OKLAHOMA
STATEWIDE
CHILD RESTRAINT SURVEY

2025

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This report was prepared for the Oklahoma Highway Safety Office in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration. The conclusions and opinions expressed in this report are those of the University of Central Oklahoma, College of Math and Science, School of Nursing, and do not necessarily represent those of the State of Oklahoma, the Oklahoma Highway Safety Office, the U.S. Department of Transportation, or any other agency of the State or Federal Government.

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EXECUTIVE SUMMARY

This report compares the use of child restraints (car seats and safety belts) in passenger vehicles in Oklahoma over the period from 2016 to 2025. Visual observations were conducted at 90 locations selected to provide a representative sample of the state and to align with the counties used in the NHTSA-required restraint usage survey. At each site, observers recorded restraint use among drivers and all child passengers during a 60-minute observation period.

The 2025 Child Restraint Survey was conducted in accordance with the Child Passenger Restraint System Act, which has been in effect since November 1, 2015.

Percent Restrained by Year

	2025	2024	2023	2022	2021	2019	2018	2017	2016
Combined Rate	**91.8**	**92.8**	**87.8**	**93.4**	**91.8**	**89.3**	**91.1**	**91.8**	**92.0**

The results from the 2025 survey align with findings from the previous five years. While the full report provides all details, the key findings are as follows:

- **Statewide Usage:** The statewide child restraint use rate was 91.8%, a slight decrease from 2024 but consistent with the long-term average.
- **Regional Variations:** Regional usage varied, with Comanche, Caddo, and Logan counties reporting rates under 85%, and McClain, Rogers, and Creek counties reporting rates of 95% or higher.
- **Vehicle Type:** Consistent with past surveys, pickup trucks had lower restraint rates (86.1%) than other vehicle types (92.8%), and this 6.7% gap widened from 2024.
- **Child's Location:** A significant difference was observed based on a child's location; children in the back seat (93.8%) were more likely to be restrained than those in the front seat (83.9%).
- **Direction of Car Seat:** Children in rear-facing seats (99.2%) were significantly more likely to be restrained than those in forward-facing seats (89.9%). The 9.3% difference in these rates increased from the previous year.
- **Driver Restraint:** Driver restraint remains the most reliable predictor of child restraint. When the driver was restrained, the child restraint rate was 97.0%, compared to just 54.0% when the driver was not restrained.

OKLAHOMA CHILD RESTRAINT OBSERVATION STUDY: 2025

INTRODUCTION

This report is the 37th statewide observation study of the use of child restraints in Oklahoma. The study was conducted by the University of Central Oklahoma (UCO), College of Math and Science (CMS), School of Nursing (SON), under contract with the Oklahoma Highway Safety Office (OHSO). Observations occurred during summer 2025.

The Institute for Public Affairs developed the survey instrument (Appendix A) using various sources, including but not limited to the National Highway Traffic Safety Administration's (NHTSA) 1983 Guidelines for Conducting a Survey of the Use of Safety Belts and Child Safety Seats, and NHTSA publications: Are You Using It Right? (IP0040), and Child Transportation Safety Tips (IP0835). The observation survey instrument includes:

- The use or non-use of child restraint devices, the type of restraint used based upon the position a child is facing in the vehicle, (forward-facing, rear-facing, seat belt ONLY),
- The location of the child in the vehicle, vehicle type, and the driver's use or non-use of a seat belt.

BACKGROUND

In March 1983, the Oklahoma Legislature approved H.B. 1005 which required the use of "a passenger restraint system or a properly secured seat belt for children up to the ages of four or five." The law provided that if a motorist with children was observed to be in violation of the law, a law enforcement officer had the discretion to stop the motorist and give the violator a "verbal warning" on the dangers of non-restraint. The statute granted no enforcement or punitive measures for use by the law enforcement officer.

Amendments to the law in 1987 strengthened the 1983 Child Passenger Restraint System Act by providing penalties and fines for violators who failed to properly protect child passengers in their vehicles. The law was amended again in 2004 (S.B.1224) to increase the age of children from four to six years of age who are required to be transported using a child restraint system. The 2004 amendments also state children at least six years of age but younger than 13 years of age shall be protected by the use of a child restraint system or a seat belt.

The most recent amendments to the law in 2015 brought the Child Passenger Restraint System Act more in line with recommendations of the American Academy of Pediatrics as follows:

- A child under ***eight (8)*** must be properly secured in a child passenger restraint system. The law previously applied only to children under age six (6).
- ***0-2 years:*** Must be in a rear-facing car seat until at least two (2) years of age, or until the child reaches the weight or height limit of the car seat.
- ***2-4 years:*** Must be in a car seat until at least four (4) years of age.
- ***4-8 years:*** Must be in a car seat or child booster seat until at least eight (8) years of age unless the child is taller than 4'9".
- ***8 years or taller than 4'9":*** Must be in a seat belt.

