

Idaho Observational Seat Belt Survey

2023

Final Report

Prepared by the Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT
P.O. BOX 7129
Boise, Idaho 83707-1129
(208) 334-8100

August 11, 2023

Background

The National Highway Traffic Safety Administration’s (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in April of 2011. An entirely new survey design was accepted as fully compliant with the Uniform Criteria and implemented for the 2013 observational survey. Under the Uniform Criteria, the survey must be evaluated every 5 years and new observation sites must be re-selected. Because the sampling frame is based on the number of passenger motor vehicle fatalities, certain counties that were selected in the prior survey were no longer in the sampling frame and the entire survey design had to be redone in 2018 and 2023. Comparisons to historical data (1986 – 2012 surveys) should be made with caution as the new methodology differs from the previous methodologies and survey designs.

A total of 28,276 vehicle occupants were observed. The total occupants observed were comprised of 22,417 drivers and 5,859 outboard passengers. Seventy percent (69%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 31% were pick-up trucks. Vans and SUVs used to be counted separately, but were combined with passenger cars for the 2013 survey because seat belt usage was virtually the same for both groups of vehicles in the past.

2023 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
87.5%	0.74%	86.0%	88.9%

2023 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	90.5%	0.5%	89.5%	91.5%
Secondary Roadway	86.1%	1.0%	84.3%	88.0%
Local Roadway	87.7%	0.9%	85.9%	89.4%

Primary roads consist of Interstate Highways, secondary roads consist of U.S and State Highways, and local roads consist of all other roadways.

2023 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	87.5%	0.7%	86.0%	88.9%
Drivers	87.0%	0.8%	85.4%	88.6%
Passengers	89.0%	0.6%	87.8%	90.3%
Passenger Cars, Vans, & SUV's	90.1%	0.6%	88.9%	91.4%
Drivers	90.0%	0.6%	88.7%	91.3%
Passengers	90.6%	0.7%	89.3%	91.8%
Pick-Up Trucks	80.9%	1.0%	79.0%	82.8%
Drivers	80.1%	1.1%	77.9%	82.2%
Passengers	84.3%	0.9%	82.6%	86.0%

The estimated seat belt usage for pick-up truck occupants continues to be lower than seat belt usage for either passenger cars or vans and sport utility vehicles (SUV's). The difference between seat belt use in pick-up trucks and in other passenger vehicles was statistically significant in 2023.

2023 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	93.4%	85.3%	91.0%
2	91.7%	88.4%	90.3%
3	93.9%	87.0%	91.9%
4	81.3%	73.8%	78.6%
5	86.0%	64.0%	79.9%
6	84.4%	69.9%	80.8%
Statewide	90.1%	80.9%	87.5%

2023 Usage – Roadway Type by Vehicle Type

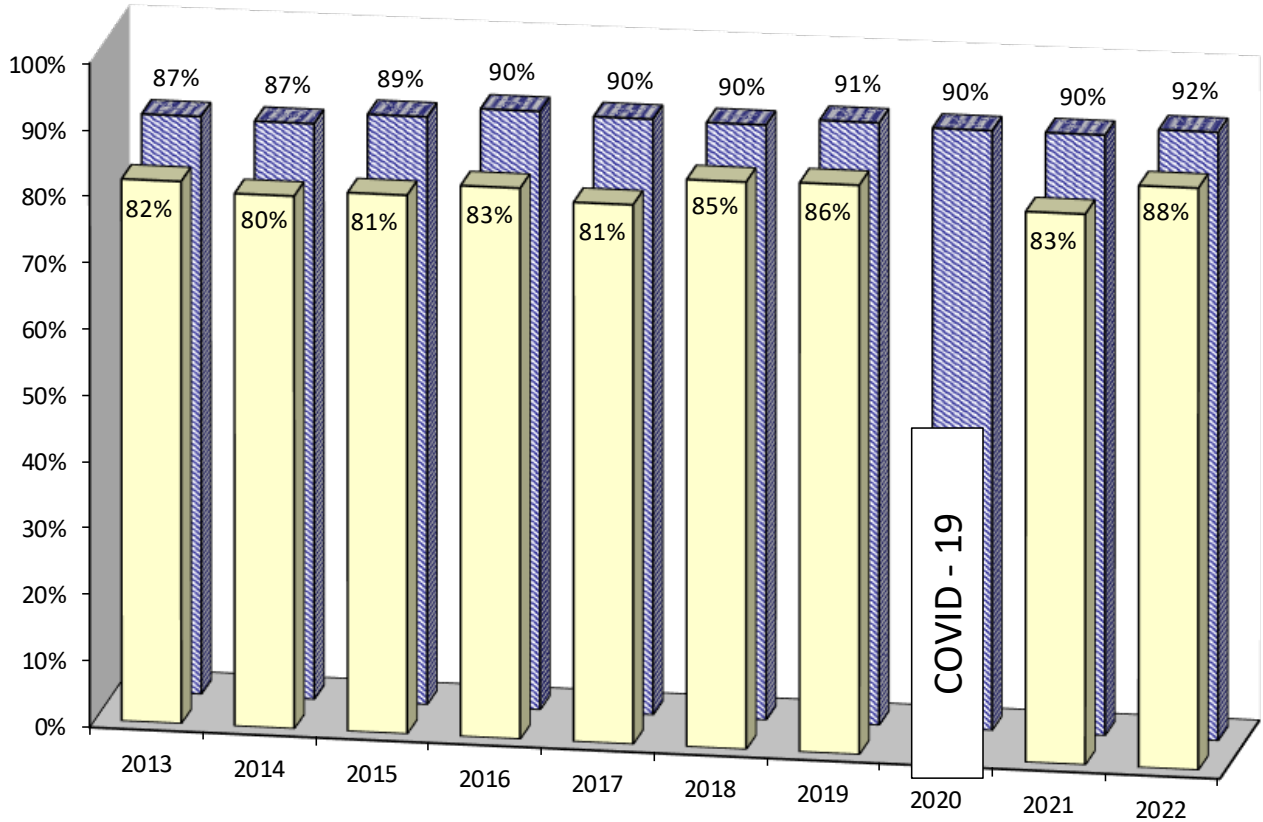
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	94.8%	81.7%	90.5%
Secondary Roadway	89.0%	79.5%	86.1%
Local Roadway	90.3%	81.1%	87.7%

