Calpet Rd	N	N	-110.283783	42.393018	0.195383	0.01691729
56	35 S1200	Big Piny Calpet Rd	149347154	Big Piny Calpet Rd	N	N	-110.284863	42.37851	0.385055	0.01691729
56	35 S1200	State Hwy 352	149330874		N	N	-109.989113	42.056827	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 Piny Calpet Rd	149328921	Big Piny Calpet Rd	N	N	-110.290572	42.358646	0.278765	0.01691729
56	35 S1200	Middle Piny Rd	149319272	Middle Piny Rd	N	N	-110.285006	42.538177	0.847708	0.01691729
56	35 S1200	Big Piny Calpet Rd	149327486	Big Piny 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 Piny Calpet Rd	149349722	Big Piny 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	42.85926	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	37 S1100	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	0.0631	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	149491132	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	43.531276	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	44.487152	0.476339	0.02292994
56	39	S1200	US Hwy 26	130447142	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	625096810	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	-110.418115	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	43.323355	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	41.316671	0.467979	0.02242152
56	41	S1200	State Hwy 150	160278318	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
<b><u>(Total observation period MUST last EXACTLY 45 minutes)</u></b>	

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**

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### 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
-

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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 and Final Review**

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

April 24, 2012

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Dear Wyoming,

The review of your most recent seat belt use survey plan has been completed, and the final review is enclosed. All the design requirements listed in 1340.10 of the Final Rule were evaluated. We are pleased to inform you that your survey plan is fully compliant with the Uniform Criteria for State Observational Surveys of Seat Belt Use. Congratulations!

Sincerely,  
NHTSA

# 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).

## **Appendix D: Detailed tables of collected data**

## Frequencies

Frequencies of Vehicle Types by County, Wyoming 2013						
County	Vehicle Type				Total	
	Auto	Van	SUV	Pickup		
<b>Albany</b>	485	460	122	485	1,552	31.3%
<b>Big Horn</b>	146	122	42	219	529	41.4%
<b>Campbell</b>	450	421	98	844	1,813	46.6%
<b>Carbon</b>	336	319	100	451	1,206	37.4%
<b>Fremont</b>	323	312	82	420	1,137	36.9%
<b>Johnson</b>	456	418	129	566	1,569	36.1%
<b>Laramie</b>	355	310	106	366	1,137	32.2%
<b>Lincoln</b>	294	341	86	462	1,183	39.1%
<b>Natrona</b>	258	244	61	322	885	36.4%
<b>Park</b>	457	514	117	648	1,736	37.3%
<b>Platte</b>	432	457	114	549	1,552	35.4%
<b>Sheridan</b>	434	376	103	588	1,501	39.2%
<b>Sublette</b>	161	230	44	358	793	45.1%
<b>Sweetwater</b>	692	396	121	720	1,929	37.3%
<b>Teton</b>	1,361	943	348	903	3,555	25.4%
<b>Uinta</b>	529	447	110	560	1,646	34.0%
<b>Total</b>	7,169	6,310	1,783	8,461	23,723	35.7%
<b>Average</b>	448	394	111	529	1,483	35.7%

Frequencies by Category						
Category		Unweighted Counts	Category		Unweighted Counts	
Day of Week	Sunday	1,367	Direction	North	5,150	
	Monday	5,126		South	5,989	
	Tuesday	2,941		East	5,264	
	Wednesday	2,842		West	7,320	
	Thursday	3,634		Total	23,723	
	Friday	5,778				
	Saturday	2,035	Number of lanes	One Lane	12,979	
	Total	23,723		Two Lanes	9,047	
	Average	3,389		Three Lanes	297	
	Weekend	3,402		Four Lanes	1,400	
	Weekday	20,321		Total	23,723	
	Total	23,723				
	Vehicle Type			Weather	Clear/Sunny	16,740
		Auto	7,169		Cloudy	4,855
Van		6,310	Foggy		222	
SUV		1,783	Light Rain		1,384	
Pickup		8,461	Heavy Rain		187	
Total		23,723	Occasional Rain		335	
			Total		23,723	
Time of Day	7:30-9:30	3,473	Registration			
	9:30-11:30	5,294		Wy License	16,202	
	11:30-1:30	3,631		Other	7,151	
	1:30-3:30	4,992		Unsure	370	
	3:30-5:30	6,333		Total	23,723	
	Total	23,723				

**Frequencies of Vehicle Types by County, Wyoming 2013**

County	Vehicle Type				Total	
	Auto	Van	SUV	Pickup		
<b>Albany</b>	485	460	122	485	1,552	31.3%
<b>Big Horn</b>	146	122	42	219	529	41.4%
<b>Campbell</b>	450	421	98	844	1,813	46.6%
<b>Carbon</b>	336	319	100	451	1,206	37.4%
<b>Fremont</b>	323	312	82	420	1,137	36.9%
<b>Johnson</b>	456	418	129	566	1,569	36.1%
<b>Laramie</b>	355	310	106	366	1,137	32.2%
<b>Lincoln</b>	294	341	86	462	1,183	39.1%
<b>Natrona</b>	258	244	61	322	885	36.4%
<b>Park</b>	457	514	117	648	1,736	37.3%
<b>Platte</b>	432	457	114	549	1,552	35.4%
<b>Sheridan</b>	434	376	103	588	1,501	39.2%
<b>Sublette</b>	161	230	44	358	793	45.1%
<b>Sweetwater</b>	692	396	121	720	1,929	37.3%
<b>Teton</b>	1,361	943	348	903	3,555	25.4%
<b>Uinta</b>	529	447	110	560	1,646	34.0%
<b>Total</b>	7,169	6,310	1,783	8,461	23,723	35.7%
<b>Average</b>	448	394	111	529	1,483	35.7%

<b>Frequencies by vehicle type and County, Wyoming 2014</b>					
<b>County</b>	<b>Vehicle Type</b>				<b>Total</b>
	<b>Auto</b>	<b>Van</b>	<b>SUV</b>	<b>Pickup</b>	
<b>Albany</b>	537	104	433	417	1,491
	36.0%	7.0%	29.0%	28.0%	100.0%
<b>Big Horn</b>	142	28	118	214	502
	28.3%	5.6%	23.5%	42.6%	100.0%
<b>Campbell</b>	450	421	98	844	1,813
	24.8%	23.2%	5.4%	46.6%	100.0%
<b>Carbon</b>	336	319	100	451	1,206
	27.9%	26.5%	8.3%	37.4%	100.0%
<b>Fremont</b>	323	312	82	420	1,137
	28.4%	27.4%	7.2%	36.9%	100.0%
<b>Johnson</b>	456	418	129	566	1,569
	29.1%	26.6%	8.2%	36.1%	100.0%
<b>Laramie</b>	355	310	106	366	1,137
	31.2%	27.3%	9.3%	32.2%	100.0%
<b>Lincoln</b>	294	341	86	462	1,183
	24.9%	28.8%	7.3%	39.1%	100.0%
<b>Natrona</b>	258	244	61	322	885
	29.2%	27.6%	6.9%	36.4%	100.0%
<b>Park</b>	457	514	117	648	1,736
	26.3%	29.6%	6.7%	37.3%	100.0%
<b>Platte</b>	432	457	114	549	1,552
	27.8%	29.4%	7.3%	35.4%	100.0%
<b>Sheridan</b>	434	376	103	588	1,501
	28.9%	25.0%	6.9%	39.2%	100.0%
<b>Sublette</b>	161	230	44	358	793
	20.3%	29.0%	5.5%	45.1%	100.0%
<b>Sweetwater</b>	692	396	121	720	1,929
	35.9%	20.5%	6.3%	37.3%	100.0%
<b>Teton</b>	1,361	943	348	903	3,555
	38.3%	26.5%	9.8%	25.4%	100.0%
<b>Uinta</b>	529	447	110	560	1,646
	32.1%	27.2%	6.7%	34.0%	100.0%
<b>Total</b>	7,169	6,310	1,783	8,461	23,723
	30.2%	26.6%	7.5%	35.7%	100.0%

## Occupant Seat Belt Use

Overall Occupant Belt Use in Wyoming, 2014						
% of Total		Standard		95% Confidence Interval		Unweighted Count
		Estimate	Error	Lower	Upper	Count
	Belted	79.2%	1.3%	73.3%	84.1%	18,405
	Not Belted	20.4%	1.4%	14.9%	27.3%	5,207
	Unsure	0.4%	0.2%	0.1%	2.8%	111
	Total	100.0%				23,723

Occupant Belt Use by Occupant Gender 2014					
	Belted	Not Belted	Unsure	Total	Unweighted Count
Male	75.0%	24.7%	0.3%	100.0%	13,967
Female	85.1%	14.3%	0.6%	100.0%	8,737
Total	79.1%	20.5%	0.4%	100.0%	23,615

Occupant Belt Use by County of Observations 2014					
	Belted	Not Belted	Unsure	Total	Unweighted Count
Sheridan	57.3%	42.7%	0.0%	100.0%	1,501
Uinta	64.9%	34.3%	0.8%	100.0%	1,646
Campbell	67.6%	32.3%	0.1%	100.0%	1,813
Big Horn	71.5%	28.4%	0.2%	100.1%	529
Natrona	72.8%	26.6%	0.6%	100.0%	885
Laramie	72.9%	27.1%	0.0%	100.0%	1,137
Fremont	77.0%	22.7%	0.4%	100.1%	1,137
Johnson	77.3%	18.0%	4.7%	100.0%	1,569
Sweetwater	78.2%	21.7%	0.1%	100.0%	1,929
Carbon	78.8%	20.5%	0.7%	100.0%	1,206
State	79.2%	20.4%	0.4%	100.0%	21,987
Park	80.2%	19.8%	0.0%	100.0%	1,736
Lincoln	81.5%	18.5%	0.0%	100.0%	1,183
Sublette	84.1%	15.9%	0.0%	100.0%	793
Albany	84.3%	15.7%	0.0%	100.0%	1,552
Platte	86.7%	13.3%	0.0%	100.0%	1,552



<b>Teton</b>	90.1%	9.8%	0.1%	100.0%	3,555
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<b>Occupant Belt Use by the Day of the Week 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Sunday</b>	87.6%	12.4%	0.0%	100.0%	1,367
<b>Monday</b>	79.9%	19.7%	0.4%	100.0%	5,126
<b>Tuesday</b>	86.2%	13.5%	0.3%	100.0%	2,941
<b>Wednesday</b>	77.7%	21.2%	1.0%	99.9%	2,842
<b>Thursday</b>	78.0%	21.7%	0.3%	100.0%	3,634
<b>Friday</b>	73.0%	26.8%	0.2%	100.0%	5,778
<b>Saturday</b>	78.6%	20.7%	0.6%	99.9%	2,035
<b>Total</b>	79.2%	20.4%	0.4%	100.0%	23,723

<b>Occupant Belt Use by Weekdays and Weekend 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Weekend</b>	82.0%	17.6%	0.4%	100.0%	3,402
<b>Weekdays</b>	78.7%	20.9%	0.4%	100.0%	20,321
<b>Total</b>	79.2%	20.4%	0.4%	100.0%	23,723

<b>Occupant Belt Use by Roadway Type</b>						
Roadway		Belted	Not Belted	Unsure	Total	Unweighted Count
	Primary	82.7%	16.4%	0.9%	100.0%	5,731
	Secondary	78.2%	21.5%	0.3%	100.0%	16,278
	Local/Rural/City	69.9%	29.9%	0.1%	99.9%	1,264
	<b>Total</b>	79.2%	20.4%	0.4%	100.0%	23,273

Occupant Belt Use by Vehicle Type 2014						
Vehicle Type		Belted	Not Belted	Unsure	Total	Unweighted Count
	Auto	83.2%	16.3%	0.4%	100.0%	7,169
	Van	85.0%	14.7%	0.3%	100.0%	6,310
	SUV	84.7%	14.9%	0.4%	100.0%	1,783
	Pickup	69.9%	26.6%	0.5%	100.0%	8,461
	Total	79.2%	20.4%	0.4%	100.0%	23,723

Occupant Belt Use by Vehicle Type and Gender						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Male</b>	Auto	80.6%	19.1%	0.3%	100.0%	3,516
	Van	82.9%	16.9%	0.1%	99.9%	2,826
	SUV	81.6%	18.2%	0.2%	100.0%	976
	Pickup	67.2%	32.4%	0.4%	100.0%	6,649
	Total	75.0%	24.7%	0.3%	100.0%	13,967
<b>Female</b>	Auto	85.7%	13.8%	0.5%	100.0%	3,617
	Van	86.7%	12.9%	0.4%	100.0%	3,459
	SUV	88.1%	11.3%	0.6%	100.0%	787
	Pickup	79.6%	19.4%	1.0%	100.0%	1,785
	Total	85.1%	14.3%	0.6%	100.0%	9,648
	All Occupants	79.2%	20.4%	0.4%	100.0%	23,615

## Driver Seat Belt Use

Driver Belt Use by Driver Gender Wyoming 2014						
Gender		Belted	Not Belted	Unsure	Total	Unweighted Count
	Male	75.2%	24.6%	0.2%	100.0%	11,933
	Female	82.7%	17.2%	0.1%	100.0%	5,680
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by County Wyoming 2014						
County		Belted	Not Belted	Unsure	Total	Unweighted Count
	Sheridan	56.9%	43.1%	0.0%	100.0%	1,164
	Campbell	65.2%	34.7%	0.1%	100.0%	1,448
	Uinta	66.0%	33.8%	0.2%	100.0%	1,228
	Big Horn	66.3%	33.4%	0.3%	100.0%	395
	Natrona	72.2%	27.8%	0.0%	100.0%	712
	Laramie	73.3%	26.7%	0.0%	100.0%	863
	Fremont	75.6%	24.1%	0.4%	100.1%	852
	Sweetwater	76.0%	23.9%	0.1%	100.0%	1,455
	Carbon	76.4%	23.4%	0.2%	100.0%	897
	Johnson	78.4%	20.6%	1.0%	100.0%	1,109
	Park	78.8%	21.2%	0.0%	100.0%	1,298
	Lincoln	79.4%	20.6%	0.0%	100.0%	852
	Albany	82.5%	17.5%	0.0%	100.0%	1,161
	Sublette	82.6%	17.4%	0.0%	100.0%	575
	Platte	84.6%	15.4%	0.0%	100.0%	1,161
	Teton	88.9%	11.0%	0.1%	100.0%	2,443
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Population Density Wyoming 2014						
Population		Belted	Not Belted	Unsure	Total	Unweighted Count
	Urban	71.9%	28.0%	0.1%	100.0%	4,898
	Rural	79.4%	20.4%	0.2%	100.0%	12,715
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Roadway Type Wyoming 2014						
Roadway		Belted	Not Belted	Unsure	Total	Unweighted Count
Roadway	Primary	81.5%	18.2%	0.3%	100.0%	4,180
	Secondary	76.5%	23.4%	0.1%	100.0%	12,438
	Local/Rural/City	70.8%	29.2%	0.0%	100.0%	995
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Weekday Wyoming 2014						
Weekday		Belted	Not Belted	Unsure	Total	Unweighted Count
Weekday	Sunday	86.6%	13.4%	0.0%	100.0%	887
	Monday	78.1%	21.5%	0.3%	100.0%	3,902
	Tuesday	85.4%	14.4%	0.1%	100.0%	2,181
	Wednesday	77.6%	22.2%	0.2%	100.0%	2,113
	Thursday	76.3%	23.6%	0.1%	100.0%	2,772
	Friday	70.5%	29.5%	0.0%	100.0%	4,381
	Saturday	76.6%	23.4%	0.0%	100.0%	1,377
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Weekend and Weekdays Wyoming 2014						
Weekend		Belted	Not Belted	Unsure	Total	Unweighted Count
Weekend	Weekend	80.2%	19.8%	0.0%	100.0%	2,264
	Weekdays	77.2%	22.6%	0.2%	100.0%	15,349
	Total	77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Vehicle Type Wyoming 2014						
Vehicle Type		Belted	Not Belted	Unsure	Total	Unweighted Count
	Auto		82.2%	17.6%	0.2%	100.0%
Van		83.6%	16.3%	0.1%	100.0%	4,535
SUV		83.6%	16.3%	0.1%	100.0%	1,192
Pickup		68.3%	31.5%	0.1%	100.0%	6,583
Total		77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by License Type Wyoming 2014						
License Type		Belted	Not Belted	Unsure	Total	Unweighted Count
	Wyoming		74.7%	25.1%	0.1%	99.9%
Out-of-State		84.9%	15.0%	0.1%	100.0%	4,736
Unsure		67.9%	31.8%	0.3%	100.0%	271
Total		77.6%	22.3%	0.1%	100.0%	17,613

Driver Belt Use by Gender and Vehicle Type Wyoming 2014						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unweighted Count
		<b>Male</b>	Auto	81.5%	18.2%	0.3%
	Van	83.1%	16.8%	0.1%	100.0%	2,390
	SUV	82.5%	17.3%	0.1%	99.9%	791
	Pickup	67.2%	32.6%	0.2%	100.0%	5,742
	Total	75.2%	24.6%	0.2%	100.0%	11,933
<b>Female</b>	Auto	83.1%	16.8%	0.1%	100.0%	2,293
	Van	84.2%	15.7%	0.2%	100.1%	2,145
	SUV	85.7%	14.3%	0.0%	100.0%	401
	Pickup	76.3%	23.7%	0.0%	100.0%	841
	Total	82.7%	17.2%	0.1%	100.0%	5,680

## Passenger Seat Belt Use

<b>Passenger Belt Use by Gender Wyoming 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Male</b>	73.5%	25.5%	1.0%	100.0%	2,034
<b>Female</b>	88.4%	10.3%	1.3%	100.0%	3,968
<b>Total</b>	83.5%	15.3%	1.2%	100.0%	6,002

<b>Passenger Belt Use by County Wyoming 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Albany</b>	89.8%	10.2%	0.0%	100.0%	391
<b>Big Horn</b>	86.6%	13.4%	0.0%	100.0%	134
<b>Campbell</b>	77.3%	22.7%	0.0%	100.0%	365
<b>Carbon</b>	85.9%	12.1%	2.0%	100.0%	309
<b>Fremont</b>	81.1%	18.6%	0.4%	100.1%	285
<b>Johnson</b>	74.8%	11.6%	13.7%	100.1%	460
<b>Laramie</b>	71.6%	28.4%	0.0%	100.0%	274
<b>Lincoln</b>	86.7%	13.3%	0.0%	100.0%	331
<b>Natrona</b>	75.1%	22.1%	2.8%	100.0%	173
<b>Park</b>	84.2%	15.8%	0.0%	100.0%	438
<b>Platte</b>	92.9%	7.1%	0.2%	100.2%	391
<b>Sheridan</b>	58.8%	41.2%	0.0%	100.0%	337
<b>Sublette</b>	88.1%	11.9%	0.0%	100.0%	218
<b>Sweetwater</b>	84.8%	15.2%	0.0%	100.0%	474
<b>Teton</b>	92.7%	7.3%	0.0%	100.0%	1,112
<b>Uinta</b>	61.6%	35.8%	2.6%	100.0%	418
<b>Total</b>	83.6%	15.2%	1.2%	100.0%	6,110

<b>Passenger Belt Use by Population Density Wyoming 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Urban</b>	77.2%	22.3%	0.5%	100.0%	1,401
<b>Rural</b>	85.3%	13.3%	1.4%	100.0%	4,709
<b>Total</b>	83.6%	15.2%	1.2%	100.0%	6,110

<b>Passenger Belt Use by Roadway Type Wyoming 2014</b>					
	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Primary</b>	86.0%	11.3%	2.6%	99.9%	1,551
<b>Secondary</b>	83.0%	16.2%	0.8%	100.0%	4,290
<b>Local/Rural/City</b>	66.8%	32.6%	0.7%	100.0%	269
<b>Total</b>	83.6%	15.2%	1.2%	100.0%	6,110

<b>Passenger Belt Use by Weekday Wyoming 2014</b>						
<b>Weekday</b>		Belted	Not Belted	Unsure	Total	Unweighted Count
	Sunday		90.3%	9.7%	0.0%	100.0%
Monday		85.1%	14.1%	0.8%	100.0%	1,224
Tuesday		88.3%	10.8%	0.9%	100.0%	760
Wednesday		78.1%	18.5%	3.4%	100.0%	729
Thursday		82.6%	16.4%	0.9%	100.0%	882
Friday		80.5%	18.7%	0.8%	100.0%	1,397
Saturday		82.5%	15.6%	1.9%	100.0%	658
Total		83.6%	15.2%	1.2%	100.0%	6,110

<b>Passenger Belt Use by Weekend and Weekdays Wyoming 2014</b>						
<b>Weekend</b>		Belted	Not Belted	Unsure	Total	Unweighted Count
	Weekend		85.5%	13.3%	1.2%	100.0%
Weekdays		83.2%	15.6%	1.2%	100.0%	4,992

Total	83.6%	15.2%	1.2%	100.0%	6,110
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Passenger Belt Use by Vehicle Type Wyoming 2014						
Vehicle Type		Belted	Not Belted	Unsure	Total	Unweighted Count
	Auto	86.1%	12.9%	1.1%	100.1%	1,866
	Van	88.5%	10.6%	0.9%	100.0%	1,775
	SUV	89.9%	12.1%	1.0%	100.0%	591
	Pickup	75.1%	23.2%	1.7%	100.0%	1,878
	Total	83.6%	15.2%	1.2%	100.0%	6,110

Passenger Belt Use by License Type Wyoming 2014						
License Type		Belted	Not Belted	Unsure	Total	Unweighted Count
	Wyoming	79.2%	19.5%	1.3%	100.0%	3,596
	Out-of-State	90.2%	8.8%	1.1%	100.1%	2,415
	Unsure	66.5%	31.7%	1.8%	100.0%	99
	Total	83.6%	15.2%	1.2%	100.0%	6,110

Passenger Belt Use by Gender and Vehicle Type Wyoming 2014						
Gender	Vehicle Type	Belted	Not Belted	Unsure	Total	Unweighted Count
<b>Male</b>	Auto	75.5%	24.1%	0.4%	100.0%	506
	Van	82.1%	17.4%	0.6%	100.1%	436
	SUV	77.6%	22.0%	0.4%	100.0%	185
	Pickup	67.4%	31.0%	1.6%	100.0%	907
	Total	73.5%	25.5%	1.0%	100.0%	2,034
<b>Female</b>	Auto	89.7%	9.1%	1.2%	100.0%	1,324
	Van	90.5%	8.7%	0.9%	100.1%	1,314
	SUV	90.4%	8.3%	1.3%	100.0%	386
	Pickup	82.5%	15.7%	1.8%	100.0%	944
	Total	88.4%	10.3%	1.3%	100.0%	3,968



## Trend Data

Occupant Seat Belt Usage Rates by County, 2012-2014								
County		2012	2013	2014	14-13	14-12		2014 Co-overall
		Albany	74.2%	84.4%	84.3%	-0.1%	10.1%	0.792
	Big Horn	60.2%	65.1%	71.5%	6.4%	11.3%	0.792	-7.7%
	Campbell	60.3%	62.3%	67.6%	5.3%	7.3%	0.792	-11.6%
	Carbon	83.0%	77.0%	78.8%	1.8%	-4.2%	0.792	-0.4%
	Fremont	72.2%	75.2%	77.0%	1.8%	4.8%	0.792	-2.2%
	Johnson	74.8%	97.4%	77.3%	-20.1%	2.5%	0.792	-1.9%
	Laramie	74.3%	73.0%	72.9%	-0.1%	-1.4%	0.792	-6.3%
	Lincoln	81.4%	82.7%	81.5%	-1.2%	0.1%	0.792	2.3%
	Natrona	63.1%	63.9%	72.8%	8.9%	9.7%	0.792	-6.4%
	Park	73.6%	73.0%	80.2%	7.2%	6.6%	0.792	1.0%
	Platte	84.5%	85.7%	86.7%	1.0%	2.2%	0.792	7.5%
	Sheridan	65.0%	60.5%	57.3%	-3.2%	-7.7%	0.792	-21.9%
	Sublette	83.0%	86.0%	84.1%	-1.9%	1.1%	0.792	4.9%
	Sweetwater	60.3%	77.1%	78.2%	1.1%	17.9%	0.792	-1.0%
	Teton	98.3%	99.0%	90.1%	-8.9%	-8.2%	0.792	10.9%
	Uinta	72.1%	76.8%	64.9%	-11.9%	-7.2%	0.792	-14.3%
	Totals	77.0%	81.9%	79.2%	-2.7%	2.2%	0.792	0.0%

Occupant Seat Belt Usage Rates in Wyoming for 2012-2014				
Occupants		2012	2013	2014
			77.0%	81.9%

Occupant Seat Belt Usage Rates by Gender, 2012-2014					
Gender		2012	2013	2014	
		Male	73.5%	79.3%	75.0%
		Female	82.7%	85.9%	85.1%

**Occupant Seat Belt Usage Rates by Population Density, 2012-2014**

		2012	2013	2014
<b>Population</b>	Urban	78.6%	72.4%	73.2%
	Rural	76.5%	84.5%	81.0%

**Occupant Seat Belt Usage Rates by Roadway Type, 2012-2014**

		2012	2013	2014
<b>Roadway</b>	Primary	80.2%	87.9%	82.7%
	Secondary	77.5%	80.0%	78.2%
	Local/Rural/City	66.0%	60.3%	69.9%

**Occupant Seat Belt Rates by Vehicle Type, 2012-2014**

		2012	2013	2014
<b>Vehicle Type</b>	Automobile	78.2%	84.8%	83.2%
	Van	84.7%	88.8%	85.0%
	SUV	83.7%	86.6%	84.7%
	Pickup	69.2%	74.1%	69.9%

**Occupant Seat Belt Usage Rates by License Status, 2012-2014**

		2012	2013	2014
<b>License</b>	Wyoming	72.2%	76.2%	75.7%
	Out of State	86.3%	91.1%	86.7%

## Test of significance between 2013 and 2014 seat belt use

### Year \* Occ Belt Use

Year		Occ Belt Use			
		Belted	Not Belted	Unsure	Total
2013	% withinEstimate	81.9%	17.1%	1.0%	100.0%
	Year Unweighted Count	16540	4110	227	20877
2014	% withinEstimate	79.2%	20.4%	.4%	100.0%
	Year Unweighted Count	18405	5207	111	23723
Total	% withinEstimate	80.5%	18.8%	.7%	100.0%
	Year Unweighted Count	34945	9317	338	44600

### Tests of Independence

	Chi-Square	Adjusted F	df1	df2	Sig.
Year * OccPearson Belt Use	127.091	7.634	1.000	2.000	.110
Likelihood Ratio	128.142	7.697	1.000	2.000	.109

The adjusted F is a variant of the second-order Rao-Scott adjusted chi-square statistic. Significance is based on the adjusted F and its degrees of freedom.

**Appendix E: Observer field test rating**



## **Appendix F: Unknown seat belt use**

<b>County</b>	<b>County Code</b>	<b>Unknown Driv+Pass</b>	<b>Total Obsv. Driv+Pass</b>	<b>County Rate</b>
<b>Albany</b>	1	2	1483	0.001349
<b>Big Horn</b>	3	20	491	0.040733
<b>Campbell</b>	5	52	1989	0.026144
<b>Carbon</b>	7	73	776	0.094072
<b>Fremont</b>	13	0	1078	0
<b>Johnson</b>	19	1	1551	0.000645
<b>Laramie</b>	21	20	659	0.030349
<b>Lincoln</b>	23	0	1245	0
<b>Natrona</b>	25	1	1922	0.00052
<b>Park</b>	29	18	1138	0.015817
<b>Platte</b>	31	1	1922	0.00052
<b>Sheridan</b>	33	0	1339	0
<b>Sublette</b>	35	0	640	0
<b>Sweetwater</b>	37	0	1280	0
<b>Teton</b>	39	2	2505	0.000798
<b>Uinta</b>	41	5	1852	0.0027
<b>State</b>		195	21870	0.008916

## **Appendix G: Reporting requirements – data collected at observation sites**

1. Standard Error of Statewide Belt Use Rate: 1.3 percent
2. Nonresponse Rate as provided in §1340.9 (f)
  - a. Nonresponse rate for the survey variable seat belt use: 0.8916 percent

The following pages contain the collected data related to the individual counties.



## County Information

### Albany County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
168749730	1: Original	6/6/2014	7.657718121	156	63	191	28	0
604512124	2: Original	6/4/2014	7.657718121	40	14	51	3	0
604516236	3: Original	6/5/2014	1.150201613	182	54	194	42	0
168748704	4: Original	6/2/2014	1.150201613	124	39	421	21	0
168722835	5: Original	6/3/2014	1.150201613	14	9	21	2	0
604506806	6: Original	6/2/2014	1.150201613	131	46	150	27	0
168750353	7: Original	6/3/2014	1.150201613	21	10	28	3	0
168757040	8: Original	6/2/2014	1.150201613	100	31	99	32	0
168722017	9: Original	6/5/2014	1.150201613	4	2	4	2	0
604510122	10: Original	6/6/2014	1.150201613	93	37	107	23	0
168738815	11: Original	6/4/2014	1.150201613	33	12	37	8	0
168744760	12: Original	6/7/2014	1.150201613	17	6	21	2	0
168756901	13: Original	6/2/2014	1.150201613	163	38	166	35	0
168745008	14: Original	6/8/2014	1.150201613	8	8	12	4	0
168737539	15: Original	6/5/2014	1.150201613	35	6	37	4	0
168755506	16: Original	6/3/2014	1.150201613	3	1	3	1	0
604505747	17: Original	6/6/2014	1.150201613	22	11	33	0	0
168755958	18: Original	6/5/2014	1.150201613	15	4	15	4	0
<b>Totals</b>				<b>1161</b>	<b>391</b>	<b>1590</b>	<b>241</b>	<b>0</b>

## Big Horn County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
605633431	1: Original	6/5/2014	1	13	5	16	2	0
180494288	2: Original	6/3/2014	1	5	2	7	0	0
180493968	3: Original	6/3/2014	1	35	6	28	13	0
605624056	4: Original	6/2/2014	1	21	3	13	11	0
180493545	5: Original	6/4/2014	1	5	2	5	2	0
605621594	6: Original	6/4/2014	1	2	1	3	0	0
180484672	7: Original	6/5/2014	1	57	22	64	15	0
605616914	8: Original	6/6/2014	1	12	7	15	4	0
180505210	9: Original	6/2/2014	1	42	8	34	15	1
626936823	10: Original	6/3/2014	1	11	5	12	4	0
180500795	11: Original	6/8/2014	1	31	23	42	12	0
180501932	12: Original	6/2/2014	1	35	12	27	20	0
180490602	13: Original	6/2/2014	1	35	7	34	8	0
180506937	14: Original	6/4/2014	1	4	2	5	1	0
180507017	15: Original	6/7/2014	1	8	4	9	3	0
180508412	16: Original	6/7/2014	1	14	6	17	3	0
180499656	17: Original	6/7/2014	1	4	1	3	2	0
180485070	18: Original	6/6/2014	1	61	18	44	35	0
<b>Totals</b>				<b>395</b>	<b>134</b>	<b>378</b>	<b>150</b>	<b>1</b>

## Campbell County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
607415957	1: Original	6/2/2014	4.898876404	122	53	138	37	0
607413318	2: Original	6/2/2014	4.898876404	195	27	150	72	0
146326960	3: Original	6/2/2014	4.898876404	161	42	152	51	0
146347844	4: Original	6/2/2014	4.898876404	131	58	148	40	1
146348156	5: Original	6/6/2014	1.25648415	25	5	20	10	0
146325159	6: Original	6/4/2014	1.25648415	138	28	80	86	0
146349851	7: Original	6/4/2014	1.25648415	41	10	39	12	0
146329404	8: Original	6/4/2014	1.25648415	40	8	33	15	0
146334309	9: Original	6/5/2014	1.25648415	29	7	24	12	0
146353809	10: Original	6/5/2014	1.25648415	30	6	21	15	0
607396191	11: Original	6/3/2014	1.25648415	66	16	62	20	0
146333806	12: Original	6/7/2014	1.25648415	21	7	20	8	0
146321054	13: Original	6/6/2014	1.25648415	27	5	19	13	0
146353348	14: Original	6/5/2014	1.25648415	76	18	50	44	0
607406131	15: Original	6/2/2014	1.25648415	21	7	13	15	0
146346688	16: Original	6/6/2014	1.25648415	169	28	109	88	0
635532528	17: Original	6/3/2014	1.25648415	104	19	89	34	0
146342308	18: Original	6/8/2014	1.25648415	52	21	53	20	0
Totals				1448	365	1220	592	1

## Carbon County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
611197576	1: Original	6/5/2014	6.905405405	96	35	123	7	1
148702972	2: Original	6/5/2014	6.905405405	127	48	143	29	3
148729076	3: Original	6/6/2014	6.905405405	136	67	168	34	1
622138133	4: Original	6/6/2014	1.169336384	74	24	81	14	3
148737136	5: Original	6/2/2014	1.169336384	27	5	13	19	0
148752555	6: Original	6/2/2014	1.169336384	13	2	13	2	0
148712671	7: Original	6/4/2014	1.169336384	41	10	39	12	0
148715207	8: Original	6/4/2014	1.169336384	17	6	17	6	0
148718040	9: Original	6/3/2014	1.169336384	6	3	1	8	0
148695417	10: Original	6/8/2014	1.169336384	60	21	75	6	0
148729803	11: Original	6/6/2014	1.169336384	197	62	179	80	0
148707454	12: Original	6/5/2014	1.169336384	1	0	1	0	0
148702076	13: Original	6/7/2014	1.169336384	6	2	5	3	0
148743798	14: Original	6/3/2014	1.169336384	20	4	15	9	0
148736405	15: Original	6/2/2014	1.169336384	24	8	22	10	0
148714894	16: Original	6/3/2014	1.169336384	36	6	33	9	0
148727630	17: Original	6/7/2014	1.169336384	8	3	8	3	0
148716025	18: Original	6/4/2014	1.169336384	8	3	9	2	0
<b>Totals</b>				<b>897</b>	<b>309</b>	<b>945</b>	<b>253</b>	<b>8</b>