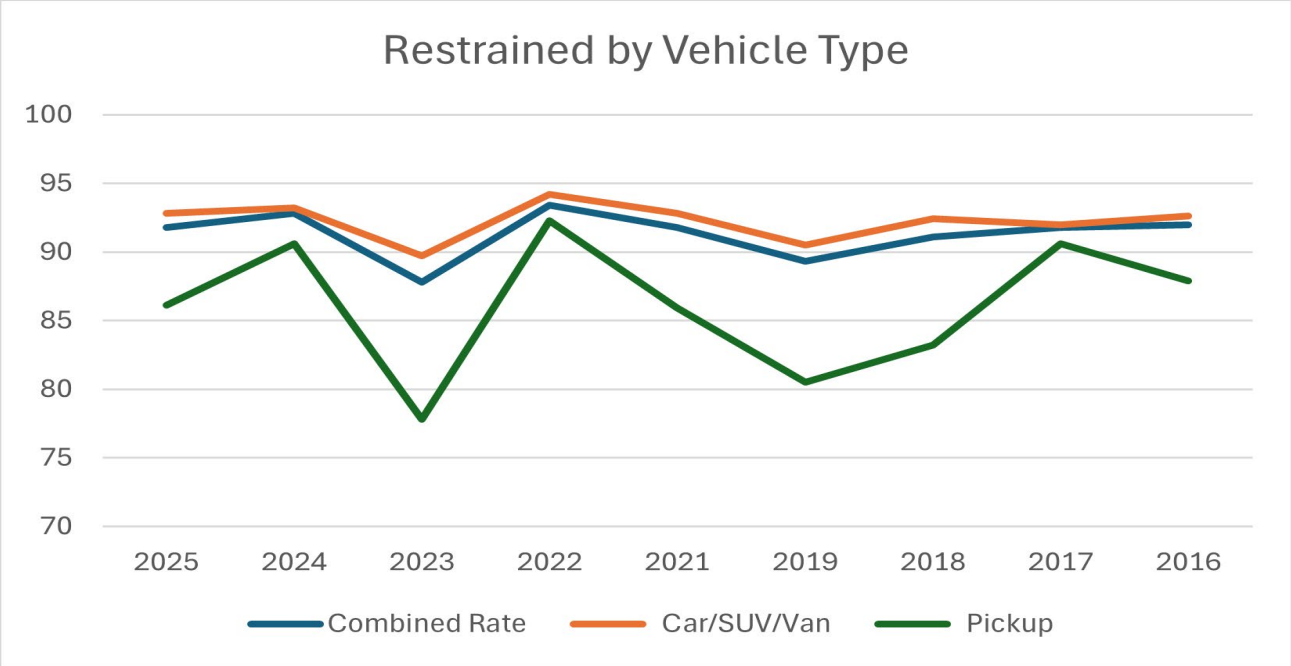
Percent Restrained by County*

	2025	2024
Combined Rate	91.8	92.8
McClain	100.0%	100.0%
Rogers	97.3%	79.5%
Creek	96.3%	88.0%
Cleveland	92.6%	97.7%
Lincoln	92.3%	76.0%
Tulsa	92.0%	93.4%
Oklahoma	91.9%	91.6%
Okmulgee	91.7%	85.2%
Delaware	91.2%	100.0%
Canadian	89.2%	96.8%
Osage	87.5%	100.0%
Comanche	82.6%	85.1%
Caddo	80.8%	95.8%
Logan	80.0%	87.5%

* Note: 2024 was the first year using the current method that allows for a comparison by county.

