

**Iowa Seat Belt Use Survey
2025 Data Collection
Methodology Report**

September 2025

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Introduction

In 2011 the National Highway Traffic Safety Administration (NHTSA) issued new requirements for observing and reporting seat belt use that were designed to achieve greater consistency and comparability in state-wide seat belt use reporting. The requirements included the involvement of a qualified statistician in the sampling and weighting portions of the process as well as a variety of operational details. Each state's sampling plan and its selected sample of road segments was required to be reviewed and redrawn every five years.

The Iowa Governor's Traffic Safety Bureau contracted with Iowa State University's Center for Survey Statistics and Methodology (CSSM) (then Survey & Behavioral Research Services) in 2011 to develop the study design and data collection plan for the State of Iowa's annual survey that would meet NHTSA's new requirements. A seat belt survey plan for Iowa was developed by CSSM with statistical expertise provided by Zhengyuan Zhu, Ph.D., Professor of Statistics at Iowa State University and Director of CSSM. The plan was approved by NHTSA on March 19, 2012 and implemented by CSSM each year thereafter.

As required by NHTSA, the Iowa plan was revised and a new sample drawn in the fall/winter of 2016 by Dr. Emily Berg, Associate Professor of Statistics at Iowa State University. Dr. Berg followed the protocol of the original approved plan, sampling 15 counties (as in 2012) and increasing the number of sampled road segments from 75 to 84. The revised plan was approved in March of 2017 and implemented by CSSM annually from 2017-2021. In late 2021 the plan was again revised with new counties and road segments sampled by Dr. Berg. This plan, again with 84 road segments from 15 counties, was approved in March of 2022 and implemented from 2022-2025.

2025 Data Collection

The Iowa GTSB has contracted with CSSM on an annual basis to conduct the seat belt use data collection since 2012. The primary contact at the Iowa GTSB in 2025 is Marigrace Porcelli, Program Administrator. The primary contact at CSSM is Allison Anderson, Survey Unit Director. The CSSM Seat Belt Survey Project Manager is Konrad Powell. The CSSM statistician is Emily Berg, PhD, Associate Professor of Statistics at Iowa State University. This report describes the data collection process for obtaining 2025 seat belt use data as stipulated by the approved study design. It also includes tables with overall results showing seat belt use in Iowa.

Preparation

Preparation for the 2025 seat belt use data collection involved several components, including verification of the usability of the sampled sites, revision of materials for Data Collectors, and notification of appropriate local personnel prior to data collection.

Site Verification.

The Iowa Seat Belt Survey Plan includes 84 road segments or sites sampled for annual observation, allocated among 15 sampled counties. There are 5 sites in 14 of the counties and 14 sites in Polk County. The sites are identified by Object ID and Route ID numbers. CSSM worked with staff from *InTrans*, the Iowa State University Institute of Transportation, to obtain data and photographic resources that allow staff to examine each site remotely for accessibility, safety, and practicality. The CSSM Project Managers examined the 84 sites and checked with the Department of Transportation and other online sources for scheduled construction that could impact traffic patterns. All 84 sites were verified as safe and useable for 2025.

Materials Preparation.

CSSM staff used online maps and Google Earth to identify and recommend observation points that would be safe and still provide the visibility necessary to observe seat belt use. CSSM staff created maps and travel directions for Data Collectors to use as references when traveling to sites. Google Earth and Google maps served as effective resources. Equipment was prepared for use by Data Collectors, including vests, hats, warning lights, “Survey Crew” signs, and timers. Data collection forms were updated and printed. Data Collection schedules were prepared for each Data Collector and administrative procedures were documented.

Notification.

Prior to the beginning of data collection, CSSM staff notified appropriate city/county and Department of Transportation personnel in each of the site areas. They were asked to forward the information to local law enforcement officials. The purpose was to ensure that the appropriate officials in each site area would be aware of the project and the days and times that Data Collectors would be at work in their area.

Data Collection Staff Training

Iowa used three data collectors in 2025, responsible for 15 to 49 sites each. Two data collectors were experienced, having worked as data collectors for the project in the past, with the third being new to this project this year. Quality Control (QC) functions were filled by three CSSM staff members.

Training for 2025 was held at CSSM on June 13, 2025, with field data collection beginning on June 15, 2025. (See Figure 1 for the training agenda.) Training sessions reviewed data collection

protocols, including how to find the observation sites, choosing an observation location, how to properly collect data, practice in what counts as seat belt “use,” “nonuse,” and “use unknown,” what to do if data cannot be collected at a site due to road construction, weather, or other circumstances, and the appropriate management and submission of collected data.

Some sites were brought up on Google Earth and discussed with the assigned observer, so that access to the sites and safe observation locations were clearly understood. Both experienced observers returned to the same county sites they observed for three prior years, and the new data collector was assigned to the remaining counties. Time was focused on sites that may be impacted due to construction or other closures and travel routes between sites.

The quality control monitors reviewed their procedures with the Project Manager to ensure that they were updated on specific duties of the position. Quality Control duties included conducting unannounced site visits to a minimum of two sites for each data collector and reviewing the data collector’s field protocol. The QC Monitors met with the data collectors in the field to answer questions and offer assistance as needed.