2023 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	98.1%	97.1%	97.8%
Bannock	85.7%	64.2%	80.0%
Bingham	87.0%	63.6%	79.6%
Bonner	84.7%	72.2%	80.4%
Bonneville	84.6%	70.8%	81.2%
Canyon	91.0%	82.0%	88.2%
Cassia	77.8%	67.6%	74.4%
Elmore	95.7%	90.8%	94.4%
Fremont	75.7%	52.0%	67.0%
Jerome	76.5%	65.2%	72.7%
Kootenai	93.5%	85.5%	91.2%
Latah	90.4%	85.1%	88.2%
Nez Perce	92.3%	90.2%	91.5%
Payette	93.2%	79.8%	87.8%
Twin Falls	83.0%	76.6%	80.7%

Seat Belt Usage Trends

Idaho Seat Belt Usage vs. U.S. Seat Belt Usage



The survey design has been changed a few times since it was originally designed in 1986: in 1998, in 2013, and in 2018. Comparisons of surveys from different design periods (1986 – 1997; 1998-2012; 2013-2017; 2018-2022 (the survey now has to be resampled every 5 years)) should be made conservatively, as the methodologies may differ greatly. The U.S. observed usage is measured by the NHTSA’s National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey and is independent from the State belt use surveys.

From 2021 to 2022 the Idaho observed seat belt usage increased from 82.9% to 87.6%. This difference is statistically significant.

Observed Usage – Vehicle Type by Year

	2019	2020	2021	2022	2023	Ave Yearly Change 2018-2022
Passenger Vehicles	88.9%	////	87.4%	89.6%	90.1%	1.9%
Pickup Trucks	77.2%	////	72.5%	82.3%	80.9%	8.4%
Overall Usage	85.7%	////	82.9%	87.6%	87.5%	3.7%

Observed Usage - Transportation District by Year

	2019	2020	2021	2022	2023	Ave Yearly Change 2018-2022
District 1	88.6%	////	85.1%	88.1%	91.0%	3.4%
District 2	85.0%	////	91.2%	83.7%	90.3%	-2.9%
District 3	89.6%	////	83.1%	93.5%	91.9%	7.8%
District 4	73.9%	////	69.8%	76.2%	78.6%	7.2%
District 5	83.8%	////	79.1%	74.4%	79.9%	-1.5%
District 6	75.6%	////	81.2%	79.1%	80.8%	-1.0%

Observed Usage – County by Year

	2019	2020	2021	2022	2023	Ave Yearly Change 2018-2022
Ada	95.1%	////	89.4%	97.4%	97.8%	6.2%
Bannock	85.4%	////	83.3%	76.0%	80.0%	-4.1%
Bingham					79.6%	
Bonner	83.1%	////	82.5%	89.2%	80.4%	2.1%
Bonneville	75.5%	////	81.3%	79.1%	81.2%	-0.9%
Canyon	81.3%	////	78.0%	80.3%	88.2%	5.2%
Cassia	68.7%	////	60.3%	75.0%	74.4%	16.0%
Elmore	91.7%	////	88.2%	93.6%	94.4%	4.3%
Franklin	82.3%	////	66.2%	70.7%		
Fremont	82.0%	////	73.4%	77.8%	67.0%	-0.6%
Jerome	70.4%	////	73.8%	81.6%	72.7%	3.4%
Kootenai	89.1%	////	85.4%	88.0%	91.2%	3.2%
Latah	82.2%	////	86.9%	87.8%	88.2%	0.9%
Nez Perce	85.6%	////	91.9%	82.9%	91.5%	-3.1%
Payette					87.8%	
Twin Falls	77.8%	////	73.7%	74.9%	80.7%	3.6%
Washington	79.6%	////	78.4%	74.3%		

2022 Usage by Observation Site

County	Location Designated Road	Intersection	2023 Usage
Bonner	1 US 2	West Bound State Ave/SH 41	78.1%
	2 SH 41 (State Ave)	North Bound at US 2	77.6%
	3 SH 200 (4th Ave)	West Bound (NWB) Main St	77.6%
	4 SH 200	West Bound McGhee Rd	84.8%
	5 US 95/US 2	South Bound Kootenai Cutoff Rd/Schweitzer Basin Rd	83.4%
	6 US 2	East Bound SH 57	78.3%
Kootenai	7 I-90	East Bound Exit 22 SH 97/Harrison	92.1%
	8 I-90	West Bound Exit 2 Pleasant Valley Rd	92.9%
	9 I-90	West Bound Exit 13 4th St	93.1%
	10 I-90	West Bound Exit 28 4th of July Pass Recreation Area	60.0%
	11 SH 54	West Bound SH 41	93.5%
	12 US 95	North Bound Exit 446 Brunner Rd/Bunco Rd	93.2%
	13 SH 53	East Bound Ramsey Rd	83.3%
	14 SH 97	South Bound Pine St	78.1%
	15 SH 53	West Bound Meyer Rd	87.5%
	16 US 95	North Bound Prairie Ave	90.2%
	17 US 95	South Bound SH 58 Spokane/CDA Casino Exit	89.1%
	18 US 95	South Bound Hanley Ave	91.5%
	19 Rockford Bay Rd	West Bound US 95	86.5%
	20 Hanley Ave	West Bound Atlas Rd	95.0%
	21 N Hauser Lake Rd	South Bound SH 53	90.7%
	22 Pointe Parkway	East Bound Beck Rd	92.7%
	23 11th St	South Bound Mullan Ave	88.9%
	24 N Chase Rd	North Bound Poleline Ave	88.0%
	25 Boekel Rd	East Bound Meyer Rd	72.1%
Latah	26 SH 9	South Bound SH 8	80.0%
	27 SH 8 (Main St)	North-West Bound (W 4th St	96.5%
	28 SH 3 (Wyoming St)	North Bound SH 8	82.8%
	29 SH 3 (Main St)	East Bound (NB) 6th St	80.4%
	30 US 95 (Main St)	South Bound D St	93.1%
	31 SH 3 (1st Ave)	South Bound Jct SH 3/SH 8	57.1%
	32 US 95 (Jackson St)	South Bound Sixth St	78.0%
	33 SH 99	North Bound SH 8	80.8%
	34 SH 8 (Elk River Rd)	North Bound Jct SH 3/SH 8	71.4%
	35 SH 8 (Pullman Rd)	West Bound Warbonnet Dr	96.3%
	Nez Perce	36 Main St	West Bound 13th St
37 US 12 (Main St)		East Bound 21 st St	79.6%
38 US 12 (Main St)		West Bound 18th St	89.5%
39 SH 3		South Bound US 12	75.0%
40 Main St		East Bound 18th St	92.0%
41 SH 128 (NS Hwy)		East Bound US 12	91.5%
42 US 12		South Bound (WB) 6th Ave	92.6%
43 Gifford Ruebens Rd		North Bound US 12	61.5%
44 18th Ave		East Bound 8th St	78.3%
45 Lindsey Creek Rd		South Bound Grelle Ave	100.0%
46 4th St		South Bound 11th Ave	100.0%
47 11th St		North Bound Burrell Ave	42.9%
48 Burrell Ave		West Bound Thain Rd	93.4%
49 Juniper Dr		South Bound Stewart Ave	86.7%