## Fremont County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
148435993	1: Original	6/2/2014	1.000528821	20	5	21	4	0
148440001	2: Original	6/4/2014	1.000528821	14	11	25	0	0
148435866	3: Original	6/2/2014	1.000528821	89	22	62	49	0
634121244	4: Original	6/4/2014	1.000528821	20	8	27	1	0
148495718	5: Original	6/6/2014	1.000528821	65	16	56	25	0
148494149	6: Original	6/3/2014	1.000528821	34	9	41	2	0
148486152	7: Original	6/7/2014	1.000528821	94	41	103	32	0
148473776	8: Original	6/5/2014	1.000528821	30	10	22	18	0
148485578	9: Original	6/3/2014	1.000528821	18	12	29	1	0
148433925	10: Original	6/6/2014	1.000528821	4	1	2	3	0
148495394	11: Original	6/5/2014	1.000528821	26	14	34	5	1
148468455	12: Original	6/7/2014	1.000528821	86	44	99	31	0
148486961	13: Original	6/5/2014	1.000528821	28	11	28	11	0
148429899	14: Original	6/4/2014	1.000528821	16	2	14	4	0
148448781	15: Original	6/8/2014	1.000528821	73	30	90	13	0
148470962	16: Original	6/6/2014	1.000528821	18	2	12	8	0
148433053	17: Original	6/2/2014	1.000528821	102	27	111	17	1
148432511	18: Original	6/2/2014	1.000528821	115	20	99	34	2
Totals				852	285	875	258	4

## Johnson County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
624034874	1: Original	6/5/2014	2.23495702	31	12	38	3	2
147364609	2: Original	6/3/2014	2.23495702	52	23	57	10	8
147364620	3: Original	6/3/2014	2.23495702	62	25	75	9	3
635203226	4b: Alternate	6/4/2014	2.23495702	58	30	77	7	4
635203662	5: Original	6/4/2014	2.23495702	71	38	95	10	4
147347862	6b: Alternate	6/4/2014	2.23495702	92	51	115	18	10
147364484	7: Original	6/4/2014	2.23495702	100	42	121	15	6
147365807	8: Original	6/4/2014	2.23495702	59	19	68	4	6
147321002	9: Original	6/8/2014	1.80974478	4	2	5	1	0
147312456	10: Original	6/7/2014	1.80974478	66	28	62	23	9
147299440	11: Original	6/6/2014	1.80974478	129	36	106	55	4
147375368	12: Original	6/5/2014	1.80974478	63	26	81	4	4
147320405	13: Original	6/3/2014	1.80974478	4	1	2	2	1
147301635	14: Original	6/2/2014	1.80974478	28	16	36	5	3
147301707	15: Original	6/2/2014	1.80974478	11	5	11	1	4
147330545	16: Original	6/6/2014	1.80974478	219	84	207	95	1
617881865	17: Original	6/7/2014	1.80974478	58	20	56	17	5
147320871	18: Original	6/8/2014	1.80974478	2	2	2	2	0
<b>Totals</b>				<b>1109</b>	<b>460</b>	<b>1214</b>	<b>281</b>	<b>74</b>

## Laramie County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
622388802	1: Original	6/6/2014	27.25055928	171	87	206	52	0
624043730	2: Original	6/6/2014	12.60973085	59	6	46	19	0
160176358	3: Original	6/3/2014	1.13122214	1	0	0	1	0
160145448	4: Original	6/3/2014	1.13122214	7	1	8	0	0
160162024	5: Original	6/5/2014	1.13122214	163	55	176	42	0
160151376	6: Original	6/4/2014	1.13122214	143	34	87	90	0
160148179	7: Original	6/5/2014	1.13122214	6	1	3	4	0
160171828	8: Original	6/5/2014	1.13122214	2	0	2	0	0
160148102	9: Original	6/5/2014	1.13122214	2	0	2	0	0
160148214	10: Original	6/5/2014	1.13122214	38	5	30	13	0
160149935	11: Original	6/3/2014	1.13122214	6	3	6	3	0
160172654	12: Original	6/7/2014	1.13122214	17	12	14	15	0
160147641	13: Original	6/6/2014	1.13122214	8	2	9	1	0
160152283	14: Original	6/4/2014	1.13122214	13	5	10	8	0
160160311	15: Original	6/4/2014	1.13122214	12	1	13	0	0
160176882	16: Original	6/2/2014	1.13122214	43	19	53	9	0
160179037	17: Original	6/6/2014	1.13122214	137	36	124	49	0
608318324	18: Original	6/2/2014	1.13122214	35	7	30	12	0
<b>Totals</b>				<b>863</b>	<b>274</b>	<b>819</b>	<b>318</b>	<b>0</b>

## Lincoln County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
611001502	1: Original	6/2/2014	14.95744681	23	3	22	4	0
130299361	2: Original	6/5/2014	1.071646341	24	8	24	8	0
130309240	3: Original	6/4/2014	1.071646341	33	15	39	9	0
130324547	4: Original	6/7/2014	1.071646341	34	9	35	8	0
130316044	5: Original	6/7/2014	1.071646341	157	69	177	49	0
130316740	6: Original	6/8/2014	1.071646341	69	26	84	11	0
611004110	7: Original	6/5/2014	1.071646341	27	7	21	13	0
611001556	8: Original	6/2/2014	1.071646341	26	8	25	9	0
611004390	9: Original	6/5/2014	1.071646341	16	6	18	4	0
130297921	10: Original	6/5/2014	1.071646341	20	3	13	10	0
619637613	11: Original	6/6/2014	1.071646341	28	7	24	11	0
130324450	12: Original	6/4/2014	1.071646341	38	19	48	9	0
611008956	13: Original	6/6/2014	1.071646341	107	43	133	17	0
130301475	14: Original	6/3/2014	1.071646341	3	2	5	0	0
130301732	15: Original	6/4/2014	1.071646341	36	13	41	8	0
130316677	16: Original	6/8/2014	1.071646341	69	33	87	15	0
611008950	17: Original	6/6/2014	1.071646341	120	50	145	25	0
130303332	18: Original	6/3/2014	1.071646341	22	10	23	9	0
<b>Totals</b>				<b>852</b>	<b>331</b>	<b>964</b>	<b>219</b>	<b>0</b>



## Natrona County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
149010081	1: Original	6/8/2014	33.4278607	121	46	139	27	1
149022110	2: Original	6/2/2014	8.864116095	205	31	157	77	2
149038958	3: Original	6/5/2014	8.864116095	24	8	16	16	0
149017131	4: Original	6/7/2014	1.166493056	0	0	0	0	0
607727858	5: Original	6/6/2014	1.166493056	18	8	22	4	0
617962807	6: Original	6/4/2014	1.166493056	17	3	17	3	0
149021251	7: Original	6/4/2014	1.166493056	1	1	2	0	0
149019867	8: Original	6/4/2014	1.166493056	10	0	7	3	0
607699609	9: Original	6/3/2014	1.166493056	8	4	8	3	1
149024110	10: Original	6/6/2014	1.166493056	217	53	197	72	1
149026356	11: Original	6/5/2014	1.166493056	26	8	17	17	0
607739973	12: Original	6/4/2014	1.166493056	10	1	4	7	0
607727056	13: Original	6/2/2014	1.166493056	1	0	0	1	0
607699508	14: Original	6/3/2014	1.166493056	0	0	0	0	0
607718345	15: Original	6/6/2014	1.166493056	48	7	39	16	0
149039592	16: Original	6/8/2014	1.166493056	0	0	0	0	0
607701450	17: Original	6/3/2014	1.166493056	0	0	0	0	0
617963960	18: Original	6/2/2014	1.166493056	6	3	4	5	0
<b>Totals</b>				<b>712</b>	<b>173</b>	<b>629</b>	<b>251</b>	<b>5</b>

## Park County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
612523424	1: Original	6/4/2014	1	11	10	20	1	0
612522810	2: Original	6/4/2014	1	14	10	20	4	0
627160085	3: Original	6/2/2014	1	33	29	57	5	0
149194387	4: Original	6/5/2014	1	14	5	15	4	0
149206406	5: Original	6/2/2014	1	36	29	61	4	0
626966347	6: Original	6/2/2014	1	212	65	182	95	0
612520875	7: Original	6/3/2014	1	233	59	227	65	0
612522765	8: Original	6/7/2014	1	38	17	46	9	0
624469118	9: Original	6/7/2014	1	22	8	25	5	0
612517654	10: Original	6/6/2014	1	21	4	18	7	0
149194643	11: Original	6/6/2014	1	111	34	133	12	0
612521823	12: Original	6/5/2014	1	165	45	197	13	0
149212941	13: Original	6/3/2014	1	40	18	50	8	0
149202036	14: Original	6/5/2014	1	13	4	12	5	0
612468763	15: Original	6/7/2014	1	62	22	67	17	0
612523179	16: Original	6/8/2014	1	29	14	40	3	0
625076103	17: Original	6/6/2014	1	163	49	165	47	0
612522218	18: Original	6/6/2014	1	81	16	57	40	0
<b>Totals</b>				<b>1298</b>	<b>438</b>	<b>1392</b>	<b>344</b>	<b>0</b>

## Platte County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
160436166	1: Original	6/8/2014	2.880299252	2	1	3	0	0
606897806	2: Original	6/6/2014	2.880299252	177	42	203	17	0
604828586	3: Original	6/4/2014	2.880299252	157	57	189	25	0
606897551	4: Original	6/4/2014	2.880299252	185	61	230	16	0
620601368	5: Original	6/7/2014	2.880299252	107	37	138	6	0
618035322	6: Original	6/2/2014	2.880299252	215	84	274	25	0
604823280	7: Original	6/3/2014	1.531830239	2	1	2	1	0
160432353	8: Original	6/5/2014	1.531830239	34	13	38	9	0
604817760	9: Original	6/5/2014	1.531830239	26	12	35	3	0
624031047	10: Original	6/6/2014	1.531830239	53	16	60	9	0
604820352	11: Original	6/5/2014	1.531830239	107	27	75	59	0
160445492	12: Original	6/2/2014	1.531830239	33	14	38	9	0
160445589	13: Original	6/2/2014	1.531830239	28	8	23	13	0
160431220	14: Original	6/8/2014	1.531830239	2	1	3	0	0
160441567	15: Original	6/5/2014	1.531830239	9	2	8	3	0
604820453	16: Original	6/7/2014	1.531830239	11	8	18	1	0
160442550	17: Original	6/3/2014	1.531830239	8	2	6	4	0
160425201	18: Original	6/4/2014	1.531830239	5	4	6	3	0
<b>Totals</b>				<b>1161</b>	<b>390</b>	<b>1349</b>	<b>203</b>	<b>0</b>

## Sheridan County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
629143491	1: Original	6/6/2014	7.447368421	208	68	162	114	0
634774573	2: Original	6/4/2014	7.447368421	124	39	131	32	0
147411270	3: Original	6/8/2014	1.155102041	14	9	8	15	0
147421444	4: Original	6/7/2014	1.155102041	29	10	18	21	0
605384408	5: Original	6/6/2014	1.155102041	212	45	124	133	0
147398734	6: Original	6/3/2014	1.155102041	22	17	28	11	0
147408472	7: Original	6/5/2014	1.155102041	160	36	105	91	0
147409609	8: Original	6/8/2014	1.155102041	10	5	8	7	0
147400215	9: Original	6/3/2014	1.155102041	11	9	16	4	0
147396185	10: Original	6/2/2014	1.155102041	2	0	2	0	0
147420545	11: Original	6/4/2014	1.155102041	20	5	10	15	0
605368387	12: Original	6/5/2014	1.155102041	43	7	22	28	0
147419891	13: Original	6/4/2014	1.155102041	12	4	11	5	0
147399687	14: Original	6/7/2014	1.155102041	22	8	20	10	0
147408335	15: Original	6/5/2014	1.155102041	88	20	53	55	0
147398523	16: Original	6/3/2014	1.155102041	21	15	31	5	0
614721355	17: Original	6/6/2014	1.155102041	129	29	83	75	0
147417308	18: Original	6/2/2014	1.155102041	37	11	36	12	0
<b>Totals</b>				<b>1164</b>	<b>337</b>	<b>868</b>	<b>633</b>	<b>0</b>

## Sublette County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
149346148	1: Original	6/2/2014	1	0	0	0	0	0
149347154	2: Original	6/2/2014	1	3	0	2	1	0
149330874	3: Original	6/6/2014	1	10	3	8	5	0
149342158	4: Original	6/7/2014	1	9	6	11	4	0
617103316	5: Original	6/5/2014	1	163	55	176	42	0
614284845	6: Original	6/8/2014	1	91	40	115	16	0
631784199	7: Original	6/6/2014	1	10	5	9	6	0
149328921	8: Original	6/3/2014	1	4	0	3	1	0
149319272	9: Original	6/3/2014	1	2	2	4	0	0
149327486	10: Original	6/2/2014	1	4	1	5	0	0
611631792	11: Original	6/5/2014	1	16	0	14	2	0
149335729	12: Original	6/4/2014	1	39	7	31	15	0
149349722	13: Original	6/2/2014	1	35	13	44	4	0
149348298	14: Original	6/7/2014	1	21	10	29	2	0
624696401	15: Original	6/5/2014	1	6	1	5	2	0
149341811	16: Original	6/8/2014	1	81	47	114	14	0
149343493	17: Original	6/4/2014	1	4	1	5	0	0
611631778	18: Original	6/5/2014	1	77	27	92	12	0

## Sweetwater County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
624231944	1: Original	6/3/2014	4.531914894	210	88	278	20	0
633104230	2: Original	6/2/2014	4.531914894	197	68	245	20	0
149499689	3: Original	6/5/2014	4.531914894	7	2	6	3	0
149487238	4: Original	6/3/2014	4.531914894	109	59	153	15	0
618328344	5: Original	6/4/2014	1.28313253	58	27	70	15	0
149511333	6: Original	6/5/2014	1.28313253	64	14	57	21	0
618324181	7: Original	6/5/2014	1.28313253	269	51	207	112	1
149464554	8: Original	6/8/2014	1.28313253	49	29	75	3	0
149493695	9: Original	6/4/2014	1.28313253	0	0	0	0	0
149491956	10: Original	6/4/2014	1.28313253	7	3	6	4	0
149503912	11: Original	6/6/2014	1.28313253	241	67	191	117	0
149496622	12: Original	6/6/2014	1.28313253	38	11	42	7	0
611877695	13: Original	6/6/2014	1.28313253	124	30	92	61	1
149458823	14: Original	6/7/2014	1.28313253	5	1	5	1	0
149461346	15: Original	6/2/2014	1.28313253	9	4	12	1	0
149499742	16: Original	6/5/2014	1.28313253	29	7	32	4	0
149502711	17: Original	6/6/2014	1.28313253	36	13	34	15	0
149457693	18: Original	6/7/2014	1.28313253	3	0	2	1	0
Totals				1455	474	1507	420	2

## Teton County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
130447128	1: Original	6/7/2014	1	116	102	206	12	0
130412425	2: Original	6/4/2014	1	88	34	113	9	0
626815081	3: Original	6/3/2014	1	288	79	318	49	0
130414136	4: Original	6/2/2014	1	167	70	203	33	1
130440602	5: Original	6/5/2014	1	192	119	270	41	0
235945248	6: Original	6/4/2014	1	70	24	87	7	0
130449024	7: Original	6/3/2014	1	198	107	256	49	0
130410308	8: Original	6/7/2014	1	78	68	137	9	0
130442142	9: Original	6/5/2014	1	44	28	67	5	0
130414163	10: Original	6/2/2014	1	133	34	153	14	0
130416881	11: Original	6/5/2014	1	25	20	45	0	0
625696810	12: Original	6/6/2014	1	46	25	62	9	0
633121288	13: Original	6/2/2014	1	149	60	179	28	2
130435259	14: Original	6/8/2014	1	120	97	206	11	0
130421972	15: Original	6/3/2014	1	253	52	277	28	0
626815080	16: Original	6/3/2014	1	222	75	284	13	0
130430099	17: Original	6/2/2014	1	143	34	151	26	0
130438888	18: Original	6/6/2014	1	111	84	189	6	0
<b>Totals</b>				<b>2443</b>	<b>1112</b>	<b>3203</b>	<b>349</b>	<b>3</b>

## Uinta County

Site ID	Site type <small>Identify if the observation site is an original observation site or an alternate observation site</small>	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
160262564	1: Original	6/2/2014	3.798206278	133	53	160	22	4
160262989	2: Original	6/2/2014	3.798206278	89	33	66	55	1
160263878	3: Original	6/2/2014	3.798206278	86	33	75	44	0
160276521	4: Original	6/2/2014	3.798206278	109	29	119	18	1
625848180	5: Original	6/4/2014	3.798206278	61	13	46	28	0
160278118	6: Original	6/7/2014	1.357371795	103	41	83	60	1
160256726	7: Original	6/6/2014	1.357371795	51	16	47	20	0
160278610	8: Original	6/4/2014	1.357371795	38	8	17	28	1
160276641	9: Original	6/4/2014	1.357371795	107	33	64	75	1
160259758	10: Original	6/6/2014	1.357371795	105	35	83	56	1
160269401	11: Original	6/3/2014	1.357371795	11	2	12	1	0
160258496	12: Original	6/5/2014	1.357371795	4	2	6	0	0
160266210	13: Original	6/4/2014	1.357371795	1	0	0	1	0
160257875	14: Original	6/8/2014	1.357371795	19	6	19	6	0
160258469	15: Original	6/5/2014	1.357371795	7	3	8	2	0
160269069	16: Original	6/3/2014	1.357371795	9	4	6	6	1
606738273	17: Original	6/7/2014	1.357371795	161	68	143	85	1
160275943	18: Original	6/6/2014	1.357371795	134	39	110	62	1
<b>Totals</b>				<b>1228</b>	<b>418</b>	<b>1064</b>	<b>569</b>	<b>6</b>



**Appendix H: SPSS data dictionary**

```

GET
  FILE='B:\495-WYDOT Seat Belt Survey\Reports\2014\SPSS Wyoming 2014\Occupants 2014.sav'.
DATASET NAME DataSet1 WINDOW=FRONT.
DISPLAY DICTIONARY.

```

## File Information

[DataSet1] B:\495-WYDOT Seat Belt Survey\Reports\2014\SPSS Wyoming 2014\Occupants 2014.sav

Variable Information

Variable	Position	Label	Measurement Level	Role	Column Width	Alignment
InclProbOfRoadType	1	InclProbOfRoadType	Scale	Input	12	Right
TLID	2	TLID	Scale	Input	12	Right
SRSWOR	3	SRSWOR	Nominal	Input	12	Right
County	4	County	Nominal	Input	12	Right
observer	5	Observer	Nominal	Input	12	Right
Site#	6	Site #	Nominal	Input	12	Right
Population	7	Population	Nominal	Input	12	Right
Roadway	8	Roadway	Scale	Input	12	Right
Weekday	9	Weekday	Nominal	Input	12	Right
Roaddirection	10	Road direction	Nominal	Input	12	Right
lanes	11	Lanes	Nominal	Input	12	Right
weather	12	Weather	Nominal	Input	12	Right
Time	13	Time	Nominal	Input	12	Right
Case#	14	Case#	Nominal	Input	6	Left
Vehicle	15	Vehicle	Nominal	Input	12	Right
License	16	License	Nominal	Input	12	Right
OccupSex	17	Occ Gender	Nominal	Input	12	Right
Occup	18	Occ Belt Use	Nominal	Input	12	Right
Roadway2	19	Type of Roadway	Nominal	Input	10	Right
Day_of_Week	20	Day of Week	Nominal	Input	13	Right
Year	21	Year	Nominal	Input	8	Right
Year2	22	<none>	Nominal	Input	10	Right

Variable Information

Variable	Print Format	Write Format	Missing Values
InclProbOfRoadType	F12.5	F12.5	
TLID	F12.5	F12.5	
SRSWOR	F12.5	F12.5	
County	F12	F12	99
observer	F12	F12	99
Site#	F12	F12	
Population	F12	F12	9
Roadway	F12	F12	99
Weekday	F12	F12	9
Roaddirection	F12	F12	9
lanes	F12	F12	9
weather	F12	F12	9
Time	F12	F12	9
Case#	A6	A6	
Vehicle	F12	F12	9
License	F12	F12	
OccupSex	F12	F12	99
Occup	F12	F12	9
Roadway2	F8	F8	99
Day_of_Week	F8	F8	9
Year	F8	F8	
Year2	F8.2	F8.2	

Variables in the working file.

Variable Values

Value		Label
County	1	Albany
	3	Big Horn
	5	Campbell
	7	Carbon
	13	Fremont
	19	Johnson
	21	Laramie
	23	Lincoln
	25	Natrona
	29	Park
	31	Platte
	33	Sheridan
	35	Sublette
	37	Sweetwater
	39	Teton
	41	Uinta
observer	7	Bridget White
	10	Chereon Hoops
	14	Vicky Peterson
	17	Sandy McCleery
	23	Monty Byers
	26	Dallas Darden
	27	Dorothy Johnstone
	28	Kristi Holyfield
	29	Brianna Beck
	30	Bill Spencer
	31	Darcy Ronne
	32	Deanna Frey
	33	Desiree Matthews
34	Eric Johnson	
35	Kayla Schear	
36	Samantha Anderson	
37	Trevise Fifield	
38	Derek Bacon	

**Variable Values**

Value		Label
Population	1	Urban
	2	Rural
Roadway	11	Primary
	12	Secondary
	14	Loc-Rur-City
Weekday	1	Sunday
	2	Monday
	3	Tuesday
	4	Wednesday
	5	Thursday
	6	Friday
	7	Saturday
Roadirection	1	North
	2	South
	3	East
	4	West
lanes	1	One Lane
	2	Two Lanes
	3	Three Lanes
	4	Four Lanes
weather	1	Clear/Sunny
	2	Cloudy
	3	Foggy
	4	Light Rain
	5	Snow/Ice
	6	Heavy Rain
	7	Occasional Rain
Time	1	7:30-9:30
	2	9:30-11:00
	3	11:30-1:30
	4	1:30-3:30
	5	3:30-5:30
Vehicle	1	Auto
	2	Van
	3	SUV
	4	PickUp

Variable Values

Value		Label
License	1	Wyoming License
	2	Out-of-State
	9	Unsure
OccupSex	1	Male
	2	Female
Occup	1	Belted
	2	Not Belted
	3	Unsure
Roadway2	11	Primary
	12	Secondary
	14	Loc-Rur-City
Day_of_Week	1	Weekend
	2	Weekday
Year	1	2013
	2	2014



# Wyoming Highway Safety Grants 2011 – 2014

## MANAGEMENT REVIEW

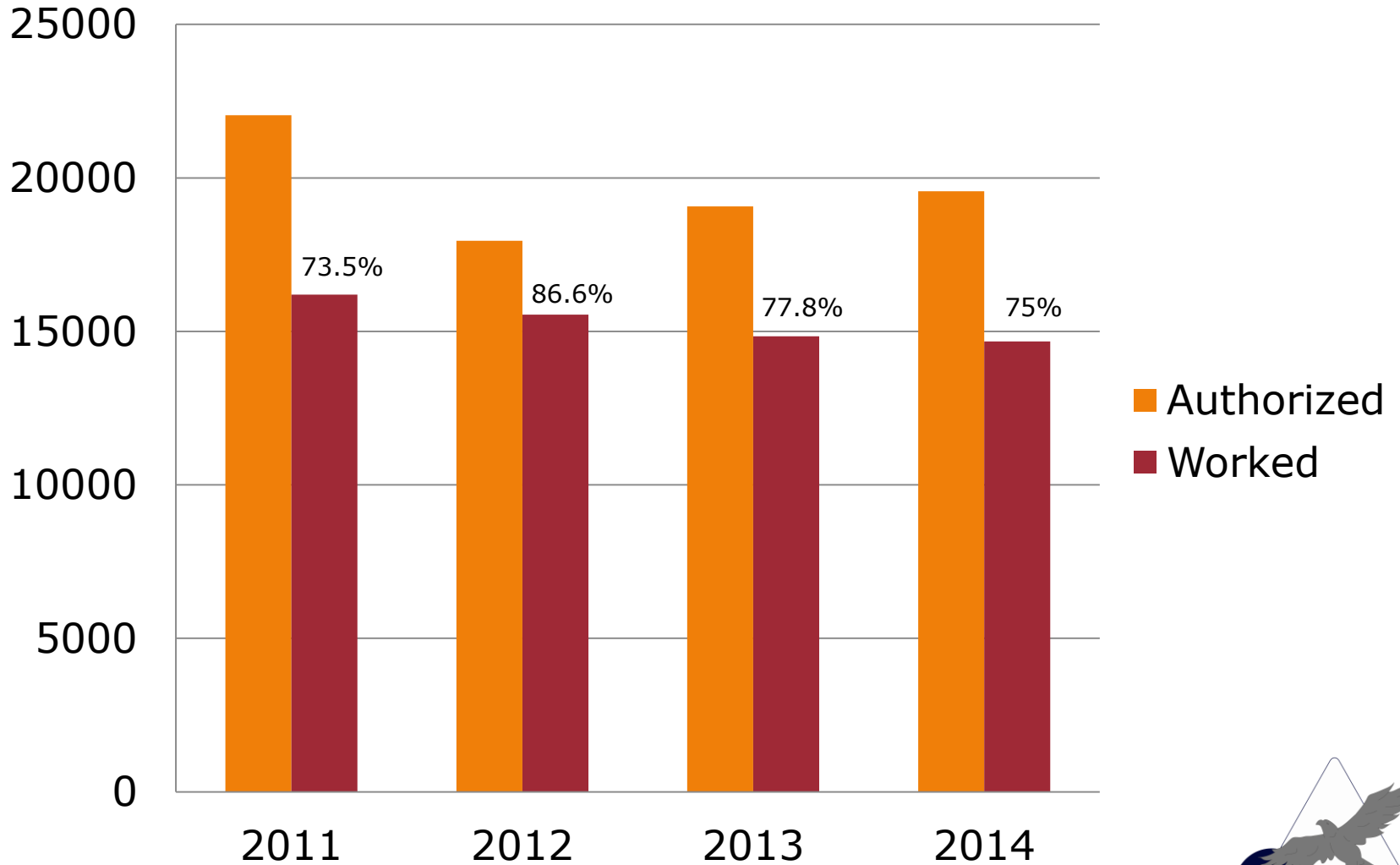




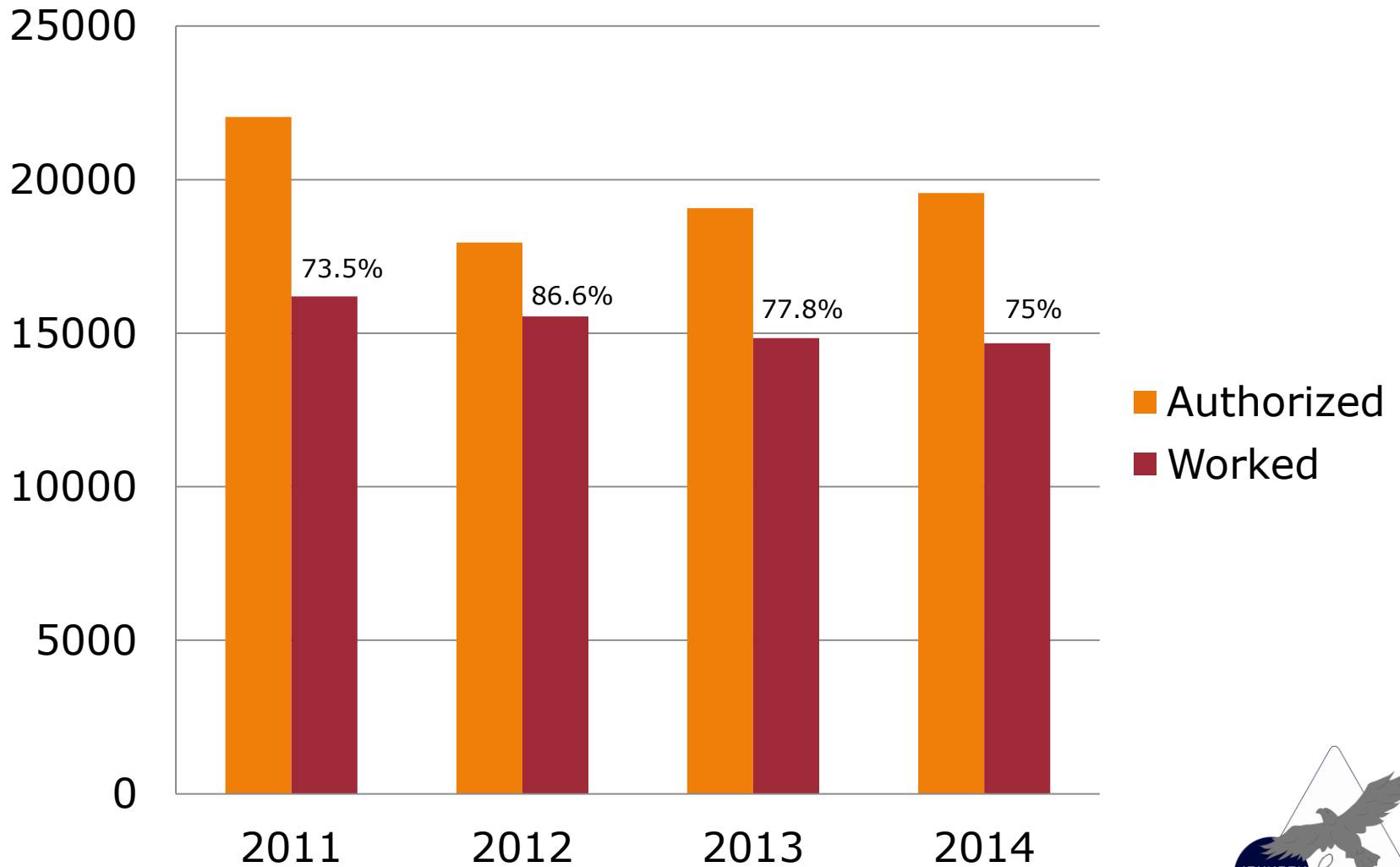
- No Contacts Included
- No Warnings Included
- Only Citations and Arrests