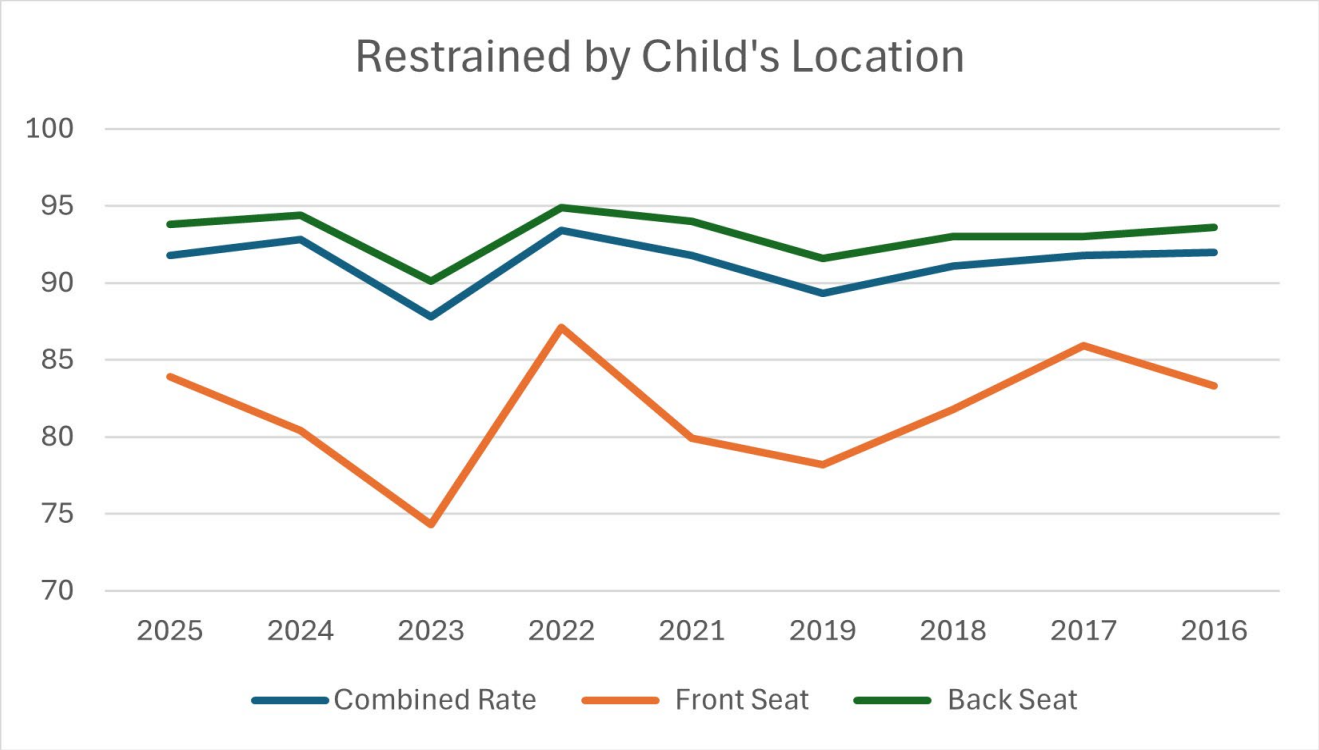
Percent Restrained by Vehicle Type

	2025	2024	2023	2022	2021	2019	2018	2017	2016
Combined Rate	91.8	92.8	87.8	93.4	91.8	89.3	91.1	91.8	92.0
Car/SUV/Van	92.8	93.2	89.7	94.2	92.8	90.5	92.4	92.0	92.6
Pickup	86.1	90.6	77.8	92.3	85.9	80.5	83.2	90.6	87.9
Gap	6.7	2.6	11.9	1.9	6.9	10.0	9.2	1.4	4.7



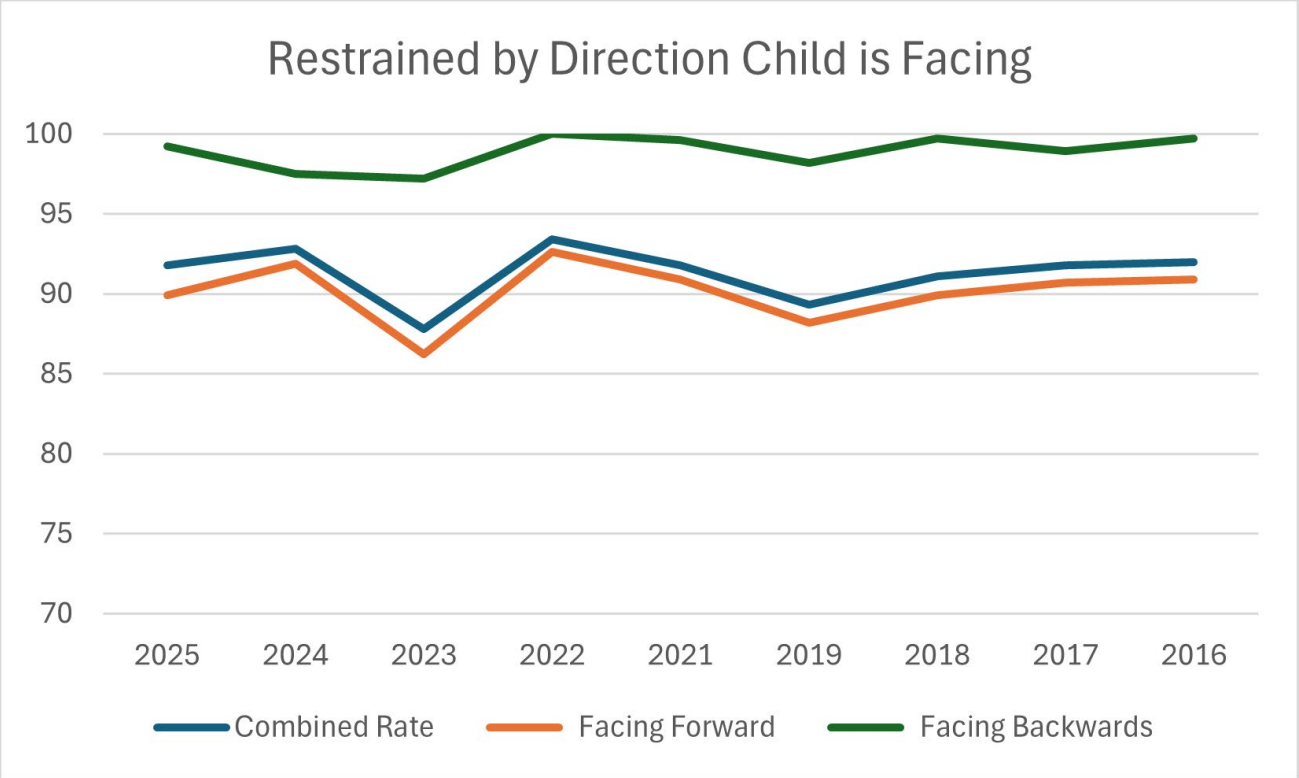
Percent Restrained by the Child's Location

