PRG
PREUSSER RESEARCH GROUP, INC.

MINNESOTA OBSERVATIONAL SEAT BELT USE STUDY: 2026

FINAL REPORT



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SECTION 1

EXECUTIVE SUMMARY
INTRODUCTION AND KEY FINDINGS

Executive Summary: Introduction

- This report presents the results of Minnesota's annual Statewide Seat Belt Use Survey. The 2026 survey applies the National Highway Traffic Safety Administration's (NHTSA) Uniform Criteria for State Observational Surveys of Seat Belt Use, as reported in Title 23: Highways, Part 1340 of the Code of Federal Regulations.
- NHTSA approved the current Minnesota Statewide Seat Belt Survey design in 2022, and the design has been used since then. The same general methodological framework has been used in iterations of the study prior to 2022, allowing for year-to-year comparability.
- Preusser Research Group (PRG) used information from the NHTSA-approved Minnesota Statewide Seat Belt Survey design and information from the 2025 survey to conduct and report the 2026 Observational Survey.
- PRG conducted the survey described in this report between June 1 and July 24, 2026. The results provide an accurate and reliable estimate of seat belt use in Minnesota at the time the survey was conducted.
- The 2026 survey is the final year under the 2022 design. Before conducting the 2027 survey, a resample of sites or survey redesign must be completed and approved per the mandatory five-year site re-selection cycle established by NHTSA in the Uniform Criteria for State Observational Surveys of Seat Belt Use.
- This report summarizes seat belt use data and provides the 2026 statewide seat belt use estimates for the following variables:
  - Age
  - Day of Week
  - Sex
  - Occupant Type (Driver vs. Passenger)
  - Road Strata
  - Time of Day
  - Vehicle Type
  - Vehicle Use (Commercial vs. Non-commercial)
  - Weather Conditions

Executive Summary: Key Findings 1

01

The overall seat belt use rate in 2026 showed a first (small) decrease in the post-COVID years.

The rate of seat belt use decreased in 2026 by less than half-a- percentage point (-0.3%) compared to the 2025 seat belt usage rate (94.9% vs. 95.2%). This represents the first decrease since 2021.

Executive Summary: Key Findings 2

02

Overall seat belt use rate has been on an upward trend since 2010.

Data are available for comparison from 2010 through 2026. The 2026 rate of 94.9% is the second highest rate recorded in that period, surpassed only by the 95.2% figure recorded in the year 2025.

Executive Summary: Key Findings 3

03

Two populations of traditional focus remain below the statewide average in 2026.

Young adults (age 16-29) saw notable increases in belt use in 2026, whereas pickup truck occupants continued their decline. Young adult use rose from 92.6% to 94.2%, while pickup users fell from 91.4% to 90.6%. Both groups remain below the statewide average as they have the previous two years (2024 and 2025).

Executive Summary: Key Findings 4

04

Surprising results in 2026 among young occupants.

Seat belt use decreased in 2026 for occupants under the age of 16. After recording their highest rate in the recorded history in 2025, occupant ages 30-64 experienced a decrease in 2026, while the 65+ age group recorded their highest recorded rate at 96.6%.

Executive Summary: Key Findings 5

05

Seat belt use among pickup truck users remained above 90% for the third year in a row.

While pickup truck occupant use rates continued to decline slightly in 2026 (to 90.6% from last year's 91.4%), they remained above 90%, a measure that had never been reached prior to 2024.

Executive Summary: Key Findings 6

06

Pickup truck seat belt use rates lag the statewide average for both drivers and passengers.

Pickup truck drivers trail statewide usage rates among all drivers by 4.2%. Interestingly, front-seat passengers in pickups trail the statewide figure for all front-seat passengers by an even larger margin of 4.6%.

Executive Summary: Key Findings 7

07

Is there a difference in male and female seat belt use among pickup truck users?

In contrast to what was observed in 2024 and 2025, the lower observed rate of pickup truck seat belt usage does not appear to be mostly a male phenomenon in 2026. Women in pickups use seat belts at a 94.3% rate, which is quite a bit lower than their statewide rate of 96.9%. Similarly, men in pickups use seat belts at an 89.8% rate, which notably trails their 93.3% statewide rate.

Executive Summary: Key Findings 8

08

Seat belt use for female occupants decreased in 2026.

In 2023 and 2024, the female seat belt use rate was stable, though still above the statewide average, while increases in male use pushed the statewide average up. In 2025 the opposite occurred, as female seat belt use rates increased notably while male use rates declined very slightly.

In 2026, female seat belt use decreased from 97.5% to 96.9% whereas male seat belt use rates remained stable (93.4% in 2025, 93.3% in 2026). The female use rate in 2026 was still higher than the statewide average, whereas male use rate remained below the statewide average.

Executive Summary: Key Findings 9

09

Suburban and small city primary roads lead the state in seat belt use rates.

The highest rates of seat belt usage in 2026 occurred on primary roads of Hennepin and Ramsey Counties (the core counties of Minneapolis and St. Paul), on primary roads in the outer suburban areas of the Minneapolis/St. Paul metro area, and on local roads in small metro or large towns (all at 96%+).

Roads in small communities and rural areas are typically lowest in seat belt use, ranging from 91.5% to 94.6% for different road types.

Executive Summary: Key Findings 10

10

Seat belt use in commercial vehicles continues to trail non-commercial vehicles.

Over the past four measurement years, commercial vehicle seat belt use rates remained three to four percentage points lower. In 2026 the gap reached 4.4 points (90.7% versus 95.1%).

SECTION 2

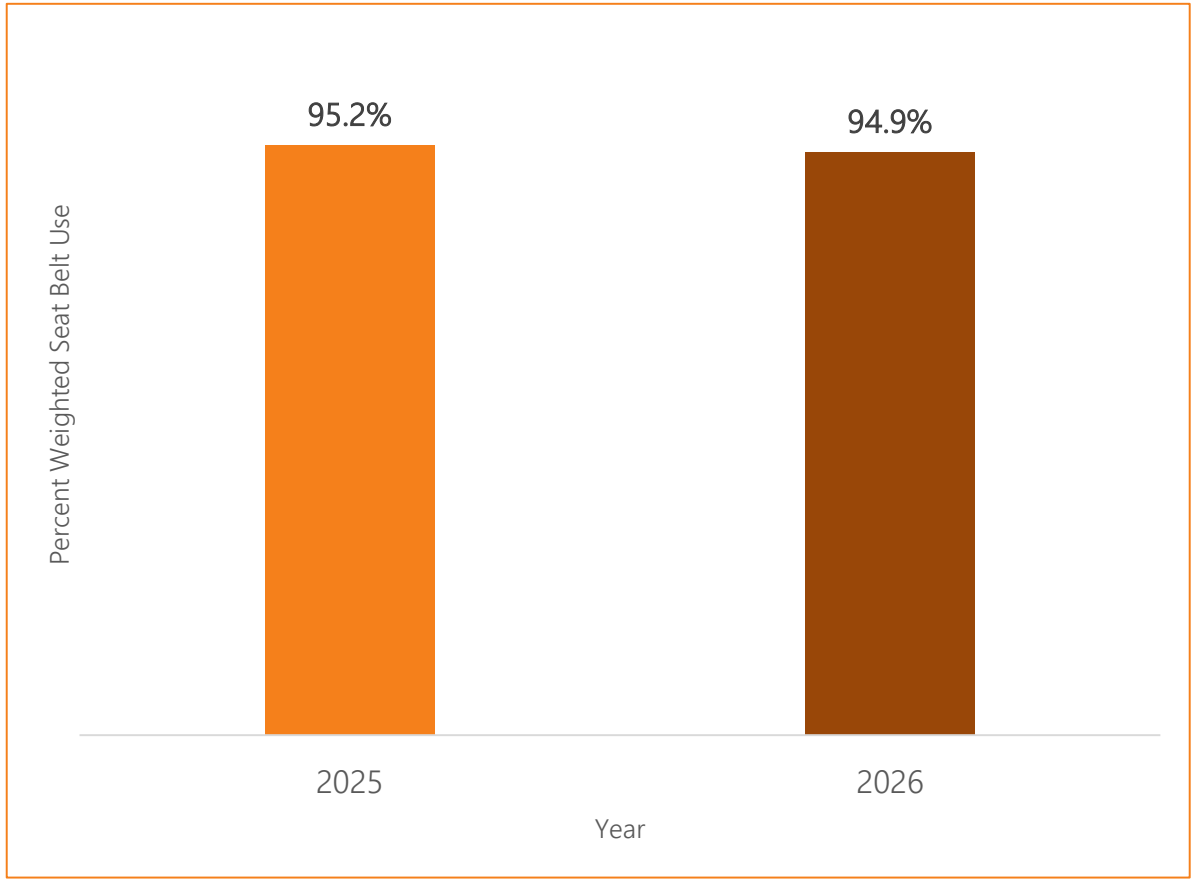
SEAT BELT USE MEASURES

Overall Measures of Seat Belt Use

- The 2026 Minnesota seat belt survey included 16,196 front seat occupant observations from 13,126 vehicles (13,126 drivers and 3,070 passengers). Overall seat belt usage is 94.9% (standard error = 0.408%; 95% confidence interval is 94.5% to 95.3%). This figure represents a continued increase from the initial post-COVID figure of 92.4 percent in 2021, and a 0.3 percentage point decrease from 95.2 percent in 2025.
- The remainder of this section provides high-level summary data in a graphic format. In the figures that are presented here, all percentages are based on weighted data that ensures that the collected raw data reflects overall state vehicular traffic. Additionally, all percentages are "percentage points" (e.g., a 2% change means an amount changed by two percentage points) as opposed to mathematical percentages (e.g., 2% change means 1.02 times different).
- Time-series data are shown where possible. For the total statewide usage, data are available beginning in 2010. For most other more detailed measures, data are available from 2014 through the present, though in some cases data (or directly comparable data) are available only for the most recent survey plan period beginning in 2022.

Seat Belt Use Summary Tables, 2026 and One-Year Change

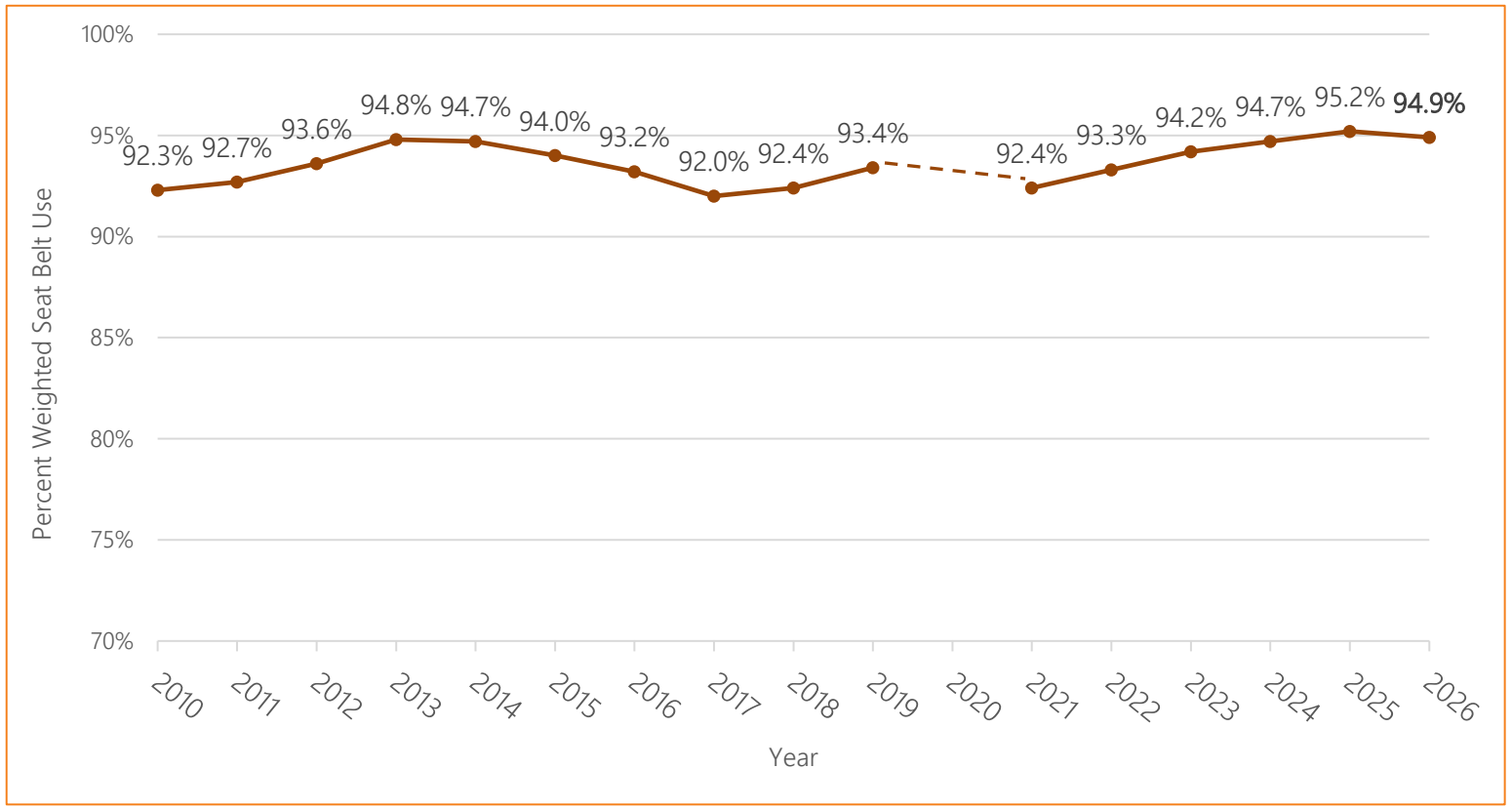
Figure 1. Weighted Seat Belt Use: 2025 versus 2026



- Figure 1 shows the overall weighted seat belt use rate for the current and previous year.
- In 2026, the overall weighted seat belt use rate decreased by 0.3 percent compared with the 2025 rate.

Seat Belt Use Summary Tables, Long-Term Trend

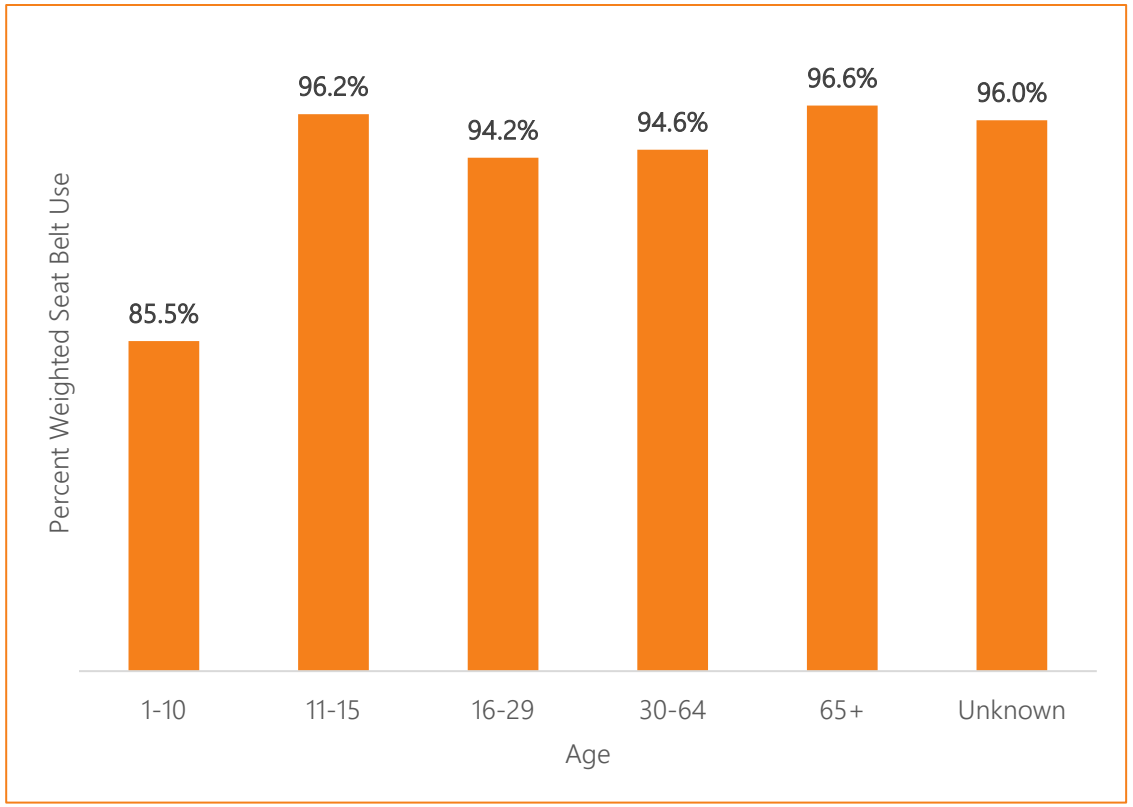
Figure 2. Overall Weighted Seat Belt Use: 2010 through 2026



- Figure 2 shows the overall weighted seat belt use rate from 2010 through 2026 (excluding 2020, when data were not collected due to COVID-19 issues).
- In 2026, the overall weighted seat belt use rate decreased by 0.3% from 2025, marking the second highest measured level since annual data collection began in 2010.

