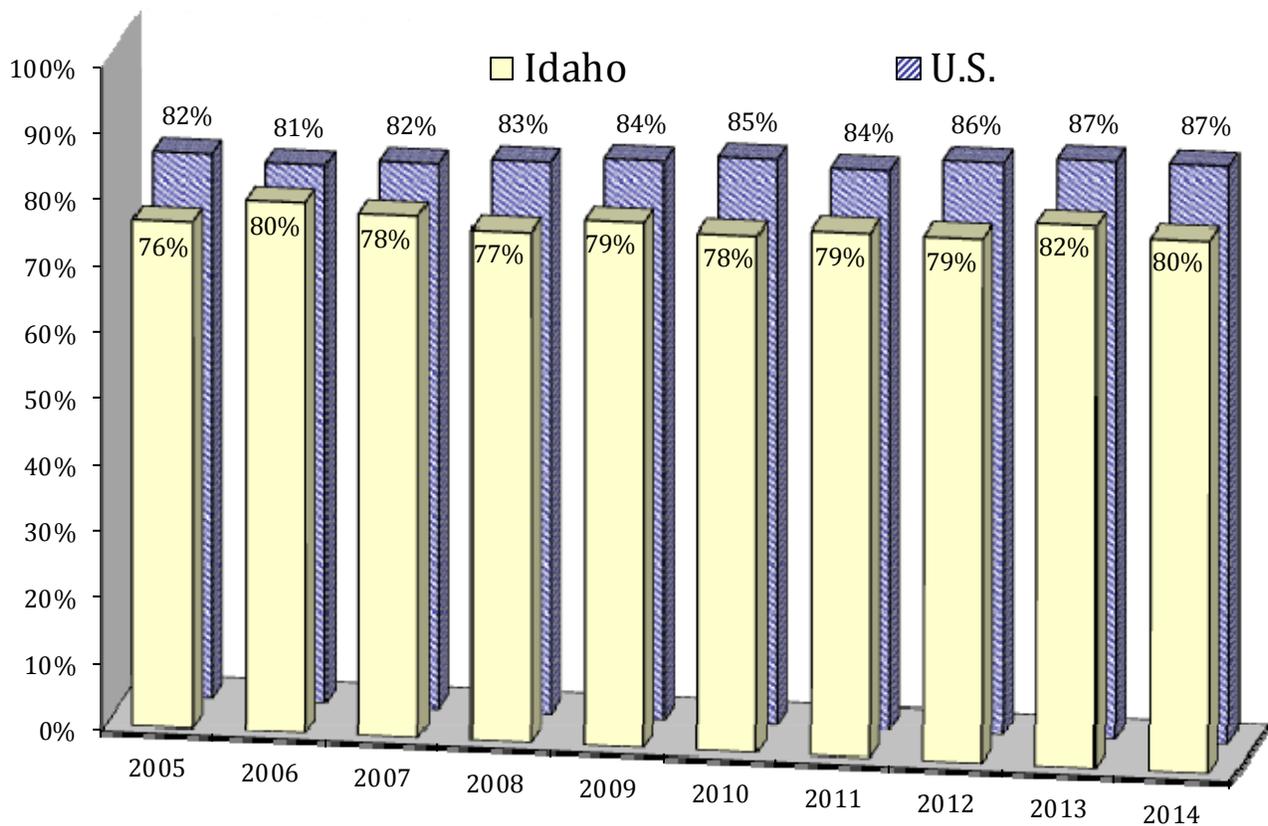


Safety Restraint Usage

Idaho's seat belt use law, effective July 1, 1986, requires seat belt use for front seat passengers and drivers, regardless of residency, in vehicles with a gross vehicle weight of 8,000 pounds or less that were manufactured with safety belts. The law is a "secondary" law and can only be enforced when someone is stopped for another traffic violation. The law was updated July 1, 2003. It now covers all seating positions and has enhanced penalties for drivers less than 18 years of age. Drivers and occupants, 18 years of age and older, receive separate tickets.