	2025	2024	2023	2022	2021	2019	2018	2017	2016
Combined Rate	91.8	92.8	87.8	93.4	91.8	89.3	91.1	91.8	92.0
Front Seat	83.9	80.4	74.3	87.1	79.9	78.2	81.8	85.9	83.3
Back Seat	93.8	94.4	90.1	94.9	94.0	91.6	93.0	93.0	93.6
Gap	9.9	14.0	15.8	7.8	14.1	13.4	11.2	7.1	10.3



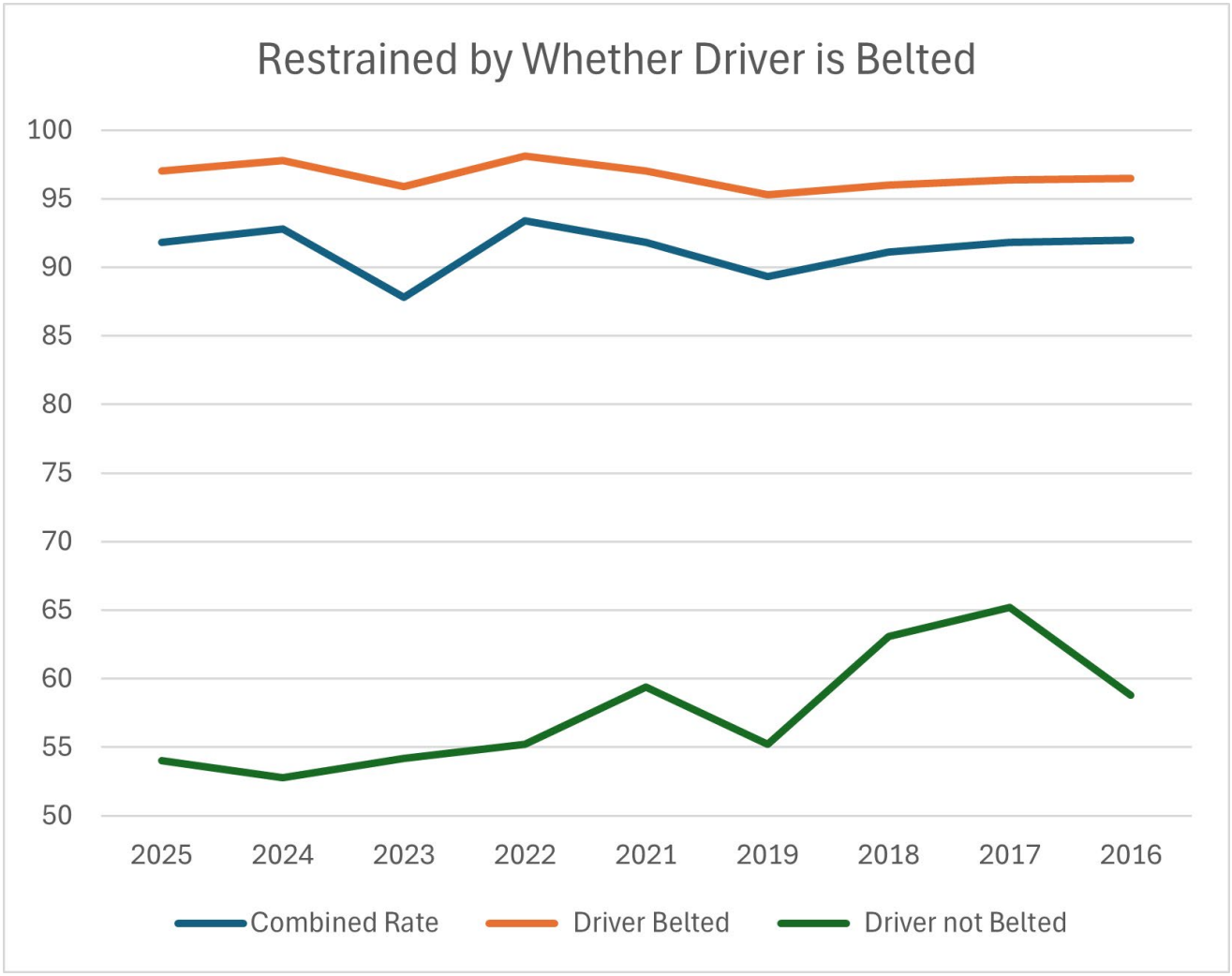
Percent Restrained by Direction Child is Facing

	2025	2024	2023	2022	2021	2019	2018	2017	2016
Combined Rate	91.8	92.8	87.8	93.4	91.8	89.3	91.1	91.8	92.0
Forward-Facing	89.9	91.9	86.2	92.6	90.9	88.2	89.9	90.7	90.9
Rear-Facing	99.2	97.5	97.2	100.0	99.6	98.2	99.7	98.9	99.7
Gap	9.3	5.6	11.0	7.4	8.7	10.0	9.8	8.2	8.8



