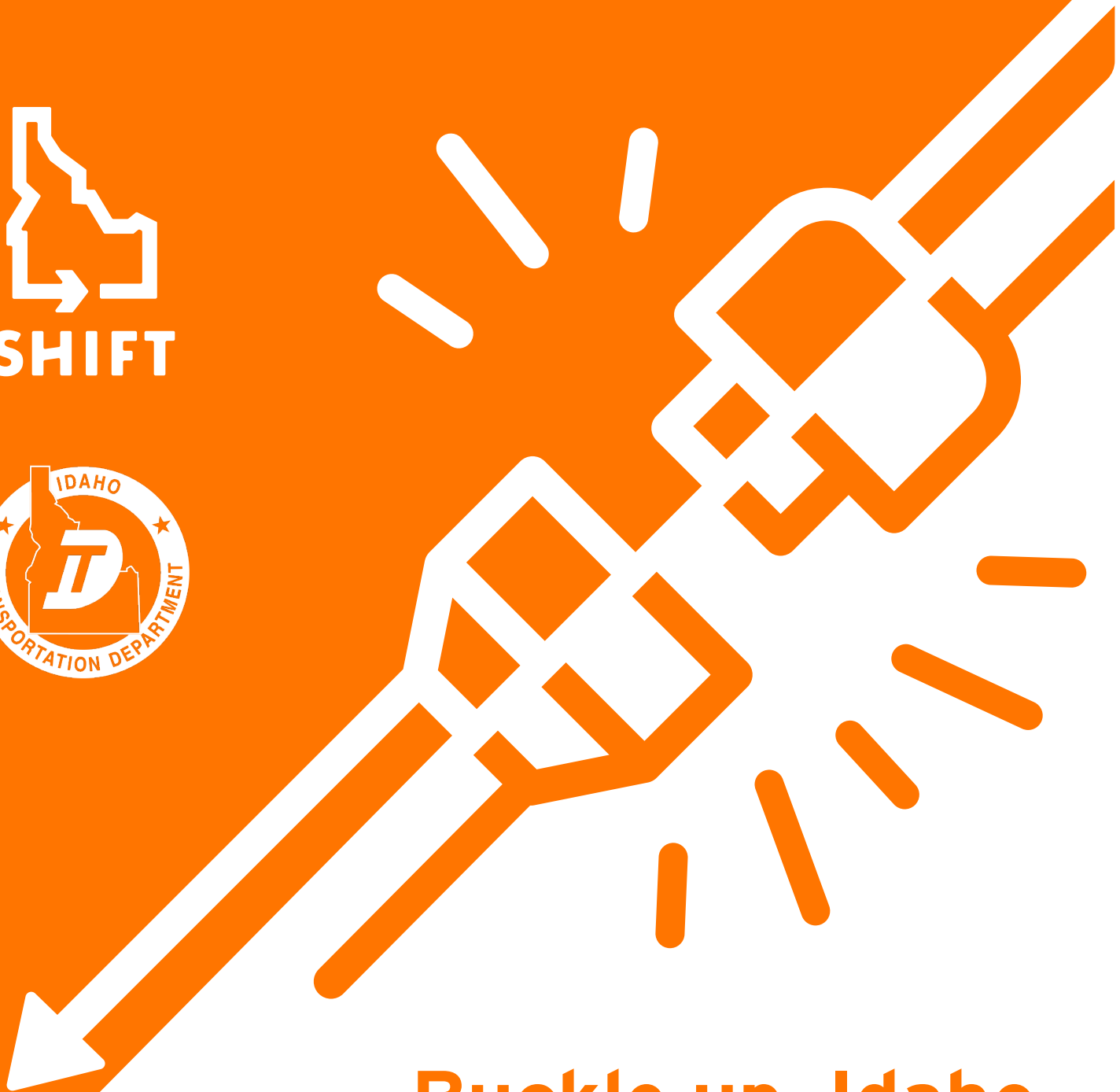


2024 Observational Seat Belt Survey



Buckle up, Idaho.

Idaho Observational Seat Belt Survey

2024

Final Report

Prepared by the Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT

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September 18, 2024

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 28,079 vehicle occupants were observed. The total occupants observed were comprised of 22,584 drivers and 5,495 outboard passengers. Seventy percent (70%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 30% 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.

2024 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
85.7%	1.25%	83.2%	88.1%

2024 Seat Belt Usage by Types of Road

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	90.3%	0.5%	89.4%	91.2%
Secondary Roadway	84.4%	0.3%	83.8%	85.0%
Local Roadway	85.8%	1.5%	82.9%	88.8%

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

2024 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	85.7%	1.3%	83.2%	88.1%
Drivers	85.4%	1.3%	82.9%	88.0%
Passengers	86.6%	1.1%	84.5%	88.8%
Passenger Cars, Vans, & SUV's	88.7%	1.2%	86.3%	91.0%
Drivers	88.4%	1.2%	86.0%	90.9%
Passengers	89.6%	1.0%	87.7%	91.4%
Pick-Up Trucks	77.8%	1.6%	74.8%	80.9%
Drivers	77.6%	1.7%	74.3%	81.0%
Passengers	78.6%	1.4%	75.8%	81.4%

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 2024.

2024 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	91.8%	77.3%	88.0%
2	92.2%	86.9%	90.3%
3	89.6%	85.7%	88.5%
4	80.9%	69.9%	77.1%
5	83.5%	63.1%	77.7%
6	87.9%	74.9%	84.4%
Statewide	88.7%	77.8%	85.7%