## **Review of 2011-2014 Highway Safety STEP Grants Statistics**

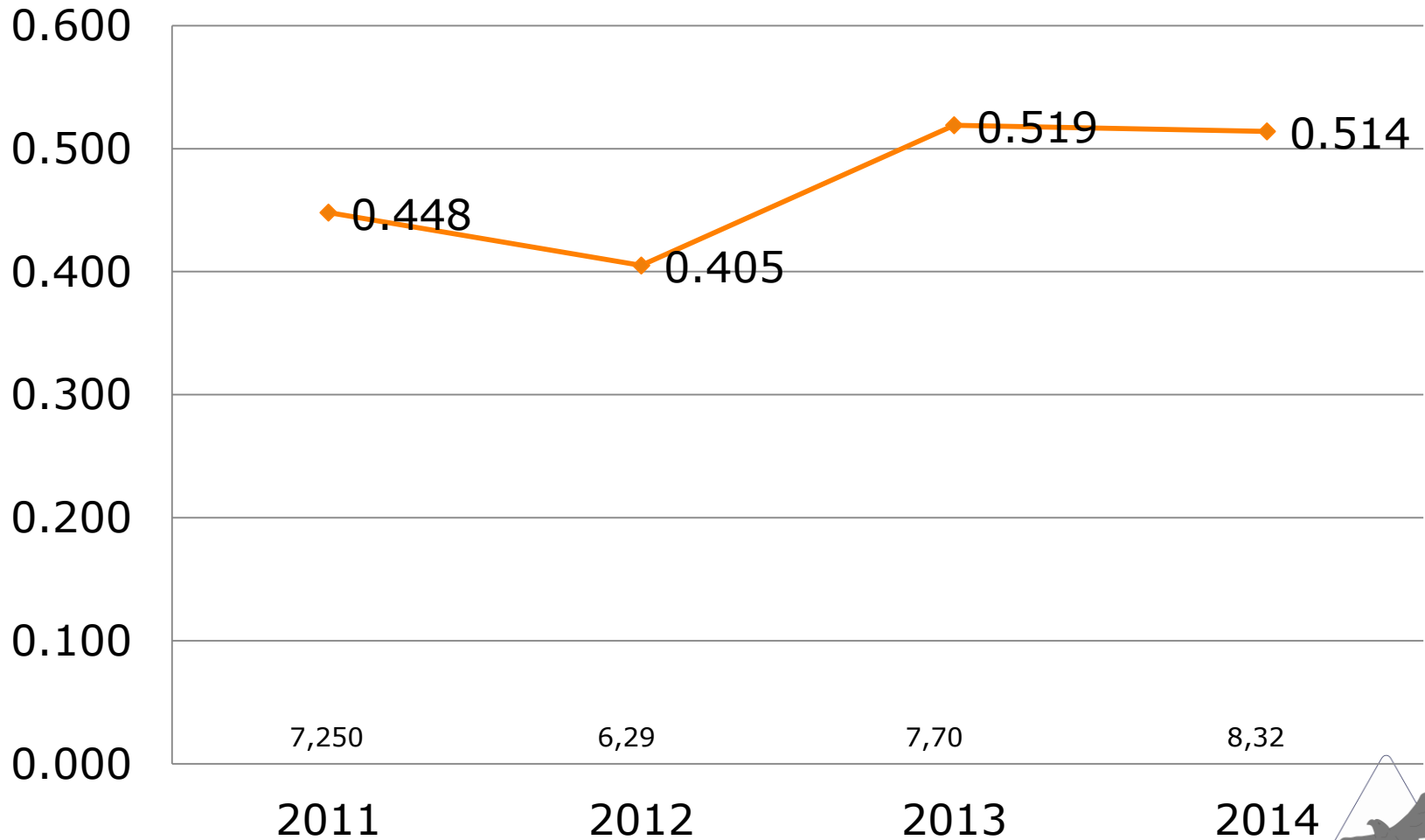
# HS Grants Hours – ALL EVENTS



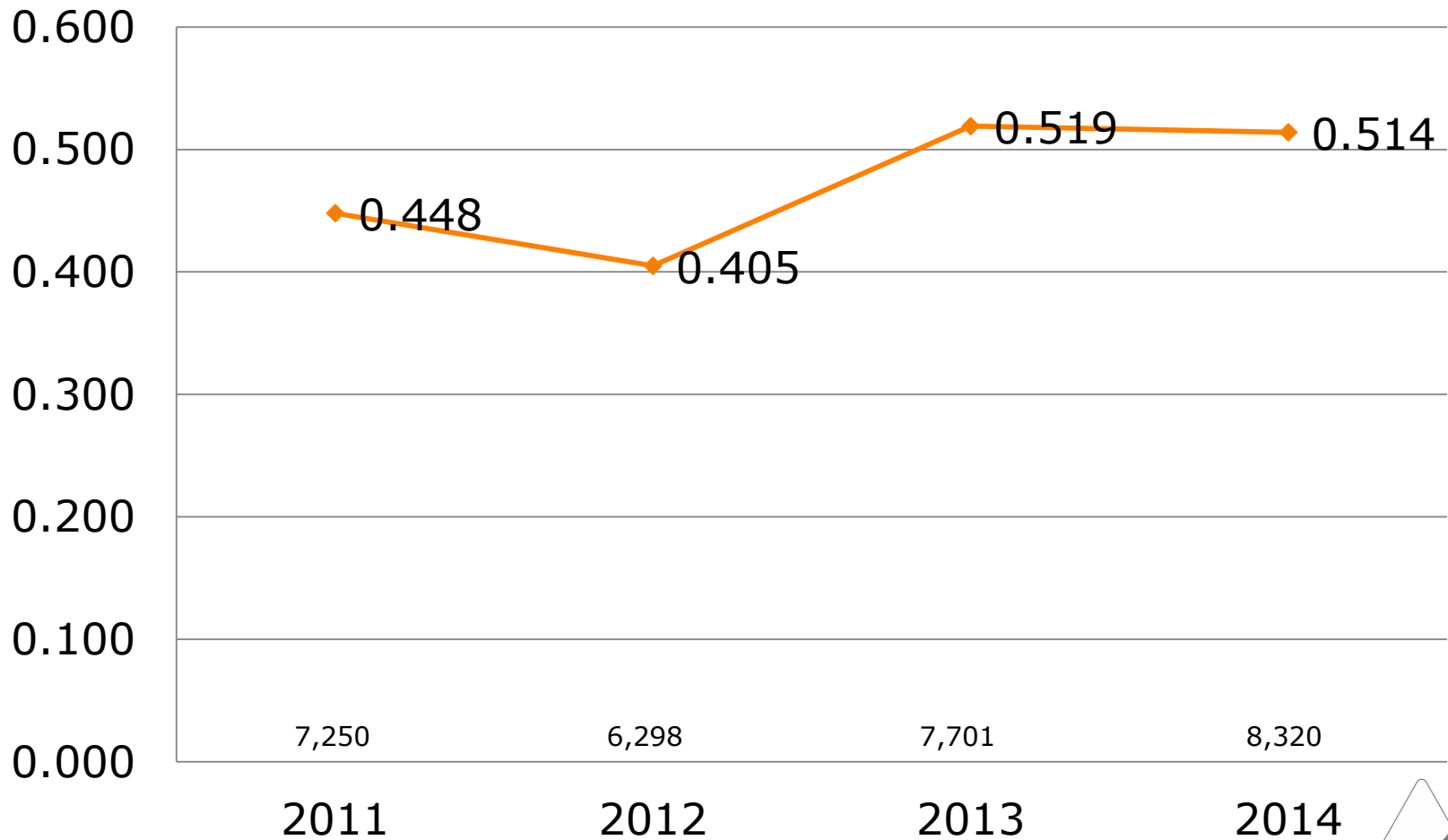
# HS Grants Hours – ALL EVENTS



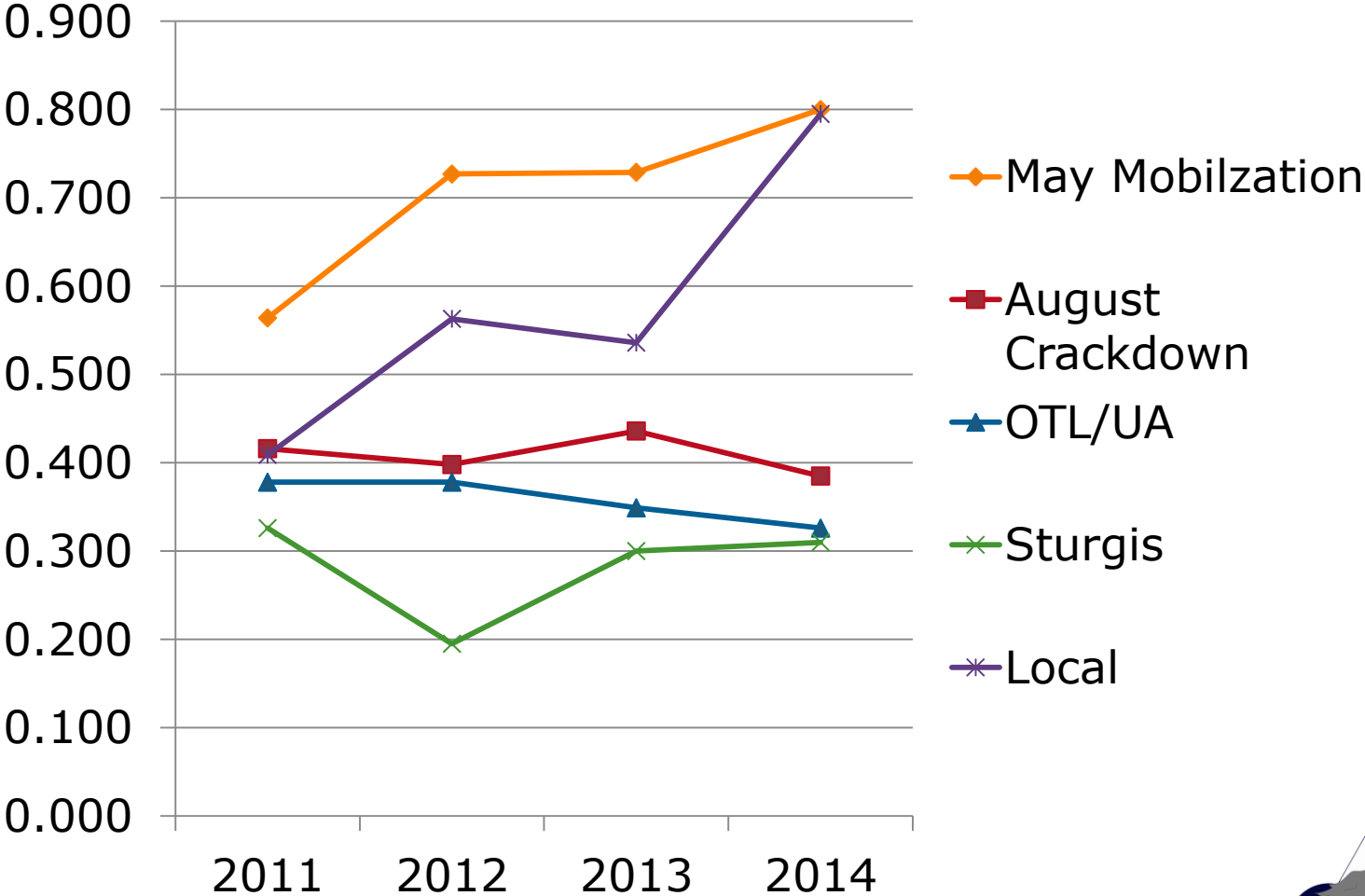
## Citations/Arrests - Per Hour Worked



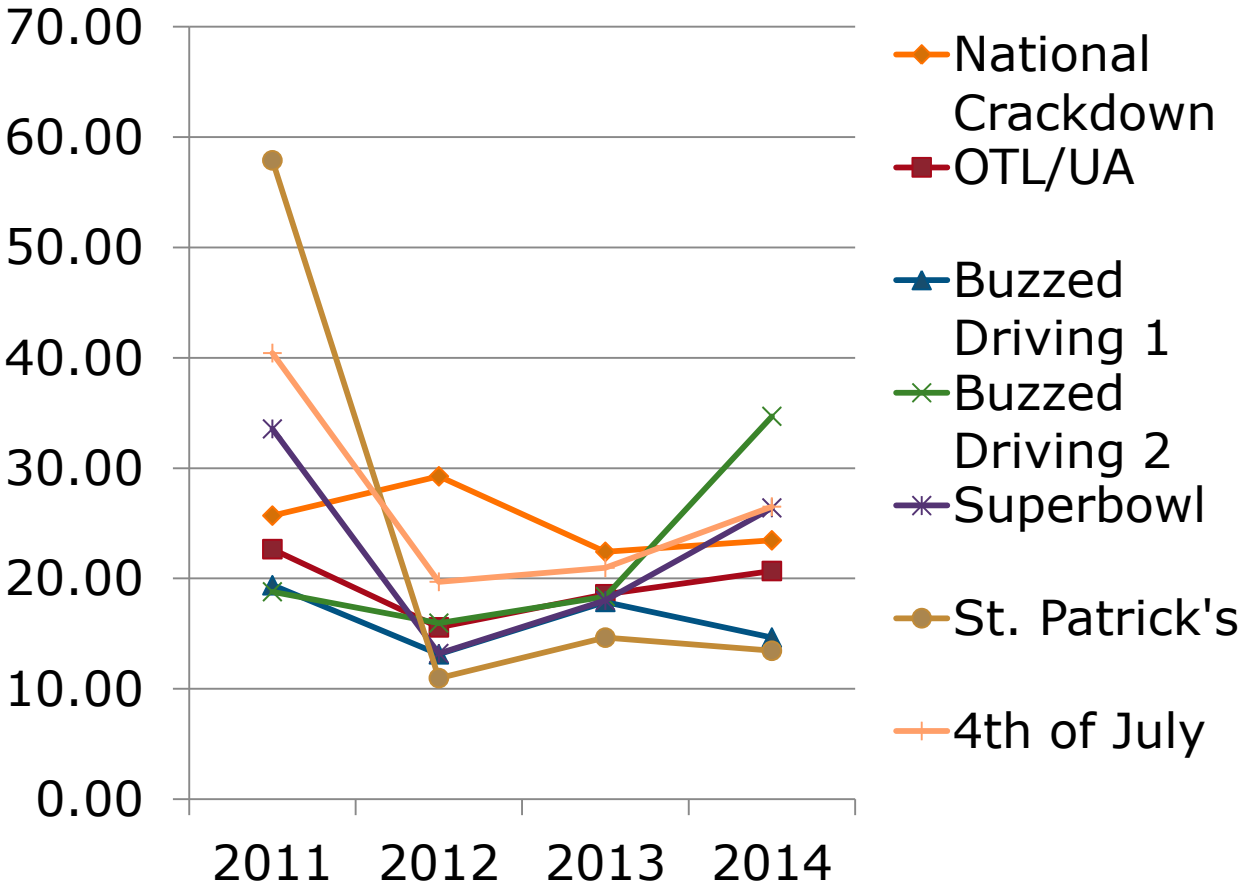
## Citations/Arrests - Per Hour Worked



# Citations/Arrests – Per Hour Worked



# DUI Arrests Per Hour Worked



Wyoming Department of Transportation - Highway Safety Program  
 Selective Traffic Enforcement Program Grants  
**FY14 Totals for All Events**  
 October 1, 2013 thru September 30, 2014

UPDATED: 10/24/14

Event	Dates	Auth. Hours	Overtime Hours Worked	Speed Citations	Child Restraint Citations	Seat Belt Citations	Warnings	Other Arrests/ Citations	Contacts- Assists	DUI Arrests	DUI BAC								
											<.07	.08 -.14	.15 -.21	.22 and up	Refusal	Warrant	Forcible Draw	Test Results Unavailable	Drug Impaired
N1: National Teen Driver Week	October 20 - October 26, 2013	567.0	365.5	189	3	21	296	108	235	1	1	0	0	0	0	0	0	0	0
N2: Buzzed Driving is Drunk Driving	October 24 - October 31, 2013	596.0	381.25	44	0	9	242	105	226	26	2	10	7	3	2	2	3	5	1
N3: Click it, Don't Risk it	November 15 - November 30, 2013	729.0	626.5	303	15	142	535	224	395	8	0	1	2	2	0	1	0	2	0
N4: Buzzed Driving is Drunk Driving	December 1 - December 11, 2013	535.0	347.0	18	1	6	187	80	191	10	1	1	4	0	1	3	1	2	1
N5: Over the Limit, Under Arrest	December 12, 2013 - January 5, 2014	1267.0	1034.0	81	2	19	601	185	543	50	4	19	17	2	6	6	3	3	0
N6: Super Bowl	January 30 - February 2, 2014	587.0	396.75	52	2	2	311	94	274	15	1	4	5	2	0	1	0	2	0
N7: St. Patrick's Day	March 14 - March 17, 2014	735.5	565.50	61	4	9	343	147	276	42	1	16	11	2	1	1	3	12	2
N8: Motorcycle Awareness	May 1 - May 31, 2014	889.0	803.75	361	4	101	646	205	728	21	2	7	5	1	2	2	2	5	1
N9: May Mobilization	May 19 - June 2, 2014	1896.0	1592.55	685	10	149	1240	409	1057	20	1	5	4	4	2	3	2	5	1
N10: Fourth of July	June 21 - July 8, 2014	1419.5	928.20	186	6	19	693	203	648	35	4	18	3	1	0	3	3	5	3
N11: National Enforcement Crackdown	August 15 - September 2, 2014	2132.0	1549.72	241	4	19	973	267	817	66	5	18	19	5	5	6	3	20	5
N12: Child Passenger Safety Week	September 14 - September 20, 2014	0.0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Events	October 1, 2013 - September 30, 2014	4205.75	2801.25	1039	23	267	2155	810	2932	88	4	33	25	5	10	11	12	14	3
S1: Supplemental Funding Events	October 1, 2013 - September 30, 2014	360.0	233.25	2	0	0	215	39	143	16	0	7	7	0	1	1	0	0	1
Sp1: Special Event (154AL) - Sturgis	July 20 - August 16, 2014	3641.50	3051.75	567	6	30	1773	306	2384	38	3	17	11	1	2	2	0	5	0
<b>Total</b>		<b>19560.25</b>	<b>14676.97</b>	<b>3829</b>	<b>80</b>	<b>793</b>	<b>10210</b>	<b>3182</b>	<b>10849</b>	<b>436</b>	<b>29</b>	<b>156</b>	<b>120</b>	<b>28</b>	<b>32</b>	<b>42</b>	<b>32</b>	<b>80</b>	<b>18</b>





# Wyoming Drivers Survey, 2014

WYSAC Technical Report No. SRC-1408

September, 2014

# Wyoming Drivers Survey, 2014

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# Wyoming Drivers Survey, 2014

## 1. Introduction

In June 2014, the Wyoming Survey & Analysis Center (WYSAC) fielded the fifth iteration of the survey of Wyoming drivers. The first iteration was conducted in August 2010, and was designed to collect baseline data on attitudes, awareness, and behaviors of Wyoming drivers. By design, follow-up surveys were conducted in June 2011, July 2012, June 2013 and June-July 2014 with the purpose of assessing any changes in these measures. Since 2010 the survey has utilized a dual sampling frame consisting of both cellular and landline telephone numbers. A total of 621 surveys were completed in the 2014 iteration of the survey.

### 2014 Survey Facts:

<b>Start and End Dates</b>
June 16 <sup>th</sup> - July 7 <sup>th</sup> , 2014
<b>Sample Type and Size</b>
Land Line – 1,668    Cell Phone – 2,826
<b>Completed Surveys</b>
Total - 621
Land Line - 210 (33.8%)    Cell Phone - 411 (66.2%)
<b>Response Rate</b>
Overall – 21.4%
Land Line – 21.5%    Cell Phone – 21.3%
<b>Average Interview Length</b>
8 minutes, 57 seconds
<b>Margin of Error</b>
± 4 Percentage Points at 95% Confidence

## 1.1. Background

In June 2010, the Wyoming Department of Transportation (WYDOT) and the Wyoming Survey & Analysis Center (WYSAC) contracted for a project to assess attitudes, awareness, and behaviors of Wyoming drivers. A statewide telephone survey of licensed Wyoming drivers was conducted in August 2010 to collect baseline data to inform WYDOT's efforts to positively influence driving behaviors in the state. By design, follow-up surveys were to be conducted in the following years to assess changes in drivers' attitudes, opinions, knowledge, and behaviors.

## 1.2. Organization of this Report

This report is organized as follows. The *Introduction* (section 1) states the purpose and summarizes important statistics about the project. The *Methods* section (section 2) discusses questionnaire development, the sampling frame and size, how the survey was administered, response rates and margin of error, and the data analyses performed. The *Discussion* section (section 3) provides a comparison of the sample demographic characteristics to those of the population of Wyoming; discusses notable findings of the survey including change over time and presents breakdowns by *sex*, *age*, and *type of vehicle* driven for variables of interest and relevance. The *Complete Survey Results* section (section 4) presents the raw frequency counts and weighted percentage distributions of responses to all items on the survey and includes the results from all five iterations of the survey. Section 5 is an appendix that contains responses to the survey's open-ended questions.

## 2. Methods

### 2.1. Questionnaire Development

The survey instrument for this project was developed collaboratively by WYSAC and WYDOT for the original 2010 iteration of the survey. It remained unchanged for the 2011 and 2012 iterations. In 2013, 'Dynamic Messaging Signs or DMS' was added as an answer choice to questions Q2a, Q10a, and Q14a: "Where did you read, see, hear about (seat belt)(speeding)(drunk driving) enforcement?" There were no changes in the questionnaire from 2013 to 2014. The questionnaire was programmed for telephone interviewing using WYSAC's Computer Assisted Telephone Interviewing (CATI) software.

### 2.2. Sampling Frame and Sample Size

Since 2010 the Wyoming Driver's Survey has utilized a dual sampling frame, consisting of landline telephone sample representative of all Wyoming households with listed landline telephone numbers, as well as a sample of cellphone numbers believed to belong to Wyoming residents. For the first time the 2014 iteration utilized random digit dialing (RDD) for the landline frame instead of listed phone numbers due to the dwindling proportion of households that remain listed. The growing number of cellphone-only and cellphone-mostly households in Wyoming dictated that the intended proportion of surveys to be completed via cellphone be increased again (as was the case in 2013). Recent federal statistics indicate that approximately 47.3% of Wyoming households are wireless-only while an additional 21.0% are wireless-mostly<sup>1</sup>. This translates to almost 60% of Wyoming households being reachable only or mostly on cellphones, compared to just under 50% in 2013. Because of this, it is imperative to design the sampling frame so that appropriate coverage of the

---

<sup>1</sup> Blumberg SJ, Luke JV, Ganesh N, et al. Wireless Substitution: State-level estimates from the National Health Interview Survey, 2012. National health statistics reports; no 70. Hyattsville, MD: National Center for Health Statistics. 2013.

cell phone-only and cell phone-mostly households is achieved. To that effect, the samples in the two frames were pre-stratified so that roughly 60% or more of all completions would be on cell phones.

The telephone sample for these surveys was purchased from the Marketing Systems Group (Genesys), a leading national vendor specializing in the generation of scientific samples. For this year's survey, of the total sample of 13,500 telephone numbers, 6,000 were landline numbers and 7,500 were cell phone numbers. Utilization of the screening service provided by the vendor (Cell-WINS and CSS) resulted in 9,006 of the 13,500 cell phone numbers screened out prior to calling. The intent of the calling effort was to collect a minimum of 550 completed surveys from these telephone samples. At the close of data collection a total of 621 were completed.

### 2.3. Survey Administration

The survey was administered from June 16<sup>th</sup> through July 7<sup>th</sup>, 2014 using the telephone interview mode of data collection. During this period skilled WYSAC interviewers called potential respondents from Sunday through Thursday between 5pm and 9pm, and on Friday and Saturday afternoons between 1pm and 5pm. Each respondent was properly screened as being 18 years old or older, living in a Wyoming household, and possessing a Wyoming driver's license. Any reference hereafter to Wyoming residents pertains to individuals who meet these criteria. It took on average 8 minutes and 57 seconds to complete an interview. Phone numbers in the sample were attempted up to 11 times in an effort to secure a completed interview (if previous attempts did not result in a completed survey, an irate refusal, or an otherwise ineligible number). Soft refusals (non-irate, simple refusals) were attempted a second time in an effort to secure a completion.

It is typical in telephone surveys that completions are biased towards both female and older respondents. Left unchecked, this results in a data set that requires significant weighting in order to bring the demographic profile of the sample in line with the U.S. Census Bureau's population estimates. Two different approaches were taken in this study to counter this tendency. First (as previously mentioned), the size of the cell phone sample was substantial in order to better reach the younger population. Next, quotas were implemented for age groups. In this quota design, completions were disallowed from potential respondents where adequate completions had already been achieved for their age group (as defined by the statewide age and gender distribution results of the 2013 U.S. Census Bureau's population estimates<sup>2</sup>). As a result of this effort, age groups consisting of older respondents achieved adequate completions first (as expected) and were closed, allowing more effort to be spend on achieving completions from younger respondents. The resulting data file closely resembled the actual population distribution (based on these demographic characteristics) and required little additional weighting.

### 2.4. Response Rate and Margin of Error

The 4,494 Wyoming landline and cell phone numbers released for calling yielded 621 completed interviews by the end of data collection. After accounting for the numbers determined to be invalid, disconnected, or otherwise ineligible, the overall response rate for the survey was 21.4%. The response rate for the landline sample was 21.5%, while the rate for the cell phone sample was about

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<sup>2</sup>Annual Estimates of the Resident Population for Selected Age Groups by Sex for the United States, States, Counties, and Puerto Rico Commonwealth and Municipios: April 1, 2010 to July 1, 2013. Source: U.S. Census Bureau, Population Division



21.3%. Of the 621 surveys, 411 were completed via cell phone, representing just over two-thirds of the total completions achieved, with the remaining 210 completed on land line telephones. Random samples of 621 provide margins of error of about  $\pm 4$  percentage points with 95% confidence. The final number of completed surveys and, consequently, the margin of error, exceeded the goals set forth for this effort.

## 2.5. Data Compilation and Analysis

Upon completion of the data collection effort, data were exported from the CATI system into a file for analysis in IBM SPSS Statistics (Statistical Package for the Social Sciences), version 22. Data were checked for logical errors and outliers, and the cleaned data file was properly labeled and prepared for analysis. As was the case in 2010, 2011, 2012, and 2013, the data was weighted on both age and gender to bring the sample distribution on these two demographic characteristics more in line with their actual distribution in the Wyoming population. Using weighted data for the analysis is essential in generalizing the findings for the respondents to the survey to the population of interest. The data file from 2014 was merged with the data from 2010, 2011, 2012 and 2013 and tests for statistical significance of the differences observed in the results from the five iterations of the survey were performed for all variables. In all cases in which the tests for statistical significance came back positive ( $p < .05$ ) there is a notation in the corresponding table (section 4: *Complete Survey Results*). The significance tests used were Pearson Chi-Square and Linear by Linear association, both at the 95% confidence level. Some variables were recoded (response choice categories were collapsed) to provide for more general interpretations, as well as to conduct additional test for significance of differences observed. Test for significance were also performed when comparing results of survey items by background variables. The results of the comparisons which indicate statistically significant differences are presented in section 3.3 (*Breakdowns by Select Background Variables*). Responses to open-ended questions were edited only for typographical and grammatical errors, and are presented in Appendix A: *Responses to Open-ended Questions*.

### 3. Findings

#### 3.1. Demographics

As with the previous iterations of this survey, special effort was taken during survey administration to secure a sample of completions that closely resembles, on key demographic variables, the actual population distribution on those variables in Wyoming. Through the use of a large cell phone sample and quotas, only minimal post-stratification efforts (weighting) were required to bring the demographic characteristics of the sample in line with the actual population distribution. Table 1 below presents the initial, unweighted distributions, as well as the resulting weighted sample demographic distributions. For comparison, estimates from the U.S. Census Bureau's annual population estimates are also presented.

Table 1. Comparison of the 2014 Survey Sample to 2013 Census Bureau information.

Demographic		Survey Sample (unweighted)	Survey Sample (weighted)	2013 Pop. Est.* Wyoming
Gender	Male	49.8%	<b>51.0%</b>	51.9%
	Female	50.2%	<b>49.0%</b>	49.1%
Age Group	18-24 years	9.9%	<b>13.2%</b>	13.16%
	25-34 years	20.3%	<b>18.4%</b>	18.39%
	35-44 years	16.1%	<b>15.5%</b>	15.56%
	45-54 years	18.9%	<b>17.1%</b>	17.14%
	55-64 years	17.4%	<b>18.1%</b>	18.07%
	65-74 years	9.9%	<b>10.3%</b>	10.30%
	75 years and older	7.5%	<b>7.4%</b>	7.39%

\*Source: U.S. Census Bureau, Population Division

### 3.2. Discussion

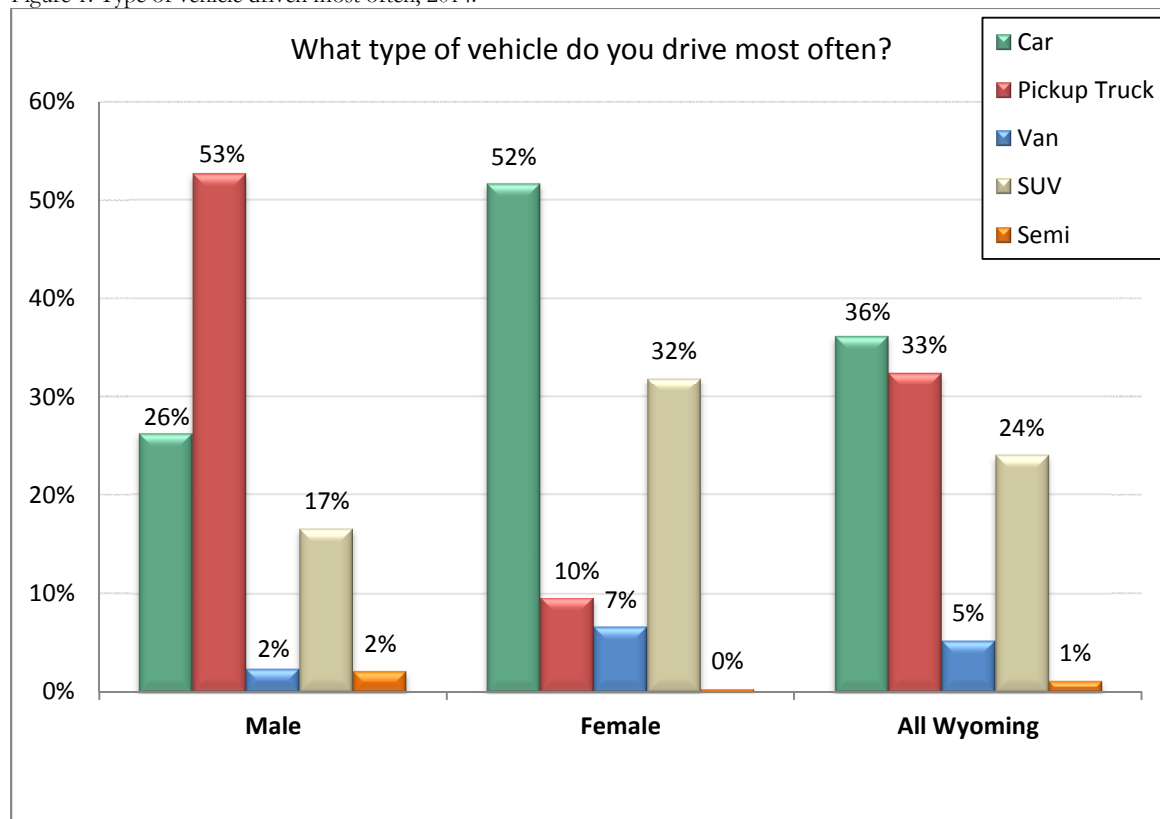
Below are some highlights from the 2014 survey organized by general subject category and background variables. Additionally some comparisons of the findings from 2010, 2011, 2012 and 2013 to the findings from 2014 are presented. Complete frequency counts and weighted percentage distributions of responses to all survey items are presented in Section 4: *Complete Survey Results*.

#### 3.2.1. Related to Type of Primary Vehicle Driven

The composition of the types of vehicles of primary use by Wyoming residents has not changed significantly from 2010 to 2014. Just over one-third of Wyoming adults primarily drive a car, and another third drive a pickup truck (33% and 32.5% respectively); this has remained relatively consistent since 2011. (See Table 8).

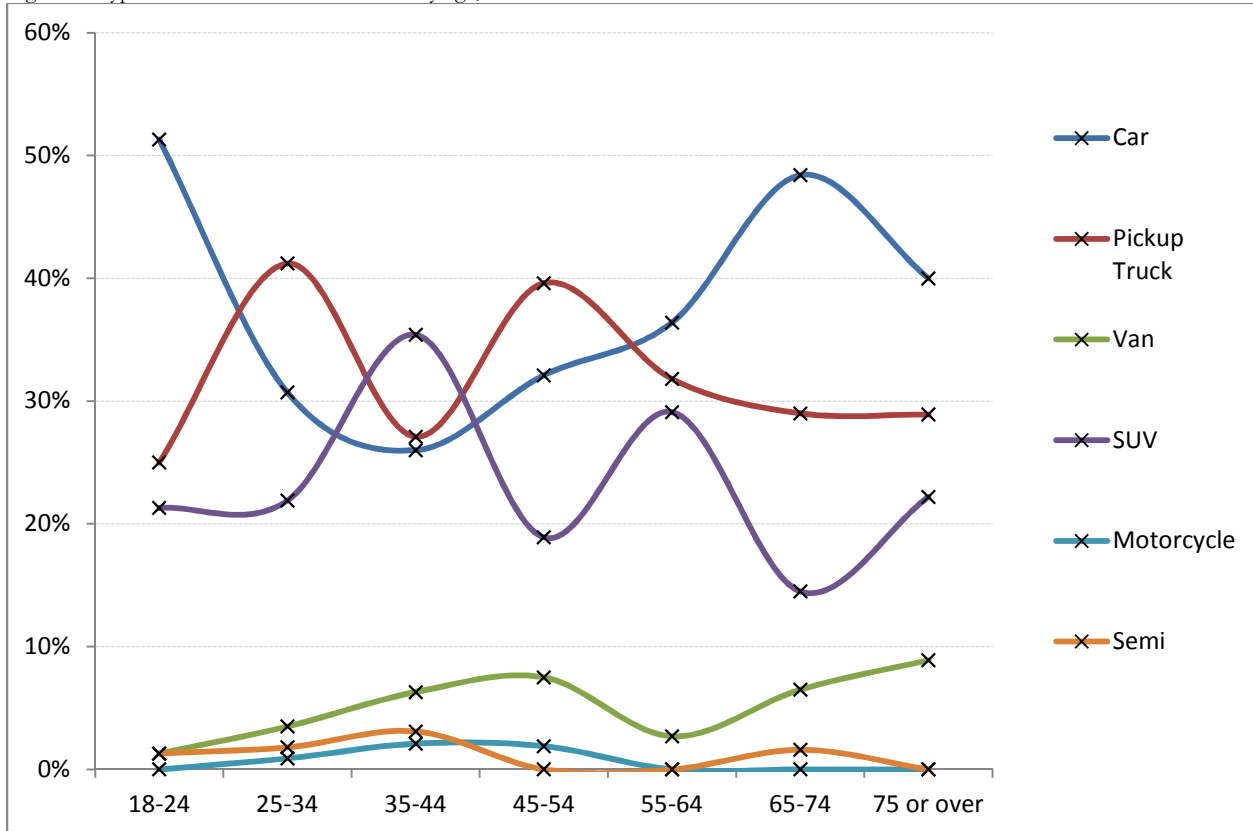
There is a significant difference in primary vehicle type driven when comparing respondents by gender. Survey results from 2014 show that males are significantly more likely to use a pickup truck (53%) as their primary vehicle, while females are more likely to drive cars and SUVs as their primary vehicle (52% and 32%, respectively). (See Table 2 and Figure 1).

Figure 1. Type of vehicle driven most often, 2014.



A difference in primary vehicle type is also observed when comparing age groups, although the statistical significance should not be considered reliable due to low cell counts. About half of Wyoming residents aged 18-24 and aged 65-74 primarily drive a car (51% and 48% respectively). It appears that the use of vans tends to increase with age. The number of Wyoming drivers who drive a pickup truck or SUV varies notably by age group and there is no linear trend to be observed. (See Table 4 and Figure 2).

Figure 2. Type of vehicle driven most often by age, 2014.



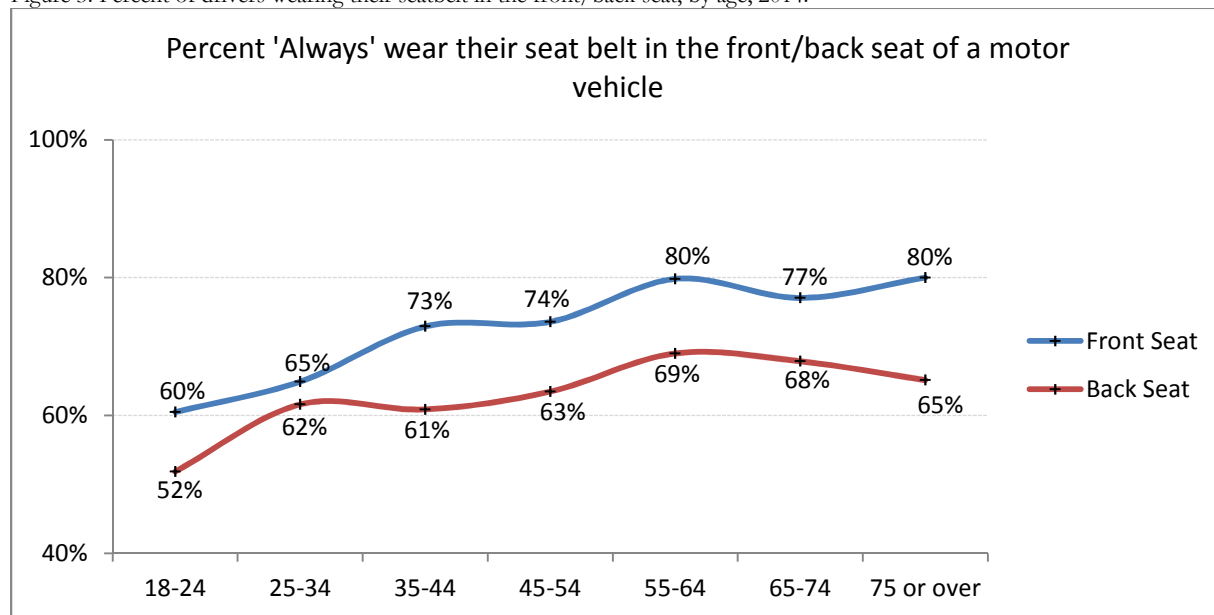
### 3.2.2. Related to Seat Belts

Self-reported seat belt use has not changed significantly since the 2010 iteration of this study. In 2014 a majority of Wyoming drivers report to wear a seatbelt *always* (72%) or *often* (16%) while driving (see Table 12). Wyoming drivers report to wear their seat belt more often while riding in the front seat of a vehicle than the back seat. (See Table 13, Table 14).

Similar to 2012 and 2013, females report to *always* wear their seatbelt while driving significantly more often (81%), than do males (64%). Females are also more likely to wear their seatbelt while riding in the front seat or back seat of a motor vehicle. (See Table 2).

Further, as age increases Wyoming drivers seem to wear their seatbelts more often while riding in the front and/or back seat of a vehicle. (See Figure 3).

Figure 3. Percent of drivers wearing their seatbelt in the front/back seat, by age, 2014.