Percent Restrained by Driver Belted or Not

	2025	2024	2023	2022	2021	2019	2018	2017	2016
Combined Rate	91.8	92.8	87.8	93.4	91.8	89.3	91.1	91.8	92.0
Driver Belted	97.0	97.8	95.9	98.1	97.0	95.3	96.0	96.4	96.5
Driver not Belted	54.0	52.8	54.2	55.2	59.4	55.2	63.1	65.2	58.8
Gap	43.0	45.0	41.7	42.9	37.6	40.1	32.9	31.2	37.7



SUMMARY

The results of the 2025 survey can be summarized as follows:

- **Statewide Usage:** The statewide child restraint use rate was 91.8%, a slight decrease from 2024 but consistent with the long-term average.
- **Regional Variations:** Regional usage varied, with Comanche, Caddo, and Logan counties reporting rates under 85%, and McClain, Rogers, and Creek counties reporting rates of 95% or higher.
- **Vehicle Type:** Consistent with past surveys, pickup trucks had lower restraint rates (86.1%) than other vehicle types (92.8%), and this 6.7% gap widened from 2024.
- **Child's Location:** A significant difference was observed based on a child's location; children in the back seat (93.8%) were more likely to be restrained than those in the front seat (83.9%).
- **Direction of Car Seat:** Children in rear-facing seats (99.2%) were significantly more likely to be restrained than those in forward-facing seats (89.9%). The 9.3% difference in these rates increased from the previous year.
- **Driver Restraint:** Driver restraint remains the most reliable predictor of child restraint. When the driver was restrained, the child restraint rate was 97.0%, compared to just 54.0% when the driver was not restrained.

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APPENDIX A

Oklahoma Child Restraint Observation Form

County: _____

Site # & Location:_____

Observer: _____Date: _____ Start Time: _____End Time: _____

If location changed, indicate where you were when you observed. If you moved during the observation period to another location, indicate that below, in addition to identifying the site # to which you relocated.

After 1 hour, I changed location to: _____ within 1 mile of the original site locale.

INFANT OR CHILD DRIVER					
	Location of Child 1=Front 2=Back	Child Protection 1=Car Seat 2=Belted 3=No Protection	Child Facing 1=Front 2=Back	Vehicle 1=Car 2=Pickup	Belted 1=Yes 2=No 9=unknown
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					

INFANT OR CHILD DRIVER					
	Location of Child 1=Front 2=Back	Child Protection 1=Car Seat 2=Belted 3=No Protection	Child Facing 1=Front 2=Back	Vehicle 1=Car 2=Pickup	Belted 1=Yes 2=No 9=Unknown
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

Please add any comments, corrections, or additional observation dates (including start and end times) if applicable:

_____

_____

_____

_____

_____

_____

_____

:

APPENDIX B
METHODOLOGY

1.0 Seat Belt Use Survey Design Introduction

The National Highway Traffic Safety Administration (NHTSA) has issued Uniform Criteria for State Observational Surveys of Seat Belt Use. The final rule was published in the Federal Register, Volume 76, No. 63, on April 1, 2011, under Rules and Regulations, pages 18042 – 18059. Oklahoma had its Restraint Usage Survey (RUS) methodology approved in January 2022. The current survey plan represents an additional effort to evaluate restraint usage for children and infants. This survey is intended for use by officials in Oklahoma to provide summary information that will assist in policymaking.

2.0 Seat Belt Use Survey Study Design

For cost and administrative effectiveness, the survey for children and infants will utilize the same counties and the same basic approach as the overall RUS used by Oklahoma.

All passenger vehicles with a gross vehicle weight of up to 10,000 pounds will be observed in the survey, including small commercial vehicles. The target population includes all children 12 years old and younger, seated anywhere in the vehicle, who travel on public roads between the hours of 7 AM and 7 PM. The observation period for each selected site will be fifty (50) minutes.

Data collection will be conducted by observers who have received training from prior seatbelt surveys. Experienced observers will undergo a refresher training consisting of one-half day of classroom and field training. All new observers will undergo one day of classroom and field training. The plan also outlines methods to be used when scheduled data collection sites are unavailable due to temporary or permanent circumstances.

The approaches to data weighting, belt use estimation, and variance estimation comply with the Uniform Criteria and stipulate procedures to be followed when data quality goals (e.g., item response rates) are not met.

3.0 Sample Design

Our research design generally conforms to the requirements of the Uniform Criteria and will produce annual estimates of occupant restraint use for children and infants traveling in passenger vehicles. Oklahoma intends to refresh the sample of data collection sites every five years to ensure survey results reflect current geographic areas. Given the limited number of places where children may be observed in vehicles, observation sites are determined in the following manner:

1. The survey should be conducted during the "summer break" from school. In this way, children will be with their parents throughout a normal day.

2. Observation locations should be the population of locations where children frequently accompany their parents. For instance, retail establishments, restaurants, grocery stores, and similar types of establishments will be used as observation sites to increase the likelihood of children being observed and thereby increasing the efficiency of the survey.