Seat Belt Use by Age, 2026

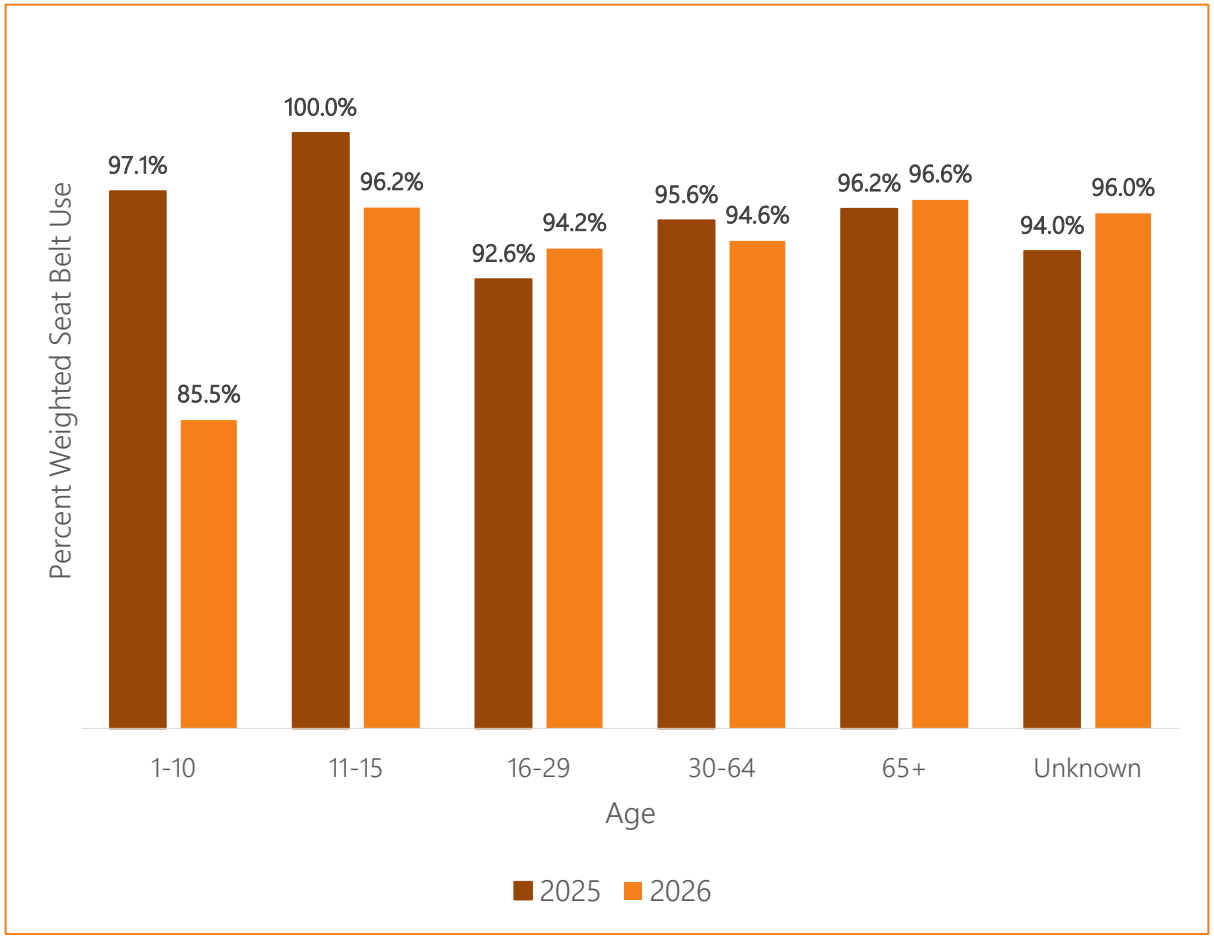
Figure 3. Seat Belt Use by Age Group: 2026



- Figure 3 shows the weighted seat belt use patterns by front seat occupants' estimated age for 2026.
- Seat belt usage among front seat occupants was highest among occupants ages 11-15 (96.2%). However, the youngest age group (Ages 1-10) had the lowest belt use of all age categories. These estimates are based on a relatively small sample size of 58 observations (Ages 1-10), which may partly explain the unusually low rate. Future surveys will help indicate whether this is an anomaly or the start of a downward trend.
- Among adults, the highest belt use rate was observed among people age 65 or older, at 96.6 percent. The lowest seat belt use was observed among ages 16 to 29 (94.2%). Year-over-year trends are discussed on the following two pages.

Seat Belt Use by Age, One-Year Change

Figure 4. Seat Belt Use by Age Group: 2025 vs 2026



- Figure 4 shows the year-over-year weighted seat belt use patterns by occupant age category for the current and previous year.
- For all adult populations except those ages 30-64, seat belt use rose in the most recent year, with somewhat consistent gains across groups. The 30-64 category was an outlier with a 1.0% decrease.
- It is noteworthy that seat belt use rates decreased for people under the age of 16. Given the 2025 rate of 100 percent of people ages 11 to 15, a decrease is not surprising. However, the large drop in use in the 1-10 age group is surprising. The small sample size (58 total observations) may be partly to blame, but such a decrease is nonetheless large enough to be potentially worrisome should the trend continue.

Seat Belt Use by Age, Long-Term Trend

Figure 5. Seat Belt Use by Age Group: 2014-2026

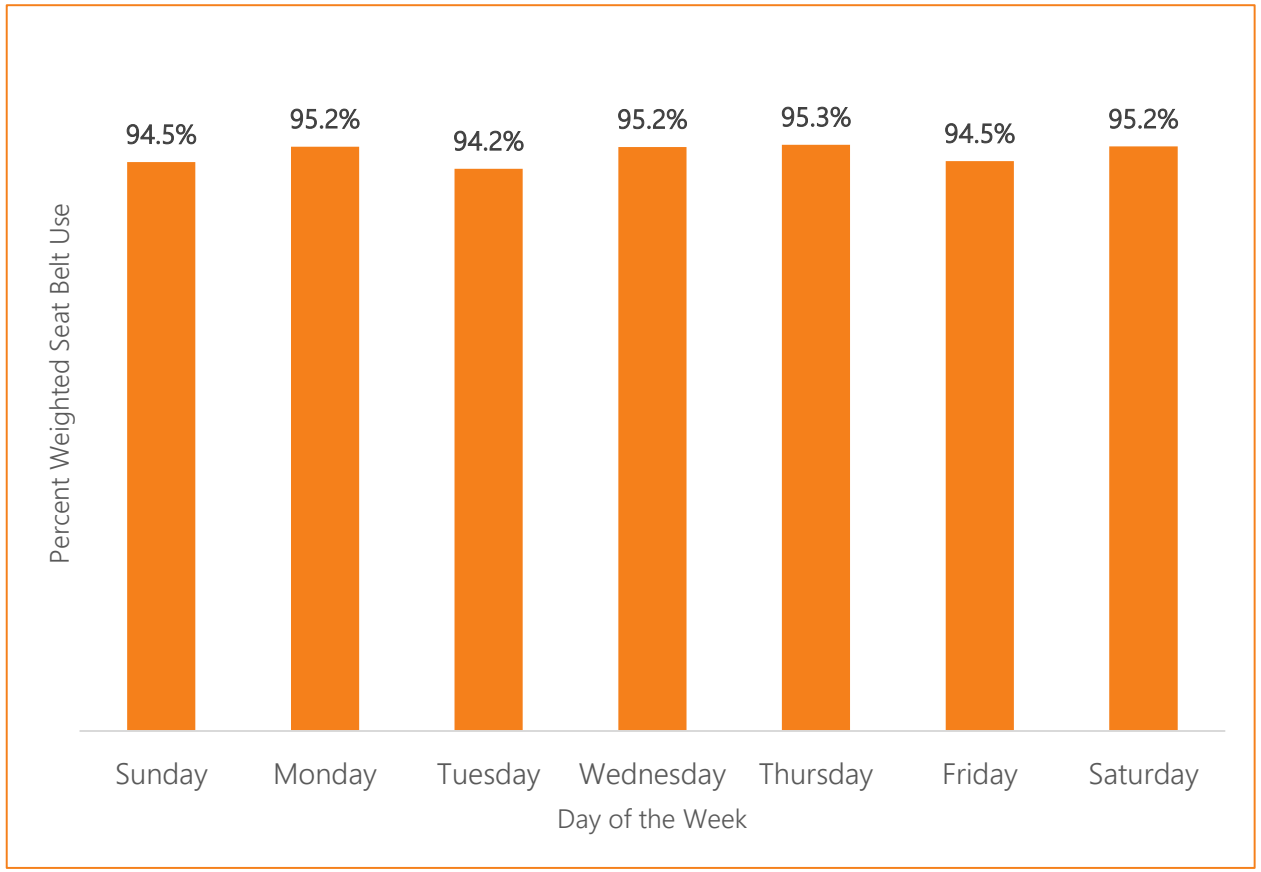
	1-10	11-15	16-29	30-64	65+
Long-Term Median	95.8%	96.9%	92.1%	94.0%	94.9%
2026	85.5%	96.2%	94.2%	94.6%	96.6%
2025	97.1%	100.0%	92.6%	95.6%	96.2%
2024	96.9%	97.9%	93.6%	94.7%	95.6%
2023	89.2%	97.1%	91.9%	94.8%	94.4%
2022	84.8%	96.5%	91.4%	93.5%	95.4%
2021	98.8%	96.7%	91.1%	92.3%	94.3%
2020	N/A	N/A	N/A	N/A	N/A
2019	98.1%	97.0%	91.7%	93.3%	96.0%
2018	97.2%	93.3%	89.9%	93.2%	93.2%
2017	82.7%	98.3%	90.3%	92.9%	90.7%
2016	100.0%	98.7%	92.9%	93.1%	92.7%
2015	92.4%	96.1%	92.4%	95.1%	91.4%
2014	94.6%	96.2%	94.0%	94.7%	96.4%

**Note. Green shading indicates the highest seat belt use rate compared to other age groups in each year, and brown represents the lowest rate. "Unknown" age has been excluded from this time series analysis.*

- Figure 5 shows a time series table for seat belt use among age groups from 2014 to 2026, excluding 2020.
- The long-term median shows generally higher seat belt use rates among 11- to 15-year-olds, and lower among 16- to 29-year-olds. While individual patterns vary from year to year, this pattern is somewhat consistent over time, particularly for the last five years.
- Despite the 2026 decrease in use rates for 30-64-year-olds, the 2026 rate still exceeded the long-term median for that group, and in fact the usage rate for every adult (16+) age group in 2026 exceeded the long-term median for their group.
- Notably, the 2026 seat belt use rates for the two youngest groups (Ages 1-10, Ages 11-15) were lower than their respective long-term median rate.

Seat Belt Use by Day of the Week, 2026

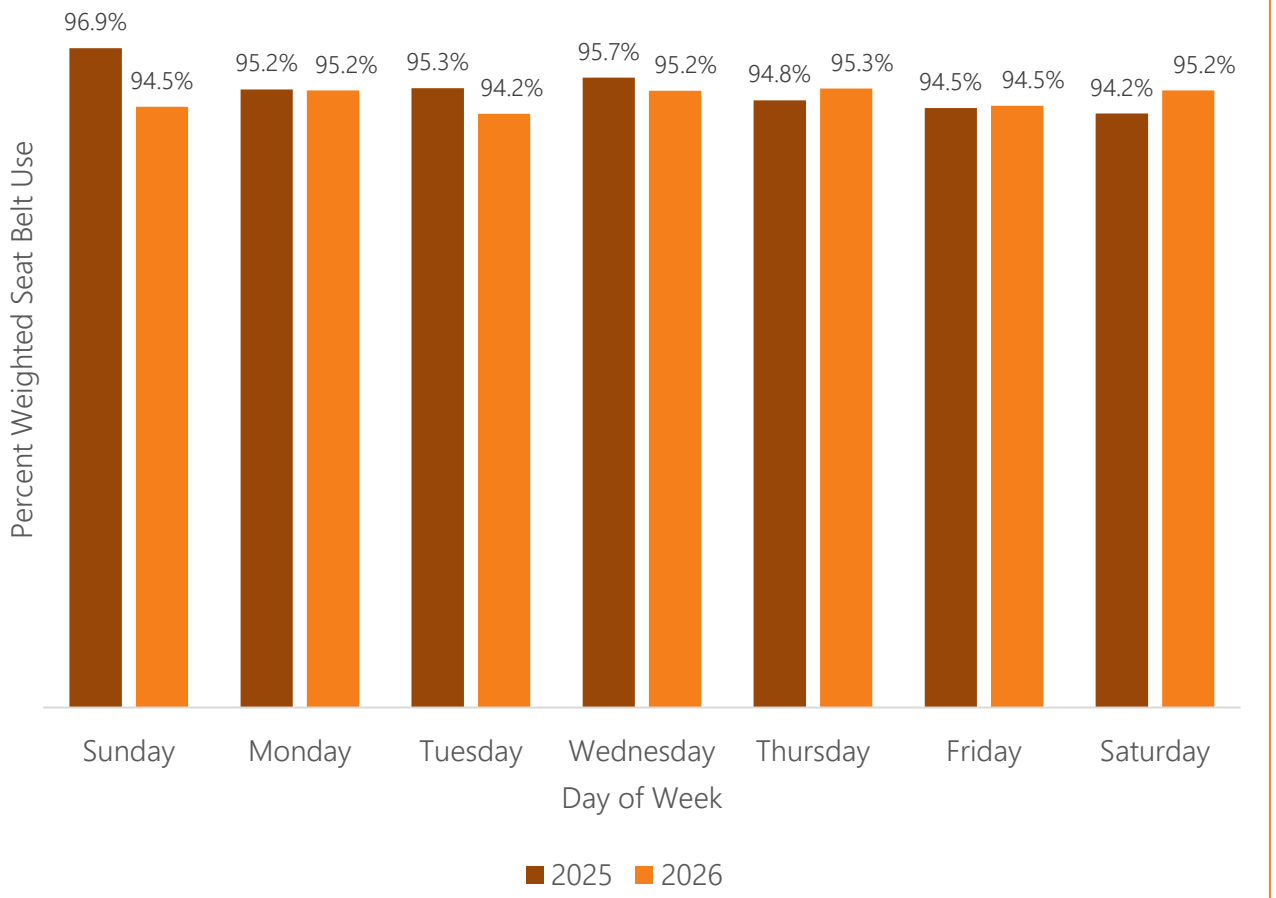
Figure 6. Seat Belt Use by Day of the Week: 2026



- Figure 6 shows the weighted seat belt use patterns over the days of the week for 2026.
- The highest observed seat belt use rates were on Thursday (95.3%), followed by Monday, Wednesday, and Saturday (each at 95.2%).
- The lowest observed seat belt use rate was on Tuesday (94.2%), followed by Friday and Sunday (each at 94.5%).
- In general, rates in 2026 fluctuated as the day of the week progressed and no pattern was apparent. We will examine longer-term patterns in the following two pages.