County	Location	Designated Road		Intersection	Usage
Canyon	50	I-84	East Bound	SH 55/Karcher Rd/Midland Blvd Exit 33	93.6%
	51	I-84	East Bound	City Center/10th Ave Exit 28	84.2%
	52	I-84	West Bound	SH 44/Middleton Exit 25	93.1%
	53	I-84	West Bound	N Franklin Blvd Exit 36	87.1%
	54	I-84 BL (Nampa Caldwell Blvd)	North-West Bound	Middleton Rd	88.6%
	55	I-84 BL (Garrity Blvd)	South-West Bound	Flamingo Ave	92.7%
	56	I-84 BL (Garrity Blvd)	East Bound	Kings Rd	85.7%
	57	SH 44	East Bound	Middleton Rd	86.2%
	58	I-84 BL (Caldwell Blvd)	South-East Bound	Canyon St	81.2%
	59	SH 44 (Star Blvd)	West Bound	Middleton Rd	82.5%
	60	I-84 BL (Garrity Blvd)	North-East Bound	39th St	79.4%
	61	SH 55 (Karcher Rd)	East Bound	Midway Rd	86.5%
	62	Southside Blvd	North Bound	Locust Ln	92.1%
	63	Purple Sage Rd	West Bound	Middleton Rd	87.1%
	64	Middleton Rd	North Bound	Flamingo Ave	90.9%
	65	Birch Ln	West Bound	Northside Blvd	81.4%
	66	Emmett Rd	South Bound	SH 44	83.5%
	67	Cherry Ln	East Bound	Garrity Blvd/Can Ada Rd	88.7%
	68	Ustick Rd	East Bound	Farmway Rd	86.0%
69	Roosevelt Ave	West Bound	Holly St	83.9%	
Payette	70	I-84	West Bound	US 30/New Plymouth Exit 9	85.7%
	71	I-84	East Bound	US 95/Payette/Parma Exit 3	88.5%
	72	SH 52	South Bound (EB)	Jct with SH 72	86.5%
	73	SH 72	West Bound	Jct US 30	78.4%
	74	US 95 (N Whitely Dr)	North Bound	US 30 (NW 16th St)	91.4%
	75	US 95 (N Whitely Dr)	South Bound	US 30 (NW 16th St)	90.9%
Ada	76	I-84	East Bound	S Eisenman Rd Exit 59A	100.0%
	77	I-84	East Bound	Mayfield/Orchard Exit 71 (Boise Stage Stop)	100.0%
	78	I-84	West Bound	Vista Ave/Boise Airport Exit 53 (right or left turn)	100.0%
	79	I-84	West Bound	SH 21/Idaho City/Gowen Rd Exit 57	100.0%
	80	SH 55 (Eagle Rd)	North Bound	Colchester Dr/Locust Grove Rd	99.7%
	81	SH 21 (Gowen Rd)	South Bound (WB)	Federal Way	100.0%
	82	SH 55	South Bound	Brookside Ln	99.4%
	83	US 20/26 (Myrtle St)	East Bound	Capitol Blvd	99.0%
	84	US 20/26 (Chinden Blvd)	East Bound	Cloverdale Rd	98.9%
	85	SH 44/SH 55	West Bound	Edgewood Ln	99.1%
	86	US 20/26 (Chinden Blvd)	West Bound	Linder Rd	97.6%
	87	SH 44	East Bound	Linder Rd	96.0%
	88	SH 16	South Bound	SH 44	96.5%
	89	US 20/26 (Broadway Ave)	North Bound	Beacon St	98.5%
	90	US 20/26 (Chinden Blvd)	West Bound	Maple Grove/Garret St	98.8%
	91	Columbia Rd	East Bound	Linder Rd	96.2%
	92	Park Ln	South Bound	Floating Feather Rd	100.0%
	93	Boise Ave	West Bound	Law Ave	99.0%
	94	Eagle Rd	North Bound	Beacon Light Rd	98.6%
	95	Irving St	West Bound	Curtis Rd	100.0%
	96	Deer Flat Rd	West Bound	Ten Mile Rd	96.5%
97	McMillan Rd	West Bound	Ten Mile Rd	98.7%	
98	Star Rd	South Bound	McMillan Rd	99.5%	
99	Black Cat Rd	South Bound	Ustick Rd	99.5%	
100	Ten Mile Rd	South Bound	Lake Hazel Rd	94.6%	
101	Milwaukee St	South Bound	Ustick Rd	99.5%	
Elmore	102	I-84	East Bound	Old Oregon Trail Road Exit 99	100.0%
	103	I-84	East Bound	Mountain Home/Fairfield Exit 95	100.0%
	104	SH 51	North Bound	Jct SH 51/SH 67 (Airbase Rd)	94.0%
	105	I-84 BL (Airbase Rd)	West Bound	5th West St	86.6%
	106	SH 67 (Airbase Rd)	East Bound	SH 51/Elmcrest St	94.9%
	107	SH 78	North Bound (EB)	Old US 30	95.8%