3. A sample of 90 sites was selected based on the criteria described above and the relative populations of the counties included in the general restraint usage survey. The number of sites per county was determined by the relative population of each county to ensure that the overall sampling would be representative of both the counties from the RUS survey and the overall State of Oklahoma. Monitoring these sites for the number of observations obtained (considering time of day and day of the week) should be done yearly to make adjustments that will allow for updating of the sample sites with the goal of increasing the overall number of observations.

4.0 Data Collection

4.1 Site Selection

To select a site, we first examined the population of each county included in the RUS. Based on the relative population of a county, we determined the overall number of sites for that county. Then, within each county, we examined the population of towns, and once again, selected sites based on the relative size of the towns within the county. The locations that met the criteria described in Section 3.0 were then recorded.

The sites were chosen in the following manner:

- Tentative locations chosen for both their suitability and accessibility by the general population were designated.

- Field checks by survey teams were then made to ascertain the suitability of each tentative site. Shopping malls, fast food restaurant chains, department store chains, and grocery stores were selected based on the following characteristics:

  a) accessibility by the general population to the selected site.
  b) accessibility to vehicular traffic.
  c) sufficient traffic volume existing to be representative of the area in which the site was located.
  d) locations represented the regional variations in socioeconomic and racial characteristics.

The observer was instructed that upon arriving at a specific observation site, they should assess its suitability according to the criteria outlined above. If the pre-assigned site was deemed unsuitable, the observer was allowed to choose an alternative from the reserve sample that would better meet the criteria.

4.2 Training

Oklahoma will employ approximately 1-4 trained observers. These observers will typically work individually as required.

A half-day Observer refresher training will be conducted during the week prior to the data collection period each year. In specific instances, video conferencing may be utilized for individuals located outside of the area, but this will only be employed with experienced employees. A sample syllabus is provided in Figure 1.

Figure 1 – Training Syllabus

Welcome and distribution of equipment.

Survey overview.

Data collection techniques
- Definitions of belt/booster seat use, passenger vehicles
- Observation protocol
- Weekday/weekend/rush hour/non-rush hour
- Weather conditions
- Duration at each site

Scheduling and rescheduling
- Site Assignment Sheet
- Daylight
- Temporary impediments such as weather
- Permanent impediments at data collection sites

Site locations
- Locating assigned sites
- Alternate site selection

Data collection forms
- Cover sheet
- Recording observations
- Recording alternate site information

Assembling forms for shipment

Safety and security

Timesheet and expense reports

Field practice at ramps and surface streets

After the conclusion of the training, Observers will be given a quiz to ensure that they understand

the survey terminology, the data collection protocols, and reporting requirements.

4.3 Observation Periods

All seat belt use observations will take place on weekdays and weekends between 7 a.m. and 8:00 p.m. The schedule will cover both rush hours (before 9:30 AM and after 3:30 PM) and non-rush hour periods. Data collection will occur for 60 minutes at each site, with at least 4 sites scheduled per day. Start times will be staggered to ensure a representative mix of weekday, weekend, rush hour, and non-rush hour sites. Due to county sizes and travel distances between locations, precise start times for each site are not feasible. However, clustering and scheduling of sites will adhere to guidelines.

Maps indicating the locations of all observation sites and Site Assignment Sheets will be provided to the Observers. These sheets will specify the site name, GPS coordinates, date, and start time. Sites in close geographic proximity will be grouped as data collection clusters. All sites within a cluster will be collected on the same day to minimize travel time.

Data Collection

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, will be eligible for observation. The data collection cover sheet and observation form are provided in Appendix C. The cover sheet is designed to document descriptive site information, including date, site location, site number, alternate site data, assigned traffic flow, number of lanes available and observed, start and end times for observations, and weather conditions. This cover form will be completed by the Observer at each site.

The observation form will record children or infants in any location within the vehicle. Additional observation forms can be used when observing more than 40 vehicles at a site, labeled as 1 of 2, 2 of 2, and so on.

The observer will observe as many cars with children as possible at the location. It is often easiest to make observations as children are being put into or taken out of the vehicle due to dark windows and difficulty seeing into the back seats.

The codes provided in Table 4 will be used to record seat belt use.

Table 1 - Seat Belt Use Codes and Definitions

Code	Meaning	Definition
Y	Yes	The child is properly restrained based upon Oklahoma law.
N	No	The child is not properly restrained based upon Oklahoma law.
U	Unknown	It cannot be reasonably determined whether the child is properly restrained based upon Oklahoma law.

Alternate Sites and Rescheduling

When a site becomes temporarily unavailable due to a crash or inclement weather, data collection will be rescheduled for a similar time and type of day of the week. If the site is permanently unworkable, an alternate site selected from the reserve sample will serve as a permanent replacement. Observers will randomly choose one of the reserve sites. If the selected reserve is also permanently unworkable, then the Observer will use the other reserve site.

5.0 Imputation, Estimation and Variance Estimation

5.1 Imputation

No imputation will be made regarding missing data.

5.2 Sampling Weights

The data will not be weighted by site due to the inability to calculate a meaningful frame of reference for weighting using the design selected.

