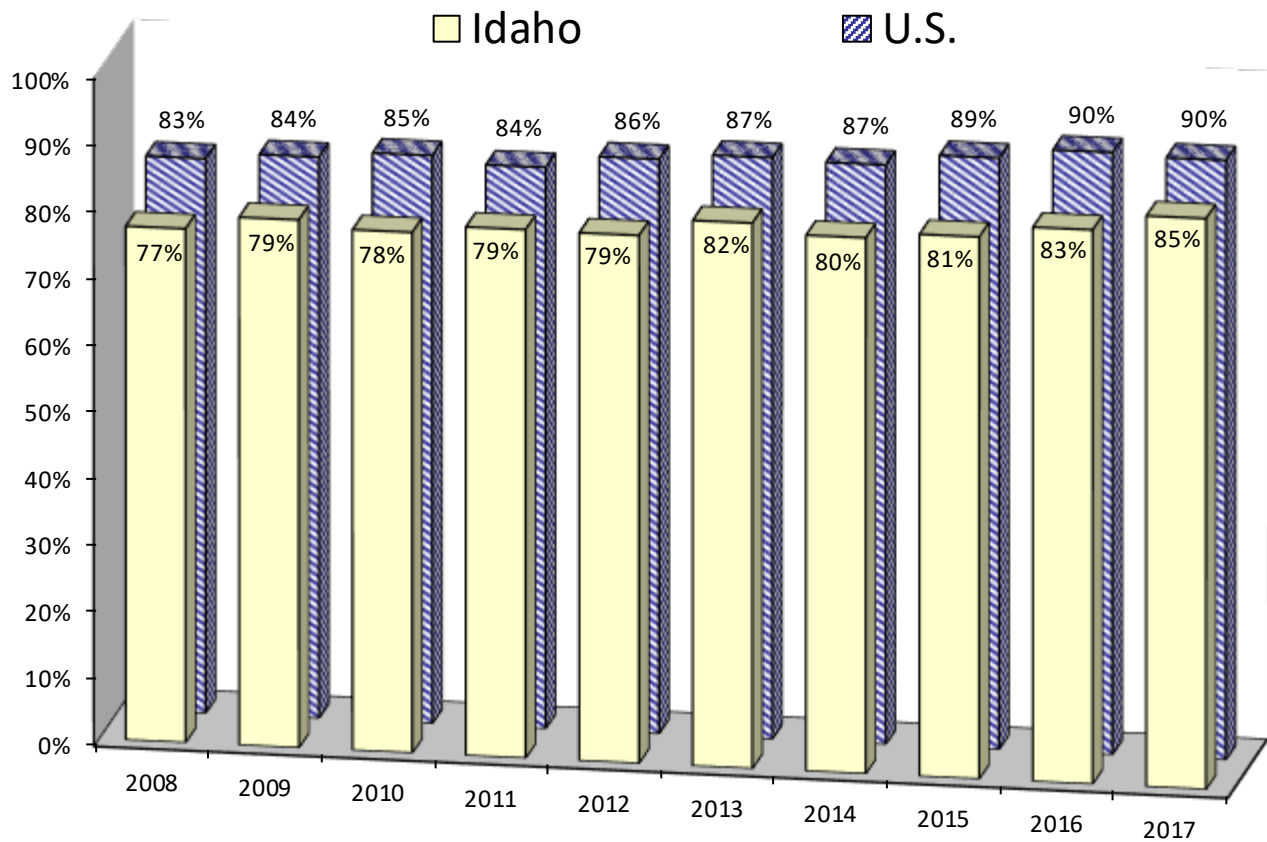


## Safety Restraint Usage

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.: 2008 - 2017



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.