Seat Belt Use by Day of the Week, One-Year Change

Figure 7. Seat Belt Use by Day of the Week: 2025 vs 2026



- Figure 7 shows the year-over-year weighted seat belt use patterns over the days of the week for the current and previous year.
- Use rates rose on two days (Thursday and Saturday), with increases ranging from 0.5% to 1.0%.
- Use rates declined on Sunday, Tuesday, and Wednesday (range 0.5% to 2.4%).
- Note that the 2025 pattern of declining rates as the week progressed did not hold true for 2026. On the next page, we'll examine the longer-term pattern.

Seat Belt Use by Day of the Week, Long-Term Trend

Figure 8. Seat Belt Use by Day of the Week: 2014-2026

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Long-Term Median	94.5%	93.7%	94.1%	93.5%	92.9%	93.1%	94.6%
2026	94.5%	95.2%	94.2%	95.2%	95.3%	94.5%	95.2%
2025	96.9%	95.2%	95.3%	95.7%	94.8%	94.5%	94.2%
2024	94.2%	93.7%	95.5%	94.3%	95.6%	94.8%	95.3%
2023	94.8%	92.1%	93.6%	96.4%	92.4%	95.8%	95.4%
2022	93.8%	93.8%	92.1%	93.6%	91.7%	93.9%	94.9%
2021	87.6%	95.3%	95.4%	93.0%	90.9%	92.9%	92.7%
2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2019	94.4%	94.5%	94.9%	93.3%	95.5%	91.1%	94.0%
2018	90.3%	92.6%	93.9%	91.5%	90.9%	93.2%	92.5%
2017	91.7%	92.4%	93.9%	93.4%	91.4%	90.3%	91.4%
2016	97.4%	92.3%	91.4%	94.0%	94.7%	90.9%	93.9%
2015	96.2%	97.2%	93.8%	91.6%	93.2%	91.7%	96.9%
2014	95.8%	93.3%	97.6%	93.3%	92.5%	91.9%	97.6%

**Note. Green shading indicates a top-two seat belt rate compared to other days of the week in each year, and brown represents a bottom-two rate.*

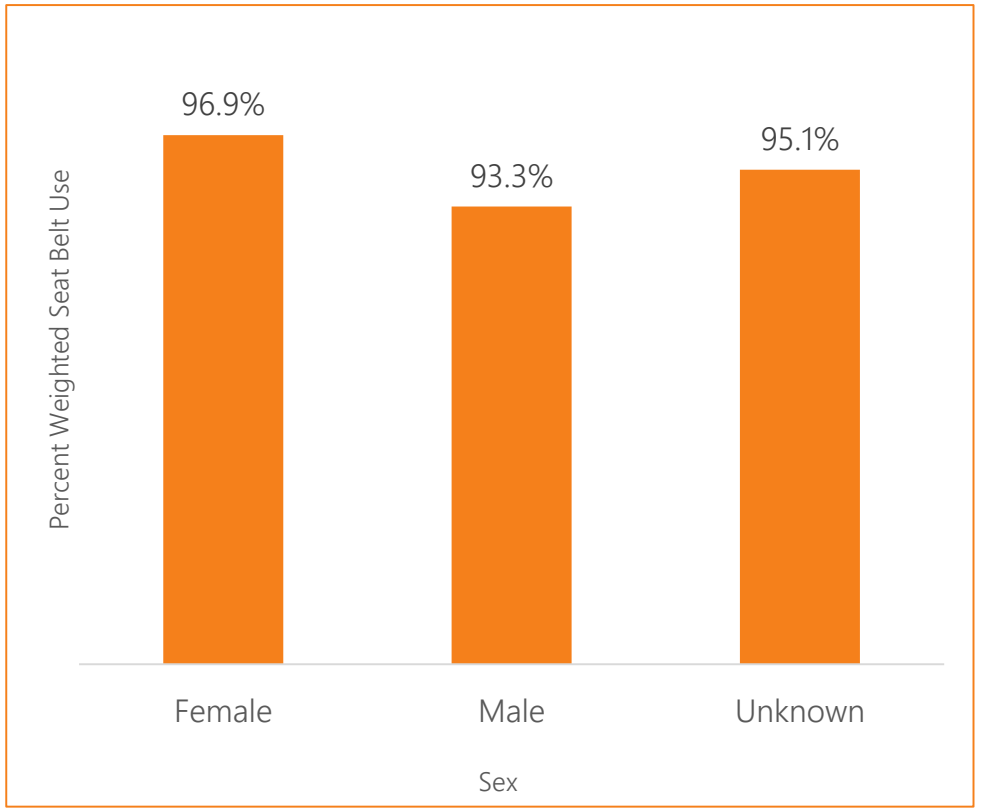
> (See the discussion on the next page.)

Seat Belt Use by Day of the Week, Long-Term Trend (Continued)

- Figure 8 shows a time series table for seat belt use across days of the week over time (2014-2026, excluding 2020).
- Historically, weekends tend to have higher seat belt usage rates than weekdays. In 2026 this was true for Saturday although Sunday was relatively low compared to other days of the week, the 2026 rate matched the long-term median.
- Thursday and Friday generally have the lowest rates over time. This was not quite the case in 2026. Whereas Friday had the third lowest rate, Thursday's rate was the second highest in 2026. Whereas the 2026 rate did not quite match the pattern, the long-term medians do support an assertion that ranks weekends slightly higher than weekdays.

Seat Belt Use by Sex, 2026

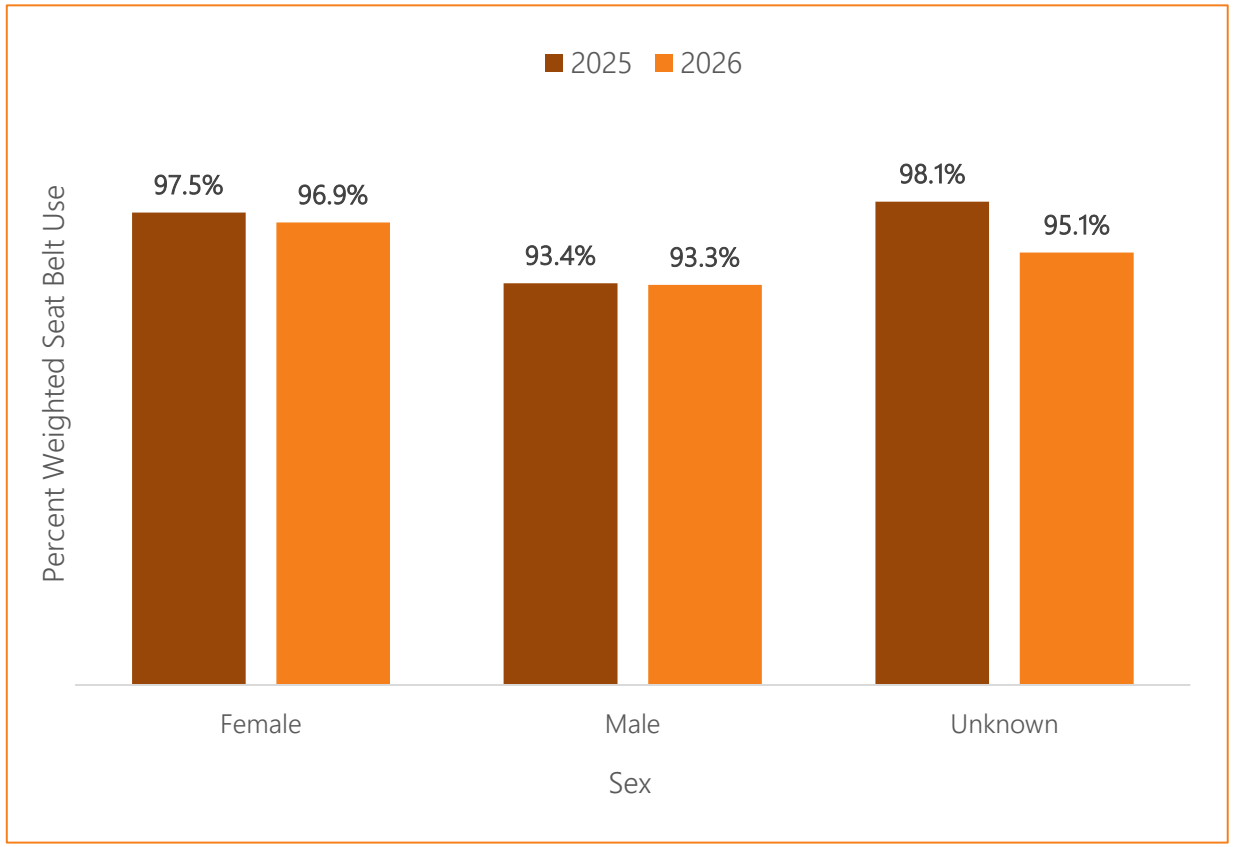
Figure 9. Seat Belt Use by Sex: 2026



- Figure 9 shows the weighted seat belt use rates for female and male front seat occupants for 2026.
- Female occupants were notably more likely to wear a seat belt compared to males (+3.6 points).

Seat Belt Use by Sex, One-Year Change

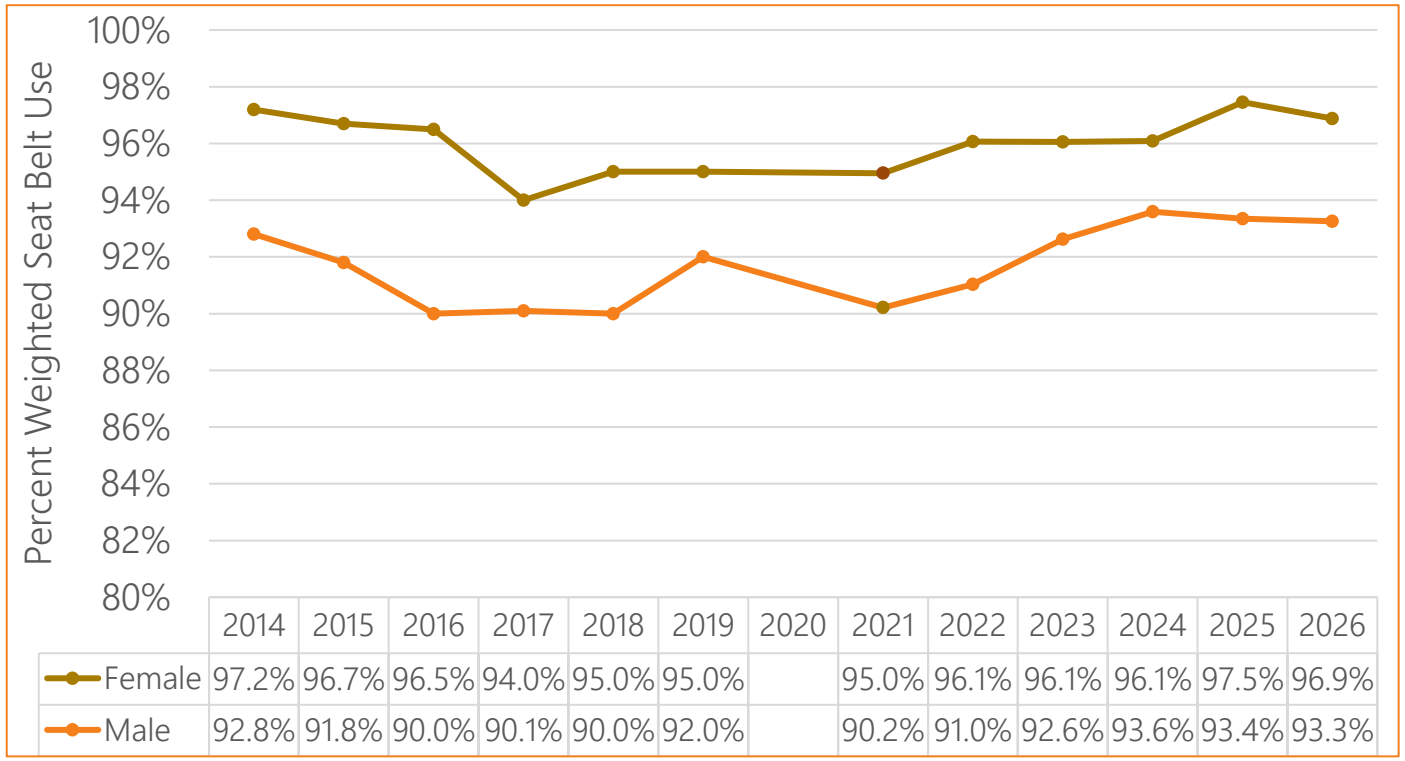
Figure 10. Seat Belt Use by Sex: 2025 vs 2026



- Figure 10 shows year-over-year weighted seat belt use rates for female and male front seat occupants for the current and previous years.
- Rates decreased slightly (-0.6 points) for female occupants and declined very slightly (-0.1 points) for male occupants.
- Rates decreased for unknown-sex observations, though this is a relatively small sample size with little influence on overall pattern.

Seat Belt Use by Sex, Long-Term Trend

Figure 11. Seat Belt Use by Sex: 2014-2026



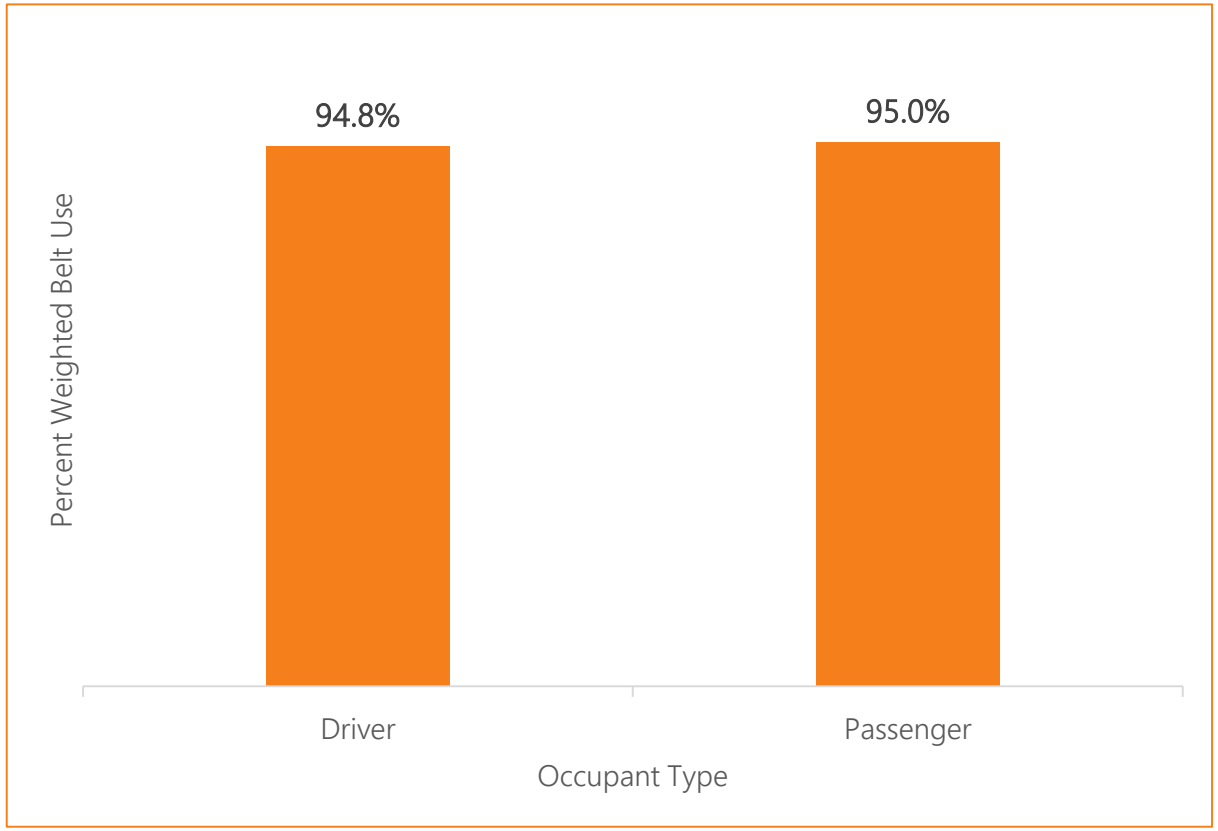
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Female	97.2%	96.7%	96.5%	94.0%	95.0%	95.0%		95.0%	96.1%	96.1%	96.1%	97.5%	96.9%
Male	92.8%	91.8%	90.0%	90.1%	90.0%	92.0%		90.2%	91.0%	92.6%	93.6%	93.4%	93.3%

**Note. "Unknown" sex has been excluded from this time series analysis.*

- Figure 11 shows the time series graph for seat belt use by sex over time (2014-2026, excluding 2020).
- Females have consistently been more likely than males to wear seat belts.
- After three years with no change, females recorded the highest seat belt use rate of any recorded year in 2025, followed by a slight dip in 2026.
- Male seat belt use declined slightly for the second consecutive year in 2026.