5.3 Nonresponse Adjustment

If no usable data was collected for some reason, then this site is considered as a "non-responding site." These sites will be monitored and be likely candidates for replacements in future surveys. As there is no weighting used, there will be no need to redistribute and weights from non-responding sites.

5.4 Variance Estimation

We will use the complex samples module in IBM's SPSS software to estimate rates and their associated variances.

Appendix C

List of Sites for 2025 Survey

Site	County	City	Name	Full Address
1	Caddo	Anadarko	McDonald's	714 W Petree Rd, Anadarko, OK 73005
2	Caddo	Anadarko	Walmart	1201 W Petree Rd, Anadarko, OK 73005
3	Canadian	El Reno	Walmart Supercenter	2400 S Country Club Rd, El Reno, OK 73036
4	Canadian	Sand Springs	Reasor's	3825 OK-97, Sand Springs, OK 74063
5	Canadian	Yukon	Crest Foods	715 N Czech Hall Rd, Yukon, OK 73099
6	Canadian	Yukon	Lowe's	1605 Garth Brooks Blvd, Yukon, OK 73099
7	Canadian	Yukon	Target	1700 Garth Brooks Blvd, Yukon, OK 73099
8	Canadian	Yukon	Walmart Supercenter	1200 Garth Brooks Blvd, Yukon, OK 73099
9	Cleveland	Moore	Chick-fil-A	2001 S Telephone Rd, Moore, OK 73160
10	Cleveland	Moore	Costco	720 SW 19th St, Moore, OK 73160
11	Cleveland	Moore	Crest Foods	1315 N Eastern Ave, Moore, OK 73160
12	Cleveland	Moore	Target	720 SW 19th St, Moore, OK 73160
13	Cleveland	Moore	Walmart	501 SW 19th St, Moore, OK 73160
14	Cleveland	Moore	Walmart Neighborhood Market	640 SE 4th St, Moore, OK 73160
15	Cleveland	Moore	WinCo Foods	755 SW 19th St, Moore, OK 73160
16	Cleveland	Norman	Chick-fil-a	2437 W Main St, Norman, OK 73069
17	Cleveland	Norman	Homeland	1251 E Alameda St, Norman, OK 73071
18	Cleveland	Norman	Homeland Grocery	2600 W Robinson St, Norman, OK 73069
19	Cleveland	Norman	Lowe's	2555 Hemphill Dr, Norman, OK 73069
20	Cleveland	Norman	Target	1400 24th Ave NW, Norman, OK 73069
21	Cleveland	Norman	Walmart	333 N Interstate Dr, Norman, OK 73069
22	Cleveland	Norman	Walmart	3651 Classen Blvd, Norman, OK 73071
23	Commanche	Lawton	Central Plaza Lawton	200 SW C Ave, Lawton, OK 73501
24	Commanche	Lawton	Homeland Grocery	6734 NW Cache Rd, Lawton, OK 73505
25	Commanche	Lawton	Lowe's	4402 NW Cache Rd, Lawton, OK 73505
26	Commanche	Lawton	Target	2030 NW 82nd St, Lawton, OK 73505
27	Commanche	Lawton	Walmart Supercenter	6301 Nw Quannah Parker Trl, Lawton, OK 73505
28	Commanche	Lawton	Walmart Supercenter	1002 NW Sheridan Rd, Lawton, OK 73505
29	Creek	Bristow	Dollar General	207 N Main St, Bristow, OK 74010
30	Creek	Bristow	McDonald's	702 N Main St, Bristow, OK 74010
31	Creek	Bristow	Walmart Supercenter	105 OK-16, Bristow, OK 74010
32	Creek	Bristow	Williams Foods	201 E 7th Ave, Bristow, OK 74010
33	Delaware	Grove	Lowe's	2131 S Main St, Grove, OK 74344
34	Delaware	Grove	Walmart Supercenter	2115 S Main St, Grove, OK 74344
35	Lincoln	Chandler	McDonald's	1818 E 1st St, Chandler, OK 74834
36	Lincoln	Chandler	Walmart Supercenter	3100 E 1st St, Chandler, OK 74834
37	Logan	Guthrie	McDonald's	1527 S Division St, Guthrie, OK 73044