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Change 2016-2017</b>	<b>Avg. Change 2013-2016</b>
Ada	92.2%	92.2%	93.9%	91.7%	88.8%	-3.1%	-0.1%
Bannock	81.2%	80.5%	87.2%	85.9%	89.4%	4.1%	2.0%
Bingham	81.0%	71.2%	79.7%	87.2%	82.4%	-5.5%	3.1%
Bonner	78.3%	81.0%	78.8%	77.1%	78.6%	1.9%	-0.5%
Bonneville	76.9%	70.5%	65.9%	66.0%	74.0%	12.1%	-4.9%
Canyon	81.4%	91.9%	88.1%	90.2%	91.5%	1.5%	3.7%
Elmore	88.2%	90.5%	89.4%	90.1%	89.0%	-1.2%	0.7%
Gem	68.8%	80.2%	72.7%	76.2%	55.3%	-27.5%	4.0%
Gooding	71.2%	68.6%	56.2%	69.3%	72.4%	4.4%	0.5%
Kootenai	71.8%	75.9%	74.1%	76.8%	76.0%	-1.1%	2.3%
Latah	78.1%	83.5%	82.9%	84.4%	83.4%	-1.2%	2.7%
Madison	71.6%	72.2%	67.7%	71.2%	74.0%	3.9%	-0.1%
Minidoka	71.6%	62.9%	57.0%	61.9%	72.6%	17.3%	-4.3%
Nez Perce	85.5%	80.6%	78.2%	77.4%	84.3%	8.9%	-3.2%
Payette	88.3%	90.5%	92.1%	86.3%	85.1%	-1.3%	-0.7%
Twin Falls	76.9%	68.8%	59.7%	68.4%	72.7%	6.4%	-3.1%
<b>Statewide</b>	<b>81.6%</b>	<b>80.2%</b>	<b>81.1%</b>	<b>82.9%</b>	<b>81.2%</b>	<b>-2.1%</b>	<b>0.5%</b>

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) districts<sup>4</sup> 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 89.5%, while district 4 (south-central Idaho) had the overall lowest usage at 72.6%.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
<b>1</b>	74.2%	80.6%	76.1%
<b>2</b>	87.1%	77.4%	84.2%
<b>3</b>	92.9%	79.0%	89.5%
<b>4</b>	78.9%	61.3%	72.6%
<b>5</b>	91.0%	82.9%	89.1%
<b>6</b>	78.1%	62.4%	74.0%
<b>Statewide</b>	<b>83.3%</b>	<b>75.5%</b>	<b>81.2%</b>

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 2017 ranged from a high of 82.9% in District 5 (south-eastern Idaho) to a low of 61.3% in District 4 (south-central 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 use<sup>5</sup>. 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	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatalities -Restraints Used	33.1%	44.3%	37.6%	34.6%	34.7%	0.2%	3.5%
Serious Injuries -Restraint Used	63.2%	64.2%	66.8%	69.3%	65.4%	-5.7%	3.2%

Of the 176 passenger motor vehicle occupants over the age of 7 killed in 2017, only 61 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 61 lives saved in 2017 by seat belt usage and an additional 48 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	61	96	19	\$597,458,853	\$940,263,112	\$186,093,741
Serious Injury	612	239	85	\$286,671,711	\$111,951,861	\$39,815,515
Visible Injury	2,519	410	269	\$321,379,675	\$52,308,720	\$34,319,624
Possible Injury	6,200	491	446	\$403,915,113	\$31,987,471	\$29,055,829
No Injury	40,025	1,527	3,317	\$132,095,449	\$5,039,594	\$10,947,173
<b>Total</b>				<b>\$1,741,520,801</b>	<b>\$1,141,550,759</b>	<b>\$300,231,883</b>