Data collectors were provided with bright yellow high-vis vests and hats to wear for safety and protection from sun and light rain. Each data collector had a flashing amber light to put on their car and timer to use as needed. They were also provided with two “Survey Crew” signs and sandbag weights for use in high-speed or high traffic areas and other sites as appropriate.

Figure 1.

Iowa Observational Survey of Seat Belt Use: 2025 Governor's Traffic Safety Bureau/Iowa State University	
Training Agenda	
Friday, June 13	
11:00	Review of Training Manual, Forms, Expense Reimbursement, Timekeeping, etc.
12:00	Lunch
1:00	Review of Site assignments as needed and construction
1:15	Equipment and Supplies QC assignments
1:30	Adjourn

Observation Protocols and Procedures

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, were eligible for observation. Data collectors completed three forms in the field, the Observation Site Form, the Observation Tally Form, and the Mileage Form which are shown in Appendices A, B and C. The Observation Site Form documented descriptive information about each site. Data collectors recorded information including observation date, site location and number, alternative site data, traffic directions and lanes available and observed, arrival and departure times as well as start and end times for observations, and weather conditions.

The Observation Tally Form was used to mark belt use/non-use/unknown use for drivers and right front passengers. Using the Observation Tally Form, seat belt use observations were made of all passenger vehicle drivers and right front seat occupants in the selected lane. The only passenger vehicle right front seat occupants excluded from the study were child passengers traveling in child seats with harness straps. If there was no passenger in the right front seat of an observed vehicle, that information was also noted on the Observation Tally Form.

The Mileage Form was used to record start and end odometer readings at each location.

Seat Belt use categories - Data Collectors recorded belt use for the driver and right front seat passenger using the definitions shown in Figure 2 below, which were provided in the federal regulations.

Figure 2.

Code	Meaning	Definition
Y	Yes, belted	The shoulder belt is in front of the person's shoulder.
N	No, unbelted	The shoulder belt is not in front of the person's shoulder.
U	Unknown	It cannot reasonably be determined whether the driver or right front passenger is belted.
NP	No passenger	There is no right front passenger present.

Scheduling.

Data collectors were generally assigned one county with five observation sites per work day. The 14 Polk County sites were divided among two Data collectors and completed in one day. A schedule of sites with observation start times was provided by CSSM in order to ensure a representative sampling of times of day for the data collection and to allow for proper notification of county/city and law enforcement personnel. Observations were to start at the assigned times, as much as possible, and to continue for exactly 45 minutes each. Due to inclement weather, and the frequent heat advisories during the 2025 data collection period some site visit days and times had to be adjusted. When thunderstorms were forecast for later in the day, some observations were begun earlier in the day to ensure data collection could be completed safely. Two days of data collection were changed due to forecast extreme heat.

Observations.

Data collectors observed one lane and one direction of travel per observation site. The direction of travel was identified by the Project Manager in keeping with the sampled direction associated with segments of divided highways; however, Data collectors were allowed to observe the other direction if safety or windshield glare dictated. Deviations from the randomly assigned direction were noted on the Observation Site Form. If an assigned road segment included an intersection, Data collectors were instructed to make sure they observe traffic traveling on the assigned road segment, not the cross-street.

Lower volume roadways such as county roads and streets were observed from a field drive or other location where data collectors could safely move their vehicles from the roadway. In some cases, Data collectors observed from their vehicle while, in most cases, observing from outside of the vehicle was more effective.

Whenever possible, observations for high-volume, limited access roadways were made from an overpass. Observing from an overpass allows for comparatively easy viewing of seatbelt use by both the driver and the passenger. Gravel road overpasses were preferred because of the low traffic volume, reducing safety hazards to the Data Collector. In some instances, observing from an overpass required moving the observation point from the specific road segment by a few miles; however, because of the limited exit and entrance ramps to these roadways, there were no significant changes to the observed vehicles between the assigned road segment and the observation point.

If a safe, low traffic volume overpass was not available, data collectors were allowed to observe traffic at an exit ramp or rest stop. Because the exit ramp/rest stop only sampled a portion of the traffic passing on the main highway, an additional traffic volume count was required in order to adjust for the reduced numbers. Data collectors completed a traffic count of the assigned highway segment immediately following the observations at the ramp/rest stop. Using a safe observation point from which to view passing cars (but not necessarily belt usage), the data collector counted passing cars in one direction and in one lane of the assigned road segment, timing the number of minutes to reach a count of 100 cars. If the traffic volume was low, the data collector recorded the number of cars observed in a 15-minute time frame. This traffic count information was recorded on the Observation Site Form and was used by the statistician to adjust the seat belt usage observation data for weighting purposes. Two rest stop sites were used in 2025, as in previous years, no additional rest stop sites were added in 2025.

Alternate Sites.

Two sites were permanently replaced with alternates following data collection in 2022 for data collector safety reasons, one in Polk County and one in Pottawattamie County. In 2024, during the assessment of all road segment availability it was determined the sites in Tama and Clinton Counties that required alternates in 2023 were no longer under construction or part of a detour. Observations were resumed at the original sample locations for 2025 data collection. For all other sites, if there was difficulty in locating a useable and safe place to observe that required the data collector to deviate farther than 2 miles (or more than one block in city situations) from the selected road segment, they were instructed to call the office before proceeding and to note the location as an alternate site on the Observation Site form. For the 2025 no additional data collection sites were needed.