County	Location	Designated Road		Intersection	Usage
Jerome	108	I-84	East Bound	US 93 Twin Falls/Sun Valley Exit 173	100.0%
	109	I-84	East Bound	Ridgeway Rd Exit 194	100.0%
	110	SH 25 (Main St)	West Bound	100 E/Tiger Dr	88.2%
	111	SH 79 (Lincoln Ave)	North Bound	SH 25 (Main St)	81.0%
	112	Ave I	West Bound	SH 79 (Lincoln Ave)	68.6%
	113	Valley Rd	North Bound	SH 25	61.5%
Cassia	114	I-84	East Bound	Cotterel Rest Area (~MP 229)	93.8%
	115	I-84	West Bound	SH 25/SH77 Rupert/Declo Exit 216	100.0%
	116	SH 77 (Center St)	East Bound	SH 81 (Main St)	76.9%
	117	SH 81	North-West Bound	I-84 BL/US 30 (Main St)	68.6%
	118	I-84 BL/US 30 (Main St)	West Bound	Albion Ave	69.2%
	119	SH 27 (Overland Ave)	North Bound	16th St	77.2%
Twin Falls	120	US 93 BL (Blue Lakes Blvd)	North Bound	College Rd	82.8%
	121	SH 74 (Washington St/N 2900 E)	North Bound	Orchard Dr	81.8%
	122	US 30 (Kimberly Rd/E 3800 N)	West Bound	Hawkins Rd (N 3200 E)	92.9%
	123	US 93 (Poleline Rd)	East Bound	Grandview Dr	85.5%
	124	SH 74	West Bound	US 93	91.9%
	125	US 30 (E 4100 N)	West Bound	Clear Lakes Rd/Burley Ave	74.6%
	126	N 1500 E (Fair St)	North Bound	US 30 (Broadway/E4100 N)	63.2%
	127	Center St (E 3700 N)	East Bound	Emerald Dr	80.7%
	128	3500 E	South Bound	2900 N	85.7%
	129	Eastland Dr (3100 E)	South Bound	Orchard Dr (3700 N)	82.8%
	130	2500 E Rd	South Bound	3700 N Rd	66.7%
	131	Clear Lakes Rd (SH 46)	South Bound	Broadway Ave (US 30)	76.0%
	Bannock	132	I-15	South Bound	US 91 Downey/Preston Exit 36
133		I-15	North Bound	SH 40 Downey/Preston	97.0%
134		US 30 (Gould St)	East Bound	I-15 BL/US 30 (Yellowstone Ave)	82.3%
135		US 91 (Yellowstone Ave)	South Bound	New Day Parkway	77.5%
136		US 91 (Yellowstone Ave)	North Bound	Pole Line Rd	87.0%
137		I-15 BL (Alameda Rd/Pocatello Creek	East Bound	Hilene Rd/Jefferson Ave	89.3%
138		US 30	South-West Bound	Philbin Rd	82.3%
139		I-15 BL (Yellowstone Ave/Pocatello A	North Bound	US 30 (Oak St/Gould Street)	86.3%
140		Hawthorne Rd	South Bound	Quinn Rd	66.2%
141		Fairway Dr	West Bound	Bench Rd	87.0%
142		Pole Line Rd	South-West Bound	US 91 (Yellowstone Ave)	81.3%
143		Main St/Hawthorne Rd	North Bound	Alameda Rd	77.9%
144		Philbin Rd	South Bound	US 30	42.9%
145		Inkom Rd (Jackson Creek Rd)	West Bound (NB)	Rapid Creek Rd	69.0%
Bingham		146	I-15	South Bound	US 26 Blackfoot/Aberdeen Exit 93
	147	I-15	North Bound	US 91 Blackfoot Exit 89	95.8%
	148	I-15	North Bound	US 26 Blackfoot/Arco Exit 93	92.6%
	149	SH 39 (Main St)	North Bound	Washington Ave	57.5%
	150	US 26	East Bound	SH 39	74.9%
	151	US 91 (West Main St)	South Bound	Alice St	85.0%
	152	US 91 (State St)	North Bound	Center St	77.9%
	153	SH 39	North Bound	US 26	72.7%
	154	US 91 (West Main)	North Bound	Judicial St	78.9%
	155	I-15 BL (W Bridge St)	West Bound (NWB)	Meridian St	73.5%

County	Location	Designated Road		Intersection	Usage
Bonneville	157	I-15	North Bound	Osgood Area Exit 128	84.4%
	158	I-15	North Bound	US 20 (Grandview Dr) Airport/Rexburg/ W Yellowston	75.0%
	159	I-15	South Bound	W 65th S Shelly Exit 113	82.5%
	160	US 20 Bus (Holmes Ave)	North Bound	Iona Rd	83.8%
	161	US 26 (Yellowstone Hwy)	South Bound	Anderson Ave/Lincoln Rd	78.0%
	162	US 20 (Broadway St)	East Bound	Bellin Rd	73.0%
	163	US 20	West Bound (SB)	Riverside Dr/City Center Exit	76.4%
	164	US 91	North Bound	I-15 BL/US 26/Sunnyside Rd	89.3%
	165	US 26 (Yellowstone Hwy)	South Bound	Elva St	76.4%
	166	US 91 (Yellowstone Hwy)	North Bound	W 65th S St	85.4%
	167	US 20	North Bound	County Line Rd Exit 318	78.4%
	168	County Line Rd (E 145 N Rd)	West Bound	N Yellowstone Hwy	88.2%
	169	N 55th E (1st St)	South Bound	Owens Ave/ Iona Rd	73.0%
	170	E 49th S Rd	West Bound	Ammon Rd (97th S Rd)	75.4%
	171	Sunnyside Rd	East Bound	25th East	84.9%
	172	N 15th East (St. Leon Rd)	South Bound	US 26 (Yellowstone Hwy)	82.4%
	173	Woodruff Ave	North Bound	E 17th St	75.8%
174	E 17th St	West Bound	Woodruff Ave	80.4%	
Fremont	175	SH 32 (3600 E)	North Bound	SH 47 (E 1300 Rd N)	79.1%
	176	SH 47 (Main St/ E 1300 Rd N)	West Bound	US 20	88.7%
	177	US 20	South Bound (WB)	St Anthony Exit 346	78.6%
	178	US 20 Bus (S Bridge St)	South Bound	Main St	72.1%
	179	US 20	North Bound (EB)	St Anthony Exit 346	59.6%
	180	US 20 Bus (S Bridge St)	North Bound	Main St	68.8%