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 2013 through 2017. 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	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
<b>50,000 and over</b>							
Ada	83.3%	85.7%	84.1%	89.0%	83.4%	-6.2%	2.3%
Bannock	61.5%	70.9%	74.8%	60.9%	56.3%	-7.6%	0.7%
Bonneville	65.5%	74.1%	77.9%	75.8%	68.1%	-10.2%	5.2%
Canyon	79.6%	80.3%	79.6%	78.8%	77.9%	-1.2%	-0.3%
Kootenai	76.6%	72.9%	78.3%	75.1%	73.2%	-2.6%	-0.5%
Twin Falls	69.2%	87.4%	78.5%	79.0%	74.5%	-5.8%	5.6%
<b>20,000 - 49,999</b>							
Bingham	60.4%	55.6%	61.5%	63.3%	66.7%	5.4%	1.8%
Blaine	82.4%	50.0%	63.0%	71.4%	83.3%	16.7%	0.0%
Bonner	73.2%	71.2%	68.2%	56.9%	70.6%	24.0%	-7.8%
Cassia	70.0%	57.6%	63.9%	37.5%	36.0%	-4.0%	-16.0%
Elmore	69.2%	80.0%	67.3%	65.7%	57.7%	-12.1%	-0.9%
Jefferson	35.3%	71.1%	63.9%	66.7%	61.8%	-7.4%	31.9%
Jerome	62.9%	59.1%	52.6%	62.5%	66.7%	6.7%	0.6%
Latah	58.3%	46.4%	87.5%	70.0%	67.7%	-3.2%	16.0%
Madison	69.7%	42.9%	57.1%	39.1%	61.1%	56.2%	-12.2%
Minidoka	53.3%	53.8%	31.8%	66.7%	58.8%	-11.8%	23.2%
Nez Perce	63.8%	62.1%	81.0%	69.7%	66.7%	-4.3%	4.6%
Payette	70.7%	70.6%	62.8%	42.1%	47.6%	13.1%	-14.7%
<b>10,000 - 19,999</b>							
Boundary	80.0%	47.4%	40.0%	33.3%	65.2%	95.7%	-24.3%
Franklin	14.3%	52.4%	72.7%	76.5%	33.3%	-56.4%	103.6%
Fremont	36.0%	78.8%	59.3%	20.0%	51.9%	159.3%	9.3%
Gem	66.7%	36.8%	68.2%	66.7%	50.0%	-25.0%	12.7%
Gooding	41.7%	23.1%	72.4%	42.9%	38.1%	-11.1%	42.8%
Idaho	53.7%	51.1%	51.7%	36.1%	35.0%	-3.1%	-11.2%
Owyhee	36.0%	58.3%	22.2%	53.8%	33.3%	-38.1%	47.5%
Shoshone	36.7%	58.8%	35.7%	52.4%	71.4%	36.4%	22.6%
Teton	77.8%	50.0%	0.0%	58.3%	50.0%	-14.3%	21.4%
Valley	94.4%	81.8%	71.4%	83.3%	64.5%	-22.6%	-3.1%
Washington	33.3%	50.0%	73.7%	62.5%	69.2%	10.8%	27.4%

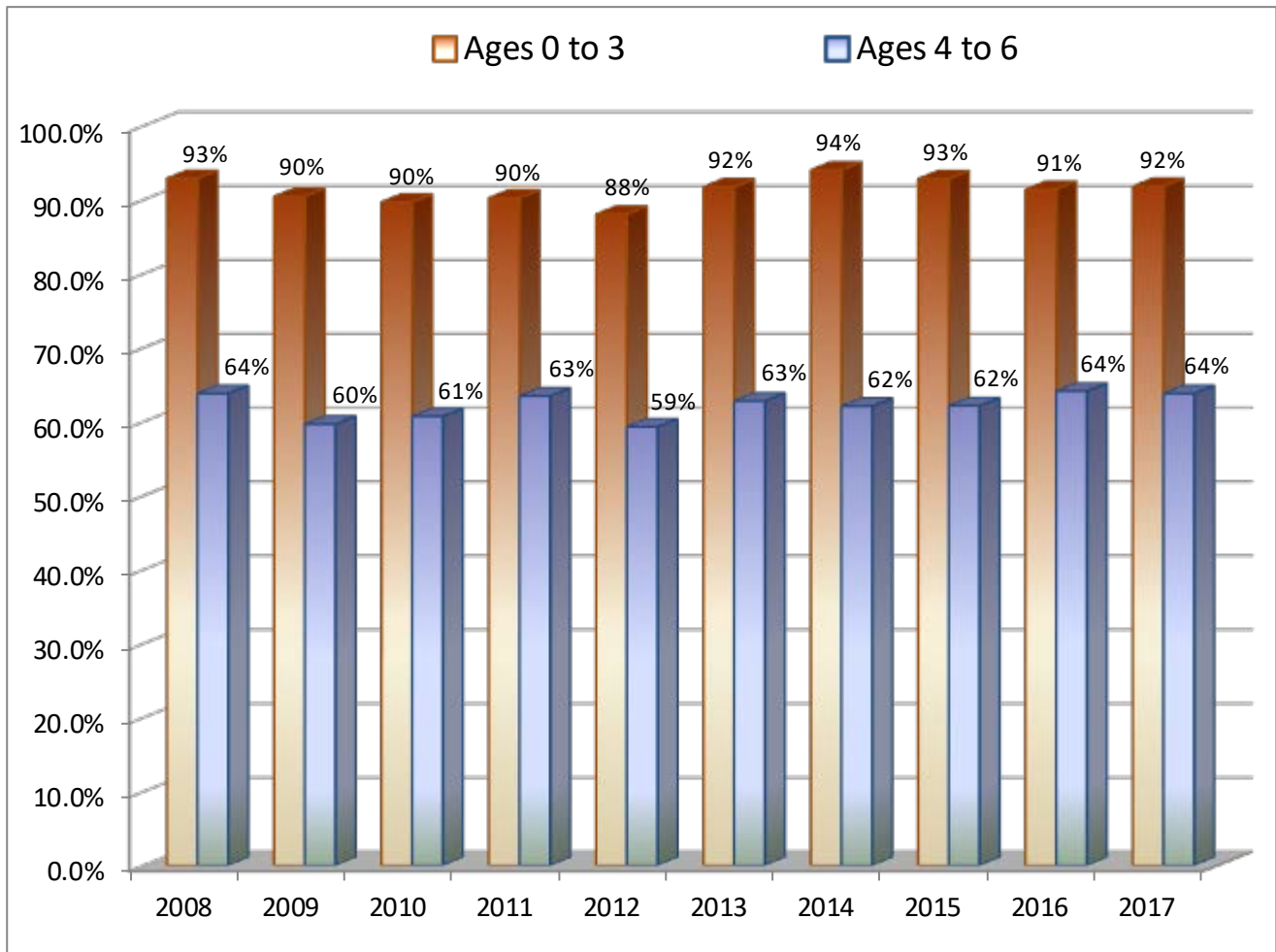
**Table 31 (Continued)**  
**Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2013-2017**  
**in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans**