Rescheduling.

If an assigned road segment was temporarily unavailable due to a traffic accident or extreme weather, data collection was to be rescheduled another week for the same time and day of the week. Mills, and Pottawattamie County sites needed to be rescheduled in 2025 due to heat advisories.

Results

Data collection for 2025 occurred from Sunday, June 15 through Thursday, July 3, 2025. The 2025 seat belt use data collection resulted in the observation of **14,031 passenger vehicles**, with a right front seat passenger in 5,637 of those vehicles, for a total of **19,668 potential observations** of belt use. Of these 19,668 potential observations, there were 13,386 drivers and 5,339 right front passengers who were observed wearing seat belts (total 18,725 seat belt users). Seat belts were not worn by 610 drivers and 284 right front passengers (total 894 unbelted). Data collectors were unable to identify the seat belt use of 35 drivers and 14 passengers (total 49 unknown use). The **unknown use, or “nonresponse rate,” is 0.2%**. This is well within the range allowed by federal regulations, which require the nonresponse rate to be below 10%.

Federal regulations require a minimum of 7500 observations, and the 2025 total of 14,031 passenger vehicles with 19,668 observed occupants far exceeds the minimum requirement.

Six quality control checks were completed in 2025. Each of the three data collectors was observed by a quality control monitor at two unannounced sites to ensure compliance with project protocols. This comprises 7.1% of the sites (6 out of 84), which exceeds the minimum of 5% required by federal regulations. Data collectors were all found to be at their correct locations and counting appropriately with proper safety guidelines followed.

CSSM held a debriefing session with data collectors and quality control monitors on Tuesday, July 22, 2025. The primary purpose was to identify any problems or issues relating to the selected sites that should be addressed in future data collection.

Federal regulations require the calculation of seat belt use to be conducted with weighted data as described in the approved survey plan. Data weighting was completed by Dr. Emily Berg, Assistant Professor of Statistics at Iowa State University. Based on the weighted data, **Iowa's overall seat belt use rate for 2025 is 95.08%**, with an **estimated standard error of 0.007 (± 0.7%)**. The standard error for 2025 observations falls within NTSA's established limits of ± 2.5%. Weighted seat belt use rates and standard errors for the state and by driver and passenger are shown in Figure 3 with overall weighted state-wide rates since 2015 shown in Figure 4.

Figure 3. Iowa's Seat Belt Use Estimates and Standard Errors, 2025.

Category	Estimate (%)	Standard Error (%)
Total Iowa	95.08	0.700
Driver	94.99	0.888
Passenger	95.31	0.529

Figure 4. Iowa's Annual Weighted Seat Belt Use Rate, 2014-2025.

Year	Weighted Belt Use
2025	95.08%
2024	94.00%
2023	96.99%
2022	95.88%
2021	92.66%
2020	95.2%
2019	94.6%
2018	93.9%
2017	91.4%
2016	93.8%
2015	93.0%
2014	92.8%

Tables and Appendices

Table 1 lists the 84 observation sites with selected characteristics and the number of belted drivers and right front passengers.

Tables 2 and 3 show the seat belt use of drivers and passengers by county. Table 2 contains the number or count of each category of belt use by drivers, passengers, and total for each sampled county. Table 3 contains two types of unweighted percentages of belt use for drivers, passengers, and combined total for each county. The “% of Total Belted” is the percent of the total number of persons (both drivers and passengers) who were belted. The “% of Known Belted” removes the persons with unknown belt use from the base number, so it becomes the percent of persons with known seat belt status who were belted. **Note that these percentages are unweighted and the state-wide seat belt use percentage in this table is slightly different than the weighted seat belt use percentage required by federal regulations for reporting.** Nevertheless, the unweighted percentages in Table 3 enable legitimate comparisons between seat belt users/nonusers and between counties.

Tables 4 and 5 show the seat belt use of drivers and passengers by road type. Table 4 contains the number in each category and Table 5 contains unweighted percentages. Federal regulations require the survey plan to classify road types as primary (including interstates), secondary, and local.

Table 6 contains seat belt use of drivers and passengers by day of the week and road type. The percentages included in the table are unweighted.

Table 7 contains sample weights for each observation site as well as seat belt use for drivers and passengers (number or count). This information is provided for Part B reporting purposes.