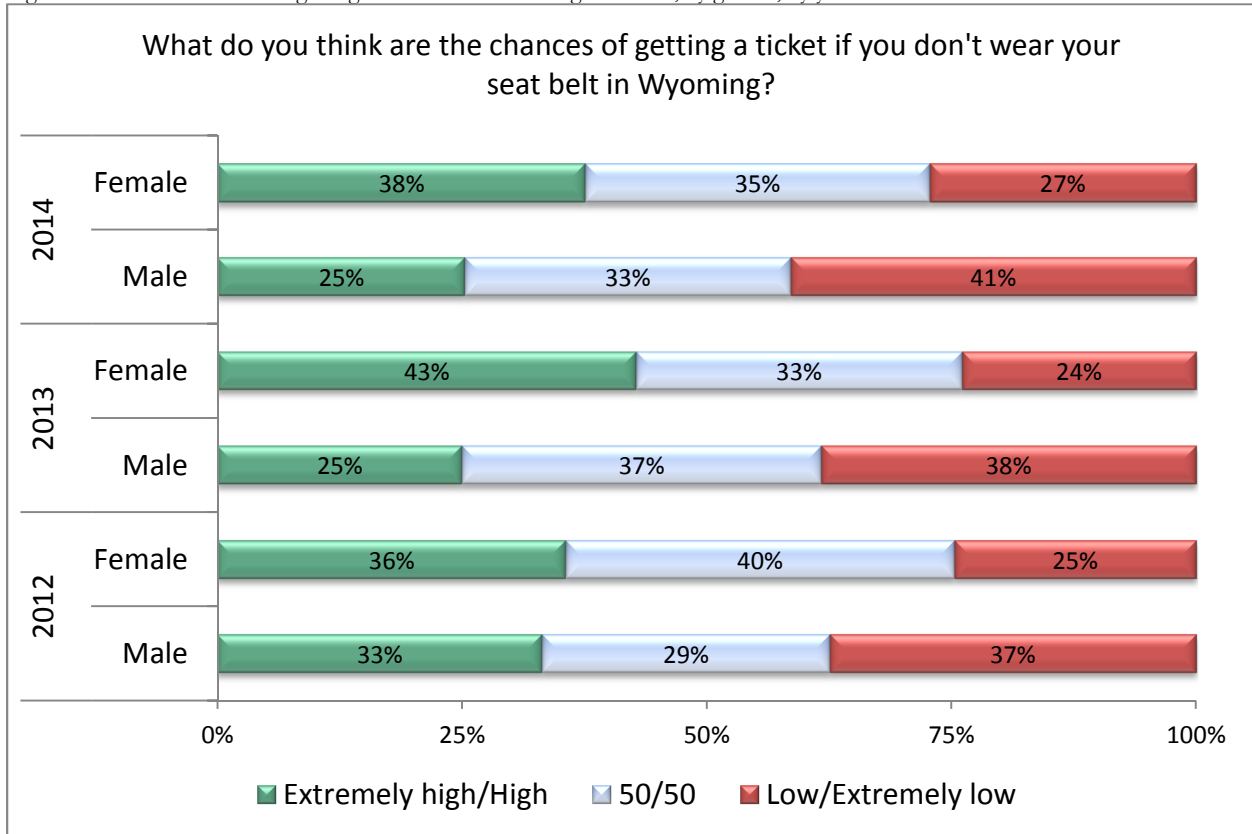


Unlike in previous years it appears that semi drivers are most likely to *always* have their seatbelt on when driving a vehicle (86%), followed by SUV drivers (80%) and car drivers (77%). Similar is the observation with regard to having the seatbelt on when riding in the front seat of a motor vehicle as well as when riding in the back seat of a motor vehicle. (See Table 6).

Similar to findings in 2010-2013, about one third (31%) of Wyoming drivers believe the chances of getting a ticket for not wearing a seat belt are *extremely high* or *high*, while 34% believe the chances are *50/50*, and 34% believe the chances are *low* or *extremely low*. As was the case in 2013, women are significantly more likely to believe the chances of getting a ticket for not wearing a seat belt are *extremely high* or *high* than men are (38% vs. 25%). (See Table 2, Table 11 & Figure 4).

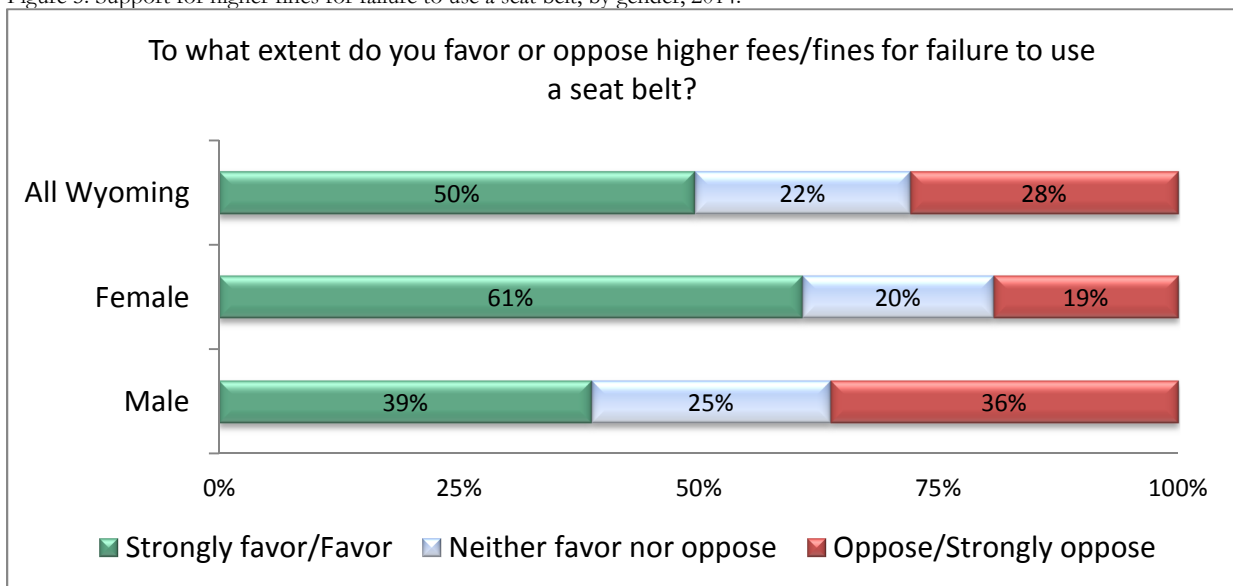
Consistent with previous years, there are no statistically significant differences by age groups or type of vehicle on this item.

Figure 4. Perceived chances of getting a ticket for not wearing a seatbelt, by gender, by year.



Support of higher fines for the failure to wear a seatbelt has not changed significantly since the 2010, 2011, 2012 and 2013 iterations of the survey, with 50% of Wyoming drivers reporting they *strongly favor* or *somewhat favor* higher fines (See Table 16 & Figure 5). Also consistent with past years, women (61%) are more likely to support higher fines compared to men (39%). (Table 2 & Figure 5).

Figure 5. Support for higher fines for failure to use a seat belt, by gender, 2014.



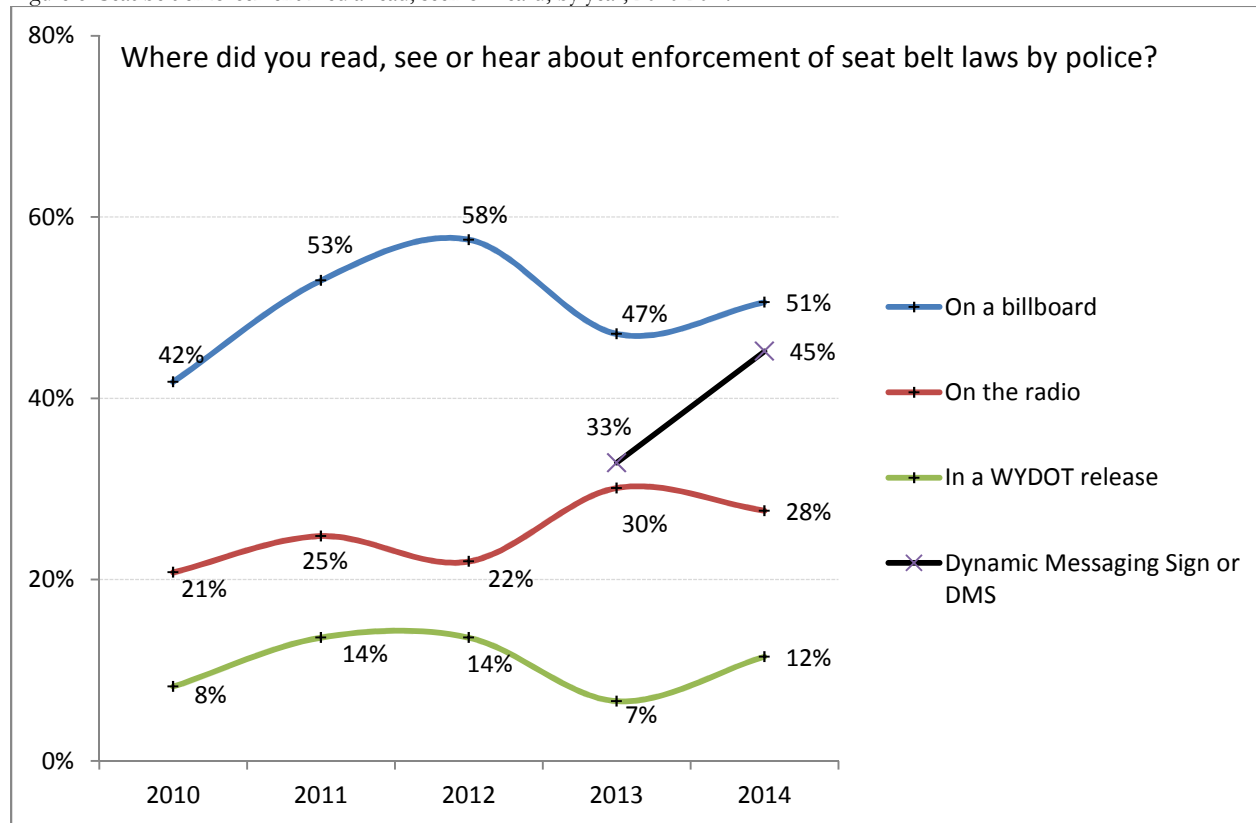
There are no significant differences by age on this item.

SUV (56%) and car (54%) drivers are more likely to *strongly or somewhat favor* higher fines for failure to use a seat belt than are other types of vehicles drivers., with semi drivers being the least supportive (29%). (See Table 6).

Anticipated change in behavior if they were to get a ticket for seatbelt violation varies significantly by gender, with more women (62%) than men (39%) reporting that the event would change their behavior for one year or more than men (see Table 3). No significant differences are observed on this item by age or type of primary vehicle driven.

There are four statistically significant changes since 2013 regarding where Wyoming drivers read, see or hear about enforcement of seat belt laws by police. *On the radio* marks a slight but statistically significant decrease from 2013 to 2014. *On a billboard, in a WYDOT release* and, most significantly, *on a DMS* all show significant increases, including a ten percentage point increase for *on a DMS*. (See Table 10 & Figure 6).

Figure 6. Seat belt enforcement media read, seen or heard, by year, 2010-2014.



There are no significant differences observed by gender.

There is significant variation by age regarding where Wyoming drivers read, see, or hear about the enforcement of seatbelt laws by police. Older drivers are more likely to have read, seen or heard about those on television and the printed media than younger drivers are. (See Table 4).

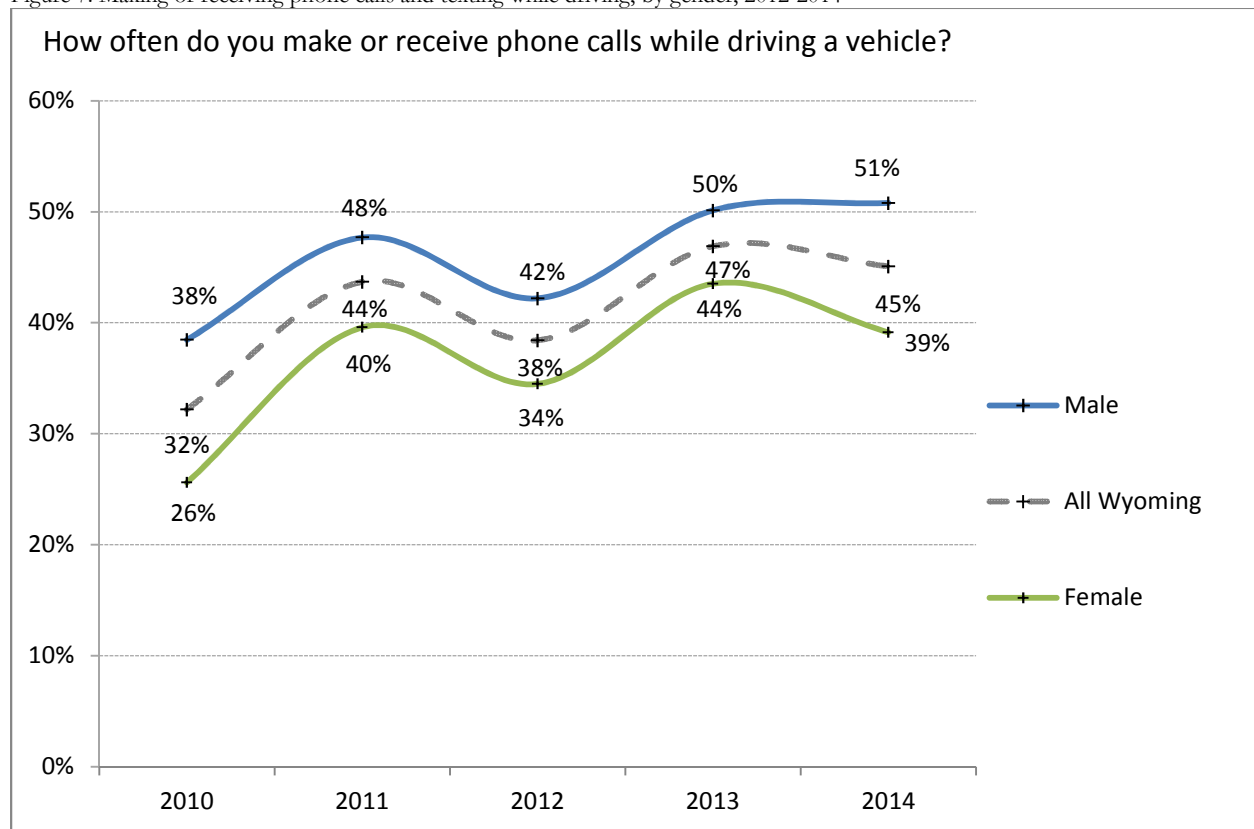
Semi drivers are most likely to have read, see, or heard anything about the enforcement of seatbelt laws by police on the radio (50%) and car drivers appear to be the least like (18%). There are no significant differences observed by type of primary vehicle driven. (See Table 6).

### 3.2.3. Related to Use of Cell Phones While Driving

As previously noted, the prevalence of cell phone use is quickly and steadily increasing in the nation and in Wyoming. Special effort was again taken in this iteration of the survey to better account for the growing proportion of the adult population who are cell phone-only or cell phone-mostly users. As a result, a larger proportion of the respondents to this study were reached on cell phones than in previous iterations. That being said, the rapid adoption of cell phone use in Wyoming and nationwide in itself is a reasonable and likely factor at play in the observed changes in cell phone related behaviors while driving.

Wyoming drivers who use their phones to make or receive phone calls *always, often* or *sometimes* increased from 32% in 2010, to 44% in 2011, and after a drop to 39% in 2012 it went up again to 47% in 2013. It seems to be slightly down again in 2014 (45%). Consistent with past years, significant differences in the prevalence of making or receiving phone calls while driving are observed between gender groups, where 51 % of males *always/often/sometimes* report making or receiving calls, compared to 39% of females. (See Figure 7, Table 2 & Table 17).

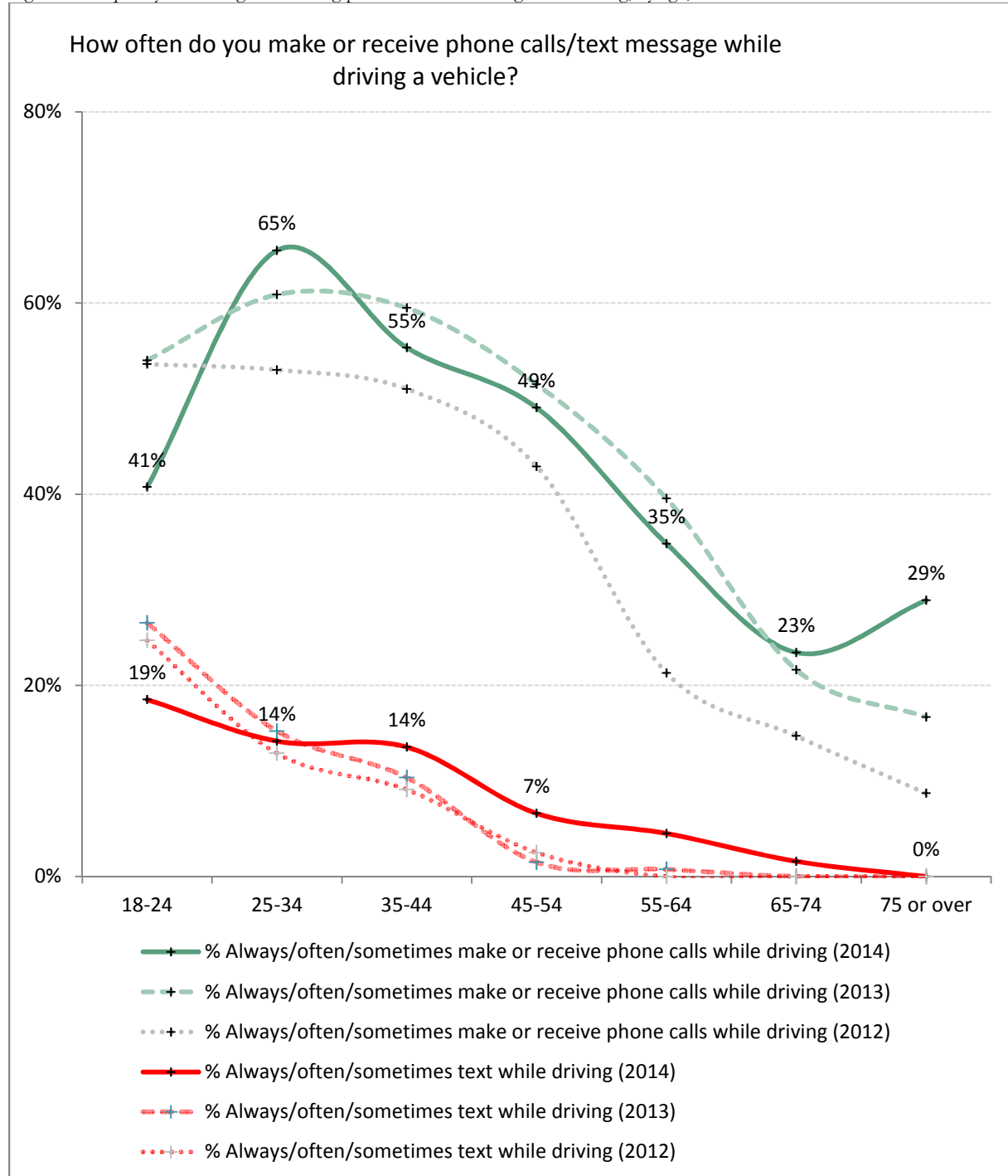
Figure 7. Making or receiving phone calls and texting while driving, by gender, 2012-2014





As seen in Figure 8, there is an interesting dynamic by age group in cell phone use while driving. Generally speaking the use tends to decrease with age. However, in 2014 this observation is no longer true for the oldest age group and the difference in use between the 18-24 and 25-34 is much more significant now than it was in 2013. Texting while driving seems to steadily decrease with age and is generally higher in 2014 than in previous years except for the youngest age group. The line is much smoother than it was in 2012 and 2013.

Figure 8. Frequency of making or receiving phone calls and texting while driving, by age, 2012-2014.



Similar to 2012 and 2013, it appears semi and pickup truck drivers are different from all other drivers when talking on the cell phone while driving. When asked ‘How often do you make or receive phone calls while driving?, 28% ( which is an increase from 22% in 2013) of semi and 23% of pickup truck drivers report to *always* or *often* do that, compared to 10% of car drivers, 15% of SUV drivers and 9% (an increase from 3% in 2013) of van drivers. Due to low cell counts this statistical difference may not be reliable. (See Table 6.)

**3.2.4. Related to Alcohol Use**

Alcohol related driving behaviors and attitudes have not changed significantly since the survey began in 2010. In 2014, about 20% of Wyoming drivers have driven a motor vehicle in the past 60 days within two hours of having an alcoholic beverage. (See Table 19).

As was the case in 2011, 2012 and 2013, significant differences are observed by gender, with 15% of females reporting driving within two hours after drinking alcoholic beverages in the past 60 days, compared to 24% of males (see Table 2). No significant differences observed by age on this item.

There are however significant differences observed by vehicle type. Most notably, drivers of pick-up trucks are more likely to report driving a motor vehicle within two hours of having an alcoholic beverage (28%) than any other type of driver. This is likely correlated to the higher number of males driving pickup trucks than females. (See Table 6).

Over half (59%) of Wyoming drivers think the chances are *extremely high* or *high* that someone in Wyoming will get arrested if they drive within city or town limits after drinking alcohol. About one-third (31%) of Wyoming drivers believe the same if someone drives outside of city or town limits after drinking alcohol. These numbers are consistent with findings in all iterations of the survey. Males (36%) are significantly more likely to think the chances of getting arrested if they drive outside of town limits after drinking alcohol are *low* or *extremely low* than are females (24%). (See Table 3, Table 22, Table 23 & Figure 9).

Figure 9. Perceived chances of getting arrested for drinking and driving, within and outside of city/town limits, by gender, 2014.

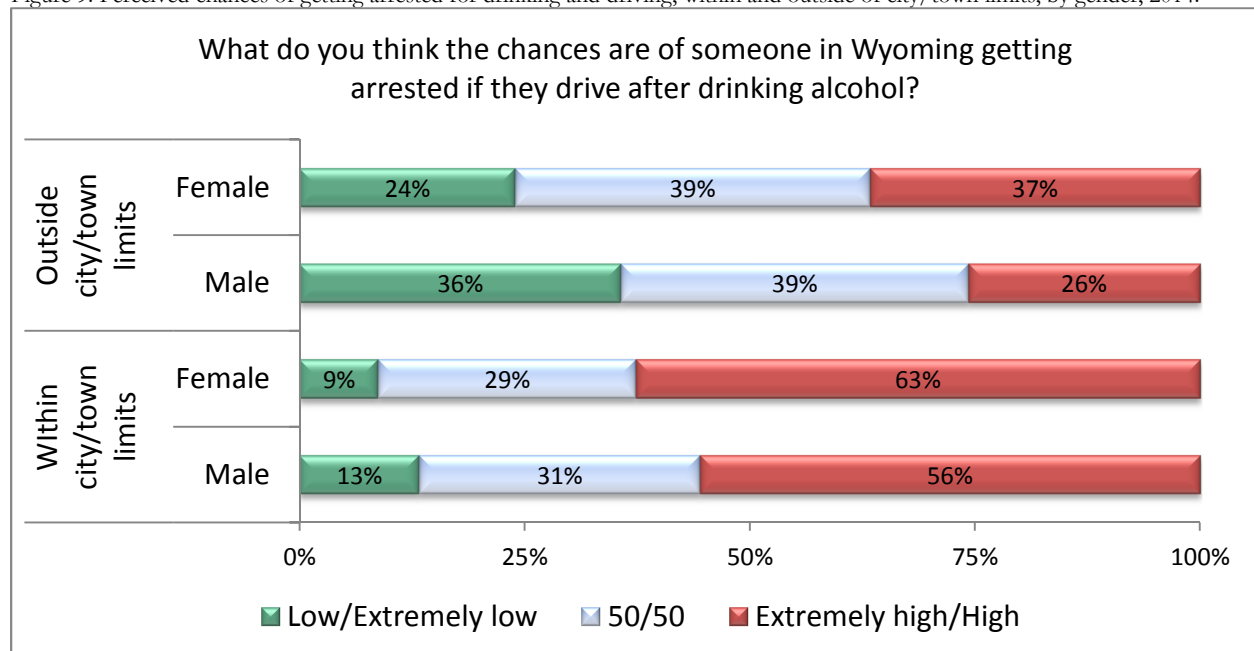
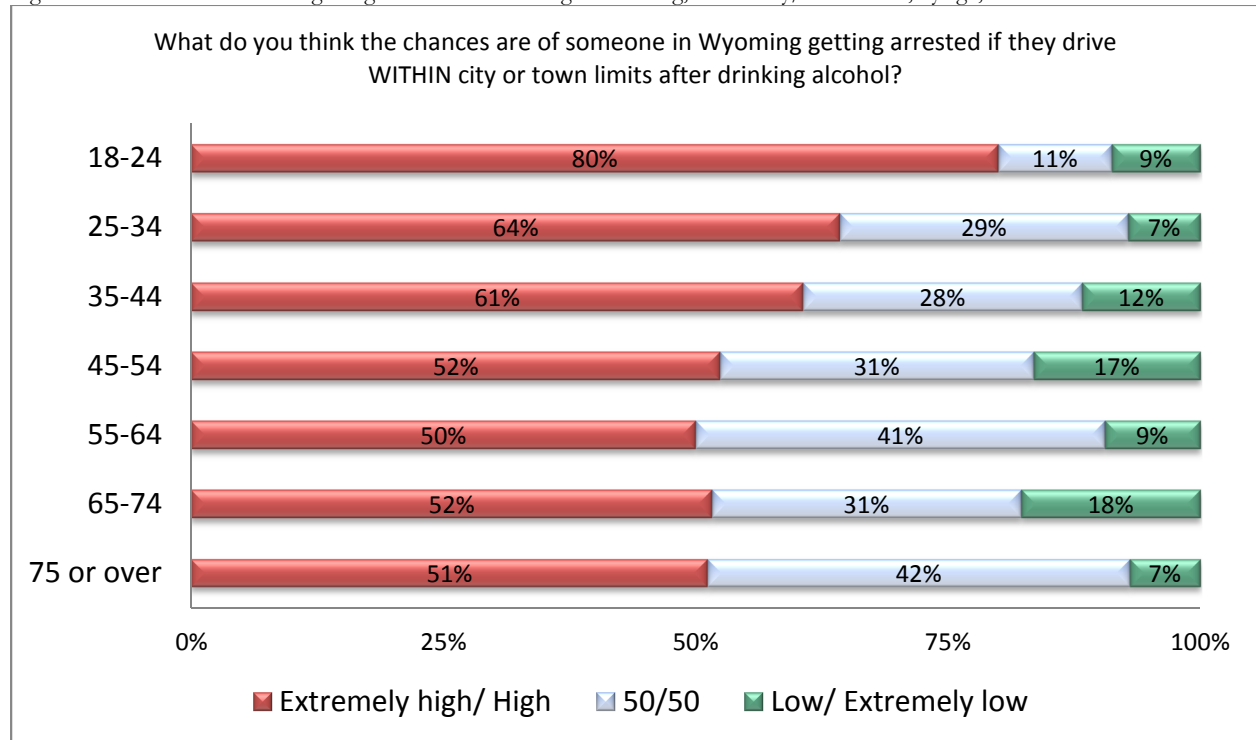


Figure 10 below displays a linear relationship between age and perceived chances of getting arrested after drinking alcohol within town/city limits. Generally, younger drivers are more likely to believe the chances of getting arrested are *extremely high* or *high* if they drive within town/city limits than are older drivers. For example, 80% of 18-24 year old Wyoming drivers believe the chances of getting arrested are *extremely high* or *high*, compared to 51% of Wyoming drivers 75 years of age or older. No significant differences are observed by primary type of vehicle driven on this item. (See Table 4 & Figure 10)

Figure 10. Perceived chances of getting arrested for drinking and driving, within city/town limits, by age, 2014.



A majority of Wyoming drivers report their behavior would change for one year or more if they were to receive a ticket for driving under the influence. The slight decrease in the percentage of those who indicate so (90%) compared to 2010, 2011 and 2012 (93%, 95% and 92%, respectively) that was recorded in 2013, was not reversed in 2014 (90%). Not included in the percentage distribution are respondents who offered the (unsolicited) response of *do not/will not ever be in violation*. (See Table 31).

There seems to be a slight, but statistically significant difference by gender on that item, with more women than men indicating that their behavior would change for one year or more if they get a ticket for driving under the influence violation (91% vs. 89%). (See Table 3). There appears to be significant variation on this item by age, with the 55 to 64 age groups indicating most frequently that their behavior would change for one year or more if they get a ticket for driving under the influence violation (93%) as opposed to 72% of those 75 years or older indicating so. (See Table 5.) No significant differences are observed by type of primary vehicle driven on this item.

### 3.2.5. Related to Speeding

Slightly more than a third (36%) of Wyoming drivers indicate they *always/often/sometimes* drive more than five miles per hour in 30 mph speed limit areas, which is an increase of 5 percentage points since 2010. On roads with a 75 mph speed limit, the number of Wyoming drivers who say they drive more than five miles per hour over the speed limit *always/often/sometimes* was steady throughout the years 2010-2013, but increased from 16.2% in 2013 to almost 20% in 2014. On the other side of the spectrum, about 27% of drivers say they *never* speed in 30 mph zones and 50% say they *never* speed in 75 mph zones, the latter is a decrease of 8 percentage points since 2010, but remains unchanged from 2013 to 2014. (See Table 24, Table 25, Figure 11 & Figure 12).

Throughout the years the observation that males are significantly more likely than females to regularly speed (*always/often/sometimes*) in 30 mph zones and 75 mph zones was true for the 2010-2013 period, but is no longer true for 2014. There is a significant increase in the number of females reporting speeding in both speed limit zones from 2013 to 2014, and a significant decrease in the males reporting speeding in 30 mph speed limit zones, so that the numbers for males and females essentially converged in 2014. (See Figure 11 & Figure 12).

Figure 11. Speeding on roads with 30 mph limit, 2010-2014.

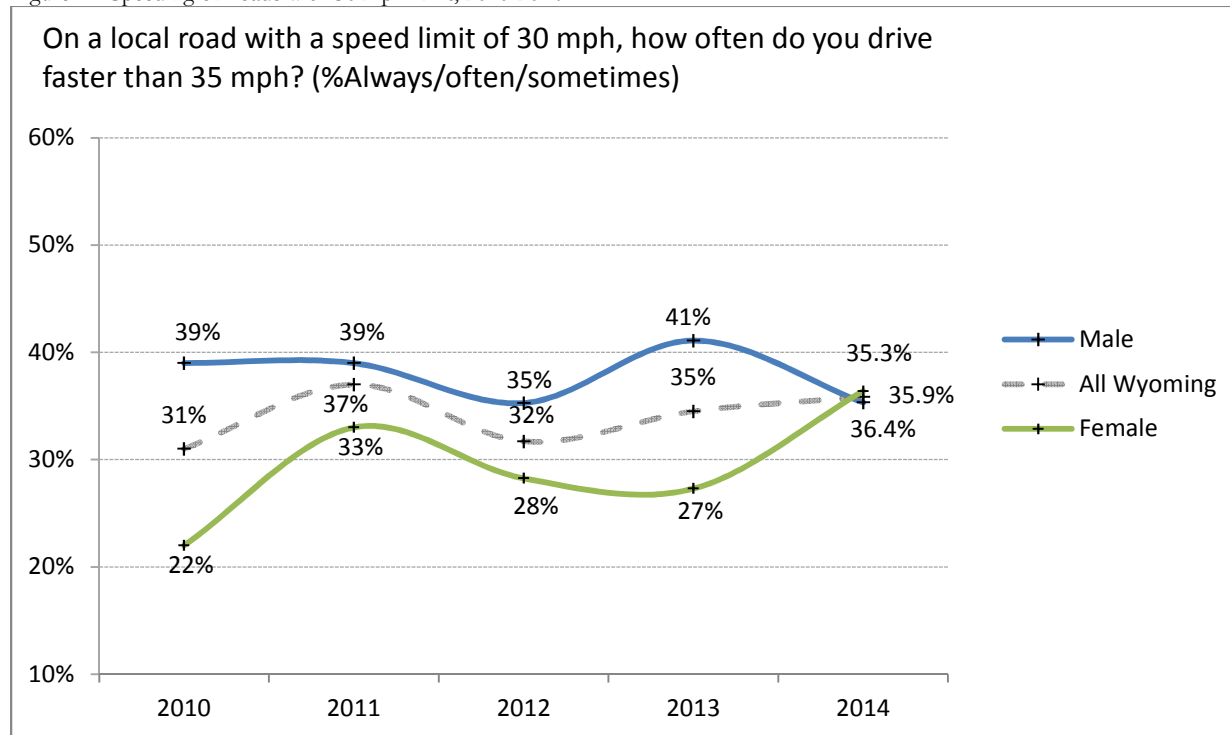
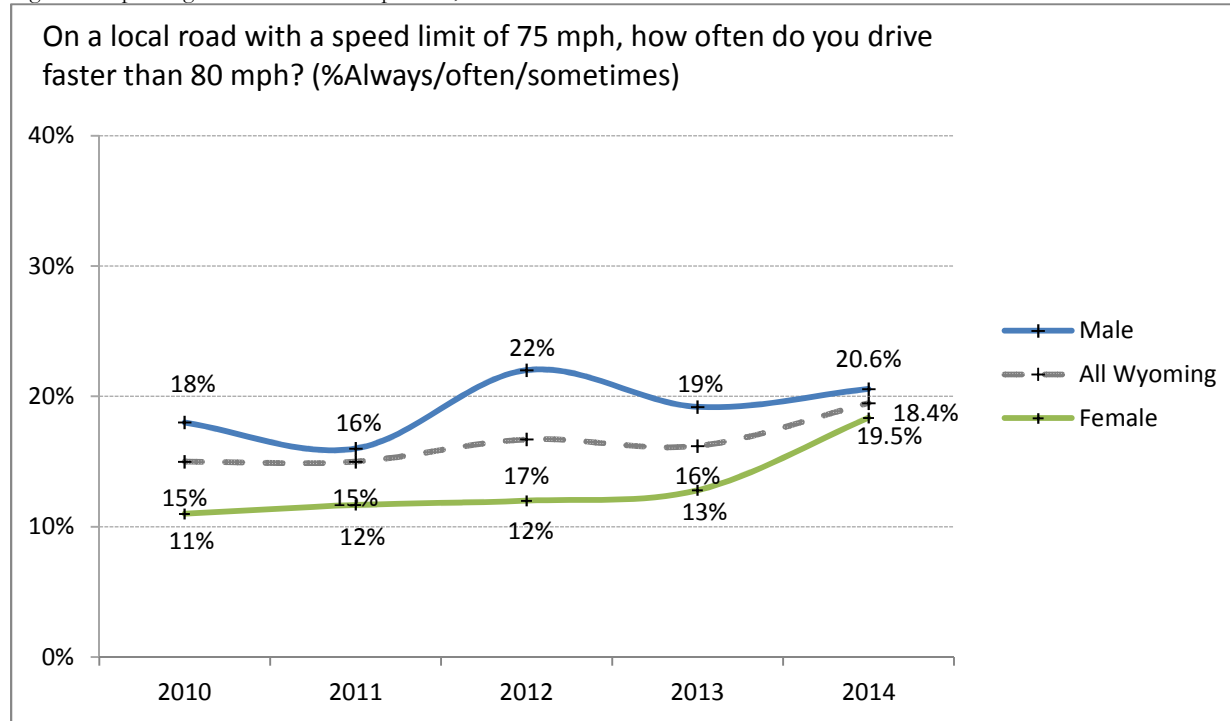
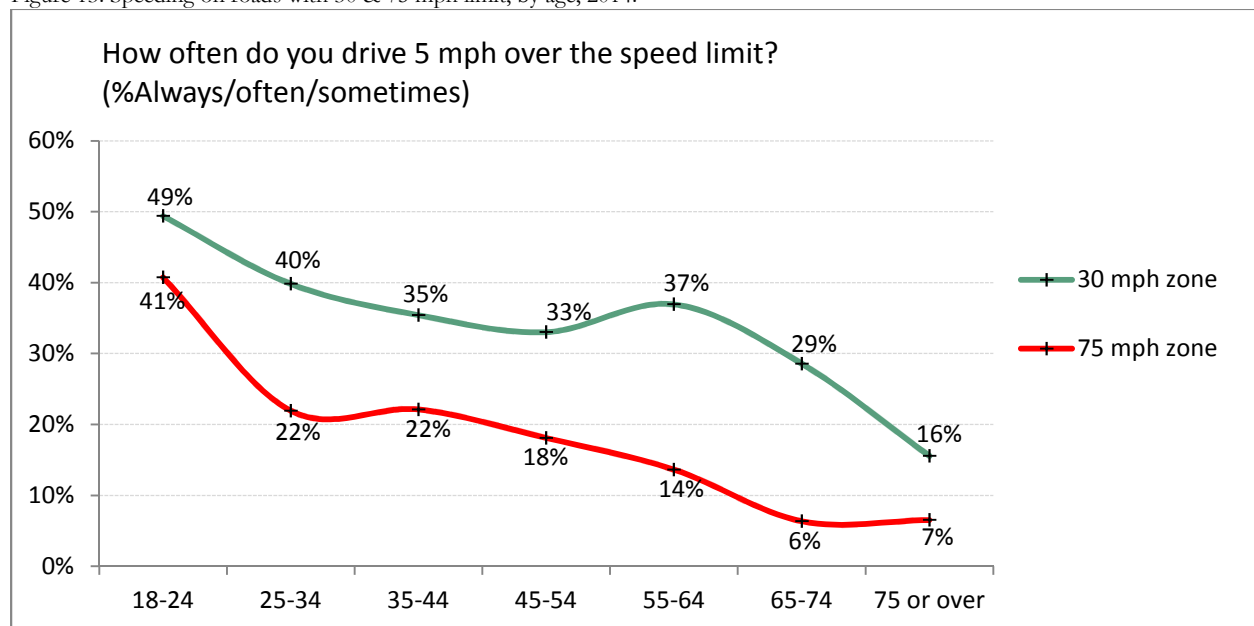


Figure 12. Speeding on roads with 75 mph limit, 2010-2014.