Seat Belt Use by Occupant Type, 2026

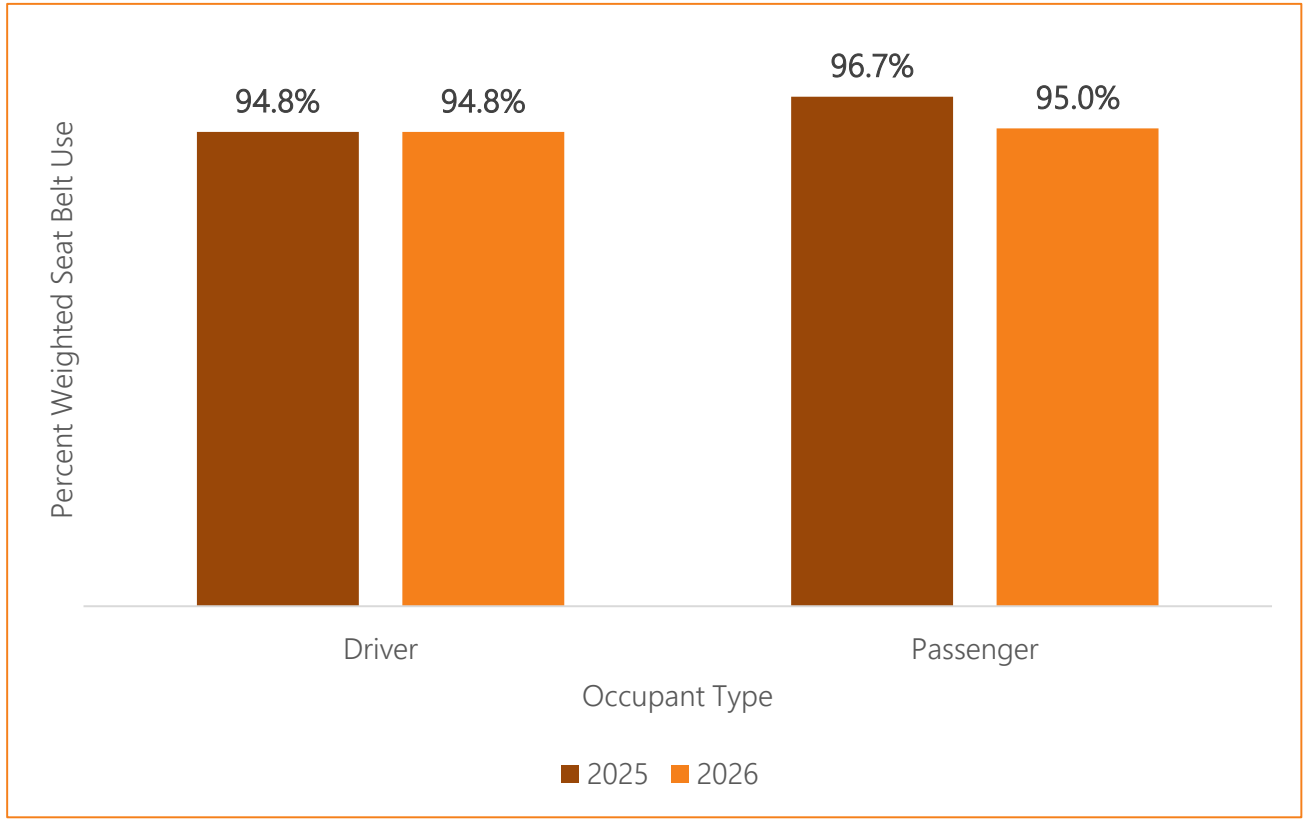
Figure 12. Seat Belt Use by Occupant Type: 2026



- Figure 12 shows the weighted seat belt use rate by occupant type for 2026.
- Passengers are more likely than drivers to be observed wearing seat belts, but the difference is minimal.

Seat Belt Use by Occupant Type, One-Year Change

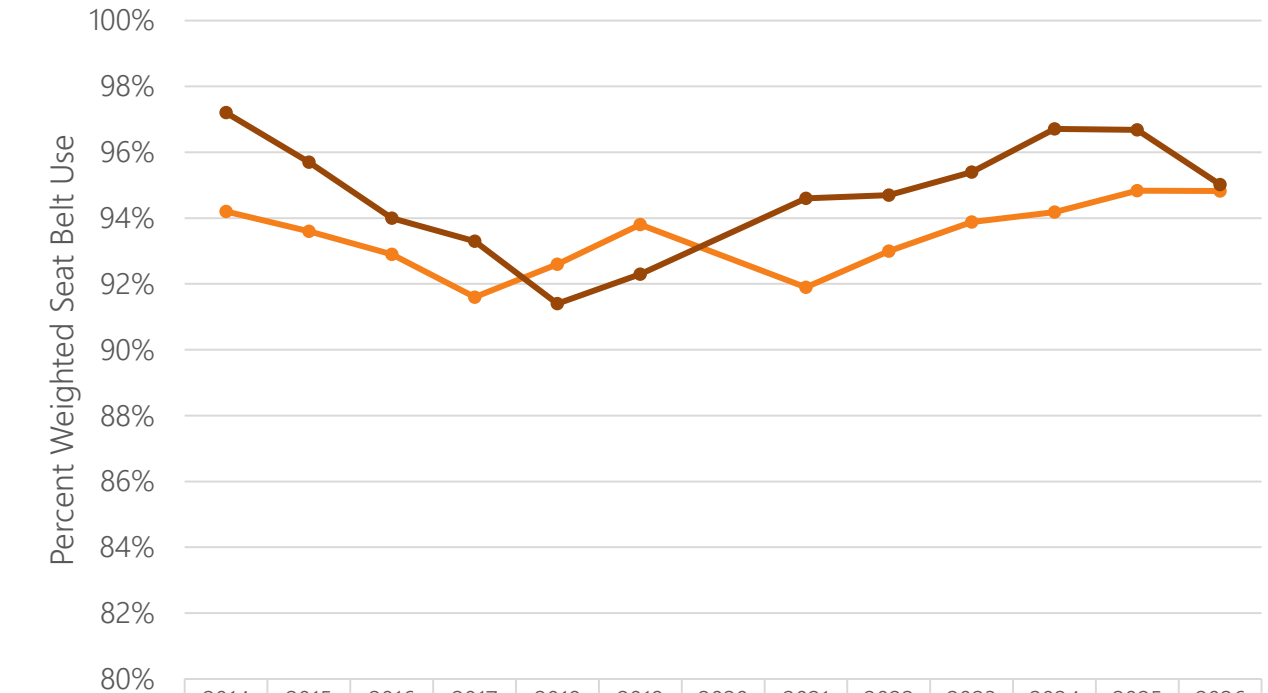
Figure 13. Seat Belt Use by Occupant Type: 2025 vs 2026



- Figure 13 shows the year-over-year weighted seat belt use rate by occupant type for the current and previous year.
- Rates for drivers stayed stable in between 2025 and 2026, whereas the rate decreased in 2026 among passengers.

Seat Belt Use by Occupant Type, Long-Term Trend

Figure 14. Seat Belt Use by Occupant Type: 2014-2026



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Driver	94.2%	93.6%	92.9%	91.6%	92.6%	93.8%		91.9%	93.0%	93.9%	94.2%	94.8%	94.8%
Passenger	97.2%	95.7%	94.0%	93.3%	91.4%	92.3%		94.6%	94.7%	95.4%	96.7%	96.7%	95.0%

- Figure 14 shows the time series graph of seat belt use by occupant type from 2014-2026 (excluding 2020).
- Passenger seat belt usage decreased in 2026 after two years at a ten-year high in 2024 and 2025.
- Driver seat belt usage rates maintained their highest level since seat belt use rates have been recorded.
- In most years, excluding 2018 and 2019, passengers have been more likely than drivers to use seat belts.

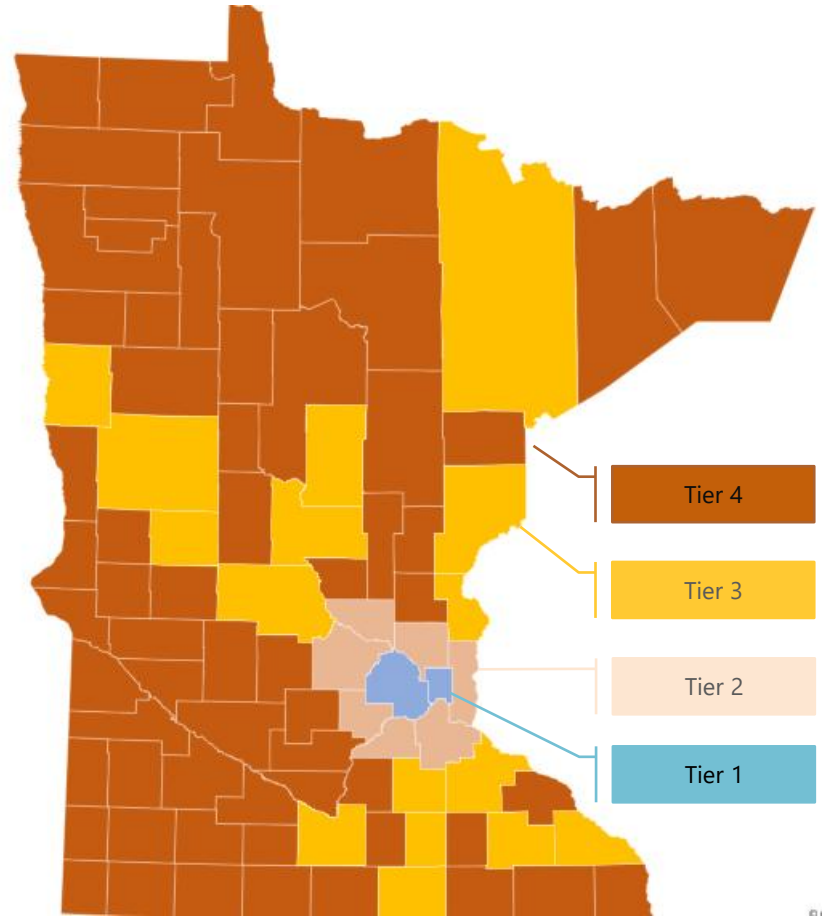
Seat Belt Use by Road Strata, 2026

- The highest use rates were generally seen in the Minneapolis/St. Paul core area and surrounding suburbs/exurbs. Lower rates were generally seen in smaller cities, towns, and rural areas, though local roads in Tier 3 were a notable exception, recording the second highest usage rates in the state.

Figure 15. Seat Belt Use by Tier: 2026

Tier	Road Type	2026
1 – Major metro core	Primary	96.9%
	Secondary	95.5%
	Local	95.6%
2 – Suburban major metro	Primary	96.2%
	Secondary	93.5%
	Local	94.8%
3 – Small metro/ large town	Primary	95.5%
	Secondary	94.9%
	Local	96.3%
4 – Rural/small community	Primary	94.6%
	Secondary	93.8%
	Local	91.5%

**Note. Green shading indicates the three highest seat belt rates compared to other strata, and brown represents the three lowest rates.*



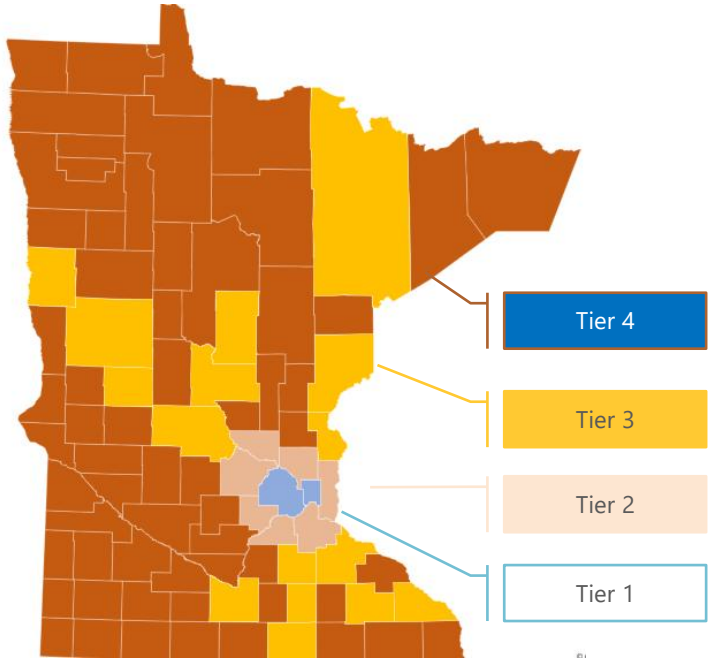
Seat Belt Use by Road Strata, Long-Term Trend

> See the discussion on the following page.