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 92% of the vehicles involved in motor vehicle crashes. The U.S. usage rate comes from the National Occupant Protection Use Survey (NOPUS) and the mini NOPUS, which are done alternately every year.

Figure 13
Observed Seat Belt Usage - Idaho vs. U.S.: 2005 - 2014



The methodology for national seat belt surveys differs from that of Idaho and does not include any observation sites in Idaho.

Observational Seat Belt Survey Results

Table 27 shows the observed shoulder harness seat belt use by county. The methodology for the observational seat belt survey was revised in 2013 and a new set of counties and observation sites were selected for the sample.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Ada	96.9%	95.5%	94.7%	92.2%	92.2%	0.0%	-1.7%
Bannock	65.5%	62.2%	67.2%	81.2%	80.5%	-0.9%	7.9%
Bingham	54.2%	55.0%	57.0%	81.0%	71.2%	-12.1%	15.8%
Blaine	79.1%	71.4%	71.2%	-----	-----	-----	-----
Bonner	74.0%	66.9%	71.0%	78.3%	81.0%	3.5%	2.3%
Bonneville	65.2%	67.3%	67.3%	76.9%	70.5%	-8.4%	5.8%
Canyon	90.2%	92.7%	94.2%	81.4%	91.9%	12.9%	-3.1%
Cassia	60.7%	56.5%	57.8%	-----	-----	-----	-----
Elmore	72.3%	72.8%	76.4%	88.2%	90.5%	2.6%	7.0%
Gem	-----	-----	-----	68.8%	80.2%	-----	-----
Gooding	-----	-----	-----	71.2%	68.6%	-----	-----
Kootenai	70.2%	75.8%	72.3%	71.8%	75.9%	5.7%	0.9%
Latah	84.7%	81.0%	85.4%	78.1%	83.5%	6.9%	-2.5%
Madison	63.2%	68.6%	74.4%	71.6%	72.2%	0.9%	4.4%
Minidoka	67.3%	66.1%	60.5%	71.6%	62.9%	-12.2%	2.7%
Nez Perce	89.0%	88.6%	86.5%	85.5%	80.6%	-5.7%	-1.3%
Payette	91.3%	92.6%	92.4%	88.3%	90.5%	2.5%	-1.1%
Twin Falls	76.6%	69.1%	73.6%	76.9%	68.8%	-10.5%	0.4%
Statewide	77.9%	79.1%	79.0%	81.6%	80.2%	-1.8%	1.6%

The Office of Highway Safety evaluates compliance rates through analysis of crash data and statewide observational surveys of seat belt use. Observational surveys are conducted by observing shoulder harness use or non-use. The observational survey is a representative sample of the state and does not include all counties.

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts⁴ by vehicle type. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 91.5%, while district 4 (south-central Idaho) had the overall lowest usage at 66.9%.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	78.6%	70.0%	76.1%
2	85.6%	68.8%	80.2%
3	93.5%	86.1%	91.5%
4	68.8%	63.1%	66.9%
5	80.5%	78.8%	80.1%
6	73.1%	62.7%	70.5%
Statewide	82.4%	74.1%	80.2%

Usage rates for the occupants of pickup trucks continue to be lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2014 ranged from a high of 86.1% in District 3 (south-western Idaho) to a low of 62.7% in District 6 (north-eastern Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use⁵. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Injury Type	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatalities -Restrains Used	46.7%	31.7%	43.0%	33.1%	44.3%	33.6%	-6.5%
Serious Injuries -Restraint Used	65.4%	66.2%	65.8%	63.2%	64.2%	1.7%	-1.1%

Of the 122 passenger motor vehicle occupants over the age of 7 killed in 2014, only 54 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 54 lives saved in 2014 by seat belt usage and an additional 34 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	54	67	1	\$350,649,099	\$435,064,623	\$6,493,502
Serious Injury	614	267	75	\$198,556,452	\$86,342,952	\$24,253,638
Visible Injury	2,436	410	200	\$220,646,685	\$37,136,757	\$18,115,491
Possible Injury	5,291	505	401	\$317,672,759	\$30,320,307	\$24,076,125
Total				\$1,087,524,996	\$588,864,640	\$72,938,756

Self-reported seat belt use can be biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). The number of people using seat belts is higher for the less severe injury categories because of this bias, but also because seat belts lessen the severity of injuries sustained in crashes.

Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for all motor vehicle occupants, 7 years old and older, involved in fatal and serious injury crashes for each county, for 2010 through 2014. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes. Values of “---“ indicate there were no fatal or serious injury crashes.

County by Population	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
50,000 and over							
Ada	85.1%	87.9%	87.8%	83.3%	85.7%	2.9%	-0.6%
Bannock	72.6%	72.9%	62.4%	61.5%	70.9%	15.3%	-5.2%
Bonneville	64.1%	63.5%	75.3%	65.5%	74.1%	13.1%	1.5%
Canyon	76.4%	81.2%	82.7%	79.6%	80.3%	0.8%	1.5%
Kootenai	77.3%	81.1%	77.8%	76.6%	72.9%	-4.8%	-0.2%
Twin Falls	82.1%	76.3%	79.2%	69.2%	87.4%	26.3%	-5.3%
20,000 - 49,999							
Bingham	47.7%	62.7%	41.4%	60.4%	55.6%	-8.1%	14.5%
Blaine	52.4%	70.6%	42.9%	82.4%	50.0%	-39.3%	29.2%
Bonner	83.3%	64.9%	62.9%	73.2%	71.2%	-2.8%	-2.9%
Cassia	61.4%	76.5%	53.3%	70.0%	57.6%	-17.7%	8.5%
Elmore	67.7%	62.7%	57.8%	69.2%	80.0%	15.6%	1.6%
Jefferson	57.9%	53.3%	48.1%	35.3%	71.1%	101.3%	-14.8%
Jerome	74.3%	69.8%	71.9%	62.9%	59.1%	-6.1%	-5.2%
Latah	75.0%	60.7%	77.6%	58.3%	46.4%	-20.4%	-5.4%
Madison	56.5%	43.3%	63.2%	69.7%	42.9%	-38.5%	10.9%
Minidoka	60.6%	73.7%	72.7%	53.3%	53.8%	1.0%	-2.1%
Nez Perce	76.1%	82.9%	74.1%	63.8%	62.1%	-2.6%	-5.2%
Payette	75.0%	71.4%	74.1%	70.7%	70.6%	-0.2%	-1.9%
10,000 - 19,999							
Boundary	70.6%	61.1%	72.7%	80.0%	47.4%	-40.8%	5.2%
Franklin	68.4%	88.9%	69.2%	14.3%	52.4%	266.7%	-23.9%
Fremont	52.9%	69.2%	79.3%	36.0%	78.8%	118.9%	-3.1%
Gem	76.0%	64.3%	95.0%	66.7%	36.8%	-44.7%	0.8%
Gooding	52.9%	39.6%	62.5%	41.7%	23.1%	-44.6%	-0.3%
Idaho	58.1%	60.5%	50.0%	53.7%	51.1%	-4.8%	-1.9%
Owyhee	52.4%	18.2%	55.6%	36.0%	58.3%	62.0%	35.0%
Shoshone	80.0%	50.0%	60.0%	36.7%	58.8%	60.4%	-18.8%
Teton	50.0%	---	50.0%	77.8%	50.0%	-35.7%	---
Washington	68.8%	64.7%	84.6%	33.3%	50.0%	50.0%	-11.9%