38	Logan	Guthrie	Walmart Supercenter	1608 S Division St, Guthrie, OK 73044
39	McClain	Newcastle	Happy Heart /Taco Mayo	994 N Main St, Newcastle, OK 73065
40	McClain	Newcastle	Sonic	912 N Main St, Newcastle, OK 73065
41	Oklahoma	Del City	Penn Park Plaza (Best Buy etc)	1409 W I-240 Service Road, Oklahoma City, OK 73159
42	Oklahoma	Del City	Walmart Supercenter	5401 Tinker Diagonal St, Del City, OK 73115
43	Oklahoma	Del City	Walnut Square (Hobby Lobby, etc)	2207 W I-240 Service Road, Oklahoma City, OK 73159
44	Oklahoma	Edmond	Homeland	1151 N Bryant Ave, Edmond, OK 73034
45	Oklahoma	Edmond	Lowe's	1320 E 2nd St, Edmond, OK 73034
46	Oklahoma	Edmond	Target	1200 E 2nd St, Edmond, OK 73034
47	Oklahoma	Edmond	Walmart Neighborhood Market	1301 E 2nd St, Edmond, OK 73034
48	Oklahoma	Midwest City	Sam's Club	6521 SE 29th St, Midwest City, OK 73110
49	Oklahoma	Midwest City	Target	7305 SE 29th St, Midwest City, OK 73110
50	Oklahoma	Midwest City	Winco Foods	7601 E Reno Ave, Midwest City, OK 73110
51	Oklahoma	Oklahoma City	Costco	13200 N Western Ave, Oklahoma City, OK 73114
52	Oklahoma	Oklahoma City	Lowe's	3801 N May Ave, Oklahoma City, OK 73112
53	Oklahoma	Oklahoma City	Sam's Club	4101 N May Ave, Oklahoma City, OK 73112
54	Oklahoma	Oklahoma City	Target	13924 N Pennsylvania Ave, Oklahoma City, OK 73134
55	Oklahoma	Oklahoma City	Target	8315 N Rockwell Ave, Oklahoma City, OK 73132
56	Oklahoma	Oklahoma City	Walmart Supercenter	7800 Northwest Expy, Oklahoma City, OK 73132
57	Oklahoma	Oklahoma City	Walmart Supercenter	1801 Belle Isle Blvd, Oklahoma City, OK 73118
58	Oklahoma	Oklahoma City	Walmart Supercenter	2000 W Memorial Rd, Oklahoma City, OK 73134
59	Oklahoma	Oklahoma City	Whole Foods	6001 N Western Ave, Oklahoma City, OK 73118
60	Oklahoma	Oklahoma City	WinCo Foods	3535 NW 39th St, Oklahoma City, OK 73112
61	Okmulgee	Hentryetta	Homeland	310 W Trudgeon St, Henryetta, OK 74437
62	Okmulgee	Hentryetta	Walmart	605 E Main St, Henryetta, OK 74437
63	Osage	Pawhuska	Harps Food Store	236 E Main St, Pawhuska, OK 74056
64	Osage	Skiatook	Walmart	700 W Rogers Blvd, Skiatook, OK 74070
65	Rogers	Catoosa	Reasor's	2500 N Old Hwy 66, Catoosa, OK 74015
66	Rogers	Catoosa	Walmart Supercenter	19801 Robson Rd, Catoosa, OK 74015
67	Rogers	Claremore	Aldi	1700 Scissortail Ave, Claremore, OK 74017
68	Rogers	Claremore	Reasor's	1000 W Will Rogers Blvd, Claremore, OK 74017
69	Rogers	Claremore	Walgreens	601 W Will Rogers Blvd, Claremore, OK 74017
70	Rogers	Claremore	Walmart Supercenter	1500 S Lynn Riggs Blvd, Claremore, OK 74017
71	Tulsa	Bixby	Lowe's	11114 S Memorial Dr, Bixby, OK 74008
72	Tulsa	Bixby	Reasor's	11116 S Memorial Dr, Bixby, OK 74008
73	Tulsa	Broken Arrow	Lowe's	1900 E Hillside Dr, Broken Arrow, OK 74012
74	Tulsa	Broken Arrow	Reasor's	1100 E Kenosha St, Broken Arrow, OK 74012
75	Tulsa	Broken Arrow	Target	1150 E Hillside Dr, Broken Arrow, OK 74012
76	Tulsa	Broken Arrow	Walmart	1300 E Albany St, Broken Arrow, OK 74012

			Neighborhood Market	
77	Tulsa	Broken Arrow	Walmart Supercenter	2301 W Kenosha St, Broken Arrow, OK 74012
78	Tulsa	Jenks	Reasor's	446 S Elm St, Jenks, OK 74037
79	Tulsa	Owasso	Target	9010 N 121st E Ave, Owasso, OK 74055
80	Tulsa	Owasso	Walmart Supercenter	12101 E 96th St N, Owasso, OK 74055
81	Tulsa	Tulsa	Lowe's	10156 E 71st St, Tulsa, OK 74133
82	Tulsa	Tulsa	Sam's Club	6922 S Mingo Rd, Tulsa, OK 74133
83	Tulsa	Tulsa	Target	1701 S Yale Ave, Tulsa, OK 74112
84	Tulsa	Tulsa	Target	10711 E 71st St, Tulsa, OK 74133
85	Tulsa	Tulsa	Target	7437 S Olympia Ave, Tulsa, OK 74132
86	Tulsa	Tulsa	Utica Square	1709 Utica Square, Tulsa, OK 74114
87	Tulsa	Tulsa	Walmart Supercenter	2019 E 81st St, Tulsa, OK 74137
88	Tulsa	Tulsa	Walmart Supercenter	10938 S Memorial Dr, Tulsa, OK 74133
89	Tulsa	Tulsa	Walmart Supercenter	6625 S Memorial Dr, Tulsa, OK 74133
90	Tulsa	Tulsa	Whole Foods	1401 E 41st St, Tulsa, OK 74105