Figure 16. Seat Belt Use Annual Change by Tier: 2026 versus 2025

Tier	Road Type	2023	2024	2025	2026	Long-Term Median	2-Year Moving Average Change, 2023/2024 vs 2025/2026
1 – Major metro core	Primary	96.3%	95.4%	96.7%	96.9%	96.5%	1.0%
	Secondary	96.5%	96.6%	96.2%	95.5%	96.4%	-0.8%
	Local	94.5%	97.9%	96.9%	95.6%	96.3%	0.1%
2 – Suburban major metro	Primary	95.6%	95.6%	97.1%	96.2%	95.9%	1.0%
	Secondary	94.9%	94.5%	96.6%	93.5%	94.7%	0.4%
	Local	95.8%	96.0%	94.6%	94.8%	95.3%	-1.2%
3 – Small metro/ large town	Primary	95.5%	97.5%	97.3%	95.5%	96.4%	-0.1%
	Secondary	93.9%	94.8%	93.6%	94.9%	94.4%	-0.1%
	Local	95.1%	93.2%	95.5%	96.3%	95.3%	1.7%
4 – Rural/small community	Primary	94.1%	90.1%	89.5%	94.6%	92.1%	-0.1%
	Secondary	91.9%	93.8%	94.0%	93.8%	93.8%	1.1%
	Local	87.4%	88.6%	91.1%	91.5%	89.9%	3.3%

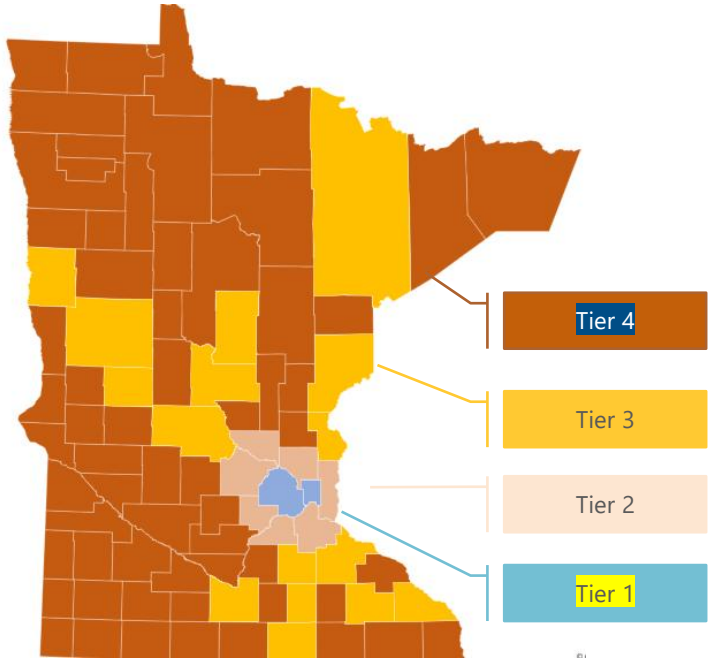
**Note. Green shading in annual and median data indicates the three highest seat belt rates compared to other strata within a time period, and brown represents the three lowest rates.*
**Note. The two-year moving average subtracts the 2023 and 2024 mean usage from the 2025 and 2026 mean usage. More positive changes are represented by more vivid green shading.*



The survey plan for 2026 defined tiers of traffic differently than previous plans, so comparable data exists only for Years 2022 and beyond.

Seat Belt Use by Road Strata, Long-Term Trend (continued)

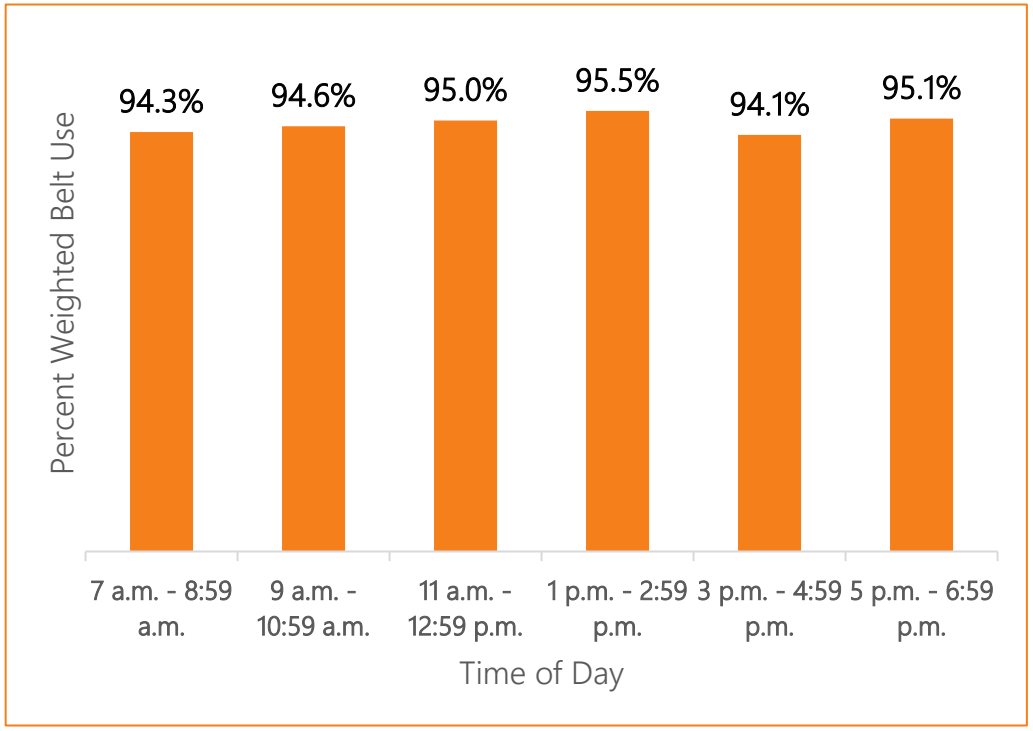
- Several patterns become apparent when examining long-term trends in seat belt use by Road Strata (Figure 16). Selected observations include:
  - Seat belt use is high on all types of roads in the core counties of the Minneapolis/St. Paul metro area, with all road types being above the statewide average in seat belt usage rates.
  - Slight decreases have been seen on primary roads in Tier 2 and Tier 3 areas (major metro suburbs and smaller metro areas and cities), but those are still above the statewide usage rate. Minor improvements have been seen on local roads in those areas.
  - Despite improvements in recent years, seat belt use rates in small towns and rural areas lag the statewide average on all types of roads.



The survey plan for 2026 defined tiers of traffic differently than previous plans, so comparable data exists only for Years 2022 and beyond.

Seat Belt Use by Time of Day, 2026

Figure 17. Seat Belt Use by Time of Day: 2026

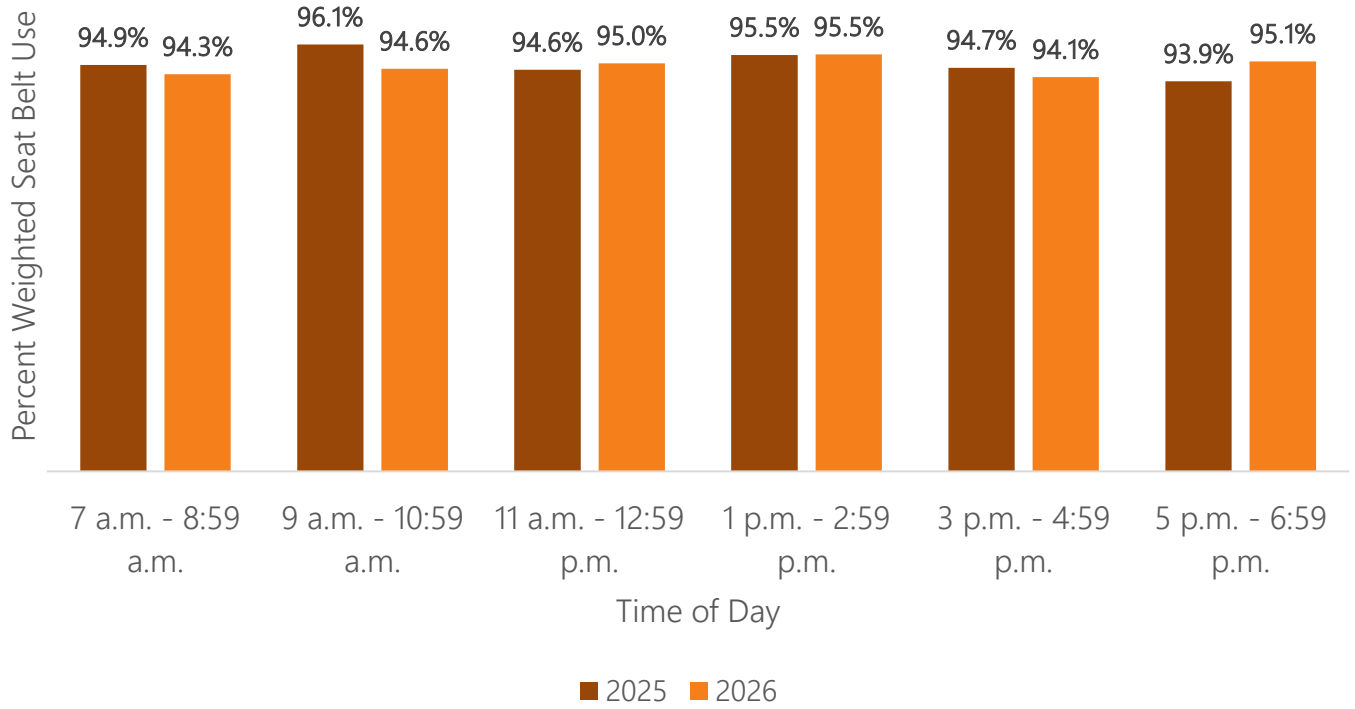


**Note. Data were not collected after 6:00 p.m. The two-hour window after 5 p.m. is only for presentation consistency.*

- Figure 17 shows the weighted seat belt use rate by time of day for 2026.
- Seat belt usage was highest between 1 p.m. and 3 p.m. and between 5 p.m. and 6 p.m., and was lowest between 3 p.m. and 5 p.m.

Seat Belt Use by Time of Day, One-Year Change

Figure 18. Seat Belt Use by Time of Day: 2025 vs 2026



**Note. Data were not collected after 6:00 p.m. The two-hour window after 5 p.m. is only for presentation consistency.*

- Figure 18 shows the year-over-year weighted seat belt use rate by time of day for the current and previous year.
- The year 2026 saw increases in the midday and late afternoon hours compared to the previous year and decreases in the morning hours.

Seat Belt Use by Time of Day, Long-Term Trend

Figure 19. Seat Belt Use by Time of Day: 2014-2026

	7 a.m. - 8:59 a.m.	9 a.m. - 10:59 a.m.	11 a.m. - 12:59 p.m.	1 p.m. - 2:59 p.m.	3 p.m. - 4:59 p.m.	5 p.m. - 6:59 p.m.
Long-Term Median	93.9%	92.0%	94.6%	94.2%	93.9%	93.7%
2026	94.3%	94.6%	95.0%	95.5%	94.1%	95.1%
2025	94.9%	96.1%	94.6%	95.5%	94.7%	93.9%
2024	94.4%	93.7%	95.4%	94.5%	95.4%	94.2%
2023	96.0%	94.1%	93.6%	95.1%	93.7%	92.0%
2022	90.9%	92.5%	92.9%	93.9%	95.0%	92.7%
2021	93.0%	91.3%	94.2%	92.4%	92.8%	89.1%
2020	N/A	N/A	N/A	N/A	N/A	N/A
2019	93.5%	93.3%	95.4%	92.6%	92.4%	92.6%
2018	91.3%	91.6%	91.4%	90.8%	94.8%	97.8%
2017	92.1%	91.4%	93.0%	90.6%	93.1%	91.9%
2016	96.1%	91.0%	94.6%	93.5%	91.6%	93.6%
2015	93.2%	90.5%	95.8%	97.0%	93.6%	96.1%
2014	95.8%	88.5%	95.1%	96.6%	95.0%	98.4%

**Note. Green shading indicates a top-two seat belt rate compared to other times of day in each year, and brown represents a bottom-two rate.*

> See the discussion on the following page.

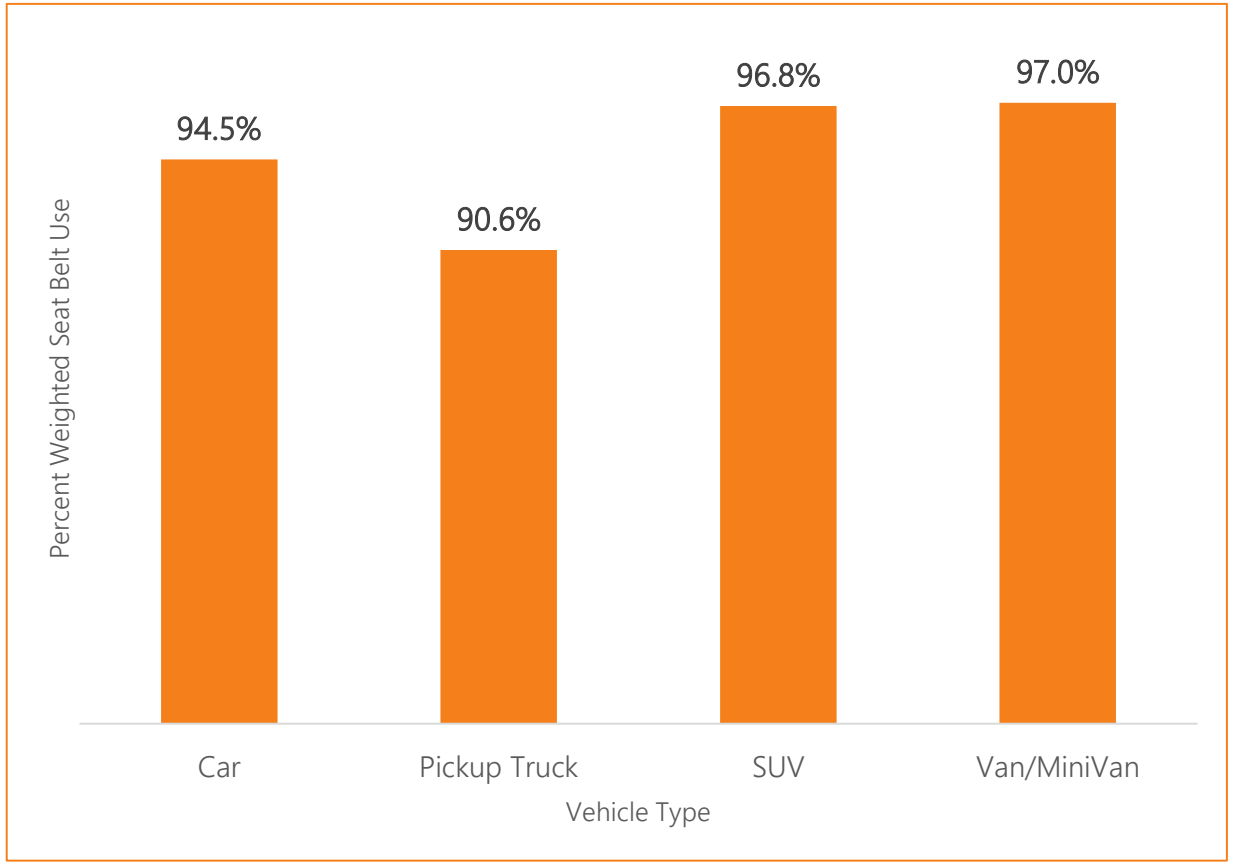
Seat Belt Use by Time of Day, Long-Term Trend (Continued)

- Long-term trends tend to show relatively mild differences by time of day (Figure 19). The long-term median indicates that belt use is lowest in the morning (9am-11am) and late afternoon (5pm-6pm) hours and highest at mid-day (11am-3pm). This does match the specific 2026 findings, though the relatively shallow differences by time in 2026 allow rankings to shift relatively easily from year to year. Looking at any individual year, we can see that outliers are common by time of day. Indeed, every time slot has been in the bottom two and also in the top two in various years.
- One observation to note is that some patterns appear in the long-term data. New study sites are selected every five years, with the time periods being 2022 through 2026, 2017 through 2021, and presumably 2012 through 2016.* We observe some patterns that appear to correlate with these changes. For example …
  - Use rates between 1:00 p.m. and 3:00 p.m. are consistently high relative to other times of day since 2022, and consistently low between 2017 and 2021, and then high again before 2016.
  - Use rates after 5:00 p.m. were relatively high in relation to other time periods prior to 2017, and again in 2026.
- Based on the above patterns, we propose a theory that perhaps seat belt use by time of day may be particularly sensitive to the locations where data are collected. The random selection process every five years could be an unintended contributor to observed variations if some sites are near time-sensitive traffic flows such as certain employers or schools or other commuting forces that might produce unique seat belt use rates. While we cannot confirm or refute this theory with the available data, we suspect that the long-term examination of patterns by time of day could potentially be complicated by locational factors that impact findings and conclusions.