Appendix A. Observation Site Form

Appendix B. Observation Tally Form

Appendix C. Mileage Log Form

Table 1. 2025 Seat Belt Usage by Site

No.	County	Object.ID	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Right Front Passenger Count	Right Front Passenger Belted
1	Cass	62919461	IA 92 E/W	Secondary	Sunday	11:02am	57	54	29	24
2	Cass	62881404	10TH STREET, E/W	Local	Sunday	12:05pm	72	63	30	26
3	Cass	62869070	I 80 E	Primary	Sunday	01:55pm	295	294	165	156
4	Cass	62873677	I 80 W	Primary	Sunday	03:10pm	371	364	222	213
5	Cass	62871013	I 80 E	Primary	Sunday	04:15pm	379	367	216	204
6	Cedar	62876490	I 80 W	Primary	Sunday	08:49am	236	226	119	118
7	Cedar	62872668	I 80 W	Primary	Sunday	10:07am	326	315	151	144
8	Cedar	62950525	ROSE AVENUE, N/S	Local	Sunday	10:18am	9	9	5	5
9	Cedar	62873984	I 80 W	Primary	Sunday	12:15pm	39	38	18	17
10	Cedar	62798486	IA 130 E/W	Secondary	Sunday	02:08pm	44	44	29	28
11	Clinton	62827550	US 61 S	Secondary	Thursday	07:58am	124	114	39	38
12	Clinton	62819116	US 30 E	Secondary	Thursday	9:20 AM	141	133	35	35
13	Clinton	63002428	US 30 W	Secondary	Thursday	10:30am	193	183	65	62
14	Clinton	62797689	5TH AVENUE SOUTH, E/W	Secondary	Thursday	11:25am	57	52	19	19
15	Clinton	62900672	MILL CREEK PARKWAY, N/S	Local	Thursday	01:05pm	187	179	41	39
16	Hamilton	63013008	ALFRED STREET, N/S	Local	Monday	08:30am	3	2	0	0
17	Hamilton	62935472	US 69 N/S	Secondary	Monday	09:50am	28	27	6	6
18	Hamilton	62861630	I 35 N	Primary	Monday	11:20am	290	274	125	119
19	Hamilton	62921261	I 35 S	Primary	Monday	01:00pm	340	331	163	154
20	Hamilton	62858913	I 35 N	Primary	Monday	02:00pm	425	413	188	184
21	Hardin	63014889	US 20 E	Secondary	Thursday	09:00am	96	86	36	30
22	Hardin	62781357	US 20 W	Secondary	Thursday	09:45am	112	103	48	45
23	Hardin	62845110	COUNTY HIGHWAY D35, E/W	Local	Thursday	11:00am	7	5	2	2
24	Hardin	62997885	DEPOT STREET, N/S	Local	Thursday	12:30pm	4	2	1	1
25	Hardin	62783085	US 20 W	Secondary	Thursday	01:40pm	110	90	45	41
26	Jasper	62868826	EAST 19TH STREET NORTH, N/S	Local	Wednesday	09:30am	19	16	3	2
27	Jasper	62879158	I 80 E	Primary	Wednesday	10:50am	214	192	88	82
28	Jasper	62871279	I 80 E	Primary	Wednesday	12:05pm	181	165	85	78
29	Jasper	62872270	I 80 E	Primary	Wednesday	01:45pm	220	209	94	90
30	Jasper	62744348	IA 163 E	Secondary	Wednesday	03:03pm	233	206	65	64
31	Madison	62910006	IA 92 E/W	Secondary	Monday	11:25am	77	77	16	15
32	Madison	62920420	US 169 N/S	Secondary	Monday	01:00pm	34	33	11	10
33	Madison	62946268	2ND AVENUE, N/S	Local	Monday	02:20pm	11	11	1	0
34	Madison	62873812	I 80 W	Primary	Monday	03:30pm	275	265	110	105
35	Madison	62792082	NORTHEAST 4TH STREET, E/W	Local	Monday	04:35pm	10	9	2	2
36	Mills	62861429	I 29 S	Primary	Sunday	07:40am	234	230	114	113
37	Mills	62858774	I 29 S	Primary	Sunday	09:45am	250	237	137	136
38	Mills	62782194	I 29 N	Primary	Sunday	10:05am	516	509	287	273
39	Mills	62754731	221ST STREET, N/S	Local	Sunday	11:20am	28	27	10	10
40	Mills	63036628	US 34 E/W	Secondary	Sunday	12:25pm	105	102	41	38
41	Muscatine	62883673	US 6 E/W	Secondary	Friday	09:05am	35	33	10	10
42	Muscatine	62846476	IA 38 N/S	Secondary	Friday	10:01am	134	126	55	52
43	Muscatine	62943188	US 61 N	Secondary	Friday	11:11am	212	207	102	101
44	Muscatine	62971371	US 61 N	Secondary	Friday	01:04pm	213	210	109	108
45	Muscatine	63042421	200TH STREET, E/W in Scott County	Local	Friday	02:20pm	73	71	29	28
46	O'Brien	63020223	NORTHWEST BOULEVARD, N/S	Local	Friday	07:30am	20	19	4	3
47	O'Brien	62867037	IA 60 N	Secondary	Friday	08:30am	9	9	3	2
48	O'Brien	62886573	IA 60 S	Secondary	Friday	09:35am	140	131	62	55
49	O'Brien	62761855	390TH STREET, E/W	Local	Friday	10:50am	19	17	2	1
50	O'Brien	62948573	IA 10 E/W	Secondary	Friday	12:30pm	23	22	5	5
51	Polk	62873841	I 80 W	Primary	Friday	07:01am	9	9	2	2
52	Polk	62876189	I 80 W	Primary	Friday	08:20am	254	237	36	32
53	Polk	62924625	US 69 N/S	Secondary	Friday	09:30am	103	101	18	17