Young people are more likely to say they regularly speed in both 30 and 75 mph zones. Over twice the number of 18 -24 year olds (49%) report they drive 5 mph over the speed limit in 30 mph zones than drivers 75 or older (16%). In 75 mph zones 18-24 year olds report to speed *always/often/sometimes* about six times more often (41%) than drivers 75 or older do (7%). (See Table 5 & Figure 13). No significant differences are observed by primary type of vehicle driven on this item.

Figure 13. Speeding on roads with 30 & 75 mph limit, by age, 2014.



No statistically significant differences are observed on this item by type of primary vehicle driven.

Similar to results from previous years, about four out of ten Wyoming drivers (43%) believe the chances are *extremely high* or *high* of getting a ticket for speeding in Wyoming. (See Table 28).

Males say more frequently that they believe the chances of getting a ticket for speeding in Wyoming are *low* or *extremely low* than do females (19% vs. 10%). (See Table 3).

No significant differences are observed by age, or type of primary vehicle driven on this item.

The reported effect of getting a speeding ticket on changing speeding behavior varies by gender, with 36% of males, and 49% of females reporting that if they were to receive a ticket for speeding it would change their behavior for *one year or more*. (See Table 3.)

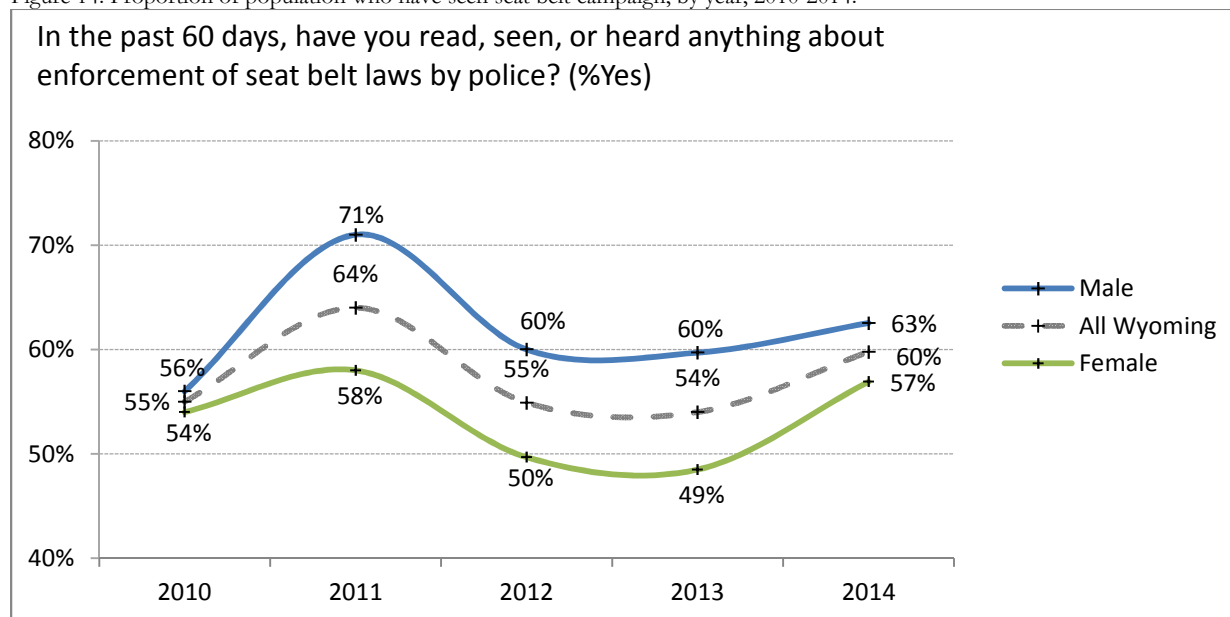
There are no significant differences observed by age, or type of primary vehicle drive on this item.

### 3.2.6. Related to Media Campaign

#### About Enforcement of Seatbelt Laws.

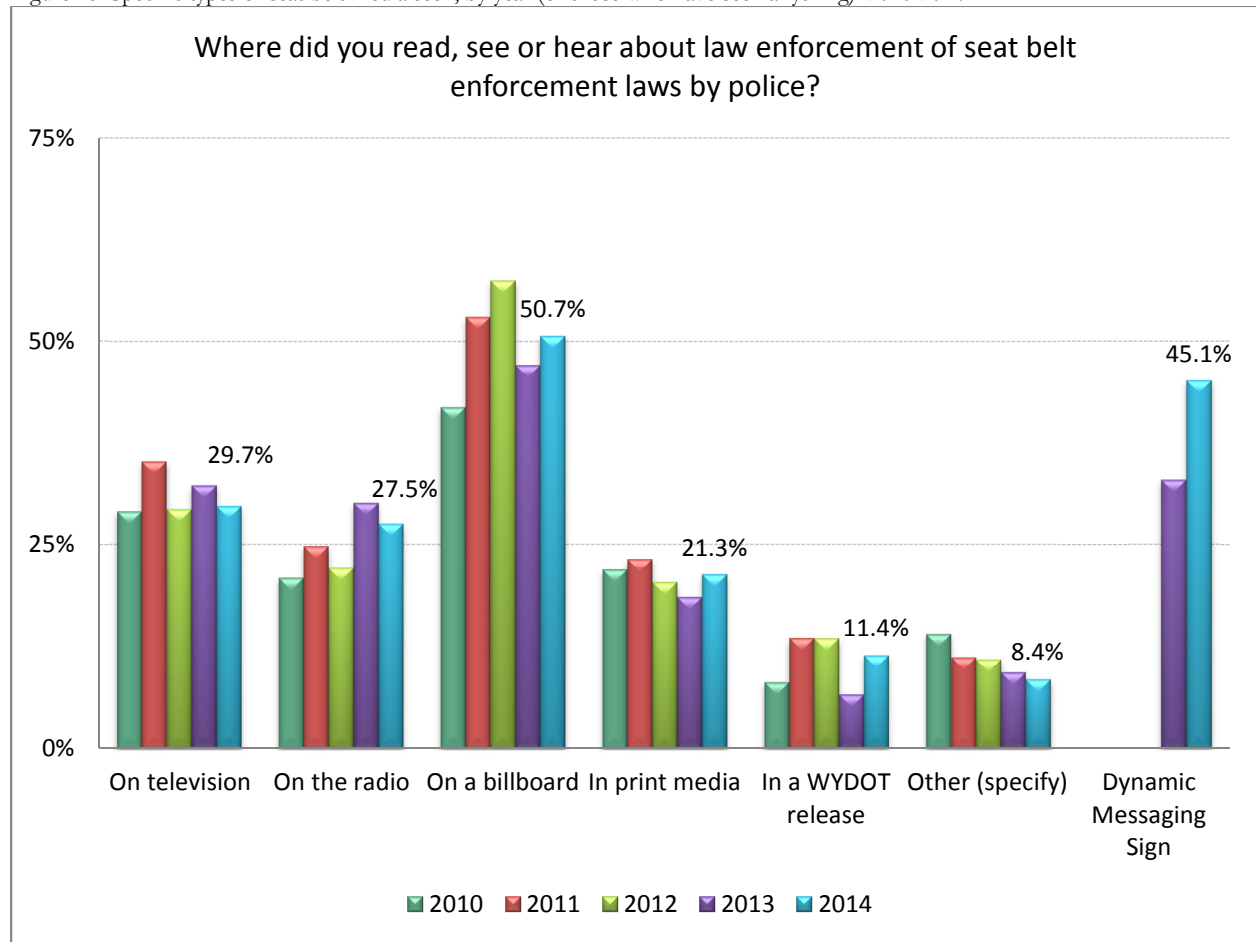
In 2013 over half (60%) of Wyoming drivers have read, seen, or heard about enforcement of seat belt laws by police in the past 60 days. There is a significant increase from 2013 to 2014 in the number of females who report to have read, seen or heard something about enforcement of seat belt laws by police, from 49% to 57%. (See Figure 14).

Figure 14. Proportion of population who have seen seat belt campaign, by year, 2010-2014.



*Dynamic messaging signs* (new to the 2013 questionnaire) were read, seen or heard in regard to seatbelt enforcement by police by 45% of Wyoming drivers, a 12 percentage point increase since 2013. Compared to 2013, *on television* and *on the radio* registered a slight decrease while *on a billboard*, *in print media*, and most significantly *in a WYDOT release* (5 percentage points) mark an increase. (See Table 10 & Figure 15).

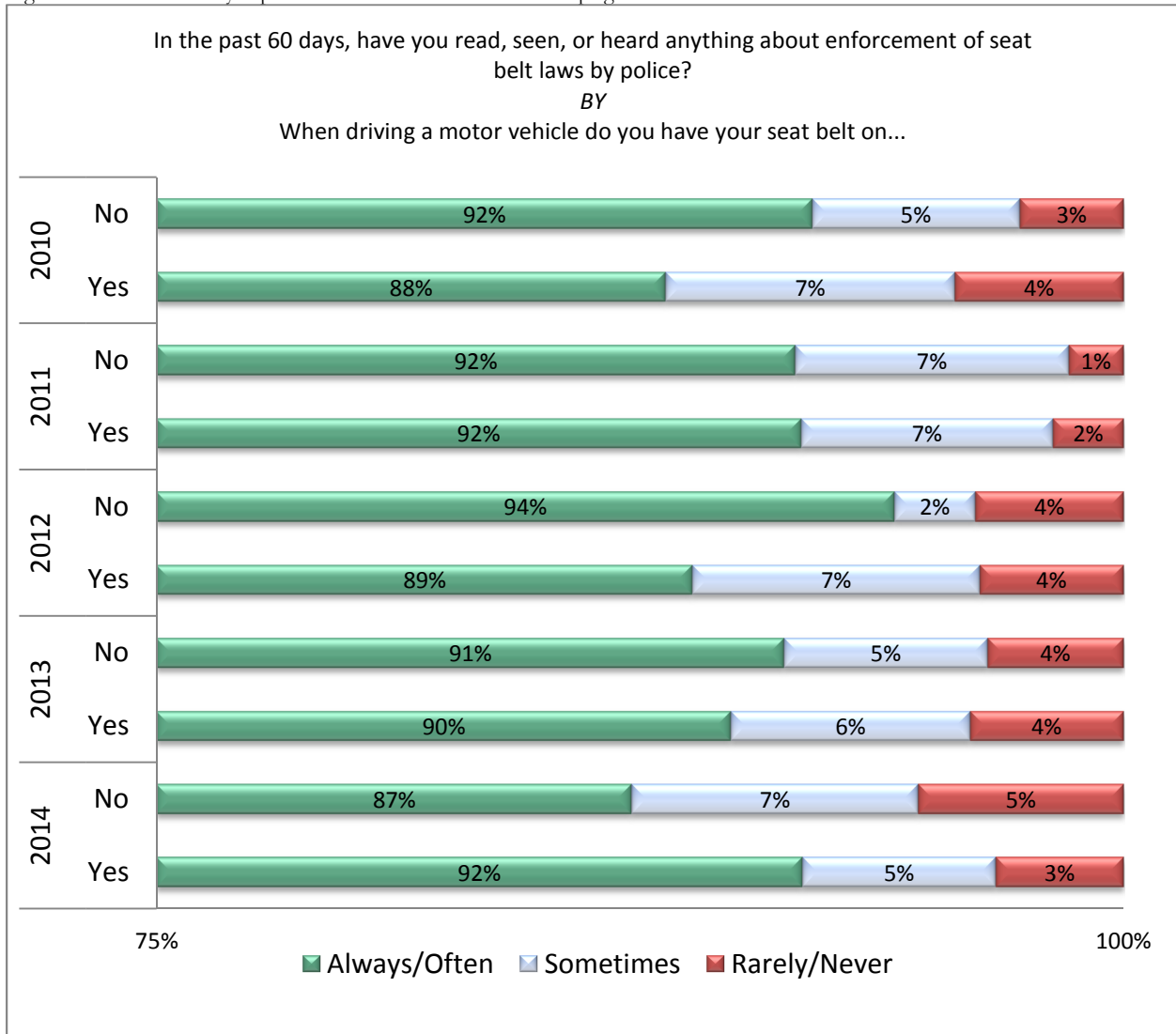
Figure 15. Specific types of seat belt media seen, by year (of those who have seen anything). 2010-2014.



There are significant differences by age group on this item, with older drivers reporting more frequently than younger drivers to have read, seen, or heard about enforcement of seat belt laws on television and in the print media. (See Table 4.)

Unlike in previous years, where there seemed to be no, or a reversed, relationship between having been exposed to media messages about the enforcement of seat belt laws and seat belt wearing behaviors, in 2014, 92% of Wyoming drivers who have read, seen, or heard anything about enforcement of seat belt laws report wear their seatbelt *always/often*, compared to 87% of those who have not read, seen or heard anything about enforcement of seat belt laws by police. (See Figure 16).

Figure 16. Seat belt use by exposure to seat belt enforcement campaign. 2010-2014.





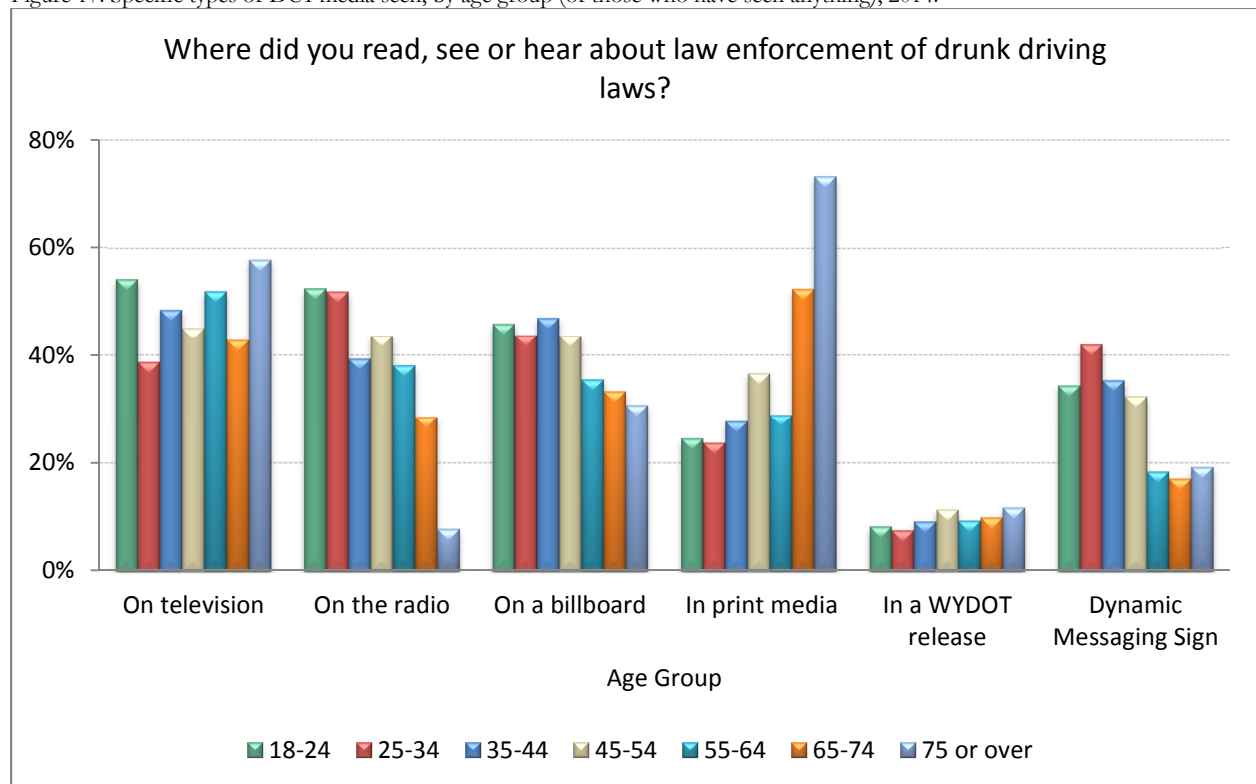
About Enforcement of Drunk Driving Laws.

In 2014, 70% of Wyoming drivers reported to have read, seen or heard something in the media about enforcement of alcohol impaired driving or drunk driving laws. This number is practically unchanged from previous years. (See Table 20).

Men are significantly more likely than women to report to read, see or hear about enforcement of alcohol impaired driving or drunk driving laws. As in 2013, men are more likely than women to receive this message from *the radio* (49% vs. 33%) and from *Dynamic Messaging Signs* (37% vs. 33%). All other media types show no significant differences by gender. (See Table 3).

The location where Wyoming drivers read, see or hear media related to drunk driving laws tends to fluctuate by age. Exposure to *the radio* and *billboard*, tends to decrease as with age. Exposure to *print media* tends to increase with age and it seems that *television* is the most dynamic across age groups. (See Figure 17.)

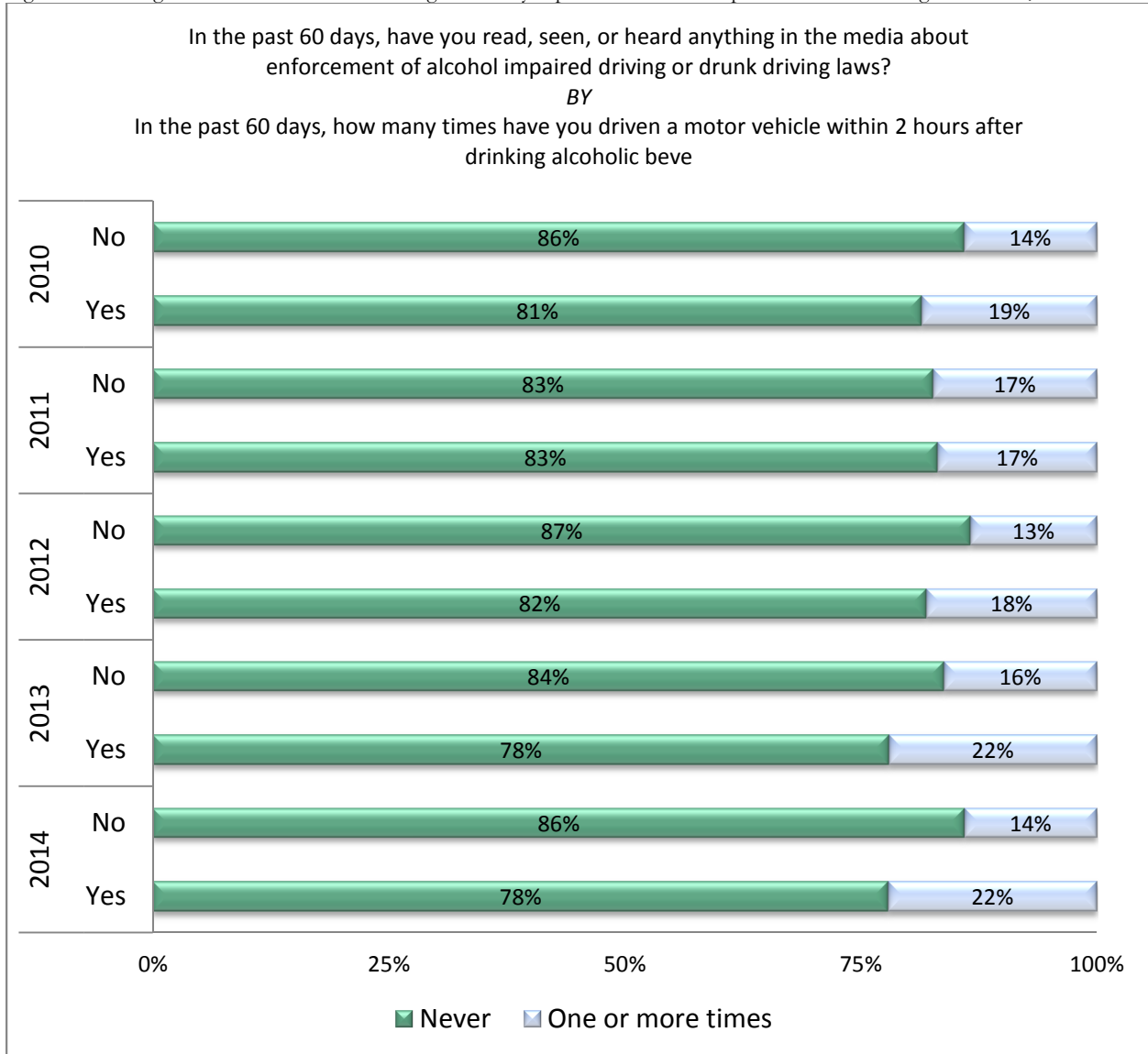
Figure 17. Specific types of DUI media seen, by age group (of those who have seen anything), 2014.



Semi drivers are also most likely to have read, seen, or heard about enforcement of drunk driving laws on *Dynamic Messaging Signs* (100%), compared to 35% of pickup and van drivers and 29% of SUV and 23% of car drivers. (See Table 6).

Respondents who are exposed to media campaigns about enforcement of drunk driving laws are not less likely to drive within two hours of consuming alcohol compared to those who have not been exposed to such media campaigns and it seems that the negative association is strengthening rather than weakening. Thus, in 2014, 86% of those who have not been exposed to enforcement of drunk driving laws media campaigns report to have not driven within 2 hours of consuming alcohol, while 78% of those who report to have been exposed to such campaigns respond the same way. (See Figure 18).

Figure 18. Driving within two hours of consuming alcohol by exposure to alcohol impaired or drunk driving laws media, 2010-2014.



### About Enforcement of Speed Limit Laws.

In 2014, 29% of Wyoming drivers report to have read, seen or heard something about speed limit enforcement by police. Although not statistically significant, this is an increase from 2013 (24%) and an all-time survey high. (See Table 26). Of Wyoming drivers who have been exposed to speed limit enforcement media, *print media* scores the highest (38%), although it has experienced a significant decrease from 2010 (52%). Second comes *Dynamic Messaging Signs*, seen by close to a third of drivers (28%). Television has regained significance since a sizable drop from 2012 to 2013. (See Table 27). There are significant differences by gender on the role of radio and billboard; it seems to be more effective with men than women. (See Table 3.) There is a significant variation by age in the role of print media messaging with regard to the enforcement of speed limit laws. (See Table 5.) And there seems to be a significant variation in the role of radio with regard to the enforcement of speed limit laws messaging by type of primary vehicle driven. (See Table 6).

Figure 19 & Figure 20 suggest there is a weak relationship, yet in the right direction, between exposure to speed limit enforcement media messages and the tendency to drive over the speed limit in a 30 mph or 75 mph zone. In 30 mph zones, 9% of Wyoming drivers who had read, seen or heard media messages about speed limit enforcement report speeding *always* or *often* compared to 14% of those who have not read, seen or heard media about speed limit enforcement. The respective percentages for 75 mph zones are 7% and 8%.

Figure 19. Frequency of driving over 35 mph in a 30 mph zone by speed limit enforcement media exposure, 2010-2014.

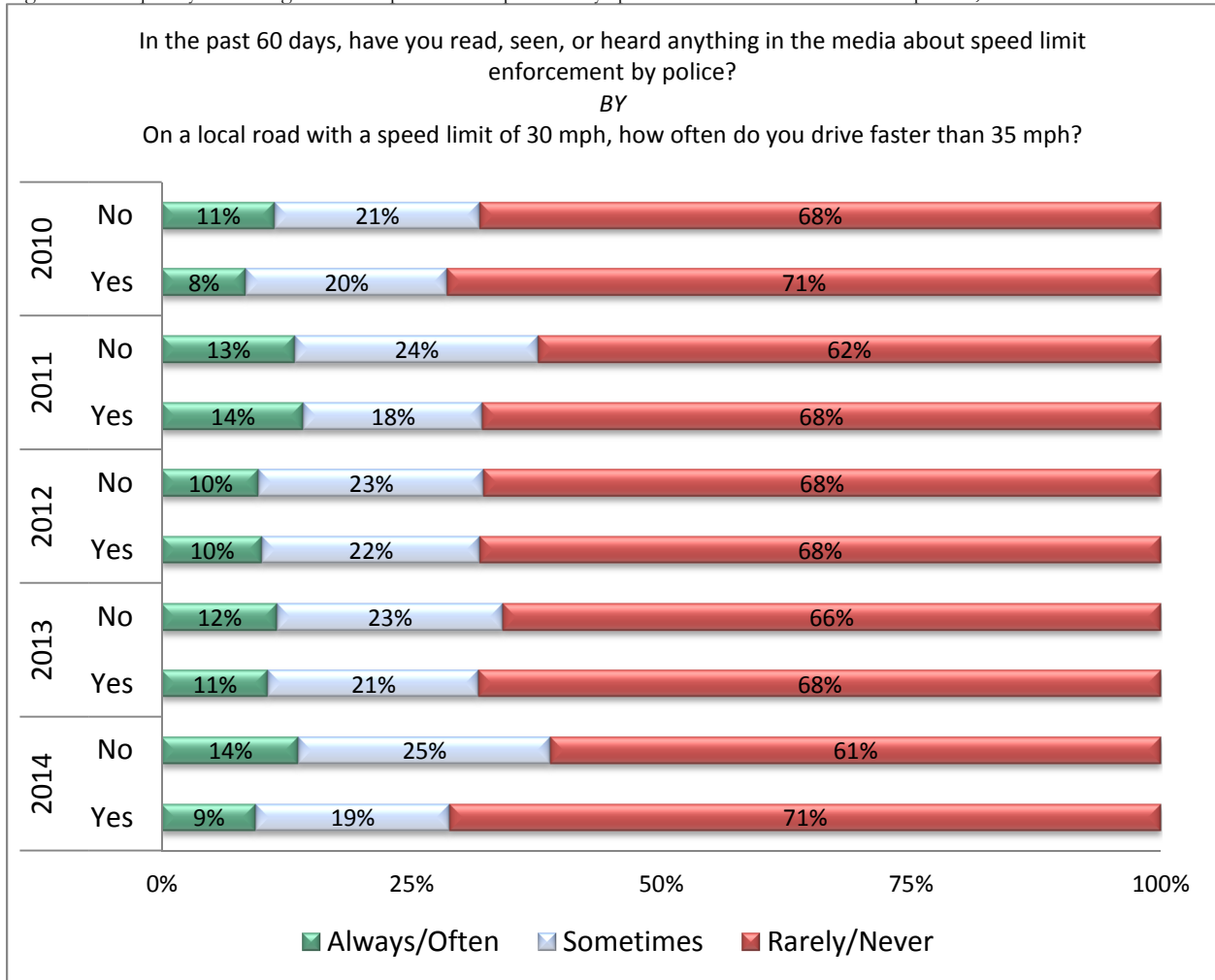
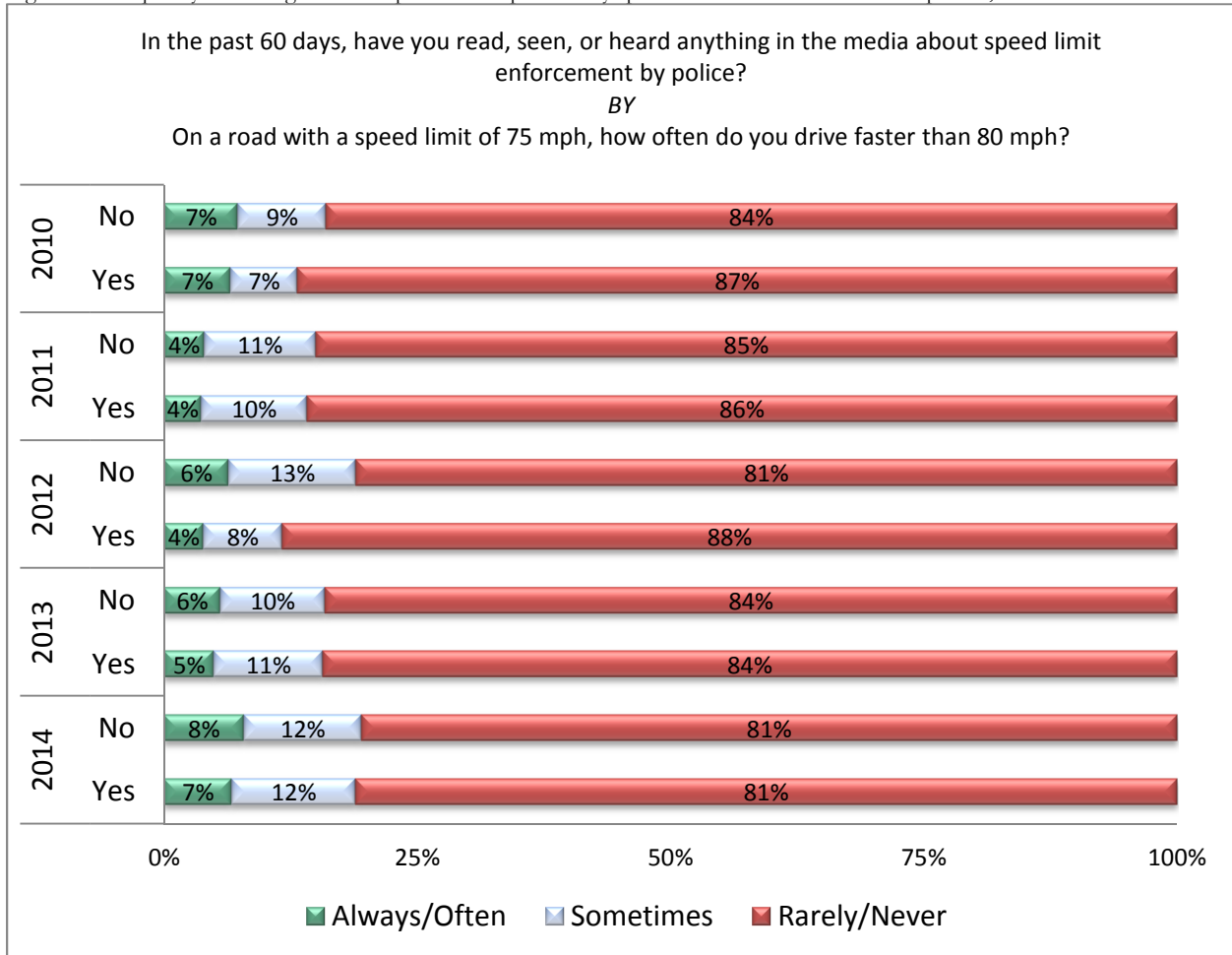


Figure 20. Frequency of driving over 80 mph in a 75 mph zone by speed limit enforcement media exposure, 2010- 2014.



### 3.3. Breakdowns by Select Background Variables; 2014 Results

#### 3.3.1. Cross-tabulations by Respondent Gender

Table 2. Response distributions of select variables, by gender – statistically significant findings, 2014.