**Note. The current research team took over the project in 2021 and was not involved in earlier studies, so the earlier dates are estimated. But the estimates seem reasonable if we assume that that five-year site selection timeline has been in place for at least two cycles.*

Seat Belt Use by Vehicle Type, 2026

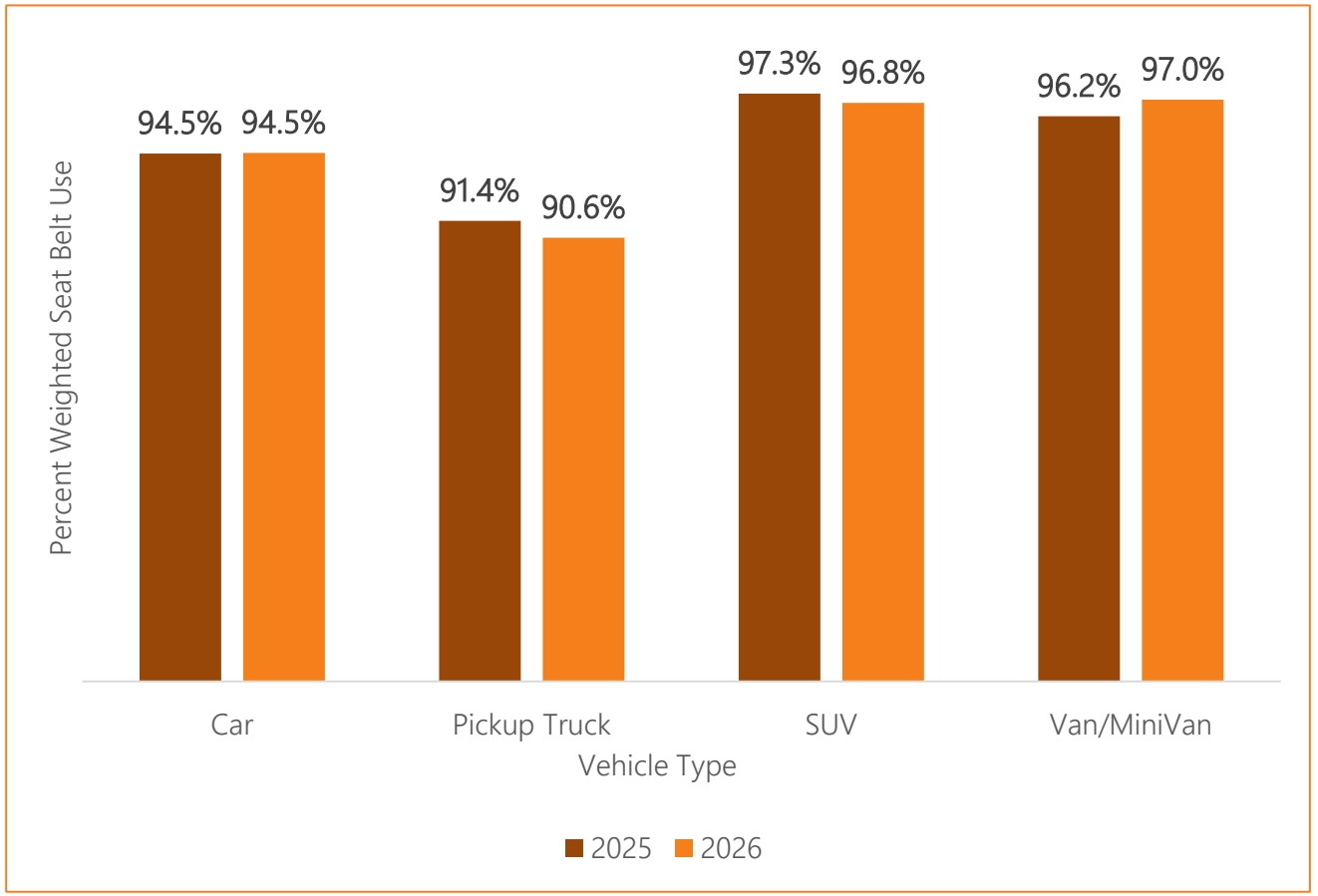
Figure 20. Seat Belt Use by Vehicle Type: 2026



- Figure 20 shows the weighted seat belt use for front seat occupants in pickup trucks, vans/minivans, SUVs, and passenger cars for 2026.
- Seat belt use is highest among those in vans/minivans (97.0%).
- Pickup truck occupants were the least likely to wear a seat belt compared to occupants of any other type of vehicle and trail the statewide average by 4.3 points.

Seat Belt Use by Vehicle Type, One-Year Change

Figure 21. Seat Belt Use by Vehicle Type: 2025 vs 2026



- Figure 21 shows the year-over-year weighted seat belt use for front seat occupants of pickup trucks, vans/minivans, SUVs, and cars for the current and previous year.
- Observed usage rates decreased slightly for pickups and SUVs. Usage in vans/minivans rose notably, and vans/minivans outperformed cars. SUVs displayed the highest belt use in both years.

Seat Belt Use by Vehicle Type, Long-Term Trend

Figure 22. Seat Belt Use by Vehicle Type: 2014-2026

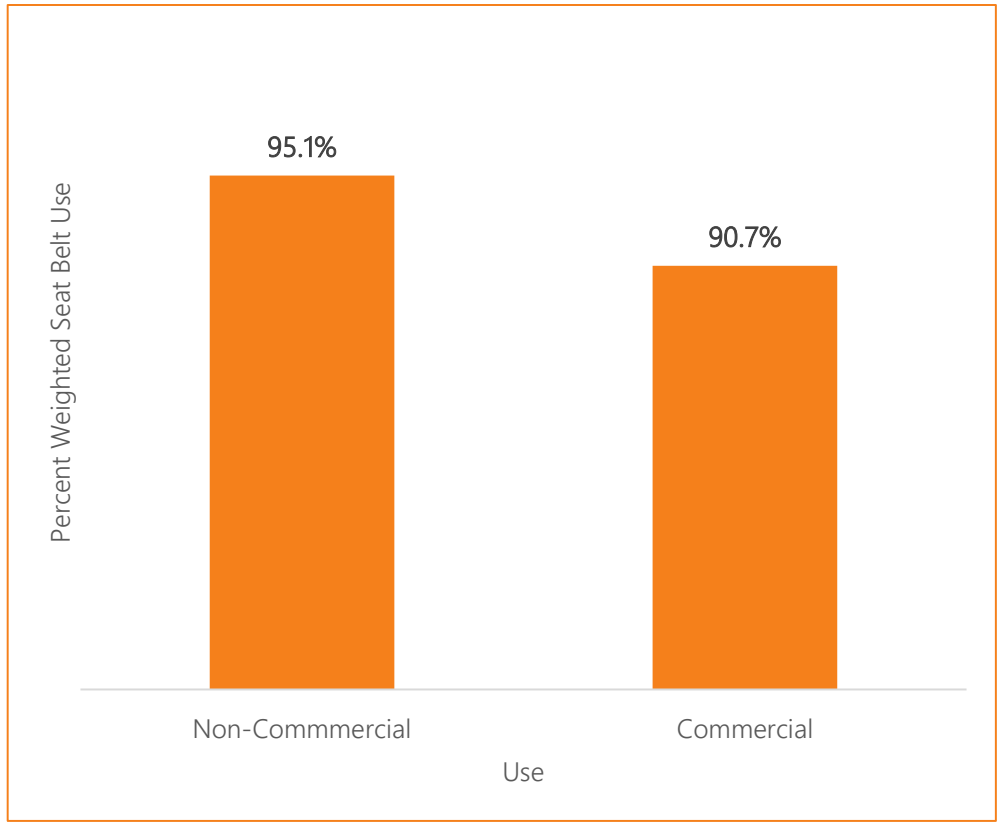
	Car	Pickup Truck	SUV	Van/MiniVan
Long-Term Median	94.0%	88.6%	96.0%	94.8%
2026	94.5%	90.6%	96.8%	97.0%
2025	94.5%	91.4%	97.3%	96.2%
2024	94.8%	91.9%	96.2%	94.7%
2023	94.1%	89.9%	96.3%	95.4%
2022	93.6%	88.7%	95.8%	93.4%
2021	93.6%	85.2%	95.4%	91.5%
2020	N/A	N/A	N/A	N/A
2019	94.0%	88.5%	94.6%	94.0%
2018	92.5%	85.2%	94.7%	95.0%
2017	91.9%	86.4%	93.6%	95.3%
2016	95.2%	83.6%	95.2%	92.8%
2015	93.8%	89.6%	97.5%	94.1%
2014	96.9%	84.7%	97.0%	96.7%

**Note. Green shading indicates the highest seat belt rate compared to other vehicle types in each year, and brown represents the lowest rate.*

- Figure 22 shows the long-term trend for seat belt use by vehicle type over time (2014-2026, excluding 2020).
- SUVs consistently show the highest long-term patterns in seat belts, followed by vans/minivans and cars.
- Pickups have consistently had the lowest seat belt use rates, though the figures show a strong long-term improvement trend.
- All four vehicle types outperformed their respective long-term medians in 2026.

Seat Belt Use by Vehicle Use, 2026

Figure 23. Seat Belt Use by Vehicle Use: 2026

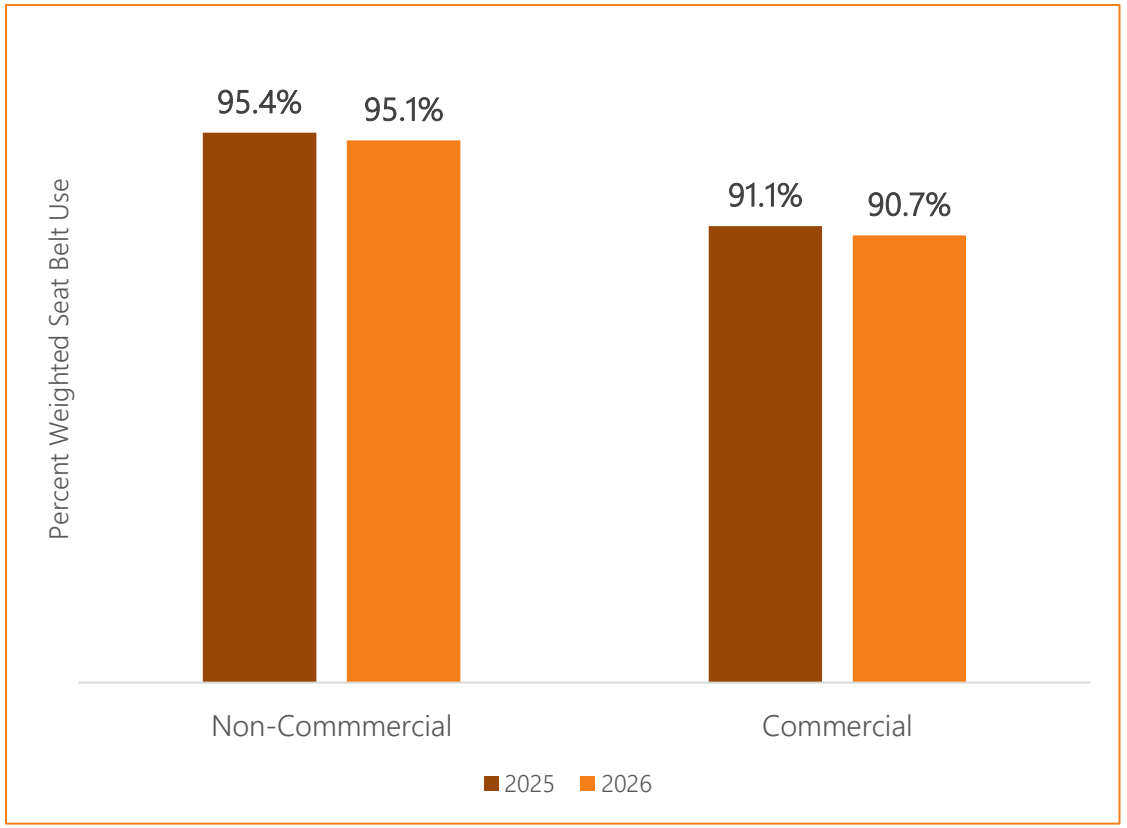


- Figure 23 shows the weighted seat belt use based on whether a vehicle is used for commercial purposes or private purposes in 2026.
- Non-commercial vehicles have a higher use rate than commercial vehicles by a notable margin.

- **Note. Commercial vehicles were identified in the field as having a logo or signage on the side of the vehicle that indicated that it was used for non-personal purposes.*

Seat Belt Use by Vehicle Use, One-Year Change

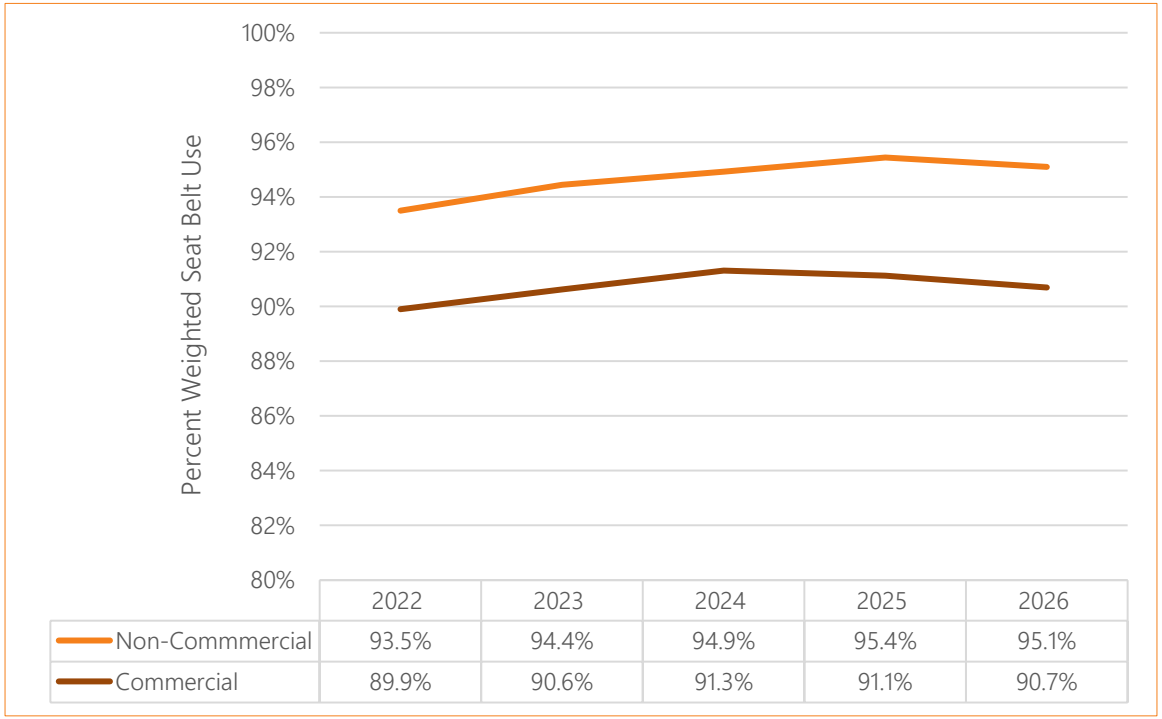
Figure 24. Seat Belt Use by Vehicle Use: 2025 vs 2026



- Figure 24 shows the year-over-year rate for seat belt use based on whether a vehicle is used for commercial purposes or private purposes.
- The gap in seat belt use was fairly stable between 2025 and 2026, with both non-commercial and commercial vehicle seat belt use rates declining slightly.