54	Polk	62859653	NORTHWEST 9TH STREET, E/W	Local	Friday	10:30am	21	21	5	4
55	Polk	62748369	IA 163 E	Secondary	Friday	12:15am	80	65	37	33
56	Polk	62831528	FLEUR DRIVE, N	Secondary	Friday	01:45pm	274	252	103	96
57	Polk	62772160	MUSKOGEE AVENUE, E/W	Local	Friday	02:55pm	4	2	0	0
58	Polk	63081332	GRAND AVENUE, E/W	Secondary	Friday	03:55pm	155	138	26	24
59	Polk	62828269	I 235 W	Primary	Friday	04:55pm	492	453	151	142
60	Polk	63029382	Ashworth Road, E/W	Secondary	Friday	12:25pm	186	181	37	35
61	Polk	62861559	I 35 N	Primary	Friday	01:20pm	646	633	207	194
62	Polk	62884333	60TH STREET, N/S	Secondary	Friday	02:20pm	142	138	41	36
63	Polk	62876369	I 80 W	Primary	Friday	03:25pm	494	472	172	166
64	Polk	62879911	I 80 E	Primary	Friday	04:45pm	775	767	202	202
65	Pottawattamie	62869130	I 80 E	Primary	Saturday	08:30am	200	190	98	90
66	Pottawattamie	62875270	I 80 W	Primary	Saturday	09:45am	320	317	180	167
67	Pottawattamie	62765549	10TH AVENUE, E/W	Local	Saturday	11:00am	2	2	0	0
68	Pottawattamie	62872327	I 80 W	Primary	Saturday	12:35pm	456	449	226	214
69	Pottawattamie	62976124	NASH BOULEVARD	Secondary	Saturday	01:50pm	44	40	14	12
70	Scott	62868688	I 80 E	Primary	Wednesday	09:29am	227	217	85	79
71	Scott	62877733	I 80 W	Primary	Wednesday	11:00am	222	214	105	100
72	Scott	62826343	US 61 S	Secondary	Wednesday	12:30pm	147	139	31	31
73	Scott	62947974	EAST PLEASANT STREET, E/W	Local	Wednesday	02:26pm	11	10	3	3
74	Scott	63046770	EAST 53RD STREET, E/W	Secondary	Wednesday	03:30pm	351	335	82	73
75	Tama	62893597	EAST STREET, N/S	Local	Tuesday	9:55am	5	3	1	1
76	Tama	62983342	IA 8 E/W	Secondary	Tuesday	10:50am	22	18	8	6
77	Tama	62828413	US 63 N/S	Secondary	Tuesday	12:30pm	85	66	24	21
78	Tama	62827370	US 63 N/S	Secondary	Tuesday	01:25pm	74	70	15	14
79	Tama	62991055	BUSINESS US 30 SIGNED ROUTE, N/S	Local	Tuesday	02:35pm	46	41	15	15
80	Woodbury	62782484	US 20 W	Secondary	Saturday	04:30pm	200	193	97	93
81	Woodbury	62996218	US 20 E	Secondary	Saturday	03:25pm	249	237	141	133
82	Woodbury	62774974	CHAMBERS STREET, N/S	Local	Saturday	02:20pm	111	105	26	24
83	Woodbury	63042628	WESLEY PARKWAY, N	Secondary	Saturday	01:15pm	114	103	48	41
84	Woodbury	62865471	I 29 S	Primary	Saturday	12:00pm	280	267	159	146
	TOTALS						14031	13386	5637	5339

Table 2. 2025 Driver and Passenger Seat Belt Use by County (n)

County	Driver				RFP				Total			
	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown
Cass	278	258	19	1	78	72	6	0	356	330	25	1
Cedar	72	65	7	0	17	15	2	0	89	80	9	0
Clinton	137	130	7	0	40	36	4	0	177	166	11	0
Hamilton	175	161	14	0	45	43	2	0	220	204	16	0
Hardin	1607	1566	32	9	873	835	36	2	2480	2401	68	11
Jasper	1308	1248	59	1	582	556	25	1	1890	1804	84	2
Madison	1160	1106	53	1	540	522	17	1	1700	1628	70	2
Mills	1917	1841	75	1	683	643	39	1	2600	2484	114	2
Muscatine	2245	2195	50	0	878	839	39	0	3123	3034	89	0
O'Brien	830	796	30	4	407	377	26	4	1237	1173	56	8
Polk	1479	1365	107	7	491	465	25	1	1970	1830	132	8
Pottawattamie	597	579	17	1	281	271	9	1	878	850	26	2
Scott	798	737	59	2	221	205	13	3	1019	942	72	5
Tama	706	670	28	8	176	158	18	0	882	828	46	8
Woodbury	722	669	53	0	325	302	23	0	1047	971	76	0
TOTALS	14031	13386	610	35	5637	5339	284	14	19668	18725	894	49

Table 3. 2025 Driver and Passenger Seat Belt Use by County (unweighted percentage)