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Bonner	1	Secondary	NE	47	9	11	3	25	12	6	1	72	21	17	4	4	1.00	74.02	2.000	Tuesday	2
	2	Secondary	NW	54	15	17	3	26	9	7	3	80	24	24	6	2	1.00	364.44	1.000	Tuesday	1
	3	Secondary	NE	21	4	3	2	25	8	3	1	46	12	6	3	5	1.00	357.34	1.000	Tuesday	3
	4	Secondary	N	235	30	61	7	128	38	29	6	363	68	90	13	16	1.00	65.40	1.000	Tuesday	3
	5	Secondary	W	73	12	39	1	35	17	14	2	108	29	53	3	6	1.00	300.28	2.000	Tuesday	3
	6	Secondary	N	95	20	29	7	31	14	11	5	126	34	40	12	4	1.00	603.17	1.000	Tuesday	2
Kootenai	7	Primary	E	71	3	23	1	37	7	9	1	108	10	32	2	8	1.00	26.71	2.000	Monday	3
	8	Primary	W	98	5	50	2	47	8	28	2	145	13	78	4	15	1.00	74.38	2.000	Friday	3
	9	Primary	E	106	7	19	0	38	5	12	1	144	12	31	1	10	1.00	293.67	2.000	Tuesday	1
	10	Primary	W	3	1	1	2	1	1	1	0	4	2	2	2	0	1.00	70.24	2.000	Friday	3
	11	Secondary	N	54	2	7	0	35	4	5	1	89	6	12	1	4	1.00	40.52	1.000	Friday	2
	12	Secondary	S	95	3	46	1	28	7	10	2	123	10	56	3	3	1.00	39.11	2.000	Friday	2
	13	Secondary	S	90	16	29	2	60	20	11	0	150	36	40	2	16	1.00	103.14	1.000	Monday	3
	14	Secondary	W	15	4	5	0	4	3	1	0	19	7	6	0	2	1.00	19.16	1.000	Tuesday	3
	15	Secondary	N	78	7	18	1	36	12	8	0	114	19	26	1	2	1.00	161.82	1.000	Monday	1
	16	Secondary	S	298	25	66	8	116	16	26	6	414	41	92	14	3	1.00	133.80	2.000	Monday	3
	17	Secondary	N	25	4	13	1	3	0	0	0	28	4	13	1	1	1.00	48.79	2.000	Saturday	2
	18	Secondary	N	247	20	125	7	65	15	34	2	312	35	159	9	6	1.00	112.69	2.000	Tuesday	2
	19	Local	N	38	2	6	0	20	8	0	0	58	10	6	0	4	1.00	27184.99	1.000	Tuesday	2
	20	Local	E	54	3	21	0	15	2	5	0	69	5	26	0	3	1.00	1999.89	1.000	Saturday	3
	21	Local	E	33	3	17	0	14	3	4	1	47	6	21	1	2	1.00	5736.82	1.000	Friday	1
	22	Local	W	165	11	80	4	62	11	23	0	227	22	103	4	14	1.00	26636.18	2.000	Saturday	3
	23	Local	W	27	2	5	0	8	3	0	0	35	5	5	0	1	1.00	12311.64	1.000	Friday	1
24	Local	N	22	4	7	0	12	2	3	0	34	6	10	0	2	1.00	69269.91	1.000	Saturday	2	
25	Local	N	28	3	5	1	10	10	1	3	38	13	6	4	3	1.00	6252.00	1.000	Saturday	1	
Latah	26	Secondary	E	9	1	5	0	6	4	4	1	15	5	9	1	1	1.24	111.49	1.000	Monday	2
	27	Secondary	E	24	1	1	0	27	1	3	0	51	2	4	0	1	1.24	2840.88	1.000	Thursday	1
	28	Secondary	W	23	3	7	2	13	5	5	0	36	8	12	2	1	1.24	97.92	1.000	Wednesday	1
	29	Secondary	N	22	2	7	0	10	8	2	0	32	10	9	0	6	1.24	602.41	1.000	Thursday	2
	30	Secondary	W	111	4	21	3	60	8	9	0	171	12	30	3	3	1.24	238.71	2.000	Wednesday	2
	31	Secondary	N	2	0	0	0	2	3	0	0	4	3	0	0	0	1.24	65.14	1.000	Wednesday	1
	32	Secondary	E	62	10	5	5	30	14	6	0	92	24	11	5	1	1.24	489.29	3.000	Wednesday	1
	33	Secondary	S	9	2	3	0	9	3	0	0	18	5	3	0	1	1.24	251.52	1.000	Thursday	1
	34	Secondary	S	6	2	2	0	2	2	0	0	8	4	2	0	3	1.24	53.81	1.000	Thursday	1
	35	Secondary	S	120	5	30	0	51	3	6	0	171	8	36	0	0	1.24	143.61	2.000	Thursday	1
Nez Perce	36	Secondary	S	109	7	47	2	46	8	15	5	155	15	62	7	6	1.18	214.32	1.000	Wednesday	1
	37	Secondary	W	17	4	4	2	13	5	9	0	30	9	13	2	0	1.18	173.08	2.000	Monday	2
	38	Secondary	S	129	9	45	3	48	15	9	0	177	24	54	3	2	1.18	708.61	1.000	Wednesday	2
	39	Secondary	S	2	0	0	0	1	1	0	0	3	1	0	0	0	1.18	60.16	1.000	Thursday	3
	40	Secondary	N	159	12	60	3	78	12	12	0	237	24	72	3	7	1.18	106.39	1.000	Monday	1
	41	Secondary	E	57	5	32	3	13	2	6	0	70	7	38	3	0	1.18	1629.34	1.000	Monday	2
	42	Secondary	S	174	10	95	6	65	10	28	3	239	20	123	9	4	1.18	46.82	2.000	Monday	1
	43	Local	E	7	3	1	0	0	2	0	0	7	5	1	0	0	1.18	4784.15	1.000	Tuesday	1
	44	Local	N	11	1	1	1	4	2	2	1	15	3	3	2	2	1.18	1117.67	1.000	Monday	1
	45	Local	W	9	0	0	0	18	0	3	0	27	0	3	0	0	1.18	12943.03	1.000	Tuesday	1
46	Local	E	5	0	3	0	2	0	0	0	7	0	3	0	0	1.18	1983.63	1.000	Tuesday	1	
47	Local	N	3	0	0	0	0	2	0	2	3	2	0	2	0	1.18	1109.65	1.000	Tuesday	1	
48	Local	NE	39	1	3	0	12	2	3	1	51	3	6	1	0	1.18	568.84	1.000	Tuesday	2	
49	Local	S	47	5	8	1	18	5	5	1	65	10	13	2	5	1.18	1019.61	1.000	Monday	2	