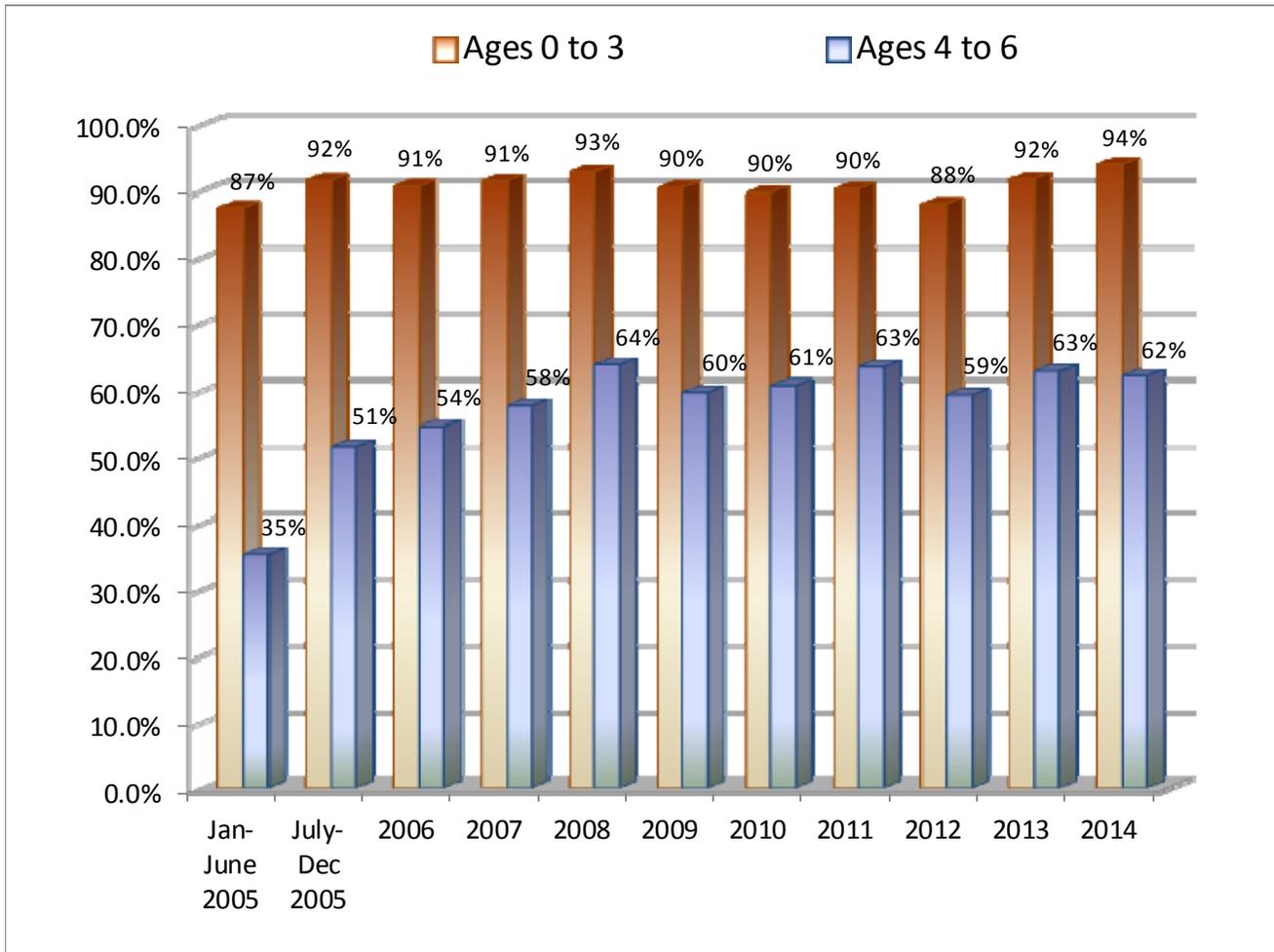
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2010-2014
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
5,000 - 9,999							
Bear Lake	72.2%	66.7%	55.0%	80.0%	66.7%	-16.7%	6.8%
Benewah	32.1%	85.7%	52.6%	35.3%	55.6%	57.4%	31.7%
Boise	69.2%	76.3%	45.5%	73.5%	60.0%	-18.4%	10.5%
Caribou	33.3%	100.0%	50.0%	54.5%	33.3%	-38.9%	53.0%
Clearwater	44.4%	10.0%	100.0%	55.6%	76.9%	38.5%	259.4%
Lemhi	73.3%	40.0%	30.0%	46.7%	0.0%	-100.0%	-5.0%
Lincoln	54.6%	44.4%	16.7%	37.5%	76.9%	105.1%	14.7%
Power	38.2%	34.3%	50.0%	80.0%	53.8%	-32.7%	31.8%
Valley	36.7%	64.7%	77.3%	94.4%	81.8%	-13.4%	39.4%
0 - 4,999							
Adams	100.0%	100.0%	28.6%	68.8%	0.0%	-100.0%	23.1%
Butte	50.0%	0.0%	---	0.0%	66.7%	---	---
Camas	---	---	---	---	---	---	---
Clark	84.6%	50.0%	66.7%	33.3%	---	---	-19.2%
Custer	12.5%	44.4%	18.2%	91.7%	50.0%	-45.5%	200.2%
Lewis	92.3%	70.0%	66.7%	33.3%	40.0%	20.0%	-26.3%
Oneida	55.6%	66.7%	50.0%	37.5%	66.7%	77.8%	-10.0%
Statewide Average	73.1%	74.4%	74.6%	71.4%	71.4%	0.0%	-0.8%

Child Safety Seat Usage by Age Groups

The child safety seat law was upgraded in 2005 to include all children under the age of 7 years old. The law took effect July 1, 2005. Prior to that, Idaho Code required every child, under the age of four, and weighing less than 40 pounds be restrained in a car safety seat that meets the federal standards when traveling in a non-commercial motor vehicle manufactured with seat belts after January 1, 1966.

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2005 - 2014



The change in the child safety seat law increased usage among the 4 to 6 year old age group by 16 percentage points in the last half of 2005. Increased publicity of the law change also seemed to have an effect on the 0 to 3 year old age group, increasing child safety seat usage by 5 percentage points.

Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (94%), while only 62% place their toddlers (ages 4-6) in child safety seats or booster seats, even though they are too small for seat belts to fit them correctly.

Child Safety Seat – Self-Reported Usage

Table 32
Self-Reported Child Safety Seat Use by Injury Type: 2010-2014
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatalities							
Restrained	3	2	1	1	3	200.0%	-27.8%
Unrestrained	1	2	1	2	5	150.0%	50.0%
Serious Injuries							
Restrained	10	10	7	9	9	0.0%	-0.5%
Unrestrained	13	7	6	4	11	175.0%	-31.3%
Visible Injuries							
Restrained	65	47	44	55	64	16.4%	-3.0%
Unrestrained	32	22	36	35	15	-57.1%	9.9%
Possible Injuries							
Restrained	193	173	179	209	160	-23.4%	3.3%
Unrestrained	67	51	59	68	49	-27.9%	2.4%
No Injuries							
Restrained	2,193	2,019	1,913	2,053	2,051	-0.1%	-2.0%
Unrestrained	580	454	592	501	476	-5.0%	-2.2%
Total Restrained	2,465	2,251	2,144	2,324	2,287	-1.6%	-1.7%
Total Unrestrained	695	536	694	608	556	-8.6%	-1.9%
% of Children Restrained	78.0%	80.8%	75.5%	79.3%	80.4%	1.5%	0.7%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seats saved 7 lives in 2014. A further 3 lives would have been saved if all children had been restrained in child safety seats. Additionally, 20 serious injuries were prevented and 8 of the 11 unrestrained serious injuries may have been prevented if they had all been properly restrained.