County	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted
Cass	92.8%	93.1%	92.3%	92.3%	92.7%	93.0%
Cedar	90.3%	90.3%	88.2%	88.2%	89.9%	89.9%
Clinton	94.9%	94.9%	90.0%	90.0%	93.8%	93.8%
Hamilton	92.0%	92.0%	95.6%	95.6%	92.7%	92.7%
Hardin	97.4%	98.0%	95.6%	95.9%	96.8%	97.2%
Jasper	95.4%	95.5%	95.5%	95.7%	95.4%	95.6%
Madison	95.3%	95.4%	96.7%	96.8%	95.8%	95.9%
Mills	96.0%	96.1%	94.1%	94.3%	95.5%	95.6%
Muscatine	97.8%	97.8%	95.6%	95.6%	97.2%	97.2%
O'Brien	95.9%	96.4%	92.6%	93.5%	94.8%	95.4%
Polk	92.3%	92.7%	94.7%	94.9%	92.9%	93.3%
Pottawattamie	97.0%	97.1%	96.4%	96.8%	96.8%	97.0%
Scott	92.4%	92.6%	92.8%	94.0%	92.4%	92.9%
Tama	94.9%	96.0%	89.8%	89.8%	93.9%	94.7%
Woodbury	92.7%	92.7%	92.9%	92.9%	92.7%	92.7%
TOTALS	95.4%	95.6%	94.7%	94.9%	95.2%	95.4%

Table 4. 2025 Seat Belt Use by Road Type (n unweighted)

Road Type	Driver				Right Front Passenger				Total				
	Total	Belted	Not Belted	Unknown	Total	Belted	Not Belted	Unknown	No Passenger	Total	Belted	Not Belted	Unknown
Local	662	614	47	1	180	166	14	0	482	842	780	61	1
Primary	8966	8654	296	16	3905	3720	177	8	5094	12871	12374	473	24
Secondary	4403	4118	267	18	1552	1453	93	6	2851	5955	5571	360	24
Total	<u>14031</u>	<u>13386</u>	<u>610</u>	<u>35</u>	<u>5637</u>	<u>5339</u>	<u>284</u>	<u>14</u>	<u>8427</u>	<u>19668</u>	<u>18725</u>	<u>894</u>	<u>49</u>

Table 5. 2025 Seat Belt Use by Road Type (unweighted percentages)

Road Type	Drivers		Right Front Passengers		Total Occupants	
	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted
Local	92.7%	92.9%	92.2%	92.2%	92.6%	92.7%
Primary	96.5%	96.7%	95.3%	95.5%	96.1%	96.3%
Secondary	93.5%	93.9%	93.6%	94.0%	93.6%	93.9%
Total	95.4%	95.6%	94.7%	94.9%	95.2%	95.4%

Table 6. 2025 Driver and Passenger Seat Belt Use by Day and Road Type (n & unweighted %)

	Drivers Belted (n)	Total Drivers (n)	Passengers Belted (n)	Total Passengers (n)	% Drivers Belted	% Passengers Belted
Sunday	2879	2961	1505	1573	97.2%	95.7%
Local	99	109	41	45	90.8%	91.1%
Primary	2580	2646	1374	1429	97.5%	96.2%
Secondary	200	206	90	99	97.1%	90.9%
Monday	1442	1493	595	622	96.6%	95.7%
Local	22	24	2	3	91.7%	66.7%
Primary	1283	1330	562	586	96.5%	95.9%
Secondary	137	139	31	33	98.6%	93.9%
Tuesday	198	232	57	63	85.3%	90.5%
Local	44	51	16	16	86.3%	100.0%
Primary	n/a	n/a	n/a	n/a	n/a	n/a
Secondary	154	181	41	47	85.1%	87.2%
Wednesday	1703	1825	602	641	93.3%	93.9%
Local	26	30	5	6	86.7%	83.3%
Primary	n/a	n/a	n/a	n/a	n/a	n/a
Secondary	680	731	168	178	93.0%	94.4%
Thursday	947	1031	312	331	91.9%	94.3%
Local	186	198	42	44	93.9%	95.5%
Primary	n/a	n/a	n/a	n/a	n/a	n/a
Secondary	761	833	270	287	91.4%	94.1%
Friday	4314	4513	1348	1418	95.6%	95.1%
Local	130	137	36	40	94.9%	90.0%
Primary	2571	2670	738	770	96.3%	95.8%
Secondary	1613	1706	574	608	94.5%	94.4%
Saturday	1903	1976	920	989	96.3%	93.0%
Local	107	113	24	26	94.7%	92.3%
Primary	1223	1256	617	663	97.4%	93.1%
Secondary	573	607	279	300	94.4%	93.0%
Total	<u>13386</u>	<u>14031</u>	<u>5339</u>	<u>5637</u>	<u>95.4%</u>	<u>94.7%</u>

Table 7. Sample Weights and Seat Belt Use by Observation Site: Part B Reporting Data