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Canyon	50	Primary	NE	347	15	75	3	100	16	17	3	447	31	92	6	13	1.00	75.54	2.000	Tuesday	3
	51	Primary	E	95	9	37	4	31	13	7	6	126	22	44	10	5	1.00	95.20	2.000	Friday	2
	52	Primary	E	30	1	9	0	11	3	4	0	41	4	13	0	5	1.00	21.60	2.000	Monday	2
	53	Primary	E	84	8	15	2	40	11	9	1	124	19	24	3	58	1.00	48.32	3.000	Sunday	1
	54	Secondary	W	274	23	26	5	96	22	15	3	370	45	41	8	66	1.00	91.15	1.000	Wednesday	1
	55	Secondary	E	234	10	63	5	91	17	28	1	325	27	91	6	276	1.00	241.54	2.000	Sunday	2
	56	Secondary	N	60	13	21	1	26	4	7	1	86	17	28	2	62	1.00	456.14	2.000	Monday	1
	57	Secondary	W	80	6	20	1	46	14	10	4	126	20	30	5	11	1.00	79.82	1.000	Sunday	1
	58	Secondary	SE	390	65	75	12	115	48	24	15	505	113	99	27	56	1.00	515.96	1.000	Sunday	2
	59	Secondary	W	111	19	24	3	53	16	10	4	164	35	34	7	9	1.00	107.27	1.000	Wednesday	1
	60	Secondary	E	132	25	28	6	39	20	5	2	171	45	33	8	192	1.00	169.06	2.000	Sunday	3
	61	Secondary	W	310	46	74	6	111	21	25	8	421	67	99	14	34	1.00	47.95	1.000	Friday	1
	62	Local	N	61	4	17	0	32	5	7	1	93	9	24	1	15	1.00	2180.06	1.000	Wednesday	3
	63	Local	S	19	0	5	0	2	4	1	0	21	4	6	0	1	1.00	654.52	1.000	Wednesday	1
	64	Local	NE	167	16	48	4	55	6	11	2	222	22	59	6	41	1.00	18859.66	1.000	Wednesday	1
	65	Local	SE	43	9	5	2	18	4	4	1	61	13	9	3	30	1.00	1023.08	1.000	Friday	1
	66	Local	W	43	6	19	2	34	9	10	4	77	15	29	6	6	1.00	20206.66	1.000	Monday	2
	67	Local	S	54	3	12	0	23	8	5	1	77	11	17	1	36	1.00	13111.44	1.000	Friday	2
	68	Local	W	25	4	14	0	7	3	3	1	32	7	17	1	1	1.00	5291.37	1.000	Monday	3
	69	Local	E	29	7	7	1	13	2	3	0	42	9	10	1	9	1.00	4307.56	1.000	Monday	2
Payette	70	Secondary	E	21	4	13	0	2	1	0	1	23	5	13	1	2	1.88	5.65	2.000	Friday	2
	71	Secondary	S	24	1	6	0	12	4	4	1	36	5	10	1	5	1.88	67.83	2.000	Friday	1
	72	Secondary	N	18	2	6	1	5	2	3	0	23	4	9	1	2	1.88	28.91	1.000	Friday	2
	73	Secondary	E	33	3	7	5	22	9	7	2	55	12	14	7	3	1.88	364.14	1.000	Friday	2
	74	Secondary	N	52	1	15	1	29	4	10	4	81	5	25	5	9	1.88	295.52	2.000	Friday	1
	75	Secondary	N	55	5	15	0	24	4	6	1	79	9	21	1	10	1.88	74.81	2.000	Friday	1
Ada	76	Primary	N	12	0	4	0	12	0	5	0	24	0	9	0	0	1.00	15.13	2.000	Friday	2
	77	Primary	E	19	0	7	0	18	0	3	0	37	0	10	0	0	1.00	9.67	2.000	Tuesday	1
	78	Primary	E	45	0	6	0	28	0	5	0	73	0	11	0	1	1.00	104.26	3.000	Tuesday	1
	79	Primary	W	19	0	6	0	6	0	1	0	25	0	7	0	0	1.00	18.20	2.000	Sunday	1
	80	Secondary	E	439	1	84	0	136	0	26	1	575	1	110	1	7	1.00	59.54	2.000	Friday	2
	81	Secondary	W	113	0	23	0	52	0	6	0	165	0	29	0	1	1.00	144.48	2.000	Friday	2
	82	Secondary	E	184	0	48	1	88	1	26	0	272	1	74	1	3	1.00	13.70	1.000	Monday	1
	83	Secondary	W	150	1	19	0	32	1	4	0	182	2	23	0	2	1.00	112.04	4.000	Monday	3
	84	Secondary	E	190	2	27	1	39	0	3	0	229	2	30	1	2	1.00	99.38	2.000	Friday	3
	85	Secondary	S	188	2	31	0	97	1	19	0	285	3	50	0	5	1.00	32.91	2.000	Friday	1
	86	Secondary	E	125	0	23	0	41	4	13	1	166	4	36	1	3	1.00	31.73	2.000	Friday	2
	87	Secondary	S	160	1	35	0	73	10	17	1	233	11	52	1	2	1.00	21.62	2.000	Monday	1
	88	Secondary	N	121	0	22	0	65	8	14	0	186	8	36	0	1	1.00	35.45	2.000	Monday	1
	89	Secondary	S	203	2	31	0	32	2	5	0	235	4	36	0	1	1.00	91.90	2.000	Friday	3
	90	Secondary	W	212	2	26	1	83	1	7	0	295	3	33	1	2	1.00	38.21	2.000	Tuesday	3
	91	Local	S	69	2	14	1	34	2	11	0	103	4	25	1	0	1.00	4555.73	1.000	Friday	2
	92	Local	NW	31	0	15	0	11	0	6	0	42	0	21	0	0	1.00	3148.07	1.000	Friday	3
	93	Local	W	134	2	19	0	39	0	2	0	173	2	21	0	0	1.00	4897.11	2.000	Tuesday	3
	94	Local	NW	43	0	16	0	10	1	2	0	53	1	18	0	0	1.00	7732.82	1.000	Tuesday	3
	95	Local	S	17	0	5	0	2	0	0	0	19	0	5	0	0	1.00	1585.43	1.000	Monday	3
	96	Local	SE	101	3	22	1	38	1	6	1	139	4	28	2	0	1.00	8304.32	1.000	Friday	3
97	Local	N	203	3	42	0	54	1	8	0	257	4	50	0	2	1.00	1050.54	1.000	Tuesday	3	
98	Local	E	111	1	38	0	42	0	13	0	153	1	51	0	1	1.00	603.71	1.000	Friday	2	
99	Local	E	113	0	28	0	55	1	16	0	168	1	44	0	0	1.00	1783.15	1.000	Monday	2	
100	Local	N	213	14	62	2	89	6	23	0	302	20	85	2	2	1.00	1979.67	1.000	Tuesday	3	
101	Local	W	125	0	33	0	31	0	6	1	156	0	39	1	0	1.00	2070.76	1.000	Sunday	3	
Elmore	102	Primary	E	1	0	0	0	1	0	0	0	2	0	0	0	0	1.71	70.12	2.000	Sunday	3
	103	Primary	SW	41	0	21	0	14	0	6	0	55	0	27	0	0	1.71	278.85	2.000	Tuesday	1
	104	Secondary	E	44	3	14	0	17	2	3	0	61	5	17	0	0	1.71	1226.96	1.000	Tuesday	2
	105	Secondary	N	83	9	21	3	39	9	6	2	122	18	27	5	0	1.71	94.26	2.000	Sunday	2
	106	Secondary	NE	83	3	15	1	28	3	3	0	111	6	18	1	2	1.71	181.66	2.000	Tuesday	3
	107	Secondary	W	12	0	2	0	7	1	2	0	19	1	4	0	0	1.71	189.38	1.000	Sunday	3