<b>County by Population</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Change 2016-2017</b>	<b>Avg. Change 2013-2016</b>
<b>5,000 - 9,999</b>							
Bear Lake	80.0%	66.7%	40.0%	64.3%	100.0%	55.6%	1.3%
Benewah	35.3%	55.6%	63.6%	75.0%	28.6%	-61.9%	29.9%
Boise	73.5%	60.0%	61.5%	87.1%	88.9%	2.1%	8.6%
Caribou	54.5%	33.3%	45.5%	66.7%	100.0%	50.0%	14.7%
Clearwater	55.6%	76.9%	25.0%	62.5%	0.0%	-100.0%	40.3%
Lemhi	46.7%	0.0%	53.8%	42.9%	25.0%	-41.7%	-6.8%
Lincoln	37.5%	76.9%	75.0%	50.0%	57.1%	14.3%	23.1%
Power	80.0%	53.8%	46.2%	58.3%	34.8%	-40.4%	-6.9%
<b>0 - 4,999</b>							
Adams	68.8%	0.0%	92.3%	20.0%	76.9%	284.6%	-26.1%
Butte	0.0%	66.7%	16.7%	91.7%	50.0%	-45.5%	158.3%
Camas	---	---	100.0%	33.3%	100.0%	200.0%	---
Clark	33.3%	---	100.0%	66.7%	50.0%	-25.0%	---
Custer	91.7%	50.0%	71.4%	22.2%	54.5%	145.5%	-23.8%
Lewis	33.3%	40.0%	100.0%	75.0%	100.0%	33.3%	48.3%
Oneida	37.5%	66.7%	33.3%	75.0%	50.0%	-33.3%	50.9%
<b>Statewide Average</b>	<b>74.4%</b>	<b>74.6%</b>	<b>71.4%</b>	<b>75.0%</b>	<b>74.0%</b>	<b>-1.3%</b>	<b>0.3%</b>

## 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: 2008 - 2017



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (92%), 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

Injury Type	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatalities							
Restrained	1	3	3	1	1	0.0%	44.4%
Unrestrained	2	5	2	3	2	-33.3%	46.7%
Serious Injuries							
Restrained	9	9	7	11	5	-54.5%	11.6%
Unrestrained	4	11	5	5	2	-60.0%	40.2%
Visible Injuries							
Restrained	55	64	66	82	57	-30.5%	14.6%
Unrestrained	35	15	30	5	23	360.0%	-13.5%
Possible Injuries							
Restrained	209	160	267	315	214	-32.1%	20.5%
Unrestrained	68	49	76	14	46	228.6%	-18.1%
No Injuries							
Restrained	2,053	2,051	2,150	2,634	2,142	-18.7%	9.1%
Unrestrained	501	476	498	86	539	526.7%	-27.7%
Total Restrained	2,324	2,287	2,493	3,043	2,419	-20.5%	9.8%
Total Unrestrained	608	556	611	113	612	441.6%	-26.7%
% of Children Restrained	79.3%	80.4%	80.3%	96.4%	79.8%	-17.2%	7.1%

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 2017. Another live may have been saved if all children had been restrained in child safety seats. Additionally, 11 serious injuries were prevented and 1 unrestrained serious injuries may have been prevented if they had all been properly restrained.