2024 Usage – Roadway Type by Vehicle Type

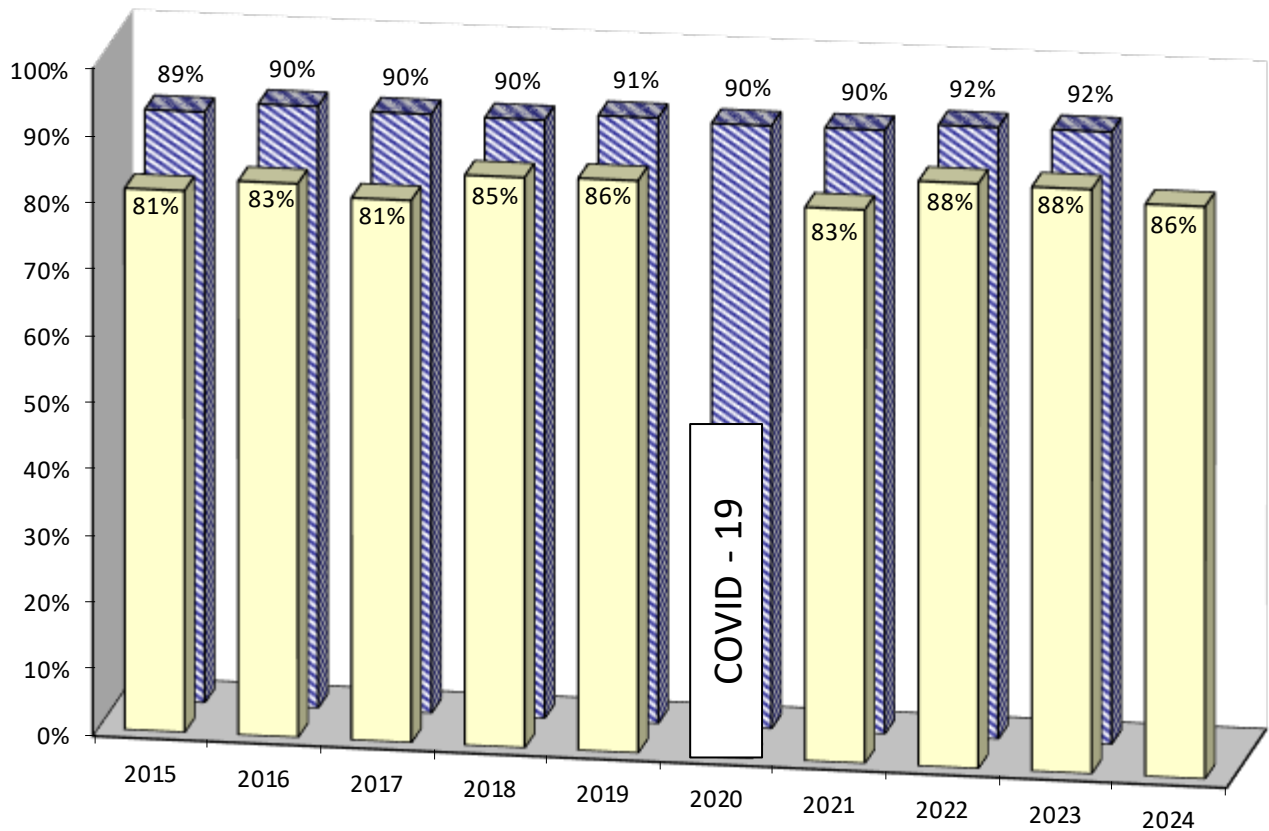
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	93.4%	82.6%	90.3%
Secondary Roadway	87.5%	77.4%	84.4%
Local Roadway	88.8%	77.6%	85.8%

2024 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	99.3%	99.5%	99.3%
Bannock	84.1%	62.7%	78.1%
Bingham	81.6%	64.5%	76.4%
Bonner	81.9%	69.8%	77.3%
Bonneville	88.1%	75.5%	84.8%
Canyon	83.6%	78.6%	82.2%
Cassia	79.3%	68.7%	76.2%
Elmore	98.3%	96.0%	97.5%
Fremont	77.7%	59.1%	70.7%
Jerome	87.2%	77.3%	83.7%
Kootenai	92.0%	77.5%	88.3%
Latah	92.8%	89.2%	91.5%
Nez Perce	91.8%	85.5%	89.6%
Payette	87.0%	81.6%	84.7%
Twin Falls	79.7%	68.4%	75.7%

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

	2020	2021	2022	2023	2024	Ave Yearly Change 2021-2024
Passenger Vehicles	////	87.4%	89.6%	90.1%	88.7%	-0.2%
Pickup Trucks	////	72.5%	82.3%	80.9%	77.8%	-2.4%
Overall Usage	////	82.9%	87.6%	87.5%	85.7%	-0.8%

Observed Usage - Transportation District by Year

	2020	2021	2022	2023	2024	Ave Yearly Change 2021-2024
District 1	////	85.1%	88.1%	91.0%	88.0%	1.1%
District 2	////	91.2%	83.7%	90.3%	90.3%	5.3%
District 3	////	83.1%	93.5%	91.9%	88.5%	-2.3%
District 4	////	69.8%	76.2%	78.6%	77.1%	1.5%
District 5	////	79.1%	74.4%	79.9%	77.7%	4.0%
District 6	////	81.2%	79.1%	80.8%	84.4%	2.9%

Observed Usage – County by Year

	2020	2021	2022	2023	2024	Ave Yearly Change 2021-2024
Ada	////	89.4%	97.4%	97.8%	99.3%	0.8%
Bannock	////	83.3%	76.0%	80.0%	78.1%	2.8%
Bingham				79.6%	76.4%	
Bonner	////	82.5%	89.2%	80.4%	77.3%	-7.8%
Bonneville	////	81.3%	79.1%	81.2%	84.8%	3.2%
Canyon	////	78.0%	80.3%	88.2%	82.2%	4.3%
Cassia	////	60.3%	75.0%	74.4%	76.2%	0.3%
Elmore	////	88.2%	93.6%	94.4%	97.5%	1.7%
Franklin	////	66.2%	70.7%			
Fremont	////	73.4%	77.8%	67.0%	70.7%	-7.4%
Jerome	////	73.8%	81.6%	72.7%	83.7%	-2.2%
Kootenai	////	85.4%	88.0%	91.2%	88.3%	1.4%
Latah	////	86.9%	87.8%	88.2%	91.5%	1.6%
Nez Perce	////	91.9%	82.9%	91.5%	89.6%	6.2%
Payette				87.8%	84.7%	
Twin Falls	////	73.7%	74.9%	80.7%	75.7%	3.1%
Washington	////	78.4%	74.3%			