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Jerome	108	Primary	N	2	0	2	0	7	0	1	0	9	0	3	0	0	2.38	88.64	2.000	Tuesday	1
	109	Primary	W	5	0	1	0	6	0	2	0	11	0	3	0	1	2.38	26.50	2.000	Saturday	2
	110	Secondary	E	25	1	11	1	21	5	3	1	46	6	14	2	2	2.38	849.01	1.000	Wednesday	1
	111	Secondary	W	52	10	10	3	28	7	4	2	80	17	14	5	4	2.38	896.14	2.000	Saturday	1
	112	Local	N	17	3	3	3	3	5	1	0	20	8	4	3	2	2.38	3966.27	1.000	Saturday	2
	113	Local	E	8	5	3	1	4	3	1	1	12	8	4	2	0	2.38	7365.82	1.000	Saturday	3
Cassia	114	Primary	W	4	1	1	0	8	0	2	0	12	1	3	0	0	2.34	99.25	2.000	Saturday	1
	115	Primary	N	22	0	7	0	13	0	3	0	35	0	10	0	0	2.34	78.16	2.000	Friday	2
	116	Secondary	E	3	0	1	0	6	3	0	0	9	3	1	0	0	2.34	41.57	1.000	Friday	1
	117	Secondary	E	19	5	4	1	9	8	3	2	28	13	7	3	1	2.34	143.32	1.000	Wednesday	2
	118	Secondary	W	50	19	9	4	29	17	11	4	79	36	20	8	5	2.34	406.00	2.000	Wednesday	3
	119	Secondary	S	91	23	27	6	26	13	5	2	117	36	32	8	4	2.34	371.64	2.000	Wednesday	3
Twin Falls	120	Secondary	N	118	21	66	11	70	20	16	4	188	41	82	15	5	1.00	237.05	2.000	Friday	2
	121	Secondary	E	71	10	22	1	16	12	3	2	87	22	25	3	2	1.00	1109.28	1.000	Friday	2
	122	Secondary	S	65	5	7	0	39	4	6	0	104	9	13	0	0	1.00	4837.71	2.000	Friday	1
	123	Secondary	S	109	12	34	6	44	13	8	2	153	25	42	8	0	1.00	45.73	2.000	Wednesday	1
	124	Secondary	N	18	0	6	0	7	2	3	1	25	2	9	1	0	1.00	192.63	1.000	Wednesday	2
	125	Secondary	N	25	8	1	1	15	5	3	1	40	13	4	2	5	1.00	146.08	1.000	Saturday	1
	126	Local	NW	20	10	7	2	8	8	1	1	28	18	8	3	0	1.00	7935.72	1.000	Wednesday	1
	127	Local	SE	27	5	2	3	15	2	2	1	42	7	4	4	1	1.00	30117.41	1.000	Wednesday	1
	128	Local	W	2	0	1	0	3	1	0	0	5	1	1	0	0	1.00	663.33	1.000	Wednesday	1
	129	Local	SW	48	7	10	2	43	10	10	4	91	17	20	6	7	1.00	1409.11	1.000	Wednesday	2
	130	Local	E	5	4	1	0	7	3	1	0	12	7	2	0	2	1.00	3263.95	1.000	Wednesday	2
	131	Local	W	83	14	16	5	29	22	11	3	112	36	27	8	1	1.00	8216.61	1.000	Friday	1
	Bannock	132	Primary	W	16	0	5	0	5	1	2	1	21	1	7	1	3	1.00	759.40	2.000	Wednesday
133		Primary	S	12	1	6	0	9	0	5	0	21	1	11	0	1	1.00	99.18	2.000	Tuesday	2
134		Secondary	N	93	11	18	2	9	11	1	2	102	22	19	4	4	1.00	204.71	2.000	Friday	1
135		Secondary	S	71	9	23	3	32	23	8	4	103	32	31	7	1	1.00	42.95	1.000	Friday	1
136		Secondary	N	132	13	13	1	39	13	3	1	171	26	16	2	18	1.00	149.33	1.000	Monday	1
137		Secondary	N	143	15	31	3	34	7	10	1	177	22	41	4	17	1.00	1857.20	2.000	Friday	3
138		Secondary	E	55	6	17	2	25	9	5	5	80	15	22	7	5	1.00	26.24	1.000	Monday	2
139		Secondary	S	146	22	37	1	34	13	10	0	180	35	47	1	8	1.00	108.94	2.000	Friday	2
140		Local	SE	29	8	9	4	5	8	0	2	34	16	9	6	2	1.00	1954.95	1.000	Friday	2
141		Local	SE	17	2	1	0	2	1	0	0	19	3	1	0	3	1.00	1925.63	1.000	Friday	1
142		Local	S	14	2	1	1	7	2	4	1	21	4	5	2	2	1.00	1114.34	1.000	Friday	1
143		Local	E	58	13	12	2	16	8	2	2	74	21	14	4	3	1.00	8337.51	1.000	Friday	2
144		Local	NW	1	1	1	0	1	2	0	1	2	3	1	1	0	1.00	8544.96	1.000	Friday	2
145		Local	N	12	2	2	1	4	5	2	1	16	7	4	2	1	1.00	13609.58	1.000	Friday	1
Bingham		146	Primary	S	87	14	31	2	40	11	13	5	127	25	44	7	13	1.00	12.68	2.000	Friday
	147	Primary	N	59	0	22	0	9	3	2	1	68	3	24	1	1	1.00	158.03	2.000	Tuesday	1
	148	Primary	S	79	4	15	1	32	5	11	1	111	9	26	2	29	1.00	14.05	2.000	Friday	1
	149	Secondary	S	9	4	2	2	9	8	3	3	18	12	5	5	5	1.00	1505.88	1.000	Monday	3
	150	Secondary	SW	162	33	39	12	57	37	14	9	219	70	53	21	40	1.00	15.60	2.000	Monday	3
	151	Secondary	N	131	13	28	3	41	17	9	4	172	30	37	7	18	1.00	1601.47	1.000	Tuesday	1
	152	Secondary	NE	136	18	37	3	33	26	5	13	169	44	42	16	10	1.00	94.85	1.000	Monday	2
	153	Secondary	W	3	1	3	0	2	2	0	0	5	3	3	0	2	1.00	80.29	1.000	Tuesday	3
	154	Secondary	N	60	12	23	1	30	15	7	4	90	27	30	5	8	1.00	107.01	1.000	Tuesday	2
	155	Secondary	N	126	32	37	7	41	34	12	5	167	66	49	12	7	1.00	344.51	2.000	Tuesday	2