Gender:	Male	Female
<b>What type of vehicle do you drive most often?</b>		
Car	21.3%	51.6%
Pickup Truck	54.8%	9.5%
Van	3.8%	6.6%
SUV	16.6%	31.9%
Motorcycle	1.6%	0.0%
Semi	1.9%	0.3%
<b>What do you think are the chances of getting a ticket if you don't wear your seat belt in Wyoming?</b>		
Extremely high	5.7%	11.8%
High	19.5%	26.0%
50/50	33.3%	35.3%
Low	27.9%	21.5%
Extremely low	13.5%	5.5%
<b>When driving a motor vehicle do you have your seat belt on...</b>		
Always	64.3%	81.3%
Often	19.7%	11.8%
Sometimes	8.3%	5.6%
Rarely	3.5%	1.3%
Never	4.1%	0.0%
<b>When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on...</b>		
Always	64.3%	80.0%
Often	18.8%	12.8%
Sometimes	8.6%	5.2%
Rarely	2.9%	1.6%
Never	5.4%	0.3%
<b>When riding in the BACK SEAT of a motor vehicle do you have your seat belt on...</b>		
Always	56.8%	68.6%
Often	14.6%	15.7%
Sometimes	13.3%	8.9%
Rarely	6.3%	3.4%
Never	9.0%	3.4%
<b>To what extent do you favor or oppose higher fees/fines for failure to use a seat belt?</b>		
Strongly favor	19.8%	37.8%
Somewhat favor	18.8%	23.0%
Neither favor nor oppose	25.0%	19.9%
Somewhat oppose	14.9%	9.8%
Strongly oppose	21.4%	9.5%
<b>How often do you make or receive phone calls while driving a vehicle?</b>		
Always	4.8%	3.3%
Often	14.9%	8.2%
Sometimes	31.1%	27.6%
Rarely	29.2%	34.2%
Never	20.0%	26.6%
<b>In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?</b>		
Never	75.9%	85.2%
Once	10.5%	10.2%
2-3 times	10.8%	4.6%
4-5 times	1.3%	0.0%
6 or more times	1.6%	0.0%

Table 3. Response distributions of select variables, by gender – statistically significant findings, 2014 (cont'd).

<b>Gender:</b>		<b>Male</b>	<b>Female</b>
<b>In the past 60 days, have you read, seen, or heard anything about enforcement of alcohol impaired driving or drunk driving laws?</b>			
(If yes) Where did you read, see or hear about enforcement of drunk driving laws?			
On the radio		49.3%	32.9%
Dynamic messaging sign or DMS		37.0%	22.7%
<b>What do you think the chances are of someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol?</b>			
Extremely high		5.8%	10.6%
High		19.9%	26.0%
50/50		38.6%	39.4%
Low		27.7%	21.2%
Extremely low		8.0%	2.7%
<b>Where did you read, see or hear about enforcement of speed limits by police?</b>			
On the radio		25.0%	11.8%
On a billboard		31.2%	14.3%
<b>What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming?</b>			
Extremely high		6.4%	11.3%
High		30.9%	37.3%
50/50		43.3%	41.0%
Low		15.3%	8.3%
Extremely low		4.1%	2.0%
<b>If you were to get a ticket for a [violation type], for how long would it change your behavior?</b>			
<b>Seat Belt Violation</b>	Not at all	25.0%	8.3%
	For 1 day or less	4.5%	3.9%
	For several days	9.0%	6.6%
	For several weeks	9.5%	9.9%
	For several months	13.5%	9.4%
	For one year or more	38.5%	61.9%
<b>Speed Limit Violation</b>	Not at all	19.2%	6.1%
	For 1 day or less	3.0%	3.1%
	For several days	9.8%	6.9%
	For several weeks	14.0%	11.8%
	For several months	18.1%	22.9%
	For one year or more	35.8%	49.2%
<b>DUI Violation</b>	Not at all	2.0%	2.2%
	For 1 day or less	0.5%	2.7%
	For several days	1.0%	0.5%
	For several weeks	0.5%	1.6%
	For several months	7.4%	1.6%
	For one year or more	88.7%	91.3%

### 3.3.2. Cross-tabulations by Respondent Age Group

Table 4. Response distribution of select variables, by age group – statistically significant findings, 2014.

Age:	18-24	25-34	35-44	45-54	55-64	65-74	75 or over
<b>What type of vehicle do you drive most often?*</b>							
Car	51.3%	30.7%	26.0%	32.1%	36.4%	48.4%	40.0%
Pickup Truck	25.0%	41.2%	27.1%	39.6%	31.8%	29.0%	28.9%
Van	1.3%	3.5%	6.3%	7.5%	2.7%	6.5%	8.9%
SUV	21.3%	21.9%	35.4%	18.9%	29.1%	14.5%	22.2%
Motorcycle	0.0%	0.9%	2.1%	1.9%	0.0%	0.0%	0.0%
Semi	1.3%	1.8%	3.1%	0.0%	0.0%	1.6%	0.0%
<b>Where did you read, see or hear about law enforcement of seat belt laws by police?</b>							
On television	16.0%	26.7%	19.7%	29.8%	45.8%	28.9%	63.6%
In print media	16.0%	18.7%	14.8%	16.1%	25.0%	30.8%	50.0%
In a WYDOT release	8.0%	12.0%	4.9%	21.1%	5.1%	10.5%	27.3%
Other	18.0%	6.7%	1.6%	14.3%	5.1%	7.9%	4.5%
<b>How often do you make or receive phone calls while driving a vehicle?</b>							
Always	4.9%	8.8%	3.2%	4.8%	2.7%	0.0%	0.0%
Often	4.9%	15.9%	17.0%	12.5%	11.7%	4.7%	8.9%
Sometimes	30.9%	40.7%	35.1%	31.7%	20.7%	18.8%	20.0%
Rarely	44.4%	27.4%	28.7%	28.8%	34.2%	31.3%	22.2%
Never	14.8%	7.1%	16.0%	22.1%	30.6%	45.3%	48.9%
<b>How often do you text message while driving a vehicle?*</b>							
Always	1.2%	0.9%	0.0%	0.9%	0.0%	0.0%	0.0%
Often	3.7%	4.4%	2.1%	0.9%	0.0%	1.6%	0.0%
Sometimes	13.6%	8.8%	11.3%	4.7%	4.5%	0.0%	0.0%
Rarely	21.0%	31.6%	18.6%	15.1%	7.2%	1.6%	0.0%
Never	60.5%	54.4%	68.0%	78.3%	88.3%	96.8%	100.0%
<b>Where did you read, see or hear about enforcement of drunk driving laws?</b>							
On the radio	52.5%	51.9%	39.4%	43.7%	38.2%	28.6%	7.7%
In print media	24.6%	23.8%	27.7%	36.6%	28.9%	52.4%	73.1%
Dynamic Messaging Sign	34.4%	42.0%	35.4%	32.4%	18.4%	17.1%	19.2%
<b>What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol?</b>							
Extremely high	29.1%	28.6%	20.2%	21.2%	13.3%	14.8%	20.9%
High	51.9%	35.7%	40.4%	30.8%	36.2%	37.7%	30.2%
50/50	11.4%	28.6%	27.7%	30.8%	41.0%	31.1%	41.9%
Low	6.3%	6.3%	9.6%	15.4%	7.6%	11.5%	4.7%
Extremely low	1.3%	.9%	2.1%	1.9%	1.9%	4.9%	2.3%

\*Due to low cell counts, statistical significance test may not be reliable.



Table 5. Response distribution of select variables, by age group – statistically significant findings, 2014 (cont'd).

Age:	18-24	25-34	35-44	45-54	55-64	65-74	75 or over	
<b>On a road with a speed limit of 75 mph, how often do you drive faster than 80 mph?*</b>								
Always	6.2%	2.6%	2.1%	.9%	1.8%	0.0%	0.0%	
Often	14.8%	6.1%	3.2%	5.7%	3.6%	0.0%	0.0%	
Sometimes	19.8%	13.2%	16.8%	11.3%	8.2%	6.3%	6.7%	
Rarely	25.9%	40.4%	30.5%	31.1%	33.6%	27.0%	11.1%	
Never	33.3%	37.7%	47.4%	50.9%	52.7%	66.7%	82.2%	
<b>Where did you read, see or hear about enforcement of speed limits by police?</b>								
In print media*	34.8%	18.9%	24.0%	42.9%	53.3%	38.5%	83.3%	
<b>If you were to get a ticket for a [violation type], for how long would it change your behavior?</b>								
<b>DUI Violation*</b>	Not at all	0.0%	1.1%	3.2%	0.0%	5.1%	3.2%	5.6%
	For 1 day or less	4.7%	0.0%	0.0%	0.0%	1.7%	0.0%	11.1%
	For several days	0.0%	1.1%	3.2%	0.0%	0.0%	0.0%	0.0%
	For several weeks	1.6%	0.0%	0.0%	3.1%	0.0%	3.2%	0.0%
	For several months	1.6%	5.7%	3.2%	7.7%	0.0%	9.7%	11.1%
For one year or more	92.2%	92.0%	90.3%	89.2%	93.2%	83.9%	72.2%	

\*Due to low cell counts, statistical significance test may not be reliable.

### 3.3.3. Cross-tabulations by Respondent Type of Vehicle

Table 6. Response distribution of select variables, by primary vehicle type— statistically significant findings, 2014.

Primary Vehicle:	Car	Pickup Truck	Van	SUV	Semi
<b>In the past 60 days, have you read, seen, or heard anything about enforcement of seat belt laws by police?*</b>					
(If yes) Where did you read, see or hear about enforcement of drunk driving laws?					
On the radio	18.0%	32.8%	38.9%	31.1%	50.0%
<b>When driving a motor vehicle do you have your seat belt on...*</b>					
Always	76.8%	64.0%	68.8%	79.9%	85.7%
Often	12.1%	21.0%	9.4%	14.1%	14.3%
Sometimes	7.6%	6.5%	21.9%	3.4%	0.0%
Rarely	3.1%	2.5%	0.0%	2.0%	0.0%
Never	.4%	6.0%	0.0%	.7%	0.0%
<b>When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on...*</b>					
Always	75.0%	63.0%	62.5%	81.2%	85.7%
Often	13.8%	20.0%	15.6%	13.4%	0.0%
Sometimes	6.7%	8.0%	18.8%	2.7%	14.3%
Rarely	2.7%	3.0%	3.1%	1.3%	0.0%
Never	1.8%	6.0%	0.0%	1.3%	0.0%
<b>When riding in the BACK SEAT of a motor vehicle do you have your seat belt on...*</b>					
Always	65.4%	56.0%	56.7%	69.2%	83.3%
Often	12.1%	17.3%	10.0%	17.8%	0.0%
Sometimes	14.0%	10.5%	20.0%	6.8%	0.0%
Rarely	3.3%	8.4%	3.3%	2.7%	0.0%
Never	5.1%	7.9%	10.0%	3.4%	16.7%
<b>To what extent do you favor or oppose higher fines for failure to use a seat belt?</b>					
Strongly/Somewhat Favor	53.9%	42.7%	48.4%	56.2%	28.6%
Neither	21.7%	21.6%	16.1%	24.0%	42.9%
Somewhat/Strongly Oppose	24.4%	35.7%	35.5%	19.9%	28.6%
<b>How often do you make or receive phone calls while driving a vehicle?*</b>					
Always /Often	10.4%	23.4%	9.4%	14.7%	28.6%
Sometimes	31.1%	30.8%	25.0%	24.7%	28.6%
Rarely /Never	58.6%	45.8%	65.6%	60.7%	42.9%
<b>In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?</b>					
Never	83.4%	72.4%	93.8%	83.9%	100.0%
One or more times	16.6%	27.6%	6.3%	16.1%	0.0%
<b>Where did you read, see or hear about enforcement of drunk driving laws?*</b>					
Dynamic Messaging Sign	22.7%	35.4%	34.8%	29.1%	100.0%
<b>Where did you read, see or hear about enforcement of speed limits by police? Was it...?*</b>					
On the radio	10.3%	31.7%	0.0%	15.7%	0.0%

\*Due to low cell counts, statistical significance test may not be reliable.

## 4. Complete Survey Results

### In which county in Wyoming do you live?

Table 7. Wyoming county.

County	2010 Survey	2011 Survey	2012 Survey	2013 Survey	2014 Survey		2013 Census Est. <sup>3</sup>
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %	% Pop.
Albany	4.5%	4.9%	7.1%	6.2%	37	5.9%	6.4%
Big Horn	2.9%	2.2%	2.5%	3.5%	11	1.7%	2.1%
Campbell	7.4%	7.2%	8.4%	8.6%	55	8.8%	8.3%
Carbon	4.1%	3.9%	2.5%	3.5%	14	2.3%	2.7%
Converse	3.9%	3.0%	2.2%	2.8%	19	3.2%	2.5%
Crook	2.3%	1.5%	1.8%	0.8%	10	1.6%	1.2%
Fremont	6.5%	7.2%	7.4%	7.4%	36	5.6%	7.0%
Goshen	1.2%	3.3%	2.6%	1.5%	12	2.0%	2.3%
Hot Springs	2.0%	0.3%	1.4%	1.0%	8	1.3%	0.8%
Johnson	1.2%	1.6%	1.6%	1.4%	17	2.8%	1.5%
Laramie	17.1%	15.5%	15.2%	14.9%	94	15.0%	16.4%
Lincoln	6.6%	2.2%	3.7%	4.0%	14	2.3%	3.2%
Natrona	12.3%	13.6%	11.7%	15.2%	84	13.5%	13.9%
Niobrara	0.5%	0.7%	0.3%	0.5%	4	0.7%	0.4%
Park	5.8%	5.6%	4.6%	5.3%	43	7.2%	5.0%
Platte	0.9%	1.8%	1.7%	1.1%	12	2.0%	1.5%
Sheridan	3.8%	5.7%	6.7%	5.5%	39	6.3%	5.1%
Sublette	0.6%	1.1%	2.1%	1.7%	13	2.1%	1.7%
Sweetwater	5.5%	7.6%	6.7%	6.8%	40	6.8%	7.8%
Teton	4.3%	4.0%	3.8%	2.4%	18	3.2%	3.8%
Uinta	2.0%	3.6%	2.8%	3.8%	18	2.9%	3.6%
Washakie	2.1%	2.1%	1.9%	1.3%	9	1.5%	1.5%
Weston	2.4%	1.4%	1.3%	1.1%	8	1.3%	1.2%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>615</b>	<b>100.0%</b>	<b>100.0%</b>
(Don't know/Not sure)					3		
(No answer/Refused)					3		
Total Missing					6		
<b>Total</b>					<b>621</b>		

<sup>3</sup> Annual Estimates of the Resident Population by Sex, Race, and Hispanic Origin for the United States, States, and Counties: April 1, 2010 to July 1, 2013  
Source: U.S. Census Bureau, Population Division

**Q1: What type of vehicle do you drive most often?**

Table 8. Q1. Vehicle driven most often.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Car</b>	38.0%	35.3%	35.5%	36.6%	222	36.2%
<b>Pickup Truck</b>	29.4%	33.5%	31.5%	33.3%	200	32.5%
<b>Van</b>	5.7%	6.4%	5.0%	4.3%	33	5.2%
<b>SUV</b>	24.8%	23.2%	26.0%	23.9%	151	24.2%
<b>Motorcycle</b>	0.6%	0.0%	0.5%	0.6%	5	0.8%
<b>Semi</b>	1.4%	1.7%	1.5%	1.3%	7	1.2%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	618	100.0%
(Don't know/Not sure)					3	
(No answer/Refused)					0	
Total Missing					3	
<b>Total</b>					621	

**Q2: In the past 60 days, have you read, seen, or heard anything about enforcement of seat belt laws by police?**

Table 9. Q2. Past 60 days, read, seen, or heard anything about seatbelt enforcement laws.

*	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Yes</b>	55.1%	64.4%	54.9%	54.2%	369	59.8%
<b>No</b>	44.9%	35.6%	45.1%	45.8%	249	40.2%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	618	100.0%
(Don't know/Not sure)					3	
(No answer/Refused)					0	
Total Missing					3	
<b>Total</b>					621	

\* Significant difference observed (Pearson Chi-Square test p<.05).

**Q2a: [If yes] Where did you read, see or hear about enforcement of seat belt laws by police? Was it...? (Check all that apply.)**

Table 10. Q2A. Location seatbelt enforcement law was read, seen, or heard.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>On television</b>	29.0%	35.2%	29.3%	32.2%	110	29.7%
<b>On the radio*‡</b>	20.8%	24.8%	22.0%	30.1%	101	27.6%
<b>On a billboard*</b>	41.8%	53.0%	57.5%	47.1%	187	50.6%
<b>In print media</b>	21.8%	23.2%	20.3%	18.5%	78	21.3%
<b>In a WYDOT release*</b>	8.2%	13.6%	13.6%	6.6%	43	11.5%
<b>Dynamic Messaging Sign or DMS*‡</b>	--	--	--	32.9%	164	45.2%
<b>Other (specify)‡</b>	14.0%	11.1%	11.0%	9.3%	30	8.4%
(Don't know/Not sure)	0.2%	0.2%	0.1%	0.5%	2	

\*Significant difference observed (Pearson Chi-Square test p<.05).

‡Significant linear-by-linear association observed (p<.05)

DMS was not asked in 2010, 2011 or 2012.

➔ See Appendix A for a complete text listing of *Other* responses specified.

**Q3: What do you think are the chances of getting a ticket if you don't wear your seat belt in Wyoming?**

Table 11. Q3. Chances of getting a ticket if seatbelt is not worn.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Extremely high</b>	9.0%	8.0%	11.1%	10.1%	52	8.8%
<b>High</b>	19.7%	24.6%	23.3%	23.5%	133	22.6%
<b>50/50</b>	37.7%	34.8%	34.4%	35.0%	201	34.3%
<b>Low</b>	25.1%	24.1%	23.0%	23.1%	145	24.7%
<b>Extremely low</b>	8.5%	8.5%	8.2%	8.2%	57	9.6%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	588	100.0%
(Don't know/Not sure)					31	
(No answer/Refused)					2	
Total Missing					33	
Total					621	

**Q4a: When driving a motor vehicle do you have your seat belt on...**

Table 12. Q4A. Frequency seatbelt is worn.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Always</b>	72.6%	72.8%	73.7%	72.1%	453	72.7%
<b>Often</b>	17.2%	18.9%	17.5%	18.3%	98	15.8%
<b>Sometimes</b>	6.5%	6.7%	5.2%	5.7%	42	6.9%
<b>Rarely</b>	2.1%	1.3%	2.6%	1.4%	14	2.4%
<b>Never</b>	1.5%	0.3%	1.1%	2.5%	13	2.2%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	620	100.0%
(Don't know/Not sure)					1	
(No answer/Refused)					0	
Total Missing					1	
Total					621	

**Q4b: When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on...**

Table 13. Q4B. Frequency seatbelt worn while in front seat.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Always</b>	71.9%	73.8%	74.2%	70.5%	449	72.1%
<b>Often</b>	18.9%	16.5%	16.5%	18.6%	97	15.8%
<b>Sometimes</b>	5.2%	7.3%	5.4%	7.1%	42	6.9%
<b>Rarely</b>	2.1%	1.8%	2.5%	2.1%	14	2.3%
<b>Never</b>	1.9%	0.5%	1.3%	1.8%	17	2.9%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	619	100.0%
(Don't know/Not sure)					2	
(No answer/Refused)					0	
Total Missing					2	
Total					621	

**Q4c: When riding in the BACK SEAT of a motor vehicle do you have your seat belt on...**

Table 14. Q4C. Frequency seatbelt worn while in back seat.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Always</b>	66.3%	61.4%	65.3%	60.3%	375	62.7%
<b>Often</b>	16.9%	19.8%	16.6%	19.1%	88	15.0%
<b>Sometimes</b>	6.8%	10.4%	8.8%	10.0%	66	11.3%
<b>Rarely</b>	3.4%	3.6%	3.3%	4.3%	29	4.9%
<b>Never</b>	6.6%	4.7%	5.9%	6.3%	36	6.2%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	594	100.0%
(Don't know/Not sure)					19	
(No answer/Refused)					8	
Total Missing					27	
Total					621	

↯Significant linear-by-linear association observed on collapsed answer choices (p<.05).

**Q5: I am going to read a statement. Please tell me if you think it is true or false.**

**"You can get a ticket for no other reason than not wearing a seat belt while driving in Wyoming."**

Table 15. Q5. Can receive a ticket for no other reason than not wearing a seatbelt while driving in Wyoming.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>True</b>	75.2%	70.7%	72.1%	73.2%	441	74.0%
<b>False</b>	24.8%	29.3%	27.9%	26.8%	152	26.0%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	593	100.0%
(Don't know/Not sure)					27	
(No answer/Refused)					1	
Total Missing					28	
Total					621	

**Q6: To what extent do you favor or oppose higher fines for failure to use a seat belt?**

Table 16. Q6. Favor or oppose higher fines for failure to use a seat belt.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Strongly Favor</b>	27.0%	23.2%	27.9%	26.9%	175	28.6%
<b>Somewhat Favor</b>	26.1%	24.6%	25.2%	23.1%	126	20.9%
<b>Neither Favor, Nor Oppose</b>	18.4%	22.5%	22.9%	22.9%	135	22.6%
<b>Somewhat Oppose</b>	14.0%	12.1%	11.0%	11.1%	75	12.3%
<b>Strongly Oppose</b>	14.4%	17.7%	13.0%	15.9%	94	15.5%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	605	100.0%
(Don't know/Not sure)					11	
(No answer/Refused)					5	
Total Missing					16	
Total					621	

**Q8a: How often do you make or receive phone calls while driving a vehicle?**

Table 17. Q8A. Frequency phone calls are made or received while driving.

*†‡¬	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Always	2.7%	3.2%	2.3%	3.7%	26	4.1%
Often	8.1%	12.1%	11.2%	11.1%	73	11.5%
Sometimes	21.5%	28.3%	25.0%	32.0%	184	29.4%
Rarely	39.2%	32.3%	34.3%	32.5%	193	31.7%
Never	28.5%	24.1%	27.3%	20.7%	143	23.2%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>619</b>	<b>100.0%</b>
(Don't know/Not sure)					1	
(No answer/Refused)					1	
Total Missing					2	
Total					621	

\*Significant difference observed (Pearson Chi-Square test  $p < .05$ ).  
 †Significant difference observed on collapsed answer choices (Pearson Chi-Square test  $p < .05$ ).  
 ‡Significant linear-by-linear association observed ( $p < .05$ ).  
 ¬Significant linear-by-linear association observed on collapsed answer choices ( $p < .05$ ).

**Q8b: How often do you text message while driving a vehicle?**

Table 18. Q8B. Frequency text messages are made while driving.

*†‡¬	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Always	0.0%	0.2%	0.7%	0.0%	3	0.5%
Often	0.1%	2.6%	0.8%	1.8%	12	1.9%
Sometimes	2.5%	3.9%	5.9%	6.5%	40	6.6%
Rarely	11.2%	15.5%	15.2%	17.1%	97	15.5%
Never	86.2%	77.9%	77.5%	74.6%	468	75.4%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>620</b>	<b>100.0%</b>
(Don't know/Not sure)					1	
(No answer/Refused)					0	
Total Missing					1	
Total					621	

\*Significant difference observed (Pearson Chi-Square test  $p < .05$ ).  
 †Significant difference observed on collapsed answer choices (Pearson Chi-Square test  $p < .05$ ).  
 ‡Significant linear-by-linear association observed ( $p < .05$ ).  
 ¬Significant linear-by-linear association observed on collapsed answer choices ( $p < .05$ ).

**Q9: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?**

Table 19. Q9. In past 60 days, number of times driven a motor vehicle within 2 hours of driving.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Never	82.8%	83.3%	83.3%	80.2%	497	80.4%
Once	10.0%	8.9%	7.6%	10.9%	66	10.4%
2-3 times	5.0%	6.3%	6.3%	6.3%	47	7.7%
4-5 times	1.4%	0.5%	1.6%	1.3%	4	0.7%
5 or more times	0.9%	1.0%	1.3%	1.3%	5	0.8%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>619</b>	<b>100.0%</b>
(Don't know/Not sure)					2	
(No answer/Refused)					0	
Total Missing					2	
Total					621	

**Q10: In the past 60 days, have you read, seen, or heard anything in the media about enforcement of alcohol impaired driving or drunk driving laws?**

Table 20. Q10. In the past 60 days, Read, seen, or heard anything in the media about drinking and driving.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Yes</b>	69.1%	70.5%	71.8%	69.1%	426	69.6%
<b>No</b>	30.9%	29.5%	28.2%	30.9%	188	30.4%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	614	100.0%
(Don't know/Not sure)					7	
(No answer/Refused)					0	
Total Missing					7	
Total					621	

**Q10a: [If yes] Where did you read, see or hear about enforcement of drunk driving laws? Was it...? (Check all that apply.)**

Table 21. Q10A. Location enforcement on drunk driving laws was read, seen, or heard.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>On television</b>	51.5%	51.2%	47.6%	51.9%	201	47.7%
<b>On the radio<sup>‡</sup></b>	33.0%	35.2%	34.3%	36.0%	174	41.3%
<b>On a billboard*<sup>‡</sup></b>	16.5%	35.2%	40.9%	28.5%	175	41.1%
<b>In print media</b>	34.1%	34.4%	38.1%	37.8%	142	33.2%
<b>In a WYDOT release*</b>	4.2%	12.6%	13.4%	9.5%	41	9.7%
<b>Dynamic Messaging Sign or DMS*<sup>‡</sup></b>	--	--	--	20.5%	128	30.1%
<b>Other (specify)</b>	2.4%	2.9%	4.2%	3.4%	19	4.5%
(Don't know/Not sure)	0.9%	0.0%	0.6%	0.3%	1	

\*Significant difference observed (Pearson Chi-Square test  $p < .05$ ).

<sup>‡</sup>Significant linear-by-linear association observed ( $p < .05$ ).

DMS was not asked in 2010, 2011 or 2012.

**Q11a: What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol?**

Table 22. Q11A. Chances someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Extremely high</b>	18.9%	22.4%	22.8%	19.8%	131	21.5%
<b>High</b>	37.5%	35.2%	35.0%	35.0%	224	37.5%
<b>50/50</b>	28.6%	31.3%	31.4%	33.3%	184	29.9%
<b>Low</b>	12.6%	10.1%	8.9%	10.2%	55	9.0%
<b>Extremely low</b>	2.5%	1.0%	1.9%	1.6%	12	2.0%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	606	100.0%
(Don't know/Not sure)					10	
(No answer/Refused)					5	
Total Missing					15	
Total					621	



**Q11b: What do you think are the chances of someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol?**

Table 23. Q11B. Chances someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Extremely high</b>	7.1%	8.6%	9.7%	11.1%	50	8.2%
<b>High</b>	21.1%	24.4%	24.1%	22.2%	140	22.8%
<b>50/50</b>	41.9%	36.2%	39.0%	36.2%	231	39.0%
<b>Low</b>	24.0%	25.2%	21.8%	23.7%	148	24.5%
<b>Extremely low</b>	5.9%	5.6%	5.4%	6.9%	33	5.5%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	602	100.0%
(Don't know/Not sure)					17	
(No answer/Refused)					2	
Total Missing					19	
Total					621	

**Q12: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?**

Table 24. Q12. Frequency respondent drives faster than 35 mph on a local 30 mph road.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Always</b>	2.4%	2.0%	1.9%	2.8%	18	3.1%
<b>Often</b>	8.2%	11.6%	7.7%	8.5%	57	9.2%
<b>Sometimes</b>	20.2%	22.6%	22.1%	23.2%	145	23.6%
<b>Rarely</b>	43.8%	36.3%	37.8%	38.0%	232	37.1%
<b>Never</b>	25.4%	27.5%	30.5%	27.5%	169	27.1%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	621	3.1%
(Don't know/Not sure)					0	100.0%
(No answer/Refused)					0	
Total Missing					0	
Total					621	

**Q13: On a road with a speed limit of 75 mph, how often do you drive faster than 80 mph?**

Table 25. Q13. Frequency respondent drives faster than 80 mph on a 75 mph road.

*‡	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Always</b>	2.6%	1.5%	1.3%	1.3%	12	2.1%
<b>Often</b>	4.3%	2.4%	4.3%	3.7%	31	5.3%
<b>Sometimes</b>	8.0%	10.8%	11.1%	11.2%	74	12.1%
<b>Rarely</b>	26.9%	28.4%	27.2%	33.9%	190	30.3%
<b>Never</b>	58.1%	56.9%	56.1%	50.0%	314	50.2%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	621	100.0%
(Don't know/Not sure)					0	
(No answer/Refused)					0	
Total Missing					0	
Total					621	

\* Significant difference observed (Pearson Chi-Square test  $p < .05$ ).

**Q14: In the past 60 days, have you read, seen, or heard anything in the media about speed limit enforcement by police?**

Table 26. Q14. In the past 60 days, Read, seen, or heard anything in the media about speed limit enforcement by police.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Yes</b>	26.7%	27.6%	28.5%	23.6%	181	29.4%
<b>No</b>	73.3%	72.4%	71.5%	76.4%	431	70.6%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	612	100.0%
(Don't know/Not sure)					9	
(No answer/Refused)					0	
Total Missing					9	
Total					621	

**Q14a: [If yes] Where did you read, see or hear about enforcement of speed limits by police? Was it...? (Check all that apply.)**

Table 27. Q14A. Location enforcement of speed limits by police was read, seen, or heard.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>On television</b>	25.6%	31.6%	31.2%	22.9%	48	26.5%
<b>On the radio</b>	18.9%	19.5%	21.3%	26.9%	33	18.7%
<b>On a billboard</b>	18.3%	28.1%	27.0%	25.8%	40	23.1%
<b>In print media*‡</b>	52.0%	37.9%	39.4%	36.1%	67	37.9%
<b>In a WYDOT release</b>	4.1%	7.3%	11.9%	7.7%	12	7.0%
<b>Dynamic Messaging Sign or DMS</b>	--	--	--	30.6%	50	28.0%
<b>Other (specify)‡</b>	5.3%	9.9%	10.1%	8.6%	23	12.8%
(Don't know/Not sure)		0.4%	0.5%	0.2%	3	

\*Significant difference observed (Pearson Chi-Square test  $p < .05$ ).

‡Significant linear-by-linear association observed ( $p < .05$ ).

DMS was not asked in 2010, 2011 or 2012.

**Q15: What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming?**

Table 28. Q15. Chances of getting a ticket if respondent drives over speed limit.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
<b>Extremely high</b>	8.6%	9.8%	9.9%	8.7%	55	8.8%
<b>High</b>	33.9%	36.6%	33.3%	32.8%	208	34.0%
<b>50/50</b>	45.7%	40.9%	42.9%	44.1%	258	42.2%
<b>Low</b>	10.2%	10.9%	12.5%	12.8%	73	11.9%
<b>Extremely low</b>	1.6%	1.8%	1.4%	1.6%	18	3.0%
<b>Total Valid</b>	100.0%	100.0%	100.0%	100.0%	612	100.0%
(Don't know/Not sure)					7	
(No answer/Refused)					2	
Total Missing					9	
Total					621	

**Q7a: If you were to get a ticket for a seat belt violation, for how long would it change your behavior? Would you say...**

Table 29. Q7A. Time behavior would change after receiving a ticket for a seatbelt violation.

*	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Not at all	16.3%	11.9%	19.7%	21.5%	64	16.9%
For 1 day or less	7.9%	2.7%	3.2%	2.6%	15	4.2%
For several days	11.9%	8.6%	5.2%	8.4%	30	8.0%
For several weeks	10.4%	8.3%	10.5%	8.3%	37	9.9%
For several months	11.9%	14.4%	10.4%	10.8%	43	11.5%
For one year or more	41.6%	54.1%	51.0%	48.3%	189	49.5%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>378</b>	<b>100.0%</b>
(Do not/will never be in violation)					227	
(Don't know/Not sure)					15	
(No answer/Refused)					1	
Total Missing					243	
Total					621	

\* Significant difference observed (Pearson Chi-Square test  $p < .05$ ).

**Q7b: If you were to get a ticket for speeding, for how long would it change your driving behavior? Would you say your driving behavior would change:**

Table 30. Q7B. Time behavior would change after receiving a ticket for speeding.

‡	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Not at all	6.5%	9.3%	8.8%	12.7%	66	12.6%
For 1 day or less	5.7%	3.6%	3.8%	4.5%	16	3.1%
For several days	7.8%	7.4%	6.8%	6.7%	44	8.5%
For several weeks	12.4%	11.1%	11.6%	11.0%	66	12.8%
For several months	23.3%	21.6%	21.0%	18.7%	109	20.5%
For one year or more	44.3%	47.0%	47.9%	46.3%	226	42.5%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>527</b>	<b>100.0%</b>
(Do not/will never be in violation)					82	
(Don't know/Not sure)					11	
(No answer/Refused)					1	
Total Missing					94	
Total					621	

‡ Significant linear-by-linear association observed ( $p < .05$ ).

**Q7c: If you were to get a ticket for driving under the influence, for how long would it change your driving behavior? Would you say your driving behavior would change:**

Table 31. Q7C. Time behavior would change after receiving a ticket for driving under the influence.

‡	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Not at all	1.7%	1.7%	2.2%	3.5%	8	2.1%
For 1 day or less	0.0%	0.0%	1.2%	0.9%	5	1.4%
For several days	1.5%	0.7%	0.3%	0.6%	3	0.7%
For several weeks	0.0%	1.3%	0.9%	1.4%	4	1.1%
For several months	4.0%	1.9%	3.1%	3.3%	18	4.6%
For one year or more	92.7%	94.5%	92.4%	90.3%	346	90.1%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>384</b>	<b>100.0%</b>
(Do not/will never be in violation)					230	
(Don't know/Not sure)					4	
(No answer/Refused)					3	
Total Missing					237	
Total					621	

‡Significant linear-by-linear association observed (p<.05).

**What is your age?**

Table 32. Age.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
18-24	14.3%	13.2%	13.2%	13.2%	61	13.2%
25-34	18.2%	18.1%	18.2%	18.4%	125	18.4%
35-44	15.6%	15.6%	15.4%	15.5%	99	15.5%
45-54	19.5%	19.5%	18.7%	17.9%	116	17.1%
55-64	16.2%	17.2%	17.8%	17.9%	107	18.1%
65-74	8.9%	9.2%	9.5%	9.9%	61	10.3%
75 or over	7.3%	7.1%	7.2%	7.3%	46	7.4%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>615</b>	<b>100.0%</b>
(Don't know/Not sure)					0	
(No answer/Refused)					6	
Total Missing					6	
Total					621	

**Respondent's Gender**

Table 33. Gender.

	2010	2011	2012	2013	2014	
	Wtd. %	Wtd. %	Wtd. %	Wtd. %	Count	Wtd. %
Male	51.3%	50.8%	50.8%	51.0%	309	51.0%
Female	48.7%	49.2%	49.2%	49.0%	312	49.0%
<b>Total Valid</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>621</b>	<b>100.0%</b>
(Can't tell)					0	
Total					621	

**We appreciate your help in this study. Is there anything you would like to add?**

➔ See Appendix A for complete text listing of responses.

## 5. Appendix A: Responses to Open-ended Questions.

Q2a. Where did you read, see or hear about enforcement of seat belt laws by police?

Was it...