2024 Usage by Observation Site

					2024	
County	Location	Designated Road	Intersection		Usage	
Bonner	1	US 2	West Bound	State Ave/SH 41	89.0%	
	2	SH 41 (State Ave)	North Bound	at US 2	78.7%	
	3	SH 200 (4th Ave)	West Bound (NWB)	Main St	49.3%	
	4	SH 200	West Bound	McGhee Rd	83.7%	
	5	US 95/US 2	South Bound	Kootenai Cutoff Rd/Schweitzer Basin Rd	77.9%	
	6	US 2	East Bound	SH 57	77.7%	
Kootenai	7	I-90	East Bound	Exit 22 SH 97/Harrison	94.4%	
	8	I-90	West Bound	Exit 2 Pleasant Valley Rd	88.3%	
	9	I-90	West Bound	Exit 13 4th St	88.8%	
	10	I-90	West Bound	Exit 28 4th of July Pass Recreation Area	100.0%	
	11	SH 54	West Bound	SH 41	89.1%	
	12	US 95	North Bound	Exit 446 Brunner Rd/Bunco Rd	94.3%	
	13	SH 53	East Bound	Ramsey Rd	91.7%	
	14	SH 97	South Bound	Pine St	62.9%	
	15	SH 53	West Bound	Meyer Rd	93.8%	
	16	US 95	North Bound	Prairie Ave	91.6%	
	17	US 95	South Bound	SH 58 Spokane/CDA Casino Exit	92.9%	
	18	US 95	South Bound	Hanley Ave	89.9%	
	19	Rockford Bay Rd	West Bound	US 95	84.2%	
	20	Hanley Ave	West Bound	Atlas Rd	87.3%	
	21	N Hauser Lake Rd	South Bound	SH 53	83.3%	
	22	Pointe Parkway	East Bound	Beck Rd	92.6%	
	23	11th St	South Bound	Mullan Ave	95.2%	
	24	N Chase Rd	North Bound	Poleline Ave	82.9%	
	25	Boekel Rd	East Bound	Meyer Rd	81.3%	
	Latah	26	SH 9	South Bound	SH 8	91.8%
		27	SH 8 (Main St)	North-West Bound (W	4th St	93.8%
		28	SH 3 (Wyoming St)	North Bound	SH 8	84.7%
		29	SH 3 (Main St)	East Bound (NB)	6th St	100.0%
		30	US 95 (Main St)	South Bound	D St	93.3%
		31	SH 3 (1st Ave)	South Bound	Jct SH 3/SH 8	63.2%
32		US 95 (Jackson St)	South Bound	Sixth St	88.0%	
33		SH 99	North Bound	SH 8	86.4%	
34		SH 8 (Elk River Rd)	North Bound	Jct SH 3/SH 8	75.0%	
35		SH 8 (Pullman Rd)	West Bound	Warbonnet Dr	97.5%	
Nez Perce	36	Main St	West Bound	13th St	91.8%	
	37	US 12 (Main St)	East Bound	21 st St	89.3%	
	38	US 12 (Main St)	West Bound	18th St	92.3%	
	39	SH 3	South Bound	US 12	30.0%	
	40	Main St	East Bound	18th St	90.3%	
	41	SH 128 (NS Hwy)	East Bound	US 12	95.2%	
	42	US 12	South Bound (WB)	6th Ave	93.6%	
	43	Gifford Ruebens Rd	North Bound	US 12	100.0%	
	44	18th Ave	East Bound	8th St	81.8%	
	45	Lindsey Creek Rd	South Bound	Grelle Ave	84.6%	
	46	4th St	South Bound	11th Ave	100.0%	
	47	11th St	North Bound	Burrell Ave	100.0%	
	48	Burrell Ave	West Bound	Thain Rd	88.2%	
	49	Juniper Dr	South Bound	Stewart Ave	84.1%	

County	Location	Designated Road		Intersection	Usage
Canyon	50	I-84	East Bound	SH 55/Karcher Rd/Midland Blvd Exit 33	92.1%
	51	I-84	East Bound	City Center/10th Ave Exit 28	85.0%
	52	I-84	West Bound	SH 44/Middleton Exit 25	94.5%
	53	I-84	West Bound	N Franklin Blvd Exit 36	
	54	I-84 BL (Nampa Caldwell Blvd)	North-West Bound	Middleton Rd	80.0%
	55	I-84 BL (Garrity Blvd)	South-West Bound	Flamingo Ave	90.5%
	56	I-84 BL (Garrity Blvd)	East Bound	Kings Rd	89.5%
	57	SH 44	East Bound	Middleton Rd	89.9%
	58	I-84 BL (Caldwell Blvd)	South-East Bound	Canyon St	81.8%
	59	SH 44 (Star Blvd)	West Bound	Middleton Rd	92.2%
	60	I-84 BL (Garrity Blvd)	North-East Bound	39th St	94.2%
	61	SH 55 (Karcher Rd)	East Bound	Midway Rd	78.8%
	62	Southside Blvd	North Bound	Locust Ln	86.5%
	63	Purple Sage Rd	West Bound	Middleton Rd	78.8%
	64	Middleton Rd	North Bound	Flamingo Ave	77.6%
	65	Birch Ln	West Bound	Northside Blvd	84.9%
	66	Emmett Rd	South Bound	SH 44	84.7%
	67	Cherry Ln	East Bound	Garrity Blvd/Can Ada Rd	89.8%
	68	Ustick Rd	East Bound	Farmway Rd	70.4%
	69	Roosevelt Ave	West Bound	Holly St	66.0%
Payette	70	I-84	West Bound	US 30/New Plymouth Exit 9	84.4%
	71	I-84	East Bound	US 95/Payette/Parma Exit 3	81.8%
	72	SH 52	South Bound (EB)	Jct with SH 72	91.9%
	73	SH 72	West Bound	Jct US 30	68.5%
	74	US 95 (N Whitely Dr)	North Bound	US 30 (NW 16th St)	89.5%
	75	US 95 (N Whitely Dr)	South Bound	US 30 (NW 16th St)	91.1%
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)	97.5%
	78	I-84	West Bound	Vista Ave/Boise Airport Exit 53 (right or left turn)	97.7%
	79	I-84	West Bound	SH 21/Idaho City/Gowen Rd Exit 57	95.5%
	80	SH 55 (Eagle Rd)	North Bound	Colchester Dr/Locust Grove Rd	99.4%
	81	SH 21 (Gowen Rd)	South Bound (WB)	Federal Way	98.3%
	82	SH 55	South Bound	Brookside Ln	99.2%
	83	US 20/26 (Myrtle St)	East Bound	Capitol Blvd	99.5%
	84	US 20/26 (Chinden Blvd)	East Bound	Cloverdale Rd	99.3%
	85	SH 44/SH 55	West Bound	Edgewood Ln	99.4%
	86	US 20/26 (Chinden Blvd)	West Bound	Linder Rd	98.7%
	87	SH 44	East Bound	Linder Rd	99.7%
	88	SH 16	South Bound	SH 44	99.6%
	89	US 20/26 (Broadway Ave)	North Bound	Beacon St	99.0%
	90	US 20/26 (Chinden Blvd)	West Bound	Maple Grove/Garret St	99.8%
	91	Columbia Rd	East Bound	Linder Rd	99.0%
	92	Park Ln	South Bound	Floating Feather Rd	97.4%
	93	Boise Ave	West Bound	Law Ave	99.1%
	94	Eagle Rd	North Bound	Beacon Light Rd	100.0%
	95	Irving St	West Bound	Curtis Rd	100.0%
	96	Deer Flat Rd	West Bound	Ten Mile Rd	100.0%
	97	McMillan Rd	West Bound	Ten Mile Rd	100.0%
	98	Star Rd	South Bound	McMillan Rd	100.0%
	99	Black Cat Rd	South Bound	Ustick Rd	99.6%
	100	Ten Mile Rd	South Bound	Lake Hazel Rd	98.3%
	101	Milwaukee St	South Bound	Ustick Rd	99.0%
Elmore	102	I-84	East Bound	Old Oregon Trail Road Exit 99	85.7%
	103	I-84	East Bound	Mountain Home/Fairfield Exit 95	100.0%
	104	SH 51	North Bound	Jct SH 51/SH 67 (Airbase Rd)	95.7%
	105	I-84 BL (Airbase Rd)	West Bound	5th West St	97.0%
	106	SH 67 (Airbase Rd)	East Bound	SH 51/Elmcrest St	99.6%
	107	SH 78	North Bound (EB)	Old US 30	92.0%