Seat Belt Use by Vehicle Use, Long-Term Trend

Figure 25. Seat Belt Use by Vehicle Use: 2022-2026



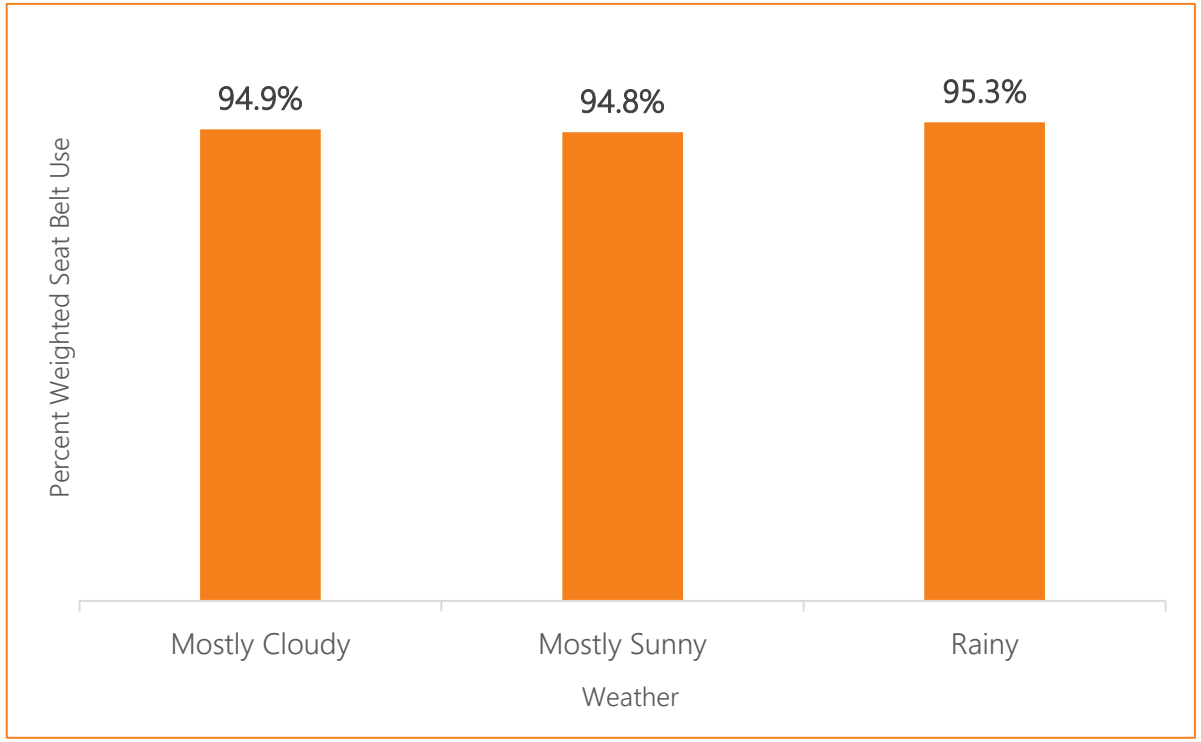
	2022	2023	2024	2025	2026
Non-Commmercial	93.5%	94.4%	94.9%	95.4%	95.1%
Commercial	89.9%	90.6%	91.3%	91.1%	90.7%

**Note. Vehicle use reporting was not provided in reports prior to 2022, so time series data are limited.*

- Figure 25 shows a time series graph for seat belt use based on whether a vehicle is used for commercial purposes or private purposes.
- Non-commercial vehicles exhibit higher seat belt use rates each year, and by roughly similar amounts. However, seat belt use among both vehicle types has declined in 2026 after generally increasing over time.

Seat Belt Use by Weather, 2026

Figure 26. Seat Belt Use by Weather: 2026

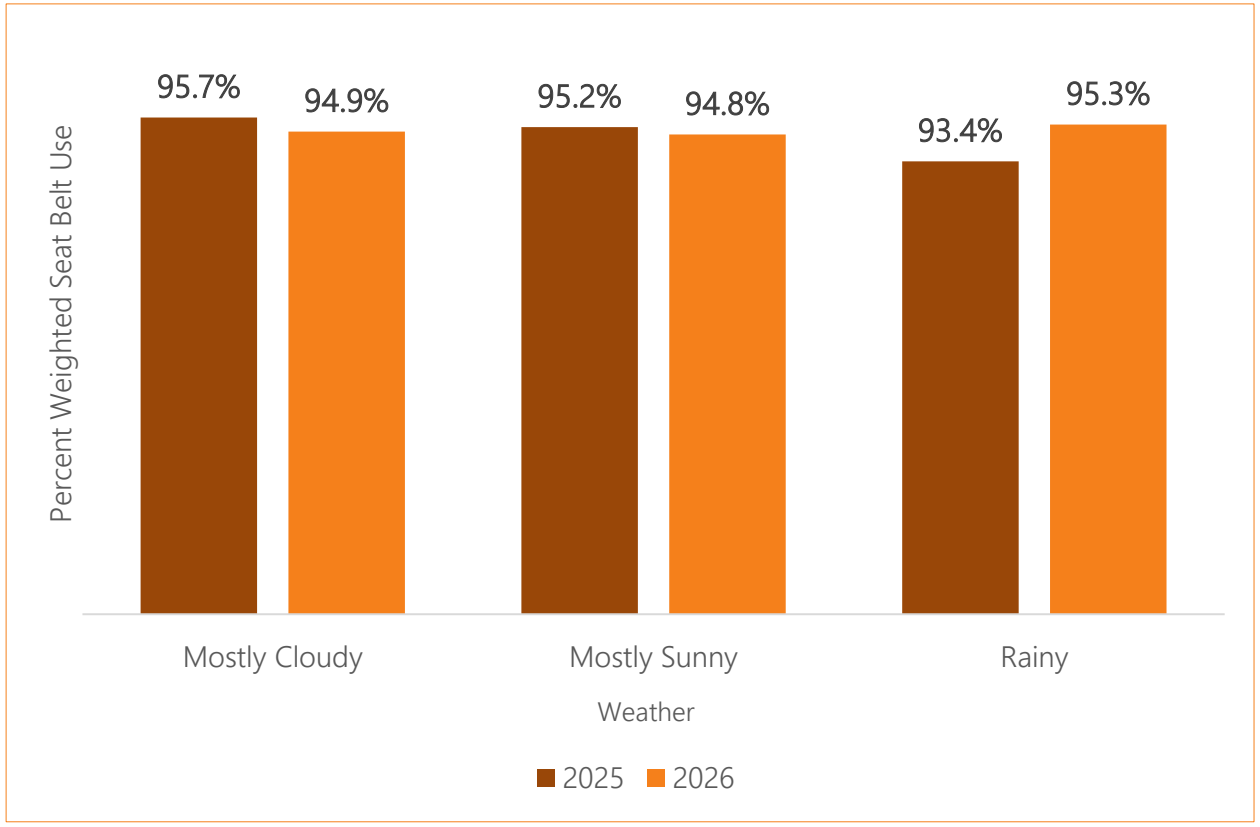


- Figure 26 shows the weighted seat belt use during three types of weather for 2026.
- Observed seat belt use rates in rainy weather were higher than in other types of weather. Differences between sunny days and cloudy days were minor.

**Note. Rainy weather is less common during the data collection period than other conditions and is also unpredictable by geography and road type. Therefore, differences may be a function of the particular nature of the sites that were observed rather than a weather-specific pattern of seat belt use.*

Seat Belt Use by Weather, One-Year Change

Figure 27. Seat Belt Use by Weather: 2025 vs 2026



- Figure 27 shows the year-over-year weighted seat belt use patterns during each type of weather for the current and previous year.
- From 2025 to 2026, a notable increase in seat belt use was seen in rainy weather, while sunny weather saw a slight decrease. This resulted in changes in the rankings of different weather conditions.

**As noted on the previous page, differences by weather may be a function of the particular nature of the sites that were observed rather than a weather-specific pattern of seat belt use, particularly for rainy weather since it's less common in the observations than other weather conditions.*

Seat Belt Use by Weather, Long-Term Trend

Figure 28. Seat Belt Use by Weather: 2014-2026

	Mostly Cloudy	Mostly Sunny	Rainy
Long-Term Median	94.1%	93.7%	93.1%
2026	94.9%	94.8%	95.3%
2025	95.7%	95.2%	93.4%
2024	95.7%	93.8%	96.2%
2023	94.4%	94.2%	85.3%
2022	93.5%	93.3%	93.4%
2021	93.0%	92.5%	88.8%
2020	N/A	N/A	N/A
2019	93.9%	93.0%	95.3%
2018	92.0%	92.9%	92.1%
2017	91.8%	92.2%	92.9%
2016	93.2%	93.5%	84.6%
2015	94.3%	94.7%	90.6%
2014	95.2%	93.9%	96.1%

**Note. Green shading indicates the highest seat belt rate compared to other weather types in each year, and brown represents the lowest rate.*

- Figure 28 shows the long-term trends for seat belt use during each type of weather from 2014 to 2026, excluding 2020.
- Overall, differences by weather type are relatively small and show no distinct pattern when differences do occur. Different weather types are roughly equally likely to be the highest or the lowest each year. Again, this may be a function of the random nature of rain and where observations are being conducted when rain (or cloudy weather) arrives.

SECTION 3

OBSERVATION FIGURES AND VEHICLE MEASURES

Observations and Vehicle Measures

- This section of the report provides the raw numbers of observations based on various demographics, and seat belt use rates by vehicle type for those demographics.

Observations and Vehicle Measures 1

Figure 29. Observations (n) and Use Rates as a Function of Age and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
01-10	13	7	34	4	58
11-15	61	28	135	23	247
16-29	1,517	484	1,700	184	3,885
30-64	2,123	1,945	4,267	824	9,159
65+	661	515	1,453	164	2,793
Unknown	13	8	14	0	35
Total	4,388	2,987	7,603	1,199	16,177

	Car	Pickup Truck	SUV	Van/MiniVan	Total
01-10	100.0%	68.4%	81.7%	100.0%	85.5%
11-15	100.0%	78.7%	99.8%	100.0%	96.8%
16-29	92.6%	88.9%	97.4%	95.7%	94.2%
30-64	95.0%	90.4%	96.3%	96.7%	94.6%
65+	96.2%	93.6%	97.9%	99.1%	96.6%
Unknown	98.0%	100.0%	92.8%	0.0%	96.0%

Observations and Vehicle Measures 2

Figure 30. Observations (n) and Use Rates as a Function of Day and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
Sunday	847	359	1,249	164	2,619
Monday	646	452	952	190	2,240
Tuesday	530	405	1,030	195	2,160
Wednesday	523	535	1,158	181	2,397
Thursday	449	370	932	139	1,890
Friday	837	531	1,396	242	3,006
Saturday	561	337	894	91	1,883
Total	4,393	2,989	7,611	1,202	16,195

	Car	Pickup	SUV	Minivan	Total
Sunday	93.2%	91.7%	96.2%	96.6%	94.5%
Monday	92.7%	93.2%	97.6%	96.5%	95.2%
Tuesday	95.8%	86.1%	96.5%	97.9%	94.2%
Wednesday	96.5%	91.1%	96.5%	96.3%	95.2%
Thursday	94.3%	91.6%	97.4%	96.7%	95.3%
Friday	94.8%	89.1%	96.7%	96.4%	94.5%
Saturday	95.3%	91.0%	96.8%	99.0%	95.2%

Observations and Vehicle Measures 3

Figure 31. Observations (n) and Use Rates as a Function of Sex and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
0	1	0	0	0	1
Female	2,012	530	4,284	506	7,332
Male	2,369	2,451	3,296	694	8,810
Total	4,382	2,981	7,580	1,200	16,143

	Car	Pickup	SUV	Minivan	Total
0	96.2%	94.3%	97.5%	97.4%	96.9%
Female	93.0%	89.8%	96.0%	96.7%	93.3%
Male	100.0%	100.0%	91.3%	100.0%	95.1%

Observations and Vehicle Measures 4

Figure 32. Observations (n) and Use Rates as a Function of Occupant and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
Driver	3,618	2,455	6,088	964	13,125
Passenger	775	534	1,523	238	3,070
Total	4,393	2,989	7,611	1,202	16,195

	Car	Pickup	SUV	Minivan	Total
Driver	94.4%	90.6%	96.9%	97.1%	94.8%
Passenger	95.3%	90.4%	96.7%	96.6%	95.0%

Observations and Vehicle Measures 5

Figure 33. Observations (n) and Use Rates as a Function of Road Strata and Vehicle Type

		Car	Pickup Truck	SUV	Van/MiniVan	Total
1 - Major Metro Core	1 Primary	1,126	346	1,940	267	3,679
	1 Secondary	509	196	933	112	1,750
	1 Local	240	95	508	62	905
2 - Suburban Major Metro	2 Primary	409	215	625	143	1,392
	2 Secondary	574	453	993	165	2,185
	2 Local	269	140	386	50	845
3 - Small Metro/Large Town	3 Primary	211	176	306	73	766
	3 Secondary	389	465	629	109	1,592
	3 Local	123	101	257	20	501
4 - Rural/ Small Community	4 Primary	52	74	135	11	272
	4 Secondary	397	567	668	134	1,766
	4 Local	94	161	231	56	542
	Total	4,393	2,989	7,611	1,202	16,195

(Continued on Next Page)

Observations and Vehicle Measures 6

Figure 33 (Continued). Observations (n) and Use Rates as a Function of Road Strata and Vehicle Type

		Car	Pickup	SUV	Minivan	Total
1 - Major Metro Core	1 Primary	95.6%	93.2%	98.1%	98.3%	96.9%
	1 Secondary	93.4%	89.4%	97.4%	98.6%	95.5%
	1 Local	94.9%	93.4%	96.4%	96.0%	95.6%
2 - Suburban Major Metro	2 Primary	95.1%	95.3%	97.2%	96.0%	96.2%
	2 Secondary	94.0%	88.0%	94.9%	99.1%	93.5%
	2 Local	93.1%	94.3%	97.5%	87.3%	94.8%
3 - Small Metro/Large Town	3 Primary	96.4%	92.2%	96.4%	96.7%	95.5%
	3 Secondary	92.0%	93.0%	97.4%	97.8%	94.9%
	3 Local	98.4%	90.8%	97.6%	100.0%	96.3%
4 - Rural/ Small Community	4 Primary	93.1%	89.0%	97.8%	100.0%	94.6%
	4 Secondary	95.6%	89.9%	96.2%	94.6%	93.8%
	4 Local	93.3%	83.6%	95.7%	98.5%	91.5%

Observations and Vehicle Measures 7

Figure 34. Observations (n) and Use Rates as a Function of Time of Day and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
07:00 to 08:59 am	280	224	471	83	1,058
09:00 to 10:59 am	855	726	1,611	274	3,466
11:00 am to 12:59 pm	953	680	1,735	280	3,648
13:00 to 14:59 pm	1,112	666	1,758	328	3,864
15:00 to 16:59 pm	833	441	1,386	167	2,827
17:00 to 18:59 pm	330	173	580	50	1,133
Problem	4,363	2,910	7,541	1,182	15,996

	Car	Pickup	SUV	Minivan	Total
07:00 to 08:59 am	95.3%	86.9%	97.2%	98.8%	94.3%
09:00 to 10:59 am	95.2%	88.4%	97.1%	98.4%	94.6%
11:00 am to 12:59 pm	94.9%	90.7%	96.9%	95.5%	94.9%
13:00 to 14:59 pm	94.9%	92.9%	96.9%	97.2%	95.5%
15:00 to 16:59 pm	92.5%	90.8%	96.4%	95.1%	94.1%
17:00 to 18:59 pm	93.4%	93.8%	96.1%	99.0%	95.1%

Observations and Vehicle Measures 8

Figure 35. Observations (n) and Use Rates as a Function of Vehicle Use and Vehicle Type

Commercial?	Car	Pickup Truck	SUV	Van/MiniVan	Total
No	4,351	2,584	7,565	930	15,430
Yes	42	405	46	272	765
Total	4,393	2,989	7,611	1,202	16,195

Commercial?	Car	Pickup	SUV	Minivan	Total
No	94.5%	91.2%	96.8%	97.6%	95.1%
Yes	100.0%	86.9%	96.1%	95.0%	90.7%

Observations and Vehicle Measures 9

Figure 36. Observations (n) and Use Rates as a Function of Weather and Vehicle Type

	Car	Pickup Truck	SUV	Van/MiniVan	Total
Most Cloudy	1,574	1,069	2,722	397	5,762
Mostly Sunny	2,555	1,728	4,453	734	9,470
Rainy	264	192	436	71	963
Total	4,393	2,989	7,611	1,202	16,195

	Car	Pickup	SUV	Minivan	Total
Most Cloudy	95.6%	88.6%	97.5%	97.2%	94.9%
Mostly Sunny	94.1%	91.9%	96.2%	96.8%	94.8%
Rainy	93.0%	91.0%	98.4%	97.5%	95.3%

APPENDIX A

METHODOLOGY

Methodology: Design and Annual Notes 1

Design

- NHTSA approved the current Minnesota Statewide Seat Belt Survey design in 2022, and the design has been used since then. Although the same general methodological framework was used in iterations of the study prior to 2022.
- The 2026 survey is the final year under this approved design. Before the 2027 survey is conducted, a resample of sites or survey redesign must be completed and approved per the mandatory 5-Year site re-selection cycle established by NHTSA in the Uniform Criteria for State Observational Surveys of Seat Belt Use.
- The survey discussed in this report is Preusser Research Group's first for Minnesota. Previous Minnesota seat belt surveys were conducted by a different contractor. PRG used information from the previous year's survey to plan and implement the 2026 survey. The Minnesota Safety Council provided the information to PRG.