- Other, (specify):
  - Advertising on bus stops
  - Construction signs
  - Facebook (4)
  - I work for the sheriff's office
  - In person
  - Internet (2)
  - Movies
  - My mom tells me, too
  - News website
  - On my husband's police vehicle
  - On signs on the side of the road
  - On the back of a cop car
  - On the light up message signs
  - On the white street signs that state that it is the law
  - Pandora ads
  - Police cars (2)
  - Road sign
  - Signage put up by WYDOT
  - Signs in the post office and various other places around
  - Signs on road
  - Street sign (2)
  - Ticket
  - Transportation convention
  - Work
  - Work (works for court system)

**Q10a. Where did you read, see or hear about enforcement of drunk driving laws? Was it...?**

- Other, (specify):
  - At work, biking community
  - Casper has a website that posts weekly DUIs w/picture
  - Facebook (4)
  - Facebook for Casper Police Dept.
  - Internet newspaper
  - Internet.
  - My husband
  - On road signs
  - Online/web
  - Police blotter
  - Posters
  - Sheridan media online
  - T-shirt
  - Through a friend that got busted drunk driving
  - Work
  - YouTube, other internet sources

**Q14a. Where did you read, see or hear about enforcement of speed limits by police? Was it...?**

- Other, (specify):
  - By the officer
  - Construction site/zone (2)
  - Email
  - Facebook (4)
  - Friend who got pulled over
  - Heard it on the radio call from a policeman
  - In person
  - Internet (3)
  - Personal observance
  - Radar detector on side of road
  - Road signs
  - Seeing people pulled over on the side of the road
  - Speed limit signs that tell you your speed
  - Text message on phone
  - Word of mouth (2)
  - Word of mouth from a cop

Comments. **We appreciate your help in this study. Is there anything you would like to add?**

- About DUIs, I have been clean and sober for 30 years
- Are they going to change the speed limit to 85? I hope not
- As a result of a situation I have witnessed, I can't help but be concerned about the attitudes of some drivers about bicyclists and pedestrians on the side of the road. The identities of people who drive irradically near these people and endanger them should be taken down and released, but not prior to the results of the toxicology results
- As long as you can ride a motorcycle without a helmet you shouldn't have to wear a seatbelt. Personally motorcycles shouldn't be on the road because there is no way you can be secured to them
- Bike safety should be more emphasized
- Can't think of anything
- Does not think the speed limit should be changed. Wish they never would have done it, it's going to be a disaster. We have too many big trucks, lots of equipment on the road, so many bad things that have happened on I-25 already, and allowing people to go 80-85 mph is too much. There are lot of people who do not want to drive with people who are driving over 80 mph. Doesn't like how people drive on 2nd Street, we've had fatalities, very scary. And the motorcycles are the worst, they cut in and out of automobile traffic. There should be more control over them
- Don't raise the speed limit. I am happy with it being at 70 or 75
- Fix the roads on secondary roads and in the town of Rock Springs. Bridges need to be especially fixed. Used the money on seat belt enforcement advertisement; use the money to pay the overtime for the officers to do the seat enforcement
- Getting a ticket for turning right into the left hand lane when there's not enough room to turn into the right hand lane is unfair
- Getting arrested for either speeding or a DUI on the highway or a country road depends on where the cop is because we don't have that many. Sometimes we'll drive the whole valley and not see one cop
- Higher speed limits are crazy
- I am horrified at the people who don't wear their seat belts and the horrible things that happen to them as a result of that
- I am upset with the police in Laramie that if your tires touch the sidewalk or go up on the curb, they will stop and ticket you. I'm on the road everyday with people that don't stop at a stop sign. I think it is very inconsistent. I think that every day they give tickets for things that shouldn't be ticketed for. They don't ticket people who are in a situation to harm people. They should ticket people who cause accidents, or who are in a position to cause an accident, like texting on the road. The ones who run the stop signs really upset me
- I appreciate the efforts that are being made. Living in the county there is a ton of racing close to the city limits. I helped once where I stopped one of the accidents, caused by racing. Someone could be seriously hurt. 90% or more of the people are texting within the city limits
- I don't want to be publically humiliated or being caught, it makes you more cautious of the laws to keep you in the right position
- I don't drink and drive. I don't text while driving. I have never had a ticket
- I don't think anyone gets pulled over for a seat belt violation and I think that should be better enforced
- I don't think law enforcement is too enthusiastic. They are in it more for the revenue
- I don't think the laws are strict enough I feel that autos should be impounded after two violations
- I don't want them to raise the speeding limit to 80 mph anywhere in Wyoming, 75 mph is high enough
- I don't wear my seatbelt because I was involved in a rollover accident in my truck and wasn't wearing my seatbelt if I hadn't shot out of my window I would've died because the driver's side was crushed

- I drive pilot cars, I'd have to say there a lot of ignorant drivers on the road
- I feel that your line of questioning concerning drinking is a bad question because I don't know how to answer it because of the amount of drinks consumed
- I guess, there are cars driving around that are putting out pollution and there are vehicle drivers using a cell phone. I think if people would get a blue tooth would be better and the younger generation texting needs better control
- I have never received a warning for speeding but i have gotten tickets and if I had a warning i would actually be so grateful that it would impact my behavior in a huge way. Other people have told me that they have had warnings but not me , they could keep track of the warnings and next time in a certain period give you a ticket
- I hold a class a cdl so I don't speed. I am glad to help
- I hope that there are more rules against people who use cell phones while driving
- I hope they are clamping down on texting and drinking while driving
- I just think the seat belt law, mandatory, is another violation of our individual rights. If a person decides not to wear a seat belt that is their choice. Wyoming is the last bastion of freedom in this country and we need to have our individual freedom of choice
- I just wished they would get the roads fixed better. When we moved here fifty years they were the best roads in years. Between Rawlins and Laramie the roads seems to fall apart every two years. It's been really bad this. I think it's the trucks that do it
- I like the new speed limit as I drive from Casper to Douglas every day and it helps to have that five extra miles per hour
- I like the variable speed limit signs along I-80 and I like the increase to 80mph, but I wish it was on the Wamsutter to Laramie stretch also
- I like your questions but I don't like them when they are too vague
- I only wear my seatbelt on the highway because of a phobia. I am not intentionally breaking the law
- I really in the seat belts and I really believe in not drinking and driving
- I really think that doing a survey and real life, I live in the country and I could break anytime I want. I think you need to buckle down on idiot kids, and scramble cell phones and text messaging, and they're killing people on the highway. They have no experience driving and using cell phones. I think their first fine should be jail and a big fine
- I see a lot of drunk driving and I believe that they are doing a great job of keeping it in line
- I still see a lot of texting with a cell phone, even if it's illegal. I see it in Cheyenne. The chances of someone getting arrested while texting is pretty low, but it should be the same as drunk driving
- I strongly oppose any more enforcement of seat belt laws. Also I do not want laws to be made stricter in regards to seat belt enforcement
- I think a lot of highways need work done on them especially in Cheyenne. I-80 needs a lot of work
- I think I'm a pretty good driver. I've never had a ticket
- I think it is unfair that when someone who uses their license for a living is out on their own/leisure time that if they get an infarction on their license that they are penalized more harshly than people in other areas of employment. They are faced with losing their license and their job as well as everything else that is connected to it. They are treated much more harshly
- I think our police, god love them, are very lax as far as taking care of violations. You see them every day but don't see them giving corrections
- I think something needs to be done about the seat belt usage and also about texting while driving. I have seen police texting and driving here in Casper also
- I think that motorcyclists should look twice when driving. They need to drive better. If we're take precautions to watch them, they need to take the same precautions for us and not drive like idiots
- I think the fines for drinking and driving should be stiffer. Three strikes you are out



- I think the Highway Patrol are doing their job, but there just aren't enough of them
- I think the highway patrol does a pretty good job except I wish they were stricter on drunk drivers
- I think there is not enough law enforcement for speeding and drunk driving. I also think there should be more advertising for organ donation, even though it is an option when you renew your license
- I think they need to think about the 80 mph on the new interstate limit, they're thinking of putting in
- I think they should put up more stop lights that count down to yellow and red lights. I would be safer
- I think those picked up for driving after drinking should \$750; they usually reduce it by \$250. If it's a second or third they make the law harder on them
- I think WYDOT does an excellent job
- I think Wyoming gets away with too much stuff, with drunk driving. They should post up at the bars. My friend has brain damage because of that
- I think you would get more out of a warning than an actual ticket. If you get a warning I think you would respect and get more out of it because a ticket would make you angry and somewhat hateful, and you would get a chip on your shoulder over it. A warning would make you think more about how you were wrong and how you don't want to get a ticket, so you would try and respect the law more
- I try to be a safe driver
- I would be in favor of a law against texting and talking on the phone driving. I have seen too many accidents in regard to cell phones
- I would hope our legislator would pursue restricting texting and general use of smart phone while driving
- I would just for them to fix the roads up so they we can drive on them decently
- I would like the laws to be stricter on drunk drivers. I just feel there are too many people driving drunk
- I would like to know how hard the judges lay the hammer down if they are going to enforce this hard
- I would like to see an increase in the speed limit
- I would like to see semi-trucks slowed down on I-80 and I-25. They will go past you going 90, and there's no way they will get that rig slowed down. There should be a 10 mph difference. It should be 65 mph for semis. There's too many rigs rolling. It is especially risky in places where they are increasing it to 80mph
- I would like to see the HP enforce the speed limit laws a little more and I'd like to see the trucks being cracked down on a little more. I drive by many trucks and the drivers are reading a map or texting and I would say that they are not paying enough attention to their driving
- I-80 ten miles west of Cheyenne is filled with potholes they really need to fix that
- I'm a teacher so I encourage all my kindergarten students to buckle up because it's important
- In Gillette I see often crazy driving but I do not see the police. When I have seen them they have been pulled over together, i.e. two police cars
- In residential areas people tend to speed around children playing more signs and patrols are needed
- Is there a phone line that we could call to report people who are texting or driving drunk and that kind of thing. I would feel better if there was some kind of 911 number that was just for driving reports
- It would be the amount of cell phone use; I even saw a person using a motorcycle with a cell phone and talking and using no hands. I would like it made note of motorcycles weaving in and out of traffic and nothing being done and I am a motorcycle rider
- I've been in Wyoming since 1974. I'm pretty happy with the way the laws are. In Utah and Colorado, they ticket you for not wearing a seat belt. They're pretty lenient in Wyoming
- Keep up the good work!
- Love to see drinking and driving charges rate go up
- Maybe more enforcement with secured loads such as gravel trucks that should be covered. The county gravel trucks are the worst offenders. Other states have laws that require trucks like that to cover and secure loads like that and we should have laws about that too
- More turning lanes on two-way highways example: Highway 59 there is going to be a major accident for as

busy it is

- Most of the time visitors of the state are the ones driving over the limit. The two I see most often are California and Utah
- My issues are with driving in town many people do not stop at stop signs or stop lights!!
- No, I hope they get the primary law for the seat belt law passed this time
- No, that will work
- Nope. Glad to know people are doing surveys about drunk driving
- Not that I can think of
- One thing to throw in. I have been in Wyoming for about 25 years the courteous of drivers has diminished tremendously. When I moved here if you started to back out of parking spot, Traffic stopped to let you back out, but now it doesn't happen
- People drive 90 mph during the winter, and they do not use turn signals
- People should not flash lights at close, oncoming cars. It's dangerous, but the Wyoming Driver's Manual says you should. It can blind other drivers
- Reason to enforce seat belt laws, I agree with principle of not wanting people to get hurt but not in the probable cause of seat belts
- Registration cost too much in the state
- Schools have been doing a great job in bringing about awareness with drunk driving
- Seat belt laws are unfair and should be up to the person
- Seatbelt laws regarding children or passengers are unfair as children take belts off
- See them crack down on cell phone use in autos
- Some of the questions were difficult
- Stop scaring citizens by wearing SWAT gear and be more polite. The cops in Park County act like they are above the law, the Sheriff's Department is not bad, but the State is
- The drinking question about a drink 2 hours after drinking, that's a tricky question
- The drunk driving laws in the state are very unfair. They are too severe with the punishments
- The governments too involved with everything to ticket for not wearing a seatbelt
- The most dangerous road in Converse County is Highway 59. There is people pulling out when they are not supposed too, passing when they are not supposed too; passing a yellow line, cutting you off. The traffic has tripled. They have had several accidents (3) on Highway 59 in Converse County in the last 3 months and more in Campbell County. It because the increase in the oil/coal boom. The speed limit on that road isn't enforced. If a vehicle is slow I think there is a law that you are to pull over and let the other vehicle pass so traffic isn't back up. They need to make that road a 4-lane highway
- The reason why I'm so cautious is because I have friends, and family who have been hit by drunk drivers and by people who have been texting while driving
- The seatbelts are someone's choice. If you want to kill yourself, so be it. We wear ours all of the time
- The speeding is a real big problem, and especially on Highway 59, it's really bad, especially when driving a commercial vehicle, I notice people around me having their judgment clouded, not knowing what to do because there needs to be a passing lane, and become a four-lane road. People when they get behind a truck, get very upset, and make bad judgment calls about passing. Because someone behind me doesn't want to do the speed limit? I think there should be a public service around, respecting commercial vehicles, sometimes people pull ahead of me. There should be a "share the road" with commercial vehicles, like there is for motorcycles. From Douglas to Gillette to Casper, there are a lot of trucks, cause of the oil and gas fields
- The texting while driving laws and talking while driving is never enforced. It causes a danger to the other drivers and to pedestrians. And it causes damage to property
- There are a lot of people running red lights on Lincoln way and dell range

- There are a lot of speeders some travel to close
- There are so many people in Casper running red light and they do a better job removing snow from the roads in the winter
- There has been some pretty good enforcement by the highway patrol, especially on the US 20-26 bypass
- There should be variables in speeding and drinking. I don't drink, but for one drink or less and one drink or more that should be the variable in the question. I think there should be a variable while speeding. If you are over the speed limit of 10 miles or more/ 10 miles or less. To see who breaking the laws. It would be valuable to see what extent of people breaking the law. Is it ten or 30 miles over the limits?
- There was a death here of a bicyclist.it happened on Coffin avenue the road was repaved and they shaved off a piece of the road that had been there for people on bicycles. Friends in a biking club told me that accident would not have occurred if the biker was not forced into the lane with the cars
- These three things should be enforced more especially because we have a lot of people moving in to Campbell County to work in the oil fields and they speed, don't wear seat belts and also drink and drive
- They need a little bit better help on the roads during construction because some of the flagmen are standing on the side of the concrete on the side of the traffic. Today on my way home from one of them almost got hit because the driver in front of me was driving too fast and they were not in a safe area with a flag
- They need more highway patrolmen patrolling the highway. They need to enforce the texting and driving. I see that all of the time. Seatbelt use should be mandatory
- Think anybody who drives while drunk should be arrested. They are not fit to be driving. Youths would benefit from taking drivers education even older folks learning to drive would benefit. Don't drive anymore at age 89, by choice, but still has active driver's license in Wyoming
- Used to be you could drink in drive as long as you were not drunk. Anybody our age does not drink and drive. One drink can put you over the limit
- Watch out for younger drivers that are driving on permits without licensed drivers with them
- we could use better road conditions on highway 85 there are a lot of bumps in the road it puts a lot of wear and tear on your vehicle. They fix areas and then it just wears out all over again
- We don't faster speed limits. 75 is fast enough. I heard on the radio about raising the speed limits. They don't need to. Where are people going in such hurry?
- We live close to the interstate and a highway patrolman told us that you would be surprised how many people drive impaired
- We need more highway patrolmen, and there should be a buddy system (two officers per car)
- We need stronger DUI policies, I'd be 100% in favor of those. Put the hammer down on 'em!
- wearing a seat belt should be a personal choice not a law
- Well now that they are changing the speed limit from 75 to 80 on certain roads, you should talk about that, have questions about that.
- Well we need to leave Wyoming laws the way they are. We get are getting too many people and too many laws. We could go as fast as we wanted back in the old days. You had to slow down when you got to a town that was common sense. As far as a seat belt I rolled my truck and if I was in the driver's seat I would be dead now. A pipe came through where I was sitting in the driver's seat and would have killed me.
- When are they going to up the speed limit to 80 on the interstate? I heard they were going to. I think that is too fast
- When talking on the phone Bluetooth is used in the car
- Why can't we do anything about truck drivers, when there are so many of them? They think that they own the road and they are dangerous. A truck driver almost ran someone off the road and that was not the only time
- Why don't you put more passing lanes between Shoshone and Casper? It's dangerous
- Wish it was easier to get texters

- WYDOT needs to markedly improve bicycle safety in Wyoming
- Wyoming does better than Colorado
- Wyoming is so big, we can't keep enough Highway Patrolmen to keep up
- Wyoming's a great place for safety. If drivers' are dangerous they should get arrested
- You guys should maybe do something about teaching people to have more courtesy towards semi-trucks. People need to learn to stop at stop lights and not pull through them
- You'd want more ticketing for cell phone use, because the driver is distracted, and I have seen people running stoplights while distracted. One driver went through a stoplight at 50 mph and did not even slow down. Pull over if it is that important to talk to someone on a cell phone

Additional notes.

**Q6. To what extent do you favor or oppose higher fines for failure to use a seat belt?**

- I believe it is people's rights to make choice to wear or not
- I think the seatbelt laws should be enforced

**Q7c. If you were to get a ticket for driving under the influence, for how long would it change your driving behavior? Would you say your driving behavior would change:**

- Forever

**Q8a. How often do you make or receive phone calls while driving a vehicle?**

- Always because I have Bluetooth
- I either pull off or I don't answer them

**Q8b. How often do you text message while driving a vehicle?**

- My Bluetooth also does texting

**Q11a. What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol?**

- I've noticed in the last couple years that our police are out there on the highway. They are going to catch these people

**Q15. What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming?**

- If drive more than 5 over
- It depends on what roads you are driving on

# Executive Summary

2013

## ALCOHOL and CRIME in WYOMING



Wyoming Association of Sheriffs  
and Chiefs of Police



### INTRODUCTION

The Wyoming Association of Sheriffs and Chiefs of Police has been collecting substance-related data from all persons booked into county detention facilities in Wyoming since 2005. The Association's first effort involved collecting alcohol-related arrest data in only ten counties in Wyoming for a period of six-months. The pilot project, as well as subsequent data-collection and analysis efforts, have received grant funding assistance from the Wyoming Department of Transportation – Highway Safety Program. The data-collection process has been refined since that initial effort and has now been institutionalized as a part of the

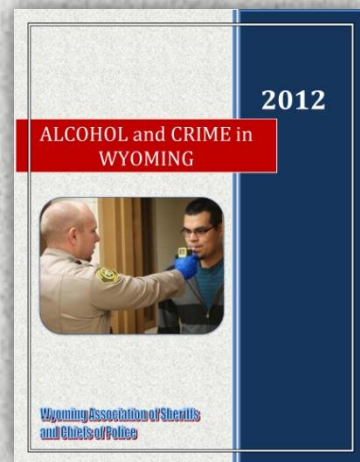
book-in process year-round for custodial arrests in all twenty-three counties in Wyoming.

Although it had long been suspected that alcohol was a factor in a large number of custodial arrests in Wyoming, reliable data had not been available previously to more accurately determine the scope and impact of alcohol on crime in this state. A sufficient amount of alcohol, as well as other substance-related arrest data has been collected during the past nine years which can now be analyzed for the purpose of identifying trends relative to alcohol, as well as other drug abuse involvement in crime in Wyoming. Consistent patterns of alcohol involvement for certain crimes are now more evident and the frequency of occurrence more predictable.

***To date, information has been collected from a total of 136,864 persons who were arrested and subsequently detained in a detention facility in Wyoming.*** Specific information collected during the book-in process includes the following:

- Type of offense
- Whether alcohol or drugs were involved
- Location of last consumption and point of sale
- Known blood alcohol content levels for alcohol related arrests; and
- Demographic information

Although the data fields and the process for collection were standardized and relatively consistent for the first five years, the time periods for collection and reporting were not. This was due mainly to the timing and availability of grant funding. This inconsistency in reporting periods made it difficult to compare arrest statistics from year-to-year. Beginning in 2010, the data collection and analysis has been an ongoing process and the report is being published annually on a calendar-year basis. The addition of this year's data allows for a four-year trends analysis – which is included in this report.



The Wyoming Association of Sheriffs and Chiefs of Police publish the results and analysis of the data-collection efforts each year in three separate reports. The main report provides statewide statistics and averages, along with comparisons of county statistics in specific categories. An accompanying supplemental report provides county, community and local law enforcement



*someone going to jail.*

agency specific statistics. The third report is an Executive Summary which provides selected statistics, information and highlights from the main report. These reports can be accessed online on the following websites:

<http://wascop.com> and <http://jandaconsulting.com>

*The information collected from a total of 18,670 persons who were arrested and subsequently detained in a county detention facility in Wyoming during the previous year confirms what law enforcement officers who patrol the highways and who respond to calls for service in Wyoming already know from experience – alcohol is the contributing factor in most situations that result in*

### EXECUTIVE SUMMARY

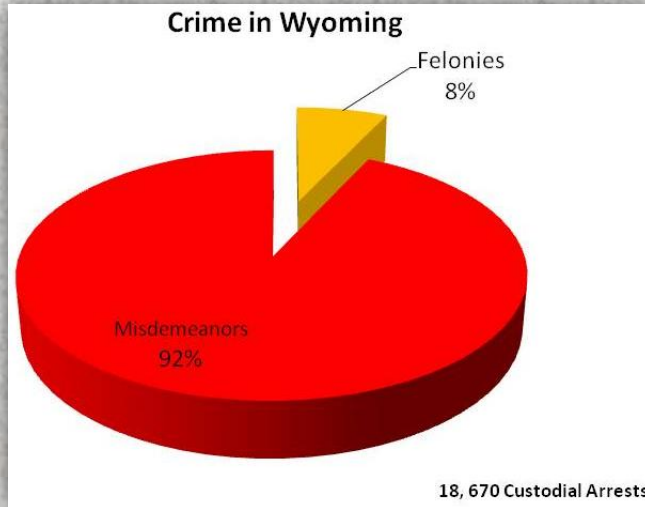
This Executive Summary highlights a few of the significant findings contained in this report. It focuses on issues that are of obvious concern or which may be of greater interest to the general public; however, a careful review of other relevant findings and statistics contained in the main body of this report is essential in order to gain a more complete perspective of the impact of alcohol on crime in Wyoming.

This report contains an analysis of substance-related arrest information collected in all twenty-three counties in Wyoming during a twelve-month time period (January 1, through December 31, 2013) by the Wyoming Association of Sheriffs and Chiefs of Police. Information was collected from a total of 18,670 persons who were arrested and subsequently detained in a county detention facility. The substance-related arrest data contained in this report provides a statistical picture of the impact that substance abuse is having on crime in Wyoming.



The profile of the average person taken to jail in Wyoming continues to be relatively consistent with previous years. Eight out of ten times it was a male – average age 36 (last year's average was 33). Approximately 10% of the time it was an out-of-state visitor and 6% of the time it was an in-state visitor. Juvenile arrests that resulted in detention in a county detention facility accounted for less than 1% of the total custodial arrests.

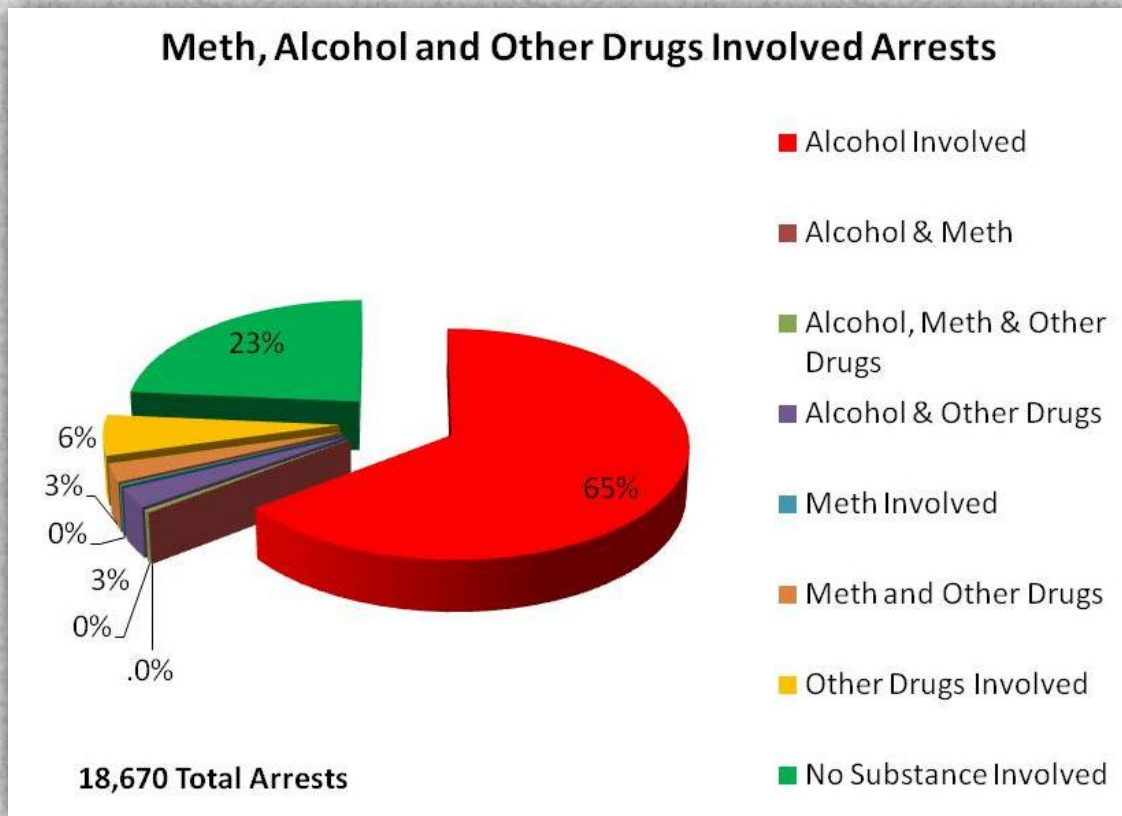
## Alcohol and Crime in Wyoming - 2013



A review of the data collected from persons arrested and subsequently taken to jail indicates that Wyoming continues to be relatively safe from what is generally considered to be “serious” crime. The number of persons who are arrested for felonies are relatively low when compared to the number of persons arrested for minor crimes (misdemeanors). **Felony arrests accounted for 8% of the total arrests statewide.** This is a 1% increase from recent years.

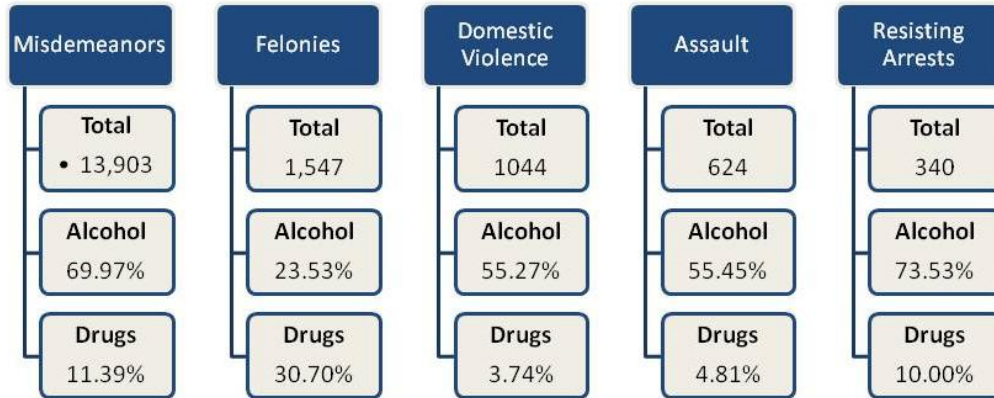
*Although Wyoming is relatively “safe” from what is generally considered to be serious crime (felonies), the high percentage of alcohol-involved arrests, the inordinate number of arrests for public intoxication and driving under the influence, and the high levels of blood alcohol content for drivers arrested for being impaired represent a real and significant threat to public safety.*

*A total of 18,670 persons were arrested statewide and taken to jail in 2013 and 77% of the time the arrest involved alcohol and/or other drugs. Alcohol-involved arrests decreased by 4% from 2012; however, drug-involved arrests increased 2% and meth-involved arrests increased 1%.*





**Substance Involvement in Arrests by Offense - 2013**



*The level of alcohol involvement reported in the 136,864 reported arrests during the last nine years provides statistical evidence that alcohol is, and continues to be, the drug that has the greatest impact on crime in Wyoming.*

- Alcohol was involved in 67.69% of all custodial arrests.
- Methamphetamine was involved in 3.44% of the 18,670 reported arrests.
- Other drugs were involved in 11.49% of the reported arrests.
- Arrests for public intoxication accounted for 16.67% of all arrests.
- The average blood alcohol content for persons arrested for public intoxication was 0.24.
- Driving under the influence arrests accounted for 29.6% of all arrests.
- The average reported blood alcohol content for DUI arrests statewide was 0.1556.<sup>1</sup>
- 47% of persons arrested for DUI had a reported BAC level above 0.16 and 9% had a BAC of 0.24 or greater.
- The average reported BAC for 671 persons who were arrested for DUI after being involved in a traffic crash was 0.1636.
- The age group (in 5-year increments) with the highest percentage of DUI arrests was age 21-25 (20%), followed by age 26-30 (14%) and 31-35 (12%).

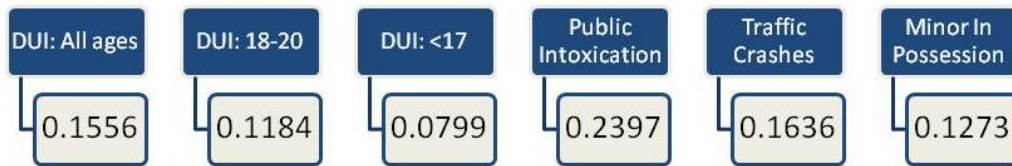
<sup>1</sup> In Wyoming, a person driving with a blood alcohol content of 0.08 is legally presumed to be impaired.

*In order to grasp the significance of the blood alcohol content statistics listed below, it should be noted that a physically fit male who weighs 180 pounds would have to consume at least seven drinks in one hour in order to achieve a BAC of 0.15 – a female weighing 120 pounds would have to consume five drinks in one hour.*



Please refer to the Alcohol Impairment Educational Guides for males and females in the Attachments Section of this report for information about the level of impairment for other body weights and drinks consumed.

### Blood Alcohol Content – 2013 Arrests



## PUBLIC CONCERNS

*The statistics contained in this report identify significant public safety issues which merit further discussion, analysis and action by local law enforcement, citizens and state/community leaders*

The high percentage of alcohol involved arrests (67.69%), the inordinate number of arrests for public intoxication (4,241) and DUI (4,353) and the high levels of BAC recorded for these individuals (average BAC: 0.24 for public intoxication and 0.1556 for DUI) appear to validate the concerns about alcohol abuse expressed by Wyoming residents in the most recent statewide public opinion survey<sup>2</sup>.

Some excerpts from the survey that involved 4,798 Wyoming residents:

- 79.7% view alcohol abuse by Wyoming adults as a serious or somewhat serious problem
- When Wyoming residents were asked whether they would support a state law that would prohibit selling or serving alcohol to someone who is obviously intoxicated:
  - 64.3% strongly supported such a law
  - 17.9% somewhat supported such a law
- 84.5% of Wyoming residents believe that drinking and driving in their community is a serious or somewhat serious problem.

<sup>2</sup> Wyoming Alcohol Use Issues Survey, Wyoming Survey & Analysis Center, November 2012

## SIGNIFICANT STATISTICS AND FINDINGS

This report provides statewide statistics and averages, along with comparisons of county statistics in specific categories. In addition, there are approximately one hundred pages of data in a supplemental report that provides county, community and local law enforcement agency specific statistics.



Detailed charts and graphs included in the Data/Statistics section of this report are helpful in identifying trends involving alcohol-related arrest activity and provide a statistical picture of the circumstances which result in someone being arrested and subsequently taken to jail in Wyoming. The impact of substance abuse on crime statistics varies by county across the state. This report also includes a detailed analysis by county for comparison purposes.

Listed below are a few of the noteworthy statewide averages and county specific alcohol-related statistics and findings from the Data/Statistics section of this report.

\*\*\*\*\*

- **Alcohol was a factor in 67.69% of the custodial arrests in Wyoming.**
  - Counties with significantly higher statistics:
    - Niobrara – 100%
    - Crook – 94.44%
    - Weston – 92.31%
  
- **Alcohol was involved in 69.97% of all misdemeanor arrests.**
  
- **Methamphetamine was involved in 3.44% of the arrests statewide.**
  - Counties with significantly higher statistics:
    - Campbell – 8.09%
    - Sweetwater – 7.33%
    - Hot Springs – 6.60%
  
- **“Other” drugs were involved in 11.49% of the reported arrests statewide.**
  - Counties with significantly higher statistics:
    - Uinta – 23.32%
    - Sublette – 21.65%
    - Sweetwater – 21.45%
  
- **Arrests for Public Intoxication accounted for 16.67% of all arrests statewide. (The statewide average does not include 1,884 persons who were admitted into the Fremont County Alcohol Crisis Center for public intoxication)**
  - Counties with significantly higher statistics:
    - Teton – 27.45%
    - Fremont – 25.55%
    - Laramie – 20.90%

## Alcohol and Crime in Wyoming - 2013

- **The average blood alcohol content for all persons arrested for public intoxication was 0.24.**
  - Counties with significantly higher statistics:
    - Platte – 0.3000
    - Fremont – 0.2703
    - Converse – .2595
  
- **Driving under the influence (DUI) arrests accounted for 29.6% of all arrests statewide.**
  - Counties with significantly higher statistics:
    - Weston – 82.69%
    - Niobrara – 78.95%
    - Crook – 70.37%
  
- **10.84% of the arrests for DUI involved drugs;**
  - Counties with significantly higher statistics:
    - Platte – 27.03%
    - Uinta – 23.08%
    - Lincoln – 16.96%
  
- **The average blood alcohol content (BAC) reported for 4,353 persons arrested for driving under the influence statewide was 0.1556.**
  - Counties with significantly higher statistics:
    - Fremont - 0.1822
    - Carbon - 0.1729
    - Big Horn - 0.1709
  
- **12.97% of traffic crashes resulting in arrests involved drugs.**
  - Counties with significantly higher statistics:
    - Platte – 50.00% (5)
    - VOADC – 50.00% (2)
    - Lincoln – 35.71% (5)
  
- **The average BAC reported for 627 traffic crashes that involved alcohol was 0.160.**
  
- **47% of the persons arrested for driving under the influence had average blood alcohol content above 0.1636.**
  - 9% had a BAC of 0.24 or greater
  - 13% had a BAC between 0.20 and 0.239
  - 25% had a BAC between 0.16 and 0.199

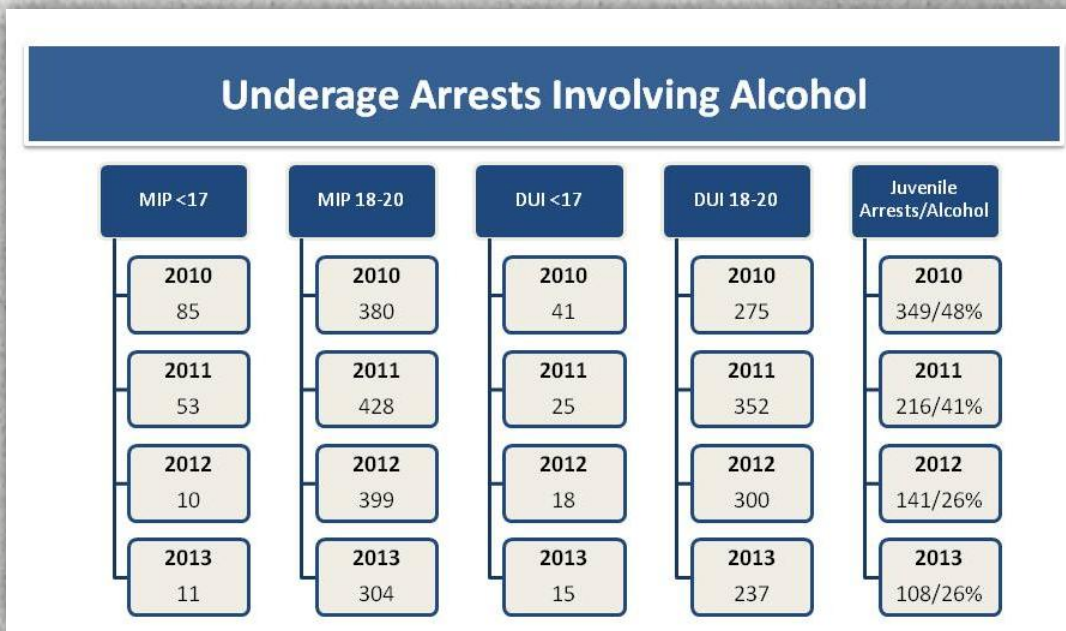


**JUVENILE/ UNDERAGE DATA**

It should be noted that the data in this report does not represent a complete accounting of juvenile arrests as these arrests often do not result in detention in a county facility.