County	Location	Designated Road		Intersection	Usage
Jerome	108	I-84	East Bound	US 93 Twin Falls/Sun Valley Exit 173	90.9%
	109	I-84	East Bound	Ridgeway Rd Exit 194	93.3%
	110	SH 25 (Main St)	West Bound	100 E/Tiger Dr	82.2%
	111	SH 79 (Lincoln Ave)	North Bound	SH 25 (Main St)	78.3%
	112	Ave I	West Bound	SH 79 (Lincoln Ave)	82.8%
Cassia	113	Valley Rd	North Bound	SH 25	100.0%
	114	I-84	East Bound	Cotterel Rest Area (~MP 229)	85.7%
	115	I-84	West Bound	SH 25/SH77 Rupert/Declo Exit 216	98.1%
	116	SH 77 (Center St)	East Bound	SH 81 (Main St)	66.7%
	117	SH 81	North-West Bound	I-84 BL/US 30 (Main St)	80.8%
Twin Falls	118	I-84 BL/US 30 (Main St)	West Bound	Albion Ave	73.1%
	119	SH 27 (Overland Ave)	North Bound	16th St	76.6%
	120	US 93 BL (Blue Lakes Blvd)	North Bound	College Rd	86.9%
	121	SH 74 (Washington St/N 2900 E)	North Bound	Orchard Dr	85.1%
	122	US 30 (Kimberly Rd/E 3800 N)	West Bound	Hawkins Rd (N 3200 E)	80.4%
Bannock	123	US 93 (Poleline Rd)	East Bound	Grandview Dr	91.5%
	124	SH 74	West Bound	US 93	90.9%
	125	US 30 (E 4100 N)	West Bound	Clear Lakes Rd/Burley Ave	75.5%
	126	N 1500 E (Fair St)	North Bound	US 30 (Broadway/E4100 N)	72.1%
	127	Center St (E 3700 N)	East Bound	Emerald Dr	72.2%
Bingham	128	3500 E	South Bound	2900 N	100.0%
	129	Eastland Dr (3100 E)	South Bound	Orchard Dr (3700 N)	79.6%
	130	2500 E Rd	South Bound	3700 N Rd	88.9%
	131	Clear Lakes Rd (SH 46)	South Bound	Broadway Ave (US 30)	57.4%
	132	I-15	South Bound	US 91 Downey/Preston Exit 36	82.9%
Bannock	133	I-15	North Bound	SH 40 Downey/Preston	91.7%
	134	US 30 (Gould St)	East Bound	I-15 BL/US 30 (Yellowstone Ave)	84.3%
	135	US 91 (Yellowstone Ave)	South Bound	New Day Parkway	79.4%
	136	US 91 (Yellowstone Ave)	North Bound	Pole Line Rd	79.0%
	137	I-15 BL (Alameda Rd/Pocatello Creek R	East Bound	Hiline Rd/Jefferson Ave	84.3%
Bannock	138	US 30	South-West Bound	Philbin Rd	73.2%
	139	I-15 BL (Yellowstone Ave/Pocatello A	North Bound	US 30 (Oak St/Gould Street)	81.1%
	140	Hawthorne Rd	South Bound	Quinn Rd	75.8%
	141	Fairway Dr	West Bound	Bench Rd	93.0%
	142	Pole Line Rd	South-West Bound	US 91 (Yellowstone Ave)	81.5%
Bannock	143	Main St/Hawthorne Rd	North Bound	Alameda Rd	72.3%
	144	Philbin Rd	South Bound	US 30	78.7%
	145	Inkom Rd (Jackson Creek Rd)	West Bound (NB)	Rapid Creek Rd	72.7%
Bingham	146	I-15	South Bound	US 26 Blackfoot/Aberdeen Exit 93	88.9%
	147	I-15	North Bound	US 91 Blackfoot Exit 89	86.5%
	148	I-15	North Bound	US 26 Blackfoot/Arco Exit 93	89.1%
	149	SH 39 (Main St)	North Bound	Washington Ave	61.6%
	150	US 26	East Bound	SH 39	75.6%
Bingham	151	US 91 (West Main St)	South Bound	Alice St	78.6%
	152	US 91 (State St)	North Bound	Center St	79.3%
	153	SH 39	North Bound	US 26	74.1%
	154	US 91 (West Main)	North Bound	Judicial St	69.9%
	155	I-15 BL (W Bridge St)	West Bound (NWB)	Meridian St	76.3%

County	Location	Designated Road		Intersection	Usage
Bonneville	157	I-15	North Bound	Osgood Area Exit 128	67.9%
	158	I-15	North Bound	US 20 (Grandview Dr) Airport/Rexburg/ W Yellowstone	95.2%
	159	I-15	South Bound	W 65th S Shelly Exit 113	87.1%
	160	US 20 Bus (Holmes Ave)	North Bound	Iona Rd	76.9%
	161	US 26 (Yellowstone Hwy)	South Bound	Anderson Ave/Lincoln Rd	79.9%
	162	US 20 (Broadway St)	East Bound	Bellin Rd	81.5%
	163	US 20	West Bound (SB)	Riverside Dr/City Center Exit	84.0%
	164	US 91	North Bound	I-15 BL/US 26/Sunnyside Rd	90.2%
	165	US 26 (Yellowstone Hwy)	South Bound	Elva St	81.7%
	166	US 91 (Yellowstone Hwy)	North Bound	W 65th S St	83.5%
	167	US 20	North Bound	County Line Rd Exit 318	81.8%
	168	County Line Rd (E 145 N Rd)	West Bound	N Yellowstone Hwy	78.0%
	169	N 55th E (1st St)	South Bound	Owens Ave/ Iona Rd	78.4%
	170	E 49th S Rd	West Bound	Ammon Rd (97th S Rd)	71.7%
	171	Sunnyside Rd	East Bound	25th East	82.6%
	172	N 15th East (St. Leon Rd)	South Bound	US 26 (Yellowstone Hwy)	86.3%
	173	Woodruff Ave	North Bound	E 17th St	83.1%
	174	E 17th St	West Bound	Woodruff Ave	85.1%
Fremont	175	SH 32 (3600 E)	North Bound	SH 47 (E 1300 Rd N)	85.9%
	176	SH 47 (Main St/ E 1300 Rd N)	West Bound	US 20	90.9%
	177	US 20	South Bound (WB)	St Anthony Exit 346	62.5%
	178	US 20 Bus (S Bridge St)	South Bound	Main St	71.7%
	179	US 20	North Bound (EB)	St Anthony Exit 346	55.9%
	180	US 20 Bus (S Bridge St)	North Bound	Main St	76.7%

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	167	19	53	3	68	16	19	0	235	35	72	3	9	1.00	74.02	1.000	Tuesday	2	
	2	Secondary	NW	77	19	15	3	54	17	7	131	34	32	10	3	3	1.00	364.44	1.000	Tuesday	1	
	3	Secondary	NE	17	14	7	3	9	15	4	6	26	29	11	9	0	1.00	357.34	1.000	Tuesday	3	
	4	Secondary	N	218	36	80	11	90	29	33	6	308	65	113	17	9	1.00	65.40	1.000	Tuesday	3	
	5	Secondary	W	75	12	24	6	45	21	18	7	120	33	42	13	8	1.00	300.28	2.000	Tuesday	3	
	6	Secondary	N	115	28	34	6	51	22	9	4	166	50	43	10	2	1.00	603.17	1.000	Tuesday	2	
Kootenai	7	Primary	E	81	3	18	0	31	4	5	1	112	7	23	1	2	1.00	26.71	2.000	Monday	3	
	8	Primary	W	89	13	38	2	26	3	6	3	115	16	44	5	9	1.00	74.38	2.000	Friday	3	
	9	Primary	E	120	10	26	1	55	13	5	2	175	23	31	3	10	1.00	293.67	2.000	Tuesday	1	
	10	Primary	W	2	0	0	0	0	0	0	0	2	0	0	0	0	1.00	70.24	2.000	Friday	3	
	11	Secondary	N	42	4	10	0	27	6	3	0	69	10	13	0	2	1.00	40.52	1.000	Friday	1	
	12	Secondary	S	73	3	23	0	14	4	5	0	87	7	28	0	3	1.00	39.11	2.000	Friday	2	
	13	Secondary	S	83	3	27	1	33	8	12	2	116	11	39	3	3	1.00	103.14	1.000	Monday	2	
	14	Secondary	W	14	4	5	3	3	5	0	1	17	9	5	4	0	1.00	19.16	1.000	Tuesday	3	
	15	Secondary	S	92	5	28	0	39	6	7	0	131	11	35	0	4	1.00	161.82	1.000	Monday	1	
	16	Secondary	S	232	17	63	4	120	20	33	0	352	37	96	4	5	1.00	133.80	2.000	Monday	3	
	17	Secondary	N	25	2	9	0	5	1	0	0	30	3	9	0	1	1.00	48.79	2.000	Saturday	2	
	18	Secondary	N	225	22	91	11	83	13	29	2	308	35	120	13	7	1.00	112.69	2.000	Tuesday	2	
	19	Local	N	32	3	8	0	21	6	3	3	53	9	11	3	4	1.00	27184.99	1.000	Tuesday	2	
	20	Local	E	141	21	29	1	47	10	9	1	188	31	38	2	9	1.00	1999.89	1.000	Saturday	3	
	21	Local	E	24	4	10	0	11	5	5	1	35	9	15	1	2	1.00	5736.82	1.000	Friday	1	
	22	Local	W	84	7	27	2	20	2	7	0	104	9	34	2	14	1.00	26636.18	2.000	Saturday	3	
	23	Local	W	38	1	9	0	10	2	2	0	48	3	11	0	0	1.00	12311.64	1.000	Friday	1	
	24	Local	N	36	4	10	1	10	6	2	1	46	10	12	2	3	1.00	69269.91	1.000	Saturday	2	
	25	Local	N	49	3	5	1	20	10	0	3	69	13	5	4	1	1.00	6252.00	1.000	Saturday	1	
Latah	26	Secondary	E	20	3	10	1	11	0	4	0	31	3	14	1	1	1.24	111.49	1.000	Monday	2	
	27	Secondary	E	20	2	4	0	18	1	3	0	38	3	7	0	0	1.24	2840.88	1.000	Thursday	1	
	28	Secondary	W	21	1	4	1	17	5	8	2	38	6	12	3	2	1.24	97.92	1.000	Wednesday	1	
	29	Secondary	N	0	0	0	0	1	0	0	0	1	0	0	0	0	1.24	602.41	1.000	Thursday	2	
	30	Secondary	W	92	3	15	2	52	7	7	0	144	10	22	2	3	1.24	238.71	2.000	Wednesday	2	
	31	Secondary	N	5	3	3	1	3	2	1	1	8	5	4	2	1	1.24	65.14	1.000	Wednesday	1	
	32	Secondary	E	71	5	8	3	33	8	5	0	104	13	13	3	4	1.24	489.29	3.000	Wednesday	1	
	33	Secondary	S	8	1	2	0	9	2	0	0	17	3	2	0	1	1.24	251.52	1.000	Thursday	1	
	34	Secondary	S	3	1	4	3	9	3	5	0	12	4	9	3	2	1.24	53.81	1.000	Thursday	1	
	35	Secondary	S	119	3	26	0	44	2	7	0	163	5	33	0	0	1.24	143.61	2.000	Thursday	2	
	Nez Perce	36	Secondary	S	74	7	16	0	46	6	9	0	120	13	25	0	1	1.18	214.32	1.000	Wednesday	1
		37	Secondary	W	22	2	5	1	15	3	8	0	37	5	13	1	0	1.18	173.08	2.000	Monday	2
		38	Secondary	S	19	2	12	1	12	1	5	0	31	3	17	1	0	1.18	708.61	2.000	Wednesday	2
		39	Secondary	S	2	1	0	1	1	3	0	2	3	4	0	3	1	1.18	60.16	1.000	Thursday	3
		40	Secondary	N	63	4	24	1	33	9	11	0	96	13	35	1	0	1.18	106.39	2.000	Monday	1
41		Secondary	E	63	3	32	1	15	2	8	0	78	5	40	1	0	1.18	1629.34	1.000	Monday	2	
42		Secondary	S	121	5	65	3	60	7	31	4	181	12	96	7	6	1.18	46.82	2.000	Monday	1	
43		Local	E	5	0	2	0	2	0	1	0	7	0	3	0	0	1.18	4784.15	1.000	Tuesday	1	
44		Local	N	13	1	2	0	2	2	1	1	15	3	3	1	0	1.18	1117.67	1.000	Monday	1	
45		Local	W	10	2	2	0	8	2	2	0	18	4	4	0	2	1.18	12943.03	1.000	Monday	1	
46		Local	E	7	0	2	0	1	0	0	0	8	0	2	0	0	1.18	1983.63	1.000	Tuesday	1	
47		Local	N	4	0	1	0	2	0	1	0	6	0	2	0	0	1.18	1109.65	1.000	Tuesday	1	
48		Local	NE	24	2	10	0	9	4	2	0	33	6	12	0	1	1.18	568.84	1.000	Tuesday	2	
49		Local	S	31	5	10	1	13	3	4	2	44	8	14	3	2	1.18	1019.61	1.000	Monday	2	

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Canyon	50	Primary	NE	96	3	31	3	28	6	9	2	124	9	40	5	9	1.00	75.54	2,000	Tuesday	3
	51	Primary	E	80	11	26	1	26	13	10	0	106	24	36	1	8	1.00	95.20	2,000	Friday	3
	52	Primary	E	177	6	51	0	81	12	20	1	258	18	71	1	9	1.00	21.60	2,000	Monday	2
	53	Primary	E	0	0	0	0	0	0	0	0	0	0	0	0	0	1.00	48.32	3,000	Sunday	1
	54	Secondary	W	99	18	12	7	46	12	11	5	145	30	23	12	38	1.00	91.15	2,000	Wednesday	1
	55	Secondary	E	403	35	89	9	136	21	20	3	539	56	109	12	88	1.00	241.54	1,000	Wednesday	2
	56	Secondary	N	301	30	48	3	110	19	20	4	411	49	68	7	37	1.00	456.14	1,000	Monday	1
	57	Secondary	W	132	14	23	5	92	10	20	1	224	24	43	6	14	1.00	79.82	1,000	Sunday	1
	58	Secondary	SE	176	35	50	10	52	17	14	3	228	52	64	13	28	1.00	515.96	1,000	Sunday	2
	59	Secondary	W	113	9	12	1	58	6	5	0	171	15	17	1	9	1.00	107.27	1,000	Wednesday	1
	60	Secondary	E	409	17	90	6	136	17	29	1	545	34	119	7	84	1.00	169.06	1,000	Sunday	3
	61	Secondary	W	206	54	57	9	57	22	18	6	263	76	75	15	51	1.00	47.95	1,000	Friday	1
	62	Local	N	39	4	14	0	23	6	1	2	62	10	15	2	7	1.00	2180.06	1,000	Wednesday	2
	63	Local	S	32	6	8	1	10	5	2	2	42	11	10	3	3	1.00	654.52	1,000	Wednesday	1
	64	Local	NE	164	50	17	5	53	14	9	1	217	64	26	6	76	1.00	18859.66	1,000	Wednesday	1
	65	Local	SE	27	3	7	1	9	4	2	0	36	7	9	1	10	1.00	1023.08	1,000	Friday	1
	66	Local	W	85	12	24	3	23	8	6	2	108	20	30	5	6	1.00	20206.66	1,000	Monday	1
	67	Local	S	126	8	18	1	55	8	12	7	181	16	30	8	17	1.00	13111.44	1,000	Friday	2
	68	Local	W	43	14	9	4	22	11	7	5	65	25	16	9	6	1.00	5291.37	1,000	Monday	3
69	Local	E	19	10	4	3	5	2	3	1	24	12	7	4	4	1.00	4307.56	1,000	Monday	2	
Payette	70	Secondary	E	11	1	4	0	8	4	4	0	19	5	8	0	1	1.88	5.65	2,000	Friday	2
	71	Secondary	S	3	2	3	0	3	0	0	0	6	2	3	0	0	1.88	67.83	2,000	Friday	1
	72	Secondary	N	13	1	9	1	8	1	4	0	21	2	13	1	1	1.88	28.91	1,000	Friday	2
	73	Secondary	E	29	9	7	5	21	10	6	5	50	19	13	10	3	1.88	364.14	1,000	Friday	2
	74	Secondary	N	65	4	15	4	44	5	12	3	109	9	27	7	7	1.88	295.52	2,000	Friday	1
	75	Secondary	N	58	4	17	1	26	5	11	1	84	9	28	2	4	1.88	74.81	2,000	Friday	1
Ada	76	Primary	N	23	0	9	0	14	0	4	0	37	0	13	0	0	1.00	15.13	2,000	Friday	2
	77	Primary	E	20	0	5	0	11	1	3	0	31	1	8	0	0	1.00	9.67	3,000	Tuesday	1
	78	Primary	E	63	2	9	0	12	0	2	0	75	2	11	0	0	1.00	104.26	2,000	Tuesday	1
	79	Primary	W	20	0	4	0	16	2	2	0	36	2	6	0	0	1.00	18.20	2,000	Sunday	1
	80	Secondary	E	336	1	63	1	102	1	18	0	438	2	81	1	5	1.00	59.54	2,000	Friday	2
	81	Secondary	W	103	0	22	0	41	0	8	3	144	0	30	3	1	1.00	144.48	2,000	Friday	1
	82	Secondary	E	183	2	41	1	103	0	34	0	286	2	75	1	3	1.00	13.70	1,000	Monday	1
	83	Secondary	W	148	0	13	1	35	0	4	0	183	0	17	1	1	1.00	112.04	4,000	Monday	3
	84	Secondary	E	204	2	41	0	54	0	6	0	258	2	47	0	3	1.00	99.38	2,000	Friday	3
	85	Secondary	S	217	0	36	0	69	0	6	2	286	0	42	2	4	1.00	32.91	2,000	Friday	2
	86	Secondary	E	149	2	16	0	55	1	12	0	204	3	28	0	5	1.00	31.73	2,000	Friday	2
	87	Secondary	S	227	0	76	1	67	0	18	0	294	0	94	1	2	1.00	21.62	2,000	Monday	1
	88	Secondary	N	135	1	23	0	87	0	20	0	222	1	43	0	1	1.00	35.45	2,000	Monday	1
	89	Secondary	S	209	1	47	0	45	2	5	0	254	3	52	0	7	1.00	91.90	2,000	Friday	3
	90	Secondary	W	296	1	37	0	102	0	8	0	398	1	45	0	2	1.00	38.21	2,000	Tuesday	3
	91	Local	S	50	0	9	1	30	0	0	0	80	0	17	1	1	1.00	4555.73	1,000	Friday	3
	92	Local	NW	41	0	13	1	16	1	5	0	57	1	18	1	1	1.00	3148.07	1,000	Friday	3
	93	Local	W	143	2	25	0	34	0	7	0	177	2	32	0	1	1.00	4897.11	2,000	Tuesday	3
	94	Local	NW	80	0	24	0	26	0	6	0	106	0	30	0	0	1.00	7732.82	1,000	Tuesday	3
	95	Local	S	31	0	10	0	5	0	1	0	36	0	11	0	0	1.00	1585.43	1,000	Monday	3
	96	Local	SE	107	0	32	0	40	0	8	0	147	0	40	0	0	1.00	8304.32	1,000	Friday	3
	97	Local	N	152	0	45	0	55	0	7	0	207	0	52	0	3	1.00	1050.54	1,000	Tuesday	3
	98	Local	E	50	0	19	0	25	0	5	0	75	0	24	0	0	1.00	603.71	1,000	Friday	2
	99	Local	E	145	1	37	0	52	0	11	0	197	1	48	0	0	1.00	1783.15	1,000	Monday	2
	100	Local	N	275	4	69	1	112	2	19	1	387	6	88	2	1	1.00	1979.67	1,000	Tuesday	3
	101	Local	W	127	1	34	1	37	0	6	0	164	1	40	1	1	1.00	2070.76	1,000	Sunday	3
Elmore	102	Primary	E	5	1	0	0	1	0	0	0	6	1	0	0	0	1.71	70.12	2,000	Sunday	3
	103	Primary	SW	37	0	12	0	14	0	6	0	51	0	18	0	0	1.71	278.85	2,000	Tuesday	2
	104	Secondary	E	44	1	14	1	26	2	6	0	70	3	30	1	0	1.71	1226.96	1,000	Tuesday	3
	105	Secondary	N	85	2	24	1	38	1	13	1	123	3	37	2	1	1.71	94.26	2,000	Sunday	2
	106	Secondary	NE	152	0	10	0	58	1	8	0	210	1	18	0	5	1.71	181.66	2,000	Tuesday	3
	107	Secondary	W	6	0	3	0	10	1	4	1	16	1	7	1	0	1.71	189.38	1,000	Sunday	3

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Jerome	108	Primary	N	12	2	3	0	4	0	1	0	16	2	4	0	0	2.38	88.64	2,000	Tuesday	1
	109	Primary	W	6	1	1	0	4	3	2	0	10	1	4	0	0	2.38	26.50	2,000	Saturday	2
	110	Secondary	E	36	4	3	0	19	8	2	1	55	12	5	1	1	2.38	849.01	1,000	Wednesday	1
	111	Secondary	W	47	10	11	2	24	9	1	2	71	19	12	4	3	2.38	896.14	2,000	Saturday	1
	112	Local	N	17	3	4	0	3	1	0	1	20	4	4	1	0	2.38	3966.27	1,000	Saturday	2
	113	Local	E	4	0	0	0	4	0	2	0	8	0	2	0	0	2.38	7365.82	1,000	Saturday	2
	114	Primary	W	7	0	0	0	5	1	0	1	12	1	0	1	0	2.34	99.25	2,000	Saturday	1
	115	Primary	N	29	1	8	0	12	0	2	0	41	1	10	0	2	2.34	78.16	2,000	Friday	2
	116	Secondary	E	1	0	0	0	2	2	1	0	3	2	1	0	0	2.34	41.57	1,000	Friday	1
	117	Secondary	E	27	6	9	0	17	7	6	1	44	13	15	1	2	2.34	143.32	1,000	Wednesday	2
	118	Secondary	W	54	15	12	5	17	9	4	3	71	24	16	8	2	2.34	406.00	2,000	Wednesday	2
	119	Secondary	S	88	24	19	4	33	13	4	3	121	37	23	7	6	2.34	371.64	2,000	Wednesday	3
	Twin Falls	120	Secondary	N	219	27	33	7	66	13	13	3	285	40	46	10	7	1.00	237.05	2,000	Friday
121		Secondary	E	100	13	23	4	28	8	3	2	128	21	26	6	3	1.00	1109.28	1,000	Friday	2
122		Secondary	S	79	17	10	1	57	18	6	1	136	35	16	2	14	1.00	4837.71	2,000	Friday	1
123		Secondary	S	111	8	25	1	41	7	16	2	152	15	41	3	0	1.00	45.73	2,000	Wednesday	2
124		Secondary	N	8	0	3	0	8	2	1	0	16	2	4	0	1	1.00	192.63	1,000	Wednesday	2
125		Secondary	N	22	3	3	0	12	8	3	2	34	11	6	2	1	1.00	146.08	1,000	Saturday	2
126		Local	NW	17	6	4	2	10	4	0	0	27	10	4	2	2	1.00	7935.72	1,000	Wednesday	1
127		Local	SE	26	7	6	2	5	6	2	0	31	13	8	2	0	1.00	30117.41	1,000	Wednesday	1
128		Local	W	1	0	0	0	2	0	1	0	3	0	1	0	0	1.00	663.33	1,000	Wednesday	1
129		Local	SW	49	15	12	2	42	8	6	3	91	23	18	5	8	1.00	1409.11	1,000	Wednesday	2
130		Local	E	5	0	0	0	3	1	0	0	8	1	0	0	0	1.00	3263.95	1,000	Wednesday	2
131		Local	W	14	7	1	1	10	11	2	1	24	18	3	2	4	1.00	8216.61	1,000	Friday	1
Bannock		132	Primary	W	22	2	6	0	5	4	1	1	27	6	7	1	0	1.00	759.40	2,000	Wednesday
	133	Primary	S	14	0	4	0	2	1	2	1	16	1	6	1	1	1.00	99.18	2,000	Tuesday	2
	134	Primary	N	74	12	12	2	20	5	1	1	94	17	13	3	3	1.00	204.71	1,000	Friday	1
	135	Secondary	S	96	17	21	5	38	17	7	3	134	34	28	8	16	1.00	42.95	1,000	Friday	1
	136	Secondary	N	117	24	22	4	38	15	4	5	155	39	26	9	5	1.00	149.33	2,000	Monday	1
	137	Secondary	N	183	27	35	7	38	14	7	1	221	41	42	8	14	1.00	1857.20	1,000	Friday	3
	138	Secondary	E	24	5	5	0	23	12	0	2	47	17	5	2	1	1.00	26.24	1,000	Monday	3
	139	Secondary	S	150	29	39	7	46	18	14	4	196	47	53	11	13	1.00	108.94	2,000	Friday	2
	140	Local	SE	95	23	24	4	26	19	5	2	121	42	29	6	10	1.00	1954.95	1,000	Friday	2
	141	Local	SE	24	1	3	0	11	2	2	0	35	3	5	0	2	1.00	1925.63	1,000	Friday	1
	142	Local	S	120	18	14	0	33	20	5	1	153	38	19	1	4	1.00	1114.34	1,000	Friday	1
	143	Local	E	59	15	4	1	16	13	2	2	75	28	6	3	6	1.00	8337.51	1,000	Friday	2
	144	Local	NW	80	14	11	3	26	13	5	3	106	27	16	6	2	1.00	8544.96	1,000	Friday	2
145	Local	N	7	1	0	0	1	2	0	0	8	3	0	0	0	1.00	13609.58	1,000	Friday	1	
Bingham	146	Primary	S	131	8	38	4	47	14	16	3	178	22	54	7	9	1.00	12.68	2,000	Friday	2
	147	Primary	N	25	4	7	0	10	2	3	1	35	6	10	1	1	1.00	158.03	2,000	Tuesday	2
	148	Primary	S	86	7	28	4	36	5	6	3	122	12	34	7	2	1.00	14.05	2,000	Friday	1
	149	Secondary	S	29	14	6	5	14	11	6	4	43	25	10	8	3	1.00	1505.88	1,000	Monday	3
	150	Secondary	SW	80	22	13	5	34	13	9	4	114	35	22	9	14	1.00	15.60	1,000	Monday	3
	151	Secondary	N	111	20	26	8	41	20	9	3	152	40	35	11	14	1.00	1601.47	2,000	Tuesday	1
	152	Secondary	NE	111	20	29	6	40	19	11	5	151	39	40	11	11	1.00	94.85	2,000	Monday	2
	153	Secondary	W	63	14	19	7	35	17	9	6	98	31	28	13	9	1.00	80.29	1,000	Tuesday	3
	154	Secondary	N	46	14	15	6	14	12	4	2	60	26	19	8	8	1.00	107.01	2,000	Tuesday	2
	155	Secondary	N	103	14	27	6	17	22	4	5	120	36	31	11	6	1.00	344.51	2,000	Tuesday	3

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				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers							
				Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained						
Bonneville	156	Primary	N	10	6	2	1	6	1	1	16	7	3	2	0	1.00	14.88	2,000	Monday	1	
	157	Primary	N	9	1	6	0	4	0	1	13	1	7	0	1	1.00	1125.12	2,000	Monday	1	
	158	Primary	S	192	16	80	15	79	21	26	4	271	37	106	19	1.00	106.19	2,000	Tuesday	3	
	159	Primary	N	74	17	17	6	39	17	13	3	113	34	30	9	1	1.00	12.01	2,000	Saturday	2
	160	Secondary	S	84	12	47	2	34	24	10	6	118	36	57	8	2	1.00	147.92	2,000	Monday	1
	161	Secondary	NE	55	10	9	2	36	10	10	3	91	20	19	5	2	1.00	45.78	2,000	Saturday	3
	162	Secondary	SW	50	10	14	1	20	6	5	0	70	16	19	1	1	1.00	306.07	2,000	Tuesday	2
	163	Secondary	SW	67	7	17	0	19	4	8	1	86	11	25	1	7	1.00	5539.63	2,000	Tuesday	2
	164	Secondary	NE	47	2	8	0	18	9	3	6	65	11	11	6	5	1.00	98.51	2,000	Saturday	1
	165	Secondary	N	142	23	56	11	56	17	24	4	198	40	80	15	9	1.00	242.66	2,000	Monday	1
	166	Secondary	NE	71	6	13	4	19	11	5	3	90	17	18	7	6	1.00	392.43	2,000	Saturday	1
	167	Secondary	N	54	12	12	0	27	13	3	2	81	25	15	2	9	1.00	73.40	2,000	Tuesday	1
	168	Local	N	64	9	11	5	15	9	1	2	79	18	12	7	3	1.00	391.55	1,000	Monday	1
	169	Local	E	20	6	7	1	10	7	1	1	30	13	8	2	1	1.00	3357.22	1,000	Monday	2
170	Local	N	73	10	31	3	24	11	10	5	97	21	41	8	3	1.00	20179.25	1,000	Saturday	2	
171	Local	N	109	16	52	6	36	10	18	2	145	26	70	8	6	1.00	3429.91	2,000	Monday	2	
172	Local	W	160	26	44	7	41	14	5	4	201	40	49	11	18	1.00	10195.18	1,000	Tuesday	2	
173	Local	E	53	6	7	2	17	6	3	0	70	12	10	2	1	1.00	4570.81	2,000	Tuesday	1	
174	Local	NW	152	17	55	11	49	12	19	5	201	29	74	16	10	1.00	6818.99	2,000	Saturday	2	
Fremont	175	Secondary	N	10	2	8	0	14	2	8	0	24	4	16	0	0	1.00	1430.70	1,000	Monday	1
	176	Secondary	SE	3	0	2	0	4	4	1	2	7	4	3	2	0	1.00	56.43	1,000	Monday	2
	177	Secondary	N	20	6	7	2	8	7	3	0	28	13	10	2	1	1.00	108.67	2,000	Monday	2
	178	Secondary	W	69	37	20	12	18	33	6	7	87	70	26	19	3	1.00	615.22	1,000	Monday	3
	179	Secondary	NE	56	11	15	3	24	13	7	4	80	24	22	7	1	1.00	344.45	2,000	Monday	1
	180	Secondary	SW	86	21	28	3	35	31	4	8	121	52	32	11	5	1.00	635.29	1,000	Monday	3

State of Idaho

2024 Observational Seat Belt Use