Site ID	Site Type	Date Observed	Sample Weight	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
301	Original	6/15/2025	47.76407	379	216	571	24	0
302	Original	6/15/2025	330.7174	295	165	450	10	0
303	Original	6/15/2025	83.33237	371	222	577	16	0
304	Original	6/15/2025	1093.543	72	30	89	13	0
305	Original	6/15/2025	381.5156	57	29	78	8	0
306	Original	6/22/2025	231.5322	44	29	72	0	1
307	Original	6/22/2025	33.35465	326	151	459	11	7
308	Original	6/22/2025	1400.615	39	18	55	2	0
309	Original	6/22/2025	223.2331	236	119	344	7	4
310	Original	6/22/2025	13505.22	9	5	14	0	0
311	Original	7/3/2025	332.5263	141	35	168	6	2
312	Original	7/3/2025	2553.595	124	39	152	9	2
313	Original	7/3/2025	468.2568	187	41	218	9	1
314	Original	7/3/2025	6395.942	57	19	71	5	0
315	Original	7/3/2025	227.2719	193	65	245	12	1
316	Original	6/30/2025	44004.13	28	6	33	1	0
317	Original	6/30/2025	23.43638	290	125	393	22	0
318	Original	6/30/2025	62.43854	425	188	597	16	0
319	Original	6/30/2025	48.50362	340	163	485	18	0
320	Original	6/30/2025	7919.64	3	0	2	1	0
321	Original	6/26/2025	108.8412	112	48	148	12	0
322	Original	6/26/2025	1807.725	110	45	131	24	0
323	Original	6/26/2025	2149.932	7	2	7	2	0
324	Original	6/26/2025	7903.234	4	1	3	2	0
325	Original	6/26/2025	114.0486	96	36	116	16	0
326	Original	6/25/2025	1590.622	233	65	270	28	0
327	Original	6/25/2025	3203.204	19	3	18	4	0
328	Original	6/25/2025	46.75492	214	88	274	26	2
329	Original	6/25/2025	124.6888	181	85	243	22	1
330	Original	6/25/2025	103.2311	220	94	299	14	1
331	Original	6/23/2025	11139.2	10	2	11	1	0
332	Original	6/23/2025	187.2716	275	110	370	15	0
333	Original	6/23/2025	277.5003	77	16	92	1	0
334	Original	6/23/2025	1733.625	34	11	43	2	0
335	Original	6/23/2025	15010.89	11	1	11	1	0
336	Original	6/22/2025	4875.24	28	10	37	1	0
337	Original	6/22/2025	40.1787	250	137	373	14	0
338	Original	6/22/2025	42.67769	516	287	782	21	0
339	Original	6/22/2025	375.2958	234	114	343	5	0
340	Original	6/22/2025	816.5323	105	41	140	6	0

341	Original	6/14/2024	61.02668	134	55	178	8	3
342	Original	6/14/2024	447.323	35	10	43	2	0
343	Original	6/14/2024	647.1842	212	102	308	6	0
344	Original	6/14/2024	588.9716	213	109	318	2	2
345	Original	6/14/2024	2209.655	73	29	99	3	0
346	Original	6/27/2025	267.9291	19	2	18	3	0
347	Original	6/27/2025	1026.588	9	3	11	1	0
348	Original	6/27/2025	370.2526	140	62	186	16	0
349	Original	6/27/2025	1259.32	23	5	27	1	0
350	Original	6/27/2025	942.9105	20	4	22	2	0
351	Original	6/20/2025	534.0552	494	172	638	28	0
352	Original	6/20/2025	130.1634	80	37	98	17	2
353	Original	6/20/2025	11848.34	4	0	2	2	0
354	Original	6/20/2025	578.7946	274	103	348	29	0
355	Original	6/20/2025	12239.9	21	5	25	1	0
356	Original	6/20/2025	334.8498	646	207	827	26	0
357	Original	6/20/2025	867.9286	254	36	269	21	0
358	Alternate	6/20/2025	46.77963	9	2	11	0	0
359	Original	6/20/2025	334.4006	186	37	216	7	0
360	Original	6/20/2025	670.5806	492	151	595	46	2
361	Original	6/20/2025	131.3699	775	202	969	8	0
362	Original	6/20/2025	1019.365	142	41	174	9	0
363	Original	6/20/2025	338.5023	103	18	118	3	0
365	Original	6/20/2025	239.1785	155	26	162	16	3
366	Original	6/21/2025	1559.146	2	0	2	0	0
367	Original	6/21/2025	1214.771	200	98	280	18	0
368	Original	6/21/2025	159.8563	456	226	663	19	0
369	Original	6/21/2025	125.9489	320	180	484	16	0
370	Original	6/21/2025	899.9487	44	14	52	6	0
371	Original	6/23/2025	3388.002	147	31	170	4	4
372	Original	6/23/2025	570.8568	227	85	296	12	4
373	Original	6/23/2025	260.1531	222	105	314	10	3
374	Original	6/23/2025	15512.09	11	3	13	1	0
375	Original	6/23/2025	849.0066	351	82	408	21	4
376	Original	7/1/2025	105.3295	74	15	84	5	0
377	Original	7/1/2025	1239.452	85	24	87	22	0
378	Original	7/1/2025	12978.58	5	1	4	2	0
379	Original	7/1/2025	1712.852	22	8	24	6	0
380	Original	7/1/2025	577.9059	46	15	56	5	0
381	Original	6/28/2025	1935.159	111	26	129	8	0
382	Original	6/28/2025	32059.85	200	97	286	11	0
383	Original	6/28/2025	39.26783	280	159	413	26	0
384	Original	6/28/2025	89.73163	249	141	370	20	0
385	Original	6/28/2025	565.4103	114	48	144	18	0
			TOTALS:	14031	5637	18725	894	49

Iowa Seat Belt Survey

Site Form

Data Collector: _____

Date: ____ / ____ / 2025

Site Identification:

County: _____	ID: _____
Road Name: _____	County Site # _____

Site Start and End Time:

Arrival time: _____ am/pm	Start time for observations: _____ am/pm
Departure time: _____ am/pm	End time for observations: _____ am/pm
(Total observation period MUST last exactly 45 minutes)	

Site Description:

Selected traffic flow direction: North South East West
Total number of lanes in selected direction: _____
Weather Conditions: Clear Cloudy/PC Light Fog Light Rain

Alternate Site Information:

Is this an alternate site (not including a recommended observation point)?	No	Yes
If yes, why was an alternate site needed?	_____	

Traffic Count:

Is a traffic count required? (exit ramp or rest stop)	No	Yes
If yes, Number of Cars: _____	Duration: _____	

Appendix B. Observation Tally Form 2025

Iowa Seat Belt Survey – Observation Form

County: _____

Page ___ of ___

County site #: _____

ID #: _____

Data Collector ID# _____

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

VEHICLE NUMBER	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
1	Y	N	U	Y	N	U	NP
2	Y	N	U	Y	N	U	NP
3	Y	N	U	Y	N	U	NP
4	Y	N	U	Y	N	U	NP
5	Y	N	U	Y	N	U	NP
6	Y	N	U	Y	N	U	NP
7	Y	N	U	Y	N	U	NP
8	Y	N	U	Y	N	U	NP
9	Y	N	U	Y	N	U	NP
10	Y	N	U	Y	N	U	NP
11	Y	N	U	Y	N	U	NP
12	Y	N	U	Y	N	U	NP
13	Y	N	U	Y	N	U	NP
14	Y	N	U	Y	N	U	NP
15	Y	N	U	Y	N	U	NP
16	Y	N	U	Y	N	U	NP
17	Y	N	U	Y	N	U	NP
18	Y	N	U	Y	N	U	NP
19	Y	N	U	Y	N	U	NP
20	Y	N	U	Y	N	U	NP
21	Y	N	U	Y	N	U	NP
22	Y	N	U	Y	N	U	NP
23	Y	N	U	Y	N	U	NP
24	Y	N	U	Y	N	U	NP
25	Y	N	U	Y	N	U	NP
26	Y	N	U	Y	N	U	NP
27	Y	N	U	Y	N	U	NP
28	Y	N	U	Y	N	U	NP
29	Y	N	U	Y	N	U	NP
30	Y	N	U	Y	N	U	NP
31	Y	N	U	Y	N	U	NP
32	Y	N	U	Y	N	U	NP
33	Y	N	U	Y	N	U	NP
34	Y	N	U	Y	N	U	NP
35	Y	N	U	Y	N	U	NP
36	Y	N	U	Y	N	U	NP
37	Y	N	U	Y	N	U	NP
38	Y	N	U	Y	N	U	NP
39	Y	N	U	Y	N	U	NP
40	Y	N	U	Y	N	U	NP

VEHICLE NUMBER	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
41	Y	N	U	Y	N	U	NP
42	Y	N	U	Y	N	U	NP
43	Y	N	U	Y	N	U	NP
44	Y	N	U	Y	N	U	NP
45	Y	N	U	Y	N	U	NP
46	Y	N	U	Y	N	U	NP
47	Y	N	U	Y	N	U	NP
48	Y	N	U	Y	N	U	NP
49	Y	N	U	Y	N	U	NP
50	Y	N	U	Y	N	U	NP
51	Y	N	U	Y	N	U	NP
52	Y	N	U	Y	N	U	NP
53	Y	N	U	Y	N	U	NP
54	Y	N	U	Y	N	U	NP
55	Y	N	U	Y	N	U	NP
56	Y	N	U	Y	N	U	NP
57	Y	N	U	Y	N	U	NP
58	Y	N	U	Y	N	U	NP
59	Y	N	U	Y	N	U	NP
60	Y	N	U	Y	N	U	NP
61	Y	N	U	Y	N	U	NP
62	Y	N	U	Y	N	U	NP
63	Y	N	U	Y	N	U	NP
64	Y	N	U	Y	N	U	NP
65	Y	N	U	Y	N	U	NP
66	Y	N	U	Y	N	U	NP
67	Y	N	U	Y	N	U	NP
68	Y	N	U	Y	N	U	NP
69	Y	N	U	Y	N	U	NP
70	Y	N	U	Y	N	U	NP
71	Y	N	U	Y	N	U	NP
72	Y	N	U	Y	N	U	NP
73	Y	N	U	Y	N	U	NP
74	Y	N	U	Y	N	U	NP
75	Y	N	U	Y	N	U	NP
76	Y	N	U	Y	N	U	NP
77	Y	N	U	Y	N	U	NP
78	Y	N	U	Y	N	U	NP
79	Y	N	U	Y	N	U	NP
80	Y	N	U	Y	N	U	NP

Iowa Seat Belt Survey

Mileage Log

Date: ____ / ____ / 2025

Data Collector: _____

County: Polk	
Starting mileage: _____	
Site # Mileage: _____	Site # Mileage: _____
Site # Mileage: _____	Site # Mileage: _____
Site # Mileage: _____	
Ending Mileage: _____	