Raw Data for Each Location

County	Location	Strata	Direction	Cars / Vans / SUVs				Pick-Ups				Total				Non-Observations	County Weight	Road Weight	Lane Weight	Day of the Week	Time Period
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Bonneville	156	Primary	N	16	4	7	1	3	0	1	0	19	4	8	1	0	1.00	14.88	2.000	Monday	1
	157	Primary	N	11	1	2	0	7	6	4	1	18	7	6	1	0	1.00	1125.12	2.000	Monday	1
	158	Primary	S	175	21	60	18	79	26	26	7	254	47	86	25	19	1.00	106.19	2.000	Tuesday	3
	159	Primary	N	63	10	25	4	29	6	7	4	92	16	32	8	10	1.00	12.01	2.000	Saturday	2
	160	Secondary	S	119	17	36	7	76	39	21	8	195	56	57	15	21	1.00	147.92	1.000	Monday	1
	161	Secondary	NE	109	25	28	7	44	31	14	9	153	56	42	16	18	1.00	45.78	2.000	Saturday	3
	162	Secondary	SW	60	11	19	9	22	8	6	5	82	19	25	14	3	1.00	306.07	2.000	Tuesday	2
	163	Secondary	SW	63	8	27	2	13	3	5	0	76	11	32	2	2	1.00	5539.63	2.000	Tuesday	2
	164	Secondary	NE	94	21	21	5	59	27	11	4	153	48	32	9	18	1.00	98.51	2.000	Saturday	1
	165	Secondary	N	157	14	63	13	63	21	20	4	220	35	83	17	11	1.00	242.66	2.000	Monday	1
	166	Secondary	NE	113	29	28	5	40	16	15	4	153	45	43	9	13	1.00	392.43	1.000	Saturday	2
	167	Secondary	N	82	8	23	3	26	7	4	0	108	15	27	3	17	1.00	73.40	2.000	Tuesday	2
	168	Local	N	47	11	19	4	16	13	2	3	63	24	21	7	6	1.00	391.55	1.000	Monday	2
	169	Local	E	25	3	5	2	12	9	1	0	37	12	6	2	1	1.00	3357.22	1.000	Monday	3
	170	Local	N	86	15	44	7	18	4	9	2	104	19	53	9	7	1.00	20179.25	1.000	Saturday	2
	171	Local	N	120	13	51	14	32	13	12	6	152	26	63	20	16	1.00	3429.91	2.000	Monday	2
	172	Local	W	153	27	44	13	64	35	9	11	217	62	53	24	16	1.00	10195.18	1.000	Tuesday	3
173	Local	E	80	19	15	2	25	10	7	0	105	29	22	2	5	1.00	4570.81	1.000	Tuesday	1	
174	Local	NW	59	16	27	5	16	4	4	3	75	20	31	8	6	1.00	6818.99	2.000	Saturday	2	
Fremont	175	Secondary	N	26	0	14	0	9	6	6	1	35	6	20	1	5	1.00	1430.70	1.000	Monday	1
	176	Secondary	SE	20	1	14	0	6	9	4	2	26	10	18	2	2	1.00	56.43	1.000	Monday	2
	177	Secondary	N	22	6	12	1	10	9	5	3	32	15	17	4	5	1.00	108.67	2.000	Monday	2
	178	Secondary	W	75	28	25	13	27	39	9	12	102	67	34	25	10	1.00	615.22	1.000	Monday	2
	179	Secondary	NE	38	10	11	3	13	14	4	3	51	24	15	6	4	1.00	344.45	2.000	Monday	1
	180	Secondary	SW	71	40	17	14	32	27	10	9	103	67	27	23	8	1.00	635.29	1.000	Monday	3

State of Idaho

2023 Observational Seat Belt Use