It should also be noted that *the number of juveniles taken into custody and placed in a detention center this year for being a minor in possession of alcohol and for driving under the influence was significantly less than in 2010.*

It should also be noted that the number of youth ages 18 to 20 arrested for the same offenses also had similar positive results.



Listed below are a few significant statistics relative to substance involvement in juvenile arrests for 2013. A chart that provides significant statistics for 2010 – 2012 are also included.

- **5.79% of all persons arrested for driving under the influence (DUI) were under the age of 21.**
- **Juveniles accounted for less than 1% (.0058) of the arrests statewide.**
- **25.93% of the juvenile arrests involved alcohol.**
- **7.41% of the juvenile arrests involved methamphetamine.**
- **29.63% of the juvenile arrests involved “other” drugs.**
- **230 minors arrested for alcohol-related offenses reported obtaining alcohol at:**
  - Party – 29.57%
  - Home – 31.30%
  - Bar – 24.35%
  - Liquor Store – 14.78%

**TRENDS ANALYSIS**

The graphs pictured below begin to provide a longitudinal view of the statistics which have a direct bearing on public safety. Specifically, these charts track the numbers and percentages of persons arrested which involved alcohol or other drugs, for public intoxication and for driving under the influence for the previous four years.

**Substance-Involved Arrests: Percentage of Total Arrests**

Alcohol Involved	Meth Involved	Drug Involved	Public Intoxication	DUI
2010 72.03%	2010 2.53%	2010 9.98%	2010 16.99%	2010 35.83%
2011 70.14%	2011 2.21%	2011 9.60%	2011 18.72%	2011 32.06%
2012 72.12%	2012 2.42%	2012 9.52%	2012 18.78%	2012 32.89%
2013 67.69%	2013 3.44%	2013 11.49%	2013 16.67%	2013 29.60%

**Driving Under the Influence Arrests: 2010 - 2013**

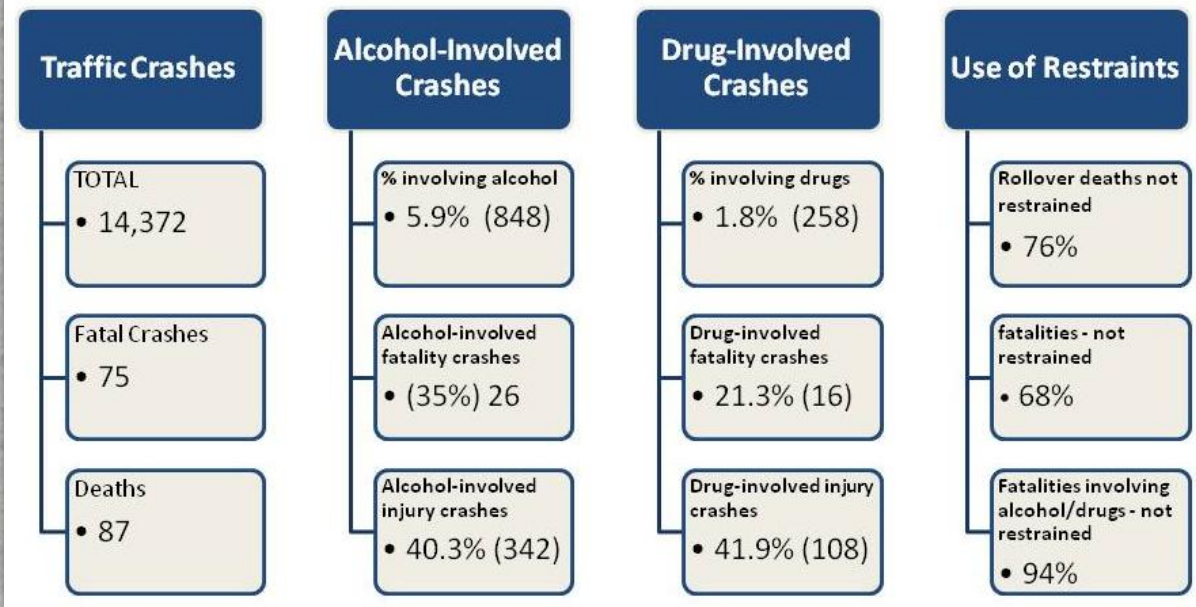
Number of Arrests	% of Total Arrests	Average BAC	Drugs Involved	Traffic Crashes
2010 5,862	2010 35.83%	2010 .1525	2010 7.67%	2010 564
2011 5,199	2011 32.06%	2011 .1545	2011 8.81%	2011 609
2012 4,761	2012 32.89%	2012 .156	2012 9.47%	2012 627
2013 4,353	2013 29.60%	2013 .1556	2013 10.84%	2013 671

**TRAFFIC CRASH DATA**

Because many of the arrests in Wyoming involve traffic crashes, this report also incorporates alcohol and drug-involved crash data collected by the Wyoming Department of Transportation. Graphs that track the number and percentage of alcohol-involved traffic crashes and fatality crashes in Wyoming now included as a part of this report.



**ANALYSIS OF TRAFFIC CRASHES in WYOMING: 2013**



# ALCOHOL AND CRIME IN WYOMING: 2013



**April 2014**

*The analysis of the data collected by the Wyoming Association of Sheriffs and Chiefs of Police and the printing of this report was made possible through the assistance of Federal 402 Highway Safety grant funds received from the Wyoming Department of Transportation – Highway Safety Program. The project was managed by Johnson and Associates of Douglas, Wyoming. This report was authored by Ernest L. Johnson, Director of Services.*



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**SCOPE OF WORK (SOW) FOR THE  
EVALUATION OF WYOMING'S  
ALCOHOL IMPAIRED DRIVING  
PREVENTION PROJECTS**

**PREPARED FOR THE  
WYOMING DEPARTMENT OF TRANSPORTATION**

**SUBMITTED BY  
THE UNIVERSITY OF WYOMING  
WYOMING SURVEY & ANALYSIS CENTER (WYSAC)  
DEPT. 3925, 1000 E. UNIVERSITY AVE.  
LARAMIE, WY 82071**

**Primary Contact:  
Rodney A. Wambeam Ph.D.  
Phone: 307-760-8928  
Email: [rodney@uwyo.edu](mailto:rodney@uwyo.edu)**



January 22, 2014

## Purpose

The purpose of Wyoming's Alcohol Impaired Driving Prevention Projects is to reduce the number of alcohol-related crashes on Wyoming roadways. WYDOT funds numerous projects ranging from the efforts of the Governor's Council on Impaired Driving (GCID) to the purchase of blood kits for law enforcement agencies. At a state-level, WYDOT tracks important outcome indicators like number of fatal crashes involving a driver or motorcycle operator with a BAC of .08 and above. The result is a quality state-level assessment of WYDOT efforts. However, little is done to evaluate the effectiveness of specific programs. Both the "National Highway Traffic Safety Administration Region 8 Special Management Review" and the "State of Wyoming Impaired Driving Assessment" recommend program-level impact assessments to determine the effectiveness of specific projects. Moreover, funded projects should seek to use the best possible prevention methods while collaborating with other state and local prevention efforts.

An "evaluability" assessment of the more than 20 current WYDOT alcohol prevention projects found four types of projects relative to program evaluation. First, are projects that are already being evaluated. For example, WYSAC currently evaluates the GCID and the Partnerships for Success II portion of "Wyoming Underage Drinking and Driving Reduction" efforts. Second, are projects that simply do not lend themselves to program-level evaluation. For example, the purchasing of blood kits or new intoximeters do not have program participants. While they contribute to state-level impacts, the projects themselves are not really "programs" and not easily evaluated. Third, are projects that fund statewide media around impaired driving. These are very difficult to evaluate individually because they are part of other statewide efforts and work in tandem with other media campaigns. Fourth, are programs or special events that work to educate the public, mobilize communities, and build awareness. These programs work locally or regionally, and they do lend themselves to program-level evaluation.

Three specific projects that make up the latter group described above are the Safe Communities project in Regions 1, 2 and 5, the Specialized Motorcycle Enforcement Detail, and WHP DUI education. In terms of building evaluation capacity at the program-level, the place to start is with the Safe Communities project. This SOW details the contractor responsibilities and products necessary to provide technical assistance around cutting edge prevention and build the evaluation at the program-level for this project. The overall goal the first year would be to build a foundation for evaluation and effective prevention programming.

Rodney A. Wambeam, Ph.D., a Senior Research Scientist at WYSAC, will serve as Principal Investigator of the project.

## Contractor Responsibilities

- A. Obtain Institutional Review Board (IRB) approval for evaluation research;
- B. Attend and present at Safe Communities meetings;
- C. Travel to each Safe Community region to complete one site visit;

- D. Meet with WYDOT in Cheyenne as needed;
- E. Provide technical assistance to WYDOT and the Safe Communities program on effective prevention efforts;
- F. Collaborate with other impaired driving data collection efforts and systems;
- G. Work with each Safe Communities region to create logic models to drive their evaluation;
- H. Develop an evaluation plan for each Safe Communities region;
- I. Collect and analyze evaluation data;
- J. And, present evaluation findings to WYDOT and the Safe Communities.

### **Contractor Products**

- K. Presentation materials (Ongoing);
- L. Detailed logic models for each Safe Communities region (Due June 30 2014);
- M. Evaluation plans for each Safe Communities region (Due June 30, 2014);
- N. Three regional/program-level evaluation reports (Due December 2014);
- O. And, one annual evaluation report summarizing overall evaluation findings (Due December 2014).

**Total Cost = \$87,613**

February 2014 through December 2014

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

State: Wyoming

## Federal Reimbursement Voucher

Page: 1

2014-FINAL

Report Date: 12/30/2014

Reimbursement Info: Total: \$.00

Posted: 12/22/2014

Claim Period: 10/01/2013 - 09/30/2014

Posted in DELPHI: 12/24/2014

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2014-14-PA-01	PLANNING & ADMINISTRATION	\$95,414.39	\$ .00	\$125,182.88	\$95,414.39	\$95,414.39	\$ .00
		<b>Planning and Administration Total</b>	<b>\$95,414.39</b>	<b>\$ .00</b>	<b>\$125,182.88</b>	<b>\$95,414.39</b>	<b>\$95,414.39</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2014-14-MC-01	MOTORCYCLE SAFETY	\$1,607.19	\$ .00	\$1,776.09	\$1,607.19	\$1,607.19	\$ .00
		<b>Motorcycle Safety Total</b>	<b>\$1,607.19</b>	<b>\$ .00</b>	<b>\$1,776.09</b>	<b>\$1,607.19</b>	<b>\$1,607.19</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2014-14-OP-02	ALIVE AT 25	\$65,016.10	\$ .00	\$71,848.93	\$65,016.10	\$65,016.10	\$ .00
	OP-2014-14-OP-03	BUCKLE UP KIDS	\$12,451.95	\$12,451.95	\$13,760.59	\$12,451.95	\$12,451.95	\$ .00
	OP-2014-14-OP-04	WASCOP WYSBC	\$13,466.32	\$13,466.32	\$14,881.56	\$13,466.32	\$13,466.32	\$ .00
	OP-2014-14-OP-05	HSO Safety Calendar	\$2,409.25	\$ .00	\$2,662.44	\$2,409.25	\$2,409.25	\$ .00
		<b>Occupant Protection Total</b>	<b>\$93,343.62</b>	<b>\$25,918.27</b>	<b>\$103,153.52</b>	<b>\$93,343.62</b>	<b>\$93,343.62</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2014-14-PT-01	WASCOP - LEC	\$116,298.38	\$116,298.38	\$128,520.70	\$116,298.38	\$116,298.38	\$ .00
	PT-2014-14-PT-02	TSC Traffic Safety Committee	\$3,630.48	\$3,630.48	\$4,256.87	\$3,630.48	\$3,630.48	\$ .00
	PT-2014-14-PT-03	HSO - Law Enforcement Liaison	\$63,072.31	\$ .00	\$69,387.45	\$63,072.31	\$63,072.31	\$ .00
	PT-2014-14-PT-04	WASCOP - OP Enforcement Equipment	\$107,731.05	\$107,731.05	\$119,053.00	\$107,731.05	\$107,731.05	\$ .00
	PT-2014-14-PT-05	WHP OP Enforcement Equipment	\$69,330.14	\$ .00	\$84,540.85	\$69,330.14	\$69,330.14	\$ .00
		<b>Police Traffic Services Total</b>	<b>\$360,062.36</b>	<b>\$227,659.91</b>	<b>\$405,758.87</b>	<b>\$360,062.36</b>	<b>\$360,062.36</b>	<b>\$ .00</b>
<b>Traffic Records</b>								
	TR-2014-14-TR-01	CARE ANALYSIS/REPORTING/MAP BASE	\$195,874.66	\$ .00	\$216,460.02	\$195,874.66	\$195,874.66	\$ .00
		<b>Traffic Records Total</b>	<b>\$195,874.66</b>	<b>\$ .00</b>	<b>\$216,460.02</b>	<b>\$195,874.66</b>	<b>\$195,874.66</b>	<b>\$ .00</b>

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

State: Wyoming

## Federal Reimbursement Voucher

Page: 2

2014-FINAL

Report Date: 12/30/2014

Reimbursement Info: Total: \$.00

Posted: 12/22/2014

Claim Period: 10/01/2013 - 09/30/2014

Posted in DELPHI: 12/24/2014

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>Roadway Safety</b>								
	RS-2014-14-RS-02	CHEYENNE MPO	\$9,398.36	\$9,398.36	\$10,386.08	\$9,398.36	\$9,398.36	\$.00
<b>Roadway Safety Total</b>			<b>\$9,398.36</b>	<b>\$9,398.36</b>	<b>\$10,386.08</b>	<b>\$9,398.36</b>	<b>\$9,398.36</b>	<b>\$.00</b>
<b>Safe Communities</b>								
	SA-2014-14-SA-01	REGION 1 SAFE COMMUNITIES	\$47,279.70	\$47,279.70	\$52,248.54	\$47,279.70	\$47,279.70	\$.00
	SA-2014-14-SA-02	REGION 2 SAFE COMMUNITIES	\$95,893.41	\$95,893.41	\$105,971.28	\$95,893.41	\$95,893.41	\$.00
	SA-2014-14-SA-04	ATTITUDE AND AWARENESS	\$25,354.29	\$.00	\$28,018.86	\$25,354.29	\$25,354.29	\$.00
	SA-2014-14-SA-05	CLICK PROGRAM SCHOOL DIST. #1	\$72,404.59	\$72,404.59	\$80,013.90	\$72,404.59	\$72,404.59	\$.00
	SA-2014-14-SA-06	REGION 5 SAFE COMMUNITIES	\$44,112.91	\$44,112.91	\$48,748.93	\$44,112.91	\$44,112.91	\$.00
<b>Safe Communities Total</b>			<b>\$285,044.90</b>	<b>\$259,690.61</b>	<b>\$315,001.51</b>	<b>\$285,044.90</b>	<b>\$285,044.90</b>	<b>\$.00</b>
<b>Paid Advertising</b>								
	PM-2014-14-PM-01	PAO - REGULAR PAID MEDIA	\$357,465.91	\$.00	\$395,033.51	\$357,465.91	\$357,465.91	\$.00
	PM-2014-14-PM-02	DRIVE SAFE WYOMING	\$227,603.67	\$227,603.67	\$252,673.30	\$227,603.67	\$227,603.67	\$.00
	PM-2014-14-PM-03	NATIVE AMERICAN MEDIA OUTREACH	\$63,197.61	\$.00	\$68,689.56	\$63,197.61	\$63,197.61	\$.00
<b>Paid Advertising Total</b>			<b>\$648,267.19</b>	<b>\$227,603.67</b>	<b>\$716,396.37</b>	<b>\$648,267.19</b>	<b>\$648,267.19</b>	<b>\$.00</b>
<b>NHTSA 402 Total</b>			<b>\$1,689,012.67</b>	<b>\$750,270.82</b>	<b>\$1,894,115.34</b>	<b>\$1,689,012.67</b>	<b>\$1,689,012.67</b>	<b>\$.00</b>
<b>405 OP SAFETEA-LU</b>								
<b>405 Occupant Protection</b>								
	K2-2014-14-K2-02	WYOMING SEAT BELT SURVEY	\$27,611.17	\$.00	\$110,444.68	\$27,611.17	\$27,611.17	\$.00
	K2-2014-14-K2-03	WASCOP OP HVE	\$13,703.80	\$.00	\$54,815.20	\$13,703.80	\$13,703.80	\$.00
	K2-2014-14-K2-04	Region 2 Safe Communities	\$1,818.85	\$.00	\$7,275.40	\$1,818.85	\$1,818.85	\$.00
	K2-2014-14-K2-05	HSO Special Events	\$3,033.43	\$.00	\$12,133.72	\$3,033.43	\$3,033.43	\$.00
	K2-2014-14-K2-06	CRMC - Buckle Up Kids	\$26,222.89	\$.00	\$104,891.56	\$26,222.89	\$26,222.89	\$.00
	K2-2014-14-K2-07	WASCOP WYSBC	\$15,053.40	\$.00	\$60,213.60	\$15,053.40	\$15,053.40	\$.00

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Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	K2-2014-14-K2-08	Law Enforcement Liason	\$8,842.91	\$ .00	\$35,371.64	\$8,842.91	\$8,842.91	\$ .00
	<b>405 Occupant Protection Total</b>		<b>\$96,286.45</b>	<b>\$ .00</b>	<b>\$385,145.80</b>	<b>\$96,286.45</b>	<b>\$96,286.45</b>	<b>\$ .00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$96,286.45</b>	<b>\$ .00</b>	<b>\$385,145.80</b>	<b>\$96,286.45</b>	<b>\$96,286.45</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU</b>							
	<b>408 Data Program Incentive</b>							
	K9-2014-14-K9-01	GIS/LRS	\$30,099.12	\$ .00	\$37,623.90	\$30,099.12	\$30,099.12	\$ .00
	K9-2014-14-K9-03	TR PROJECT MANAGER	\$126,020.18	\$ .00	\$157,525.21	\$126,020.18	\$126,020.18	\$ .00
	K9-2014-14-K9-07	EMS ELECTRONIC DATA SYST.	\$7,655.61	\$ .00	\$28,201.11	\$7,655.61	\$7,655.61	\$ .00
	K9-2014-14-K9-08	IMPROVE DRIVER REGISTRATION DATA	\$16,005.93	\$ .00	\$20,007.40	\$16,005.93	\$16,005.93	\$ .00
	K9-2014-14-K9-10	CHEY PD - Crash Data Retrieval Device	\$5,586.40	\$ .00	\$6,983.00	\$5,586.40	\$5,586.40	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$185,367.24</b>	<b>\$ .00</b>	<b>\$250,340.62</b>	<b>\$185,367.24</b>	<b>\$185,367.24</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$185,367.24</b>	<b>\$ .00</b>	<b>\$250,340.62</b>	<b>\$185,367.24</b>	<b>\$185,367.24</b>	<b>\$ .00</b>
	<b>410 High Fatality Rate</b>							
	<b>410 High Fatality Rate</b>							
	K8FR-2014-14-K8-01	HCO Alcohol Special Events	\$83.81	\$ .00	\$335.21	\$83.81	\$83.81	\$ .00
	K8FR-2014-14-K8-02	Cheyenne BAT Mobile	\$88,239.89	\$ .00	\$121,910.46	\$88,239.89	\$88,239.89	\$ .00
	K8FR-2014-14-K8-03	WASCOP - Video Cameras	\$44,815.47	\$ .00	\$189,139.54	\$44,815.47	\$44,815.47	\$ .00
	K8FR-2014-14-K8-04	Region 5 - IPR DUI Monitoring	\$25,570.35	\$ .00	\$64,065.68	\$25,570.35	\$25,570.35	\$ .00
	K8FR-2014-14-K8-05	Wyo WYSAC Alc Evaluation	\$6,183.90	\$ .00	\$24,735.58	\$6,183.90	\$6,183.90	\$ .00
	K8FR-2014-14-K8-06	WHP DUI Education	\$9,301.76	\$ .00	\$42,697.84	\$9,301.76	\$9,301.76	\$ .00
	K8FR-2014-14-K8-07	Region 1 Safe Communities	\$29,548.75	\$ .00	\$110,426.87	\$29,548.75	\$29,548.75	\$ .00
	K8FR-2014-14-K8-08	Region 2 Safe Communities	\$7,408.31	\$ .00	\$29,633.24	\$7,408.31	\$7,408.31	\$ .00
	K8FR-2014-14-K8-09	GCID Media Campaign	\$38,191.31	\$ .00	\$152,765.35	\$38,191.31	\$38,191.31	\$ .00
	<b>410 High Fatality Rate Total</b>		<b>\$249,343.55</b>	<b>\$ .00</b>	<b>\$735,709.77</b>	<b>\$249,343.55</b>	<b>\$249,343.55</b>	<b>\$ .00</b>

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<b>410 High Visibility</b>								
<b>410 High Visibility</b>								
	K8HV-2014-14-K8-01	Cheyenne 'BAT' MOBILE	\$275,161.10	\$ .00	\$550,322.21	\$275,161.10	\$275,161.10	\$ .00
<b>410 High Visibility Total</b>			<b>\$275,161.10</b>	<b>\$ .00</b>	<b>\$550,322.21</b>	<b>\$275,161.10</b>	<b>\$275,161.10</b>	<b>\$ .00</b>
<b>154 Transfer Funds</b>								
<b>154 Alcohol</b>								
	154AL-2014-14-AL-02	REGION 5 - IPR DUI Monitoring	\$17,773.06	\$17,773.06	\$17,773.06	\$17,773.06	\$17,773.06	\$ .00
	154AL-2014-14-AL-03	REGION 1 SAFE COMMUNITIES	\$14,640.44	\$14,640.44	\$14,640.44	\$14,640.44	\$14,640.44	\$ .00
	154AL-2014-14-AL-04	REGION 2 SAFE COMMUNITIES	\$24,281.34	\$24,281.34	\$24,281.34	\$24,281.34	\$24,281.34	\$ .00
	154AL-2014-14-AL-06	HSO EVENTS CALENDAR	\$2,662.44	\$ .00	\$2,662.44	\$2,662.44	\$2,662.44	\$ .00
	154AL-2014-14-AL-07	WASCOP - ALCOHOL FACTORS	\$39,999.67	\$35,621.17	\$39,999.67	\$39,999.67	\$39,999.67	\$ .00
	154AL-2014-14-AL-12	WHP DUI EDUCATION	\$18,502.12	\$ .00	\$18,502.12	\$18,502.12	\$18,502.12	\$ .00
	154AL-2014-14-AL-18	GCID - MEDIA CAMPAIGN	\$55,218.90	\$55,218.90	\$55,218.90	\$55,218.90	\$55,218.90	\$ .00
<b>154 Alcohol Total</b>			<b>\$173,077.97</b>	<b>\$147,534.91</b>	<b>\$173,077.97</b>	<b>\$173,077.97</b>	<b>\$173,077.97</b>	<b>\$ .00</b>
<b>154 Paid Media</b>								
	154PM-2014-14-PM-01	PAO WYDOT ALCOHOL PD MEDIA	\$182,355.42	\$ .00	\$182,355.42	\$182,355.42	\$182,355.42	\$ .00
<b>154 Paid Media Total</b>			<b>\$182,355.42</b>	<b>\$ .00</b>	<b>\$182,355.42</b>	<b>\$182,355.42</b>	<b>\$182,355.42</b>	<b>\$ .00</b>
<b>154 Hazard Elimination</b>								
	154HE-2014-14-54-HE	154 HAZARD ELIMINATION	\$160,165.37	\$ .00	\$160,165.37	\$160,165.37	\$160,165.37	\$ .00
<b>154 Hazard Elimination Total</b>			<b>\$160,165.37</b>	<b>\$ .00</b>	<b>\$160,165.37</b>	<b>\$160,165.37</b>	<b>\$160,165.37</b>	<b>\$ .00</b>
<b>154 Transfer Funds Total</b>			<b>\$515,598.76</b>	<b>\$147,534.91</b>	<b>\$515,598.76</b>	<b>\$515,598.76</b>	<b>\$515,598.76</b>	<b>\$ .00</b>
<b>164 Transfer Funds</b>								
<b>164 Hazard Elimination</b>								
	164HE-2014-14-64-HE	164 HAZARD ELIMINATION	\$183,301.24	\$ .00	\$183,301.24	\$183,301.24	\$183,301.24	\$ .00

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<b>164 Hazard Elimination Total</b>			<b>\$183,301.24</b>	<b>\$0.00</b>	<b>\$183,301.24</b>	<b>\$183,301.24</b>	<b>\$183,301.24</b>	<b>\$0.00</b>
<b>164 Transfer Funds Total</b>			<b>\$183,301.24</b>	<b>\$0.00</b>	<b>\$183,301.24</b>	<b>\$183,301.24</b>	<b>\$183,301.24</b>	<b>\$0.00</b>
<b>MAP 21 405b OP Low</b>								
<b>405b Low HVE</b>								
	M2HVE-2014-14-M2-05	WASCOP OP ENFORCEMENT	\$217,792.87	\$0.00	\$272,241.09	\$217,792.87	\$217,792.87	\$0.00
	M2HVE-2014-14-M2-06	WHP OP ENFORCEMENT	\$104,582.32	\$0.00	\$130,727.90	\$104,582.32	\$104,582.32	\$0.00
<b>405b Low HVE Total</b>			<b>\$322,375.19</b>	<b>\$0.00</b>	<b>\$402,968.99</b>	<b>\$322,375.19</b>	<b>\$322,375.19</b>	<b>\$0.00</b>
<b>405b Low Public Education</b>								
	M2PE-2014-14-M2-01	ALIVE AT 25	\$65,272.86	\$0.00	\$82,095.16	\$65,272.86	\$65,272.86	\$0.00
	M2PE-2014-14-M2-02	WASCOP MEDIA DISSEMINATION	\$19,122.67	\$0.00	\$23,399.27	\$19,122.67	\$19,122.67	\$0.00
<b>405b Low Public Education Total</b>			<b>\$84,395.53</b>	<b>\$0.00</b>	<b>\$105,494.43</b>	<b>\$84,395.53</b>	<b>\$84,395.53</b>	<b>\$0.00</b>
<b>MAP 21 405b OP Low Total</b>			<b>\$406,770.72</b>	<b>\$0.00</b>	<b>\$508,463.42</b>	<b>\$406,770.72</b>	<b>\$406,770.72</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2014-14-M3-02	WHP CRASH CITATION DATA ANALYSIS	\$668.86	\$0.00	\$877.88	\$668.86	\$668.86	\$0.00
<b>405c Data Program Total</b>			<b>\$668.86</b>	<b>\$0.00</b>	<b>\$877.88</b>	<b>\$668.86</b>	<b>\$668.86</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program Total</b>			<b>\$668.86</b>	<b>\$0.00</b>	<b>\$877.88</b>	<b>\$668.86</b>	<b>\$668.86</b>	<b>\$0.00</b>
<b>MAP 21 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								
	M5HVE-2014-14-M5-01	GCID ENHANCED ENFORC. INITIATIVE	\$81,118.89	\$0.00	\$101,398.62	\$81,118.89	\$81,118.89	\$0.00
	M5HVE-2014-14-M5-02	WHP STURGIS DETAIL	\$74,963.62	\$0.00	\$93,704.69	\$74,963.62	\$74,963.62	\$0.00
	M5HVE-2014-14-M5-04	WASCOP DUI O/T ENFORCEMENT	\$344,707.20	\$0.00	\$430,884.00	\$344,707.20	\$344,707.20	\$0.00
	M5HVE-2014-14-M5-06	WHP DUI ENFORCEMENT	\$60,915.63	\$0.00	\$76,353.24	\$60,915.63	\$60,915.63	\$0.00
<b>405d Mid HVE Total</b>			<b>\$561,705.34</b>	<b>\$0.00</b>	<b>\$702,340.55</b>	<b>\$561,705.34</b>	<b>\$561,705.34</b>	<b>\$0.00</b>



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<b>405d Mid ID Coordinator</b>								
	M5IDC-2014-14-M5-01	REGION 5 SAFE COMMUNITIES	\$73,217.29	\$ .00	\$91,521.62	\$73,217.29	\$73,217.29	\$ .00
<b>405d Mid ID Coordinator Total</b>			<b>\$73,217.29</b>	<b>\$ .00</b>	<b>\$91,521.62</b>	<b>\$73,217.29</b>	<b>\$73,217.29</b>	<b>\$ .00</b>
<b>405d Mid Court Support</b>								
	M5SCS-2014-14-M5-01	WASCOP - BLOOD KITS	\$4,729.65	\$ .00	\$5,912.06	\$4,729.65	\$4,729.65	\$ .00
<b>405d Mid Court Support Total</b>			<b>\$4,729.65</b>	<b>\$ .00</b>	<b>\$5,912.06</b>	<b>\$4,729.65</b>	<b>\$4,729.65</b>	<b>\$ .00</b>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2014-14-M5-01	GCID - MEDIA CAMPAIGN	\$134,358.21	\$ .00	\$167,947.76	\$134,358.21	\$134,358.21	\$ .00
<b>405d Mid Paid/Earned Media Total</b>			<b>\$134,358.21</b>	<b>\$ .00</b>	<b>\$167,947.76</b>	<b>\$134,358.21</b>	<b>\$134,358.21</b>	<b>\$ .00</b>
<b>405d Mid Training</b>								
	M5TR-2014-14-M5-01	DECP/SFST COORD. TRAINING	\$200,966.47	\$ .00	\$251,208.09	\$200,966.47	\$200,966.47	\$ .00
<b>405d Mid Training Total</b>			<b>\$200,966.47</b>	<b>\$ .00</b>	<b>\$251,208.09</b>	<b>\$200,966.47</b>	<b>\$200,966.47</b>	<b>\$ .00</b>
<b>405d Mid Information System</b>								
	M5IS-2014-14-M5-01	TSRP	\$107,454.28	\$ .00	\$134,317.85	\$107,454.28	\$107,454.28	\$ .00
	M5IS-2014-14-M5-04	GCID FACILITATOR	\$113,025.66	\$ .00	\$141,282.07	\$113,025.66	\$113,025.66	\$ .00
	M5IS-2014-14-M5-05	GCID POLICY ANALYSIS	\$90,811.04	\$ .00	\$113,513.80	\$90,811.04	\$90,811.04	\$ .00
	M5IS-2014-14-M5-09	WASCOP UNDERAGE DRINKING/DRIVING	\$109,582.91	\$ .00	\$136,978.62	\$109,582.91	\$109,582.91	\$ .00
	M5IS-2014-14-M5-10	WASCOP - ALCOHOL FACTORS	\$618.23	\$ .00	\$772.78	\$618.23	\$618.23	\$ .00
<b>405d Mid Information System Total</b>			<b>\$421,492.12</b>	<b>\$ .00</b>	<b>\$526,865.12</b>	<b>\$421,492.12</b>	<b>\$421,492.12</b>	<b>\$ .00</b>
<b>MAP 21 405d Impaired Driving Mid Total</b>			<b>\$1,396,469.08</b>	<b>\$ .00</b>	<b>\$1,745,795.20</b>	<b>\$1,396,469.08</b>	<b>\$1,396,469.08</b>	<b>\$ .00</b>
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcyclist Awareness</b>								
	M9MA-2014-14-M9-01	MOTORCYCLE AWARENESS	\$22,688.91	\$ .00	\$28,361.14	\$22,688.91	\$22,688.91	\$ .00
<b>405f Motorcyclist Awareness Total</b>			<b>\$22,688.91</b>	<b>\$ .00</b>	<b>\$28,361.14</b>	<b>\$22,688.91</b>	<b>\$22,688.91</b>	<b>\$ .00</b>

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		<i>MAP 21 405f Motorcycle Programs Total</i>	<i>\$22,688.91</i>	<i>\$.00</i>	<i>\$28,361.14</i>	<i>\$22,688.91</i>	<i>\$22,688.91</i>	<i>\$.00</i>
		<i>NHTSA Total</i>	<i>\$5,020,668.58</i>	<i>\$897,805.73</i>	<i>\$6,798,031.38</i>	<i>\$5,020,668.58</i>	<i>\$5,020,668.58</i>	<i>\$.00</i>
		<i>Total</i>	<i>\$5,020,668.58</i>	<i>\$897,805.73</i>	<i>\$6,798,031.38</i>	<i>\$5,020,668.58</i>	<i>\$5,020,668.58</i>	<i>\$.00</i>

*Daleve Case 12-18-14*

I CERTIFY, that in accordance with the laws of the state and under the terms of (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT the approved program(s) area that actual costs claimed have been incurred and OR OTHER APPROPRIATE REVIEW) have not previously been presented for payment.

State Official: