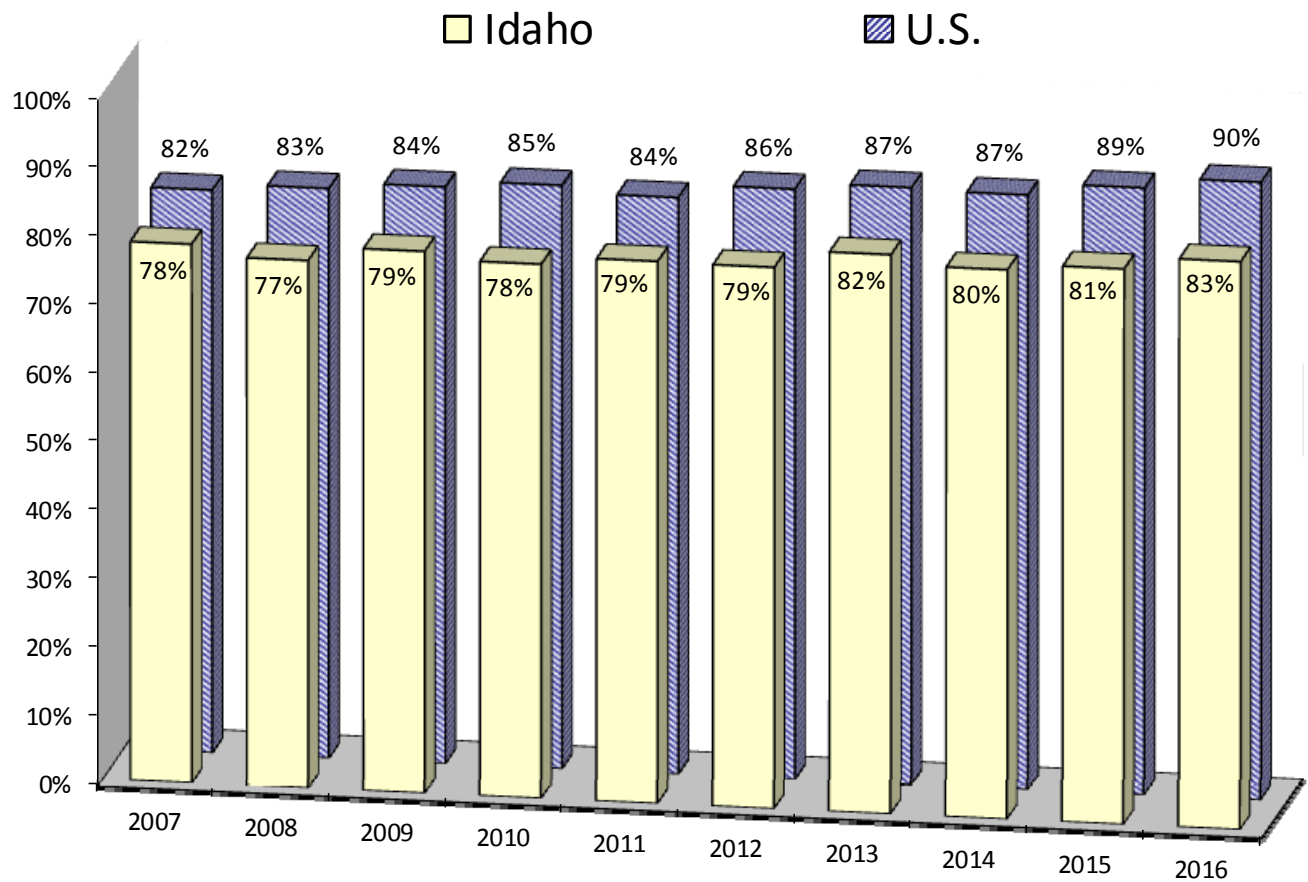


Safety Restraint Usage

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 93% 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.: 2007 - 2016



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.

	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Ada	94.7%	92.2%	92.2%	93.9%	91.7%	-2.3%	-0.3%
Bannock	67.2%	81.2%	80.5%	87.2%	85.9%	-1.5%	9.5%
Bingham	57.0%	81.0%	71.2%	79.7%	87.2%	9.4%	14.0%
Blaine	71.2%	-----	-----	-----	-----	-----	-----
Bonner	71.0%	78.3%	81.0%	78.8%	77.1%	-2.2%	3.6%
Bonneville	67.3%	76.9%	70.5%	65.9%	66.0%	0.1%	-0.2%
Canyon	94.2%	81.4%	91.9%	88.1%	90.2%	2.3%	-1.6%
Cassia	57.8%	-----	-----	-----	-----	-----	-----
Elmore	76.4%	88.2%	90.5%	89.4%	90.1%	0.7%	5.6%
Gem	-----	68.8%	80.2%	72.7%	76.2%	-----	-----
Gooding	-----	71.2%	68.6%	56.2%	69.3%	-----	-----
Kootenai	72.3%	71.8%	75.9%	74.1%	76.8%	3.6%	0.9%
Latah	85.4%	78.1%	83.5%	82.9%	84.4%	1.8%	-0.8%
Madison	74.4%	71.6%	72.2%	67.7%	71.2%	5.2%	-3.1%
Minidoka	60.5%	71.6%	62.9%	57.0%	61.9%	8.6%	-1.1%
Nez Perce	86.5%	85.5%	80.6%	78.2%	77.4%	-1.0%	-3.3%
Payette	92.4%	88.3%	90.5%	92.1%	86.3%	-6.3%	-0.1%
Twin Falls	73.6%	76.9%	68.8%	59.7%	68.4%	14.6%	-6.4%
Statewide	79.0%	81.6%	80.2%	81.1%	82.9%	2.3%	0.9%

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 90.2%, while district 4 (south-central Idaho) had the overall lowest usage at 66.1%.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	78.2%	73.6%	76.9%
2	83.5%	67.6%	78.3%
3	92.1%	85.0%	90.2%
4	70.6%	58.0%	66.1%
5	86.8%	83.7%	86.0%
6	73.8%	52.7%	66.6%
Statewide	85.5%	76.4%	82.9%

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 2016 ranged from a high of 85.0% in District 3 (south-western Idaho) to a low of 52.7% 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	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Fatalities -Restraints Used	43.0%	33.1%	44.3%	37.6%	34.6%	-8.0%	-1.5%
Serious Injuries -Restraint Used	65.8%	63.2%	64.2%	66.8%	69.3%	3.8%	0.6%

Of the 188 passenger motor vehicle occupants over the age of 7 killed in 2016, only 65 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 65 lives saved in 2016 by seat belt usage and an additional 57 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	65	113	10	\$625,545,117	\$1,087,486,127	\$96,237,710
Serious Injury	669	235	61	\$307,912,026	\$108,160,428	\$28,075,685
Visible Injury	2,899	425	250	\$363,417,278	\$53,277,800	\$31,339,883
Possible Injury	6,210	519	585	\$397,518,304	\$33,222,544	\$37,447,376
No Injury	39,056	1,528	3,047	\$126,651,808	\$4,955,038	\$9,880,890
Total				\$1,821,044,533	\$1,287,101,937	\$202,981,545

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 2012 through 2016. 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	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
50,000 and over							
Ada	87.8%	83.3%	85.7%	84.1%	89.0%	5.8%	-1.4%
Bannock	62.4%	61.5%	70.9%	74.8%	60.9%	-18.6%	6.5%
Bonneville	75.3%	65.5%	74.1%	77.9%	75.8%	-2.6%	1.7%
Canyon	82.7%	79.6%	80.3%	79.6%	78.8%	-1.0%	-1.2%
Kootenai	77.8%	76.6%	72.9%	78.3%	75.1%	-4.0%	0.3%
Twin Falls	79.2%	69.2%	87.4%	78.5%	79.0%	0.7%	1.2%
20,000 - 49,999							
Bingham	41.4%	60.4%	55.6%	61.5%	63.3%	2.9%	16.2%
Blaine	42.9%	82.4%	50.0%	63.0%	71.4%	13.4%	26.3%
Bonner	62.9%	73.2%	71.2%	68.2%	56.9%	-16.5%	3.2%
Cassia	53.3%	70.0%	57.6%	63.9%	37.5%	-41.3%	8.2%
Elmore	57.8%	69.2%	80.0%	67.3%	65.7%	-2.5%	6.5%
Jefferson	48.1%	35.3%	71.1%	63.9%	66.7%	4.3%	21.5%
Jerome	71.9%	62.9%	59.1%	52.6%	62.5%	18.8%	-9.8%
Latah	77.6%	58.3%	46.4%	87.5%	70.0%	-20.0%	14.4%
Madison	63.2%	69.7%	42.9%	57.1%	39.1%	-31.5%	1.7%
Minidoka	72.7%	53.3%	53.8%	31.8%	66.7%	109.5%	-22.2%
Nez Perce	74.1%	63.8%	62.1%	81.0%	69.7%	-14.0%	4.6%
Payette	74.1%	70.7%	70.6%	62.8%	42.1%	-32.9%	-5.3%
10,000 - 19,999							
Boundary	72.7%	80.0%	47.4%	40.0%	33.3%	-16.7%	-15.4%
Franklin	69.2%	14.3%	52.4%	72.7%	76.5%	5.1%	75.4%
Fremont	79.3%	36.0%	78.8%	59.3%	20.0%	-66.3%	13.2%
Gem	95.0%	66.7%	36.8%	68.2%	66.7%	-2.2%	3.5%
Gooding	62.5%	41.7%	23.1%	72.4%	42.9%	-40.8%	45.3%
Idaho	50.0%	53.7%	51.1%	51.7%	36.1%	-30.2%	1.3%
Owyhee	55.6%	36.0%	58.3%	22.2%	53.8%	142.3%	-11.7%
Shoshone	60.0%	36.7%	58.8%	35.7%	52.4%	46.7%	-5.9%
Teton	50.0%	77.8%	50.0%	0.0%	58.3%	100.0%	6.6%
Valley	77.3%	94.4%	81.8%	71.4%	83.3%	16.7%	-1.3%
Washington	84.6%	33.3%	50.0%	73.7%	62.5%	-15.2%	12.3%

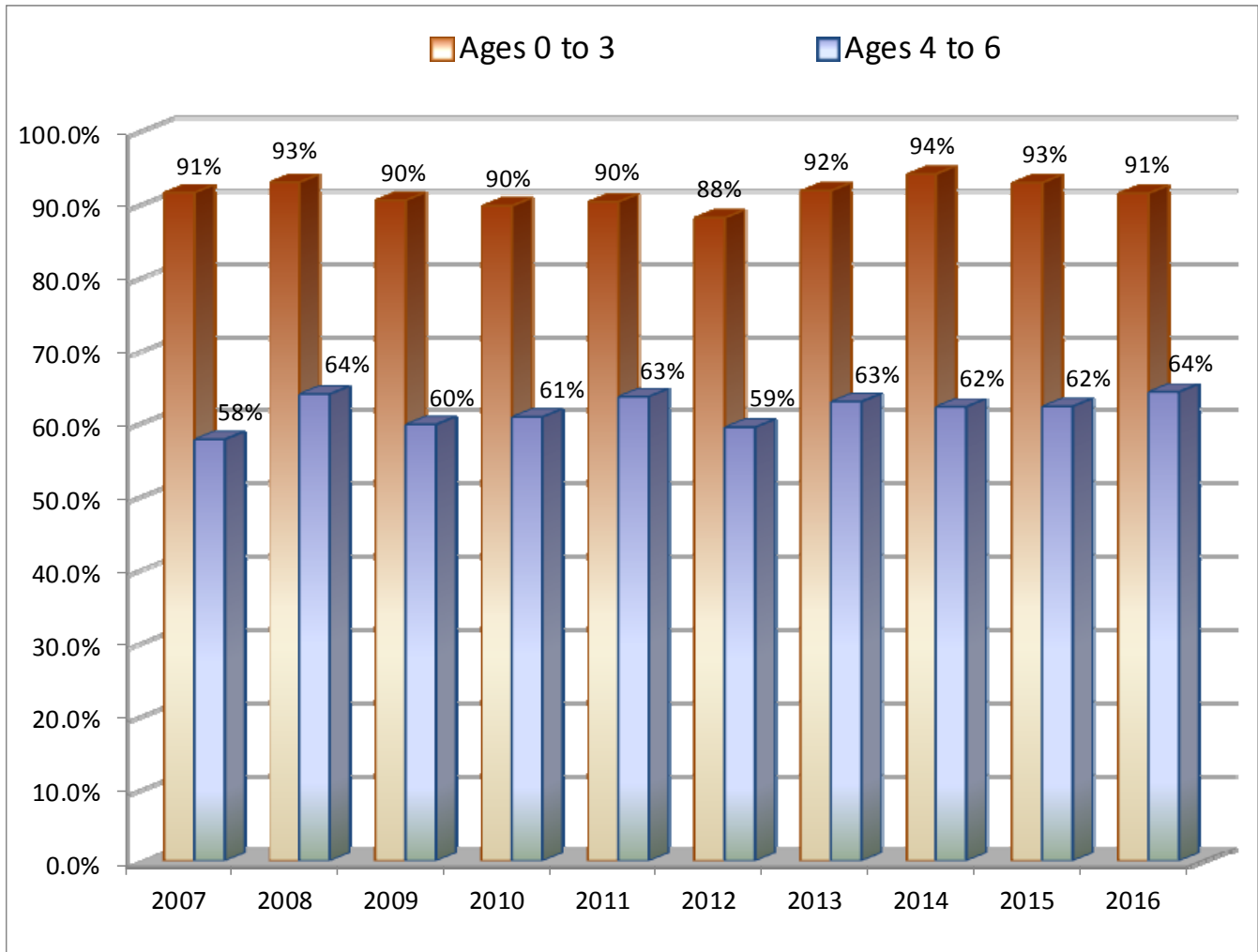
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2012-2016
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
5,000 - 9,999							
Bear Lake	55.0%	80.0%	66.7%	40.0%	64.3%	60.7%	-3.7%
Benewah	52.6%	35.3%	55.6%	63.6%	75.0%	17.9%	13.0%
Boise	45.5%	73.5%	60.0%	61.5%	87.1%	41.5%	15.3%
Caribou	50.0%	54.5%	33.3%	45.5%	66.7%	46.7%	2.2%
Clearwater	100.0%	55.6%	76.9%	25.0%	62.5%	150.0%	-24.5%
Lemhi	30.0%	46.7%	0.0%	53.8%	42.9%	-20.4%	11.7%
Lincoln	16.7%	37.5%	76.9%	75.0%	50.0%	-33.3%	75.9%
Power	50.0%	80.0%	53.8%	46.2%	58.3%	26.4%	4.3%
0 - 4,999							
Adams	28.6%	68.8%	0.0%	92.3%	20.0%	-78.3%	-12.6%
Butte	---	0.0%	66.7%	16.7%	91.7%	450.0%	---
Camas	---	---	---	100.0%	33.3%	-66.7%	---
Clark	66.7%	33.3%	---	100.0%	66.7%	-33.3%	---
Custer	18.2%	91.7%	50.0%	71.4%	22.2%	-68.9%	133.9%
Lewis	66.7%	33.3%	40.0%	100.0%	75.0%	-25.0%	40.0%
Oneida	50.0%	37.5%	66.7%	33.3%	75.0%	125.0%	0.9%
Statewide Average	74.4%	74.6%	71.4%	75.0%	74.0%	-1.3%	0.3%

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: 2007 - 2016



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (91%), while only 64% placed 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: 2012-2016
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Fatalities							
Restrained	1	1	3	3	1	-66.7%	66.7%
Unrestrained	1	2	5	2	3	50.0%	63.3%
Serious Injuries							
Restrained	7	9	9	7	11	57.1%	2.1%
Unrestrained	6	4	11	5	5	0.0%	29.0%
Visible Injuries							
Restrained	44	55	64	66	82	24.2%	14.8%
Unrestrained	36	35	15	30	5	-83.3%	13.4%
Possible Injuries							
Restrained	179	209	160	267	315	18.0%	20.1%
Unrestrained	59	68	49	76	14	-81.6%	14.1%
No Injuries							
Restrained	1,913	2,053	2,051	2,150	2,634	22.5%	4.0%
Unrestrained	592	501	476	498	86	-82.7%	-5.2%
Total Restrained	2,144	2,324	2,287	2,493	3,043	22.1%	5.3%
Total Unrestrained	694	608	556	611	113	-81.5%	-3.7%
% of Children Restrained	75.5%	79.3%	80.4%	80.3%	96.4%	20.1%	2.1%

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 2 lives in 2016. Another 2 lives may have been saved if all children had been restrained in child safety seats. Additionally, 24 serious injuries were prevented and 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.