Sample

- PRG used 240 primary road segments for data collection. Secondary and tertiary road segments were also provided for use as backup locations if a primary site could not be observed. Observation sites were pin mapped by the previous contractor, and PRG observers used those maps to identify where to stand and which lanes of traffic to observe.
- Two primary sites (64 and 235) were compromised in the 2026 survey due to construction. Data was collected from the corresponding secondary reserve segment in each case.

Methodology: Design and Annual Notes 2

Scheduling

- Observations were scheduled for all days of the week during daylight hours, between 7:00 a.m. and 5:00 p.m. For each site, observers were given a designated start hour based on the times listed in the 2025 dataset.
- Observation sites were grouped into clusters of two to five sites based on geographical proximity, with each cluster assigned to a specific day of the week. Observers were then assigned clusters to create schedules that were logistically feasible. Exact days of week were matched in as much as possible as was done in previous years. In a few cases, a weekday was substituted for another weekday or weekend day substituted for another weekend day to build a logistically feasible schedule (e.g., a 2025 Thursday cluster completed on a Wednesday in 2026). The schedule adhered to the same time of day as the previous year.
- Maps of each observation site were provided. These maps were used in previous iterations of the survey and provided a graphic of where observers could stand, and which lane(s) of traffic observe.
- Each observer received a schedule and mapped route for each assigned cluster. The schedule specified the site order, day of week, observation start hour, roadway segment name, and observation-site latitude and longitude. Roadway names and GPS coordinates were also provided for alternate sites in case a primary site could not be observed upon arrival.

Methodology: Design and Annual Notes 3

Training

- The data collection team included seven observers trained by PRG. Five observers on the team had experience conducting seat belt observations for PRG. The two new observers on the team completed supervised roadside practice before beginning field observations. All observers received instruction on procedures specific to the Minnesota survey. Training also covered tablet-based data entry and procedures for handling field conditions that could require rescheduling or use of an alternate site, such as bad weather or traffic impediments.

Quality Control

- A designated monitor conducted random, unannounced quality-control checks at least 20 observation sites (8.3% of sites). During each check, the monitor confirmed that the observer was positioned at the correct location, observing the specified road segment, and collecting data during the assigned observation period. These checks provided an additional safeguard beyond PRG's observer training, which included both classroom instruction and roadside practice.
- Observers uploaded data at the end of each collection day, and the Field Manager reviewed the files upon receipt. No anomalies were identified, indicating that the data were consistent with valid on-site seat belt observations. PRG would have investigated warning signs such as repeated data patterns, unusual distributions by vehicle type, driver or passenger sex, passenger presence, seat belt use, excessive unknown seat belt-use entries, or unusually high or low observation totals. Some variation in these measures is expected; however, if suspicious patterns had appeared, PRG would have verified that observations were conducted properly and replaced any invalid data. Because no issues were detected, no corrective action was needed for this survey iteration.

Methodology: Design and Annual Notes 4

Dates of Data Collection

- The data collection was conducted between the dates of June 1, 2026, and July 24, 2026.

Standard Error

- The standard error for the 2026 survey is 0.408 percent, which falls well within the Uniform Criteria requirements of 2.5 percent.

Nonresponse Rates

- For the key metric of observed seat belt use rate, 76 of 16,196 observations were recorded as “Unknown,” representing less than 1.0 percent of the total. This is well below the maximum required threshold of 10 percent.

Methodology: Design and Annual Notes 5

Weighting Algorithm

- Each observation was weighted according to the following equation:

$$W = \frac{aadt*len}{VMTs} * \left(\frac{So}{Ss}\right) * \left(\frac{Lt}{lo}\right)/\left(\frac{1}{Fo}\right) * \left(\frac{Pe}{Pa}\right) * \left(\frac{Pse}{Psa}\right)$$

- Where

- W = Weighted value of a specific vehicle observation
- Aadt = Average Annual Daily Traffic for the site at which the observation takes place
- Len = Length (in miles) of the road segment being sampled
- VMTs = Vehicle Miles Traveled for the strata (combination of county type and road type)
- So = Number of sites sampled in the strata
- Ss = Total number of sites in the strata
- Lt = Total lanes (both directions) at observation site
- Lo = Number of lanes observed at observation site
- Fo = Proportion of vehicles being sampled based on the sample count (every 1, 3, or 5 vehicles)
- Pe = the proportion of total observations in the strata that should theoretically occur at the particular observation site (adjusted for sites with small numbers of observations)
- Pa = the proportion of total observations in the strata that occurred at the particular observation site.
- Pse = the proportion of total observations statewide that should theoretically occur in the particular strata as a whole
- Psa = the proportion of total observations that occurred in the particular strata

Methodology: Design and Annual Notes 6

Analysis

- After the weight factors are calculated as described on the previous page, they are multiplied by a value of 1 for observed front-seat occupants wearing a seat belt, and 0 for observed front-seat occupants who are not wearing a seat belt. The sum of these values forms the numerator of the seat-belt use equation. This numerator is then divided by the sum of all weights to calculate the use rate.

APPENDIX B

DATA COLLECTION SITES

List of Road Segment Samples by Stratum

Strata 1 Primary – Primary Roads in Major Metro Core Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
1	Main	1 Primary	640713935	Hennepin	US Hwy 169	137
2	Main	1 Primary	640283807	Hennepin	I- 35 W	35
3	Main	1 Primary	97642643	Ramsey	I- 694	87
4	Main	1 Primary	649639285	Hennepin	I- 494	75
5	Main	1 Primary	641316971	Hennepin	I- 94	151
6	Main	1 Primary	640262597	Hennepin	Townline Ave	282
7	Main	1 Primary	97668099	Ramsey	State Hwy 36	64
8	Main	1 Primary	640262922	Hennepin	Townline Ave	55
9	Main	1 Primary	43612612	Hennepin	US Hwy 169	44
10	Main	1 Primary	640678979	Hennepin	I- 494	80
11	Main	1 Primary	640263824	Hennepin	US Hwy 169	202
12	Main	1 Primary	639713749	Ramsey	State Hwy 36	212
13	Main	1 Primary	640246894	Hennepin	I- 394	56
14	Main	1 Primary	639571173	Hennepin	I- 35 W	133
15	Main	1 Primary	43809384	Hennepin	US Hwy 212	135
16	Main	1 Primary	640651824	Hennepin	US Hwy 212	66

(Continued on next page)

List of Road Segment Samples by Stratum (continued 1)

Strata 1 Primary – Primary Roads in Major Metro Core Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
17	Main	1 Primary	43612712	Hennepin	US Hwy 169	50
18	Main	1 Primary	43612880	Hennepin	US Hwy 212	100
19	Main	1 Primary	648490936	Hennepin	I- 394	49
20	Main	1 Primary	633358712	Hennepin	I- 94	60
21	Main	1 Primary	640262888	Hennepin	Townline Ave	41
22	Main	1 Primary	640350425	Hennepin	I- 35 W	130
23	Main	1 Primary	633358536	Hennepin	I- 494	61
24	Main	1 Primary	649638700	Hennepin	I- 94	151
25	Main	1 Primary	639539419	Hennepin	I- 694	70
26	Main	1 Primary	640241118	Hennepin	I- 94	145
27	Main	1 Primary	43638142	Hennepin	I- 35 W	289
28	Main	1 Primary	97645146	Ramsey	I- 94	95
29	Main	1 Primary	640258384	Hennepin	I- 494	182
30	Main	1 Primary	633358587	Hennepin	I- 494	259
31	Main	1 Primary	633540623	Ramsey	I- 694	150
32	Main	1 Primary	640439393	Hennepin	I- 494	33

List of Road Segment Samples by Stratum (continued 2)

Strata 1 Secondary – Secondary Roads in Major Metro Core Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
33	Main	1 Secondary	43639133	Hennepin	Hiawatha Ave	33
34	Main	1 Secondary	43706788	Hennepin	State Hwy 7	61
35	Main	1 Secondary	43840084	Hennepin	State Hwy 55	28
36	Main	1 Secondary	97641542	Ramsey	Snelling Ave	95
37	Main	1 Secondary	640284528	Hennepin	Olson Memorial Hwy	158
38	Main	1 Secondary	647772443	Hennepin	Olson Memorial Hwy	21
39	Main	1 Secondary	97674623	Ramsey	US Hwy 61	33
40	Main	1 Secondary	649846996	Hennepin	State Hwy 7	78
41	Main	1 Secondary	640749612	Hennepin	State Hwy 252	79
42	Main	1 Secondary	43610422	Hennepin	State Hwy 7	24
43	Main	1 Secondary	640005475	Hennepin	Hiawatha Ave	26
44	Main	1 Secondary	647759125	Hennepin	Main St	87
45	Main	1 Secondary	97639890	Ramsey	Snelling Ave N	71
46	Main	1 Secondary	635553897	Ramsey	Century Ave	221
47	Main	1 Secondary	640655769	Hennepin	State Hwy 55	144
48	Main	1 Secondary	97674782	Ramsey	Snelling Ave N	72

(Continued on next page)

List of Road Segment Samples by Stratum (continued 3)

Strata 1 Secondary – Secondary Roads in Major Metro Core Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
49	Main	1 Secondary	641220490	Hennepin	State Hwy 55	109
50	Main	1 Secondary	97649733	Ramsey	US Hwy 61	50
51	Main	1 Secondary	631877056	Hennepin	State Hwy 7	95
52	Main	1 Secondary	640284443	Hennepin	Olson Memorial Hwy	18
53	Main	1 Secondary	640770780	Hennepin	State Hwy 7	220
54	Main	1 Secondary	638528635	Ramsey	Snelling Ave	28

List of Road Segment Samples by Stratum (continued 4)

Strata 1 Local – Local Roads in Major Metro Core Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
55	Main	1 Local	641220125	Hennepin	Duluth St	176
56	Main	1 Local	648491609	Hennepin	Anderson Lakes Pkwy	169
57	Main	1 Local	43833858	Hennepin	Interlachen Blvd	132
58	Main	1 Local	640244339	Hennepin	Hennepin Ave	162
59	Main	1 Local	640673133	Hennepin	France Ave S	62
60	Main	1 Local	43719518	Hennepin	Cedar Lake Rd	81
61	Main	1 Local	640347892	Hennepin	Co Rd 81	8
62	Main	1 Local	97671162	Ramsey	Larpenteur Ave E	115

List of Road Segment Samples by Stratum (continued 5)

Strata 2 Primary – Primary Roads in Suburban Major Metro Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
63	Main	2 Primary	37945552	Dakota	I- 494	64
64	Backup in 2026	2 Primary	639565406	Scott	I- 35	119
65	Main	2 Primary	653427327	Anoka	I- 35	51
66	Main	2 Primary	97540018	Anoka	US Hwy 10	120
67	Main	2 Primary	37909039	Dakota	I- 35	145
68	Main	2 Primary	37923773	Dakota	I- 494	79
69	Main	2 Primary	635601044	Washington	I- 694	90
70	Main	2 Primary	97543218	Anoka	State Hwy 47	68
71	Main	2 Primary	37947388	Dakota	I- 35	140
72	Main	2 Primary	639961617	Washington	I- 35	108
73	Main	2 Primary	637968509	Wright	State Hwy 101	95
74	Main	2 Primary	44003915	Wright	I- 94	91
75	Main	2 Primary	636525007	Dakota	Courthouse Blvd E	8
76	Main	2 Primary	619782995	Wright	I- 94	67
77	Main	2 Primary	37905376	Dakota	Cedar Ave	61
78	Main	2 Primary	97550125	Anoka	I- 35	86

List of Road Segment Samples by Stratum (continued 6)

Strata 2 Secondary – Secondary Roads in Suburban Major Metro Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
79	Main	2 Secondary	97490265	Anoka	State Hwy 65	38
80	Main	2 Secondary	642889227	Anoka	US Hwy 10	111
81	Main	2 Secondary	97671856	Washington	Century Ave	90
82	Main	2 Secondary	642889091	Anoka	State Hwy 65	35
83	Main	2 Secondary	234993250	Washington	State Hwy 36	38
84	Main	2 Secondary	650594725	Dakota	Rochester Blvd	75
85	Main	2 Secondary	37952024	Dakota	Rochester Blvd	51
86	Main	2 Secondary	37947651	Dakota	Robert Trl S	49
87	Main	2 Secondary	37912983	Dakota	Emery Ave	54
88	Main	2 Secondary	37920280	Dakota	Robert Trl S	24
89	Main	2 Secondary	638101481	Wright	State Hwy 25	86
90	Main	2 Secondary	606956165	Scott	Country Trl E	111
91	Main	2 Secondary	38143720	Scott	State Hwy 13	38
92	Main	2 Secondary	636517349	Washington	State Hwy 36	101
93	Main	2 Secondary	639954390	Washington	State Hwy 36	156
94	Main	2 Secondary	647499806	Anoka	US Hwy 10	93
95	Main	2 Secondary	97823125	Washington	St Croix Trl N	123

(Continued on next page)

List of Road Segment Samples by Stratum (continued 7)

Strata 2 Secondary – Secondary Roads in Suburban Major Metro Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
96	Main	2 Secondary	651983602	Scott	Country Trl W	16
97	Main	2 Secondary	37911975	Dakota	Coates Blvd	26
98	Main	2 Secondary	97825071	Washington	State Hwy 36	55
99	Main	2 Secondary	653429862	Washington	Stillwater Blvd N	126
100	Main	2 Secondary	97770697	Sherburne	US Hwy 10	74
101	Main	2 Secondary	37909902	Dakota	S Robert Trl	33
102	Main	2 Secondary	37940706	Dakota	Dahomey Ave	85
103	Main	2 Secondary	37911318	Dakota	Courthouse Blvd E	30
104	Main	2 Secondary	649727000	Washington	Forest Blvd N	73
105	Main	2 Secondary	97488588	Anoka	State Hwy 65	25
106	Main	2 Secondary	646684530	Dakota	145th St E	48
107	Main	2 Secondary	38156041	Scott	Johnson Memorial Dr	66
108	Main	2 Secondary	649690710	Dakota	US Hwy 52	12
109	Main	2 Secondary	97827418	Washington	Dellwood Rd	166
110	Main	2 Secondary	647496300	Anoka	State Hwy 65	56
111	Main	2 Secondary	43511421	Carver	State Hwy 25	21

List of Road Segment Samples by Stratum (continued 8)

Strata 2 Local – Local Roads in Suburban Major Metro Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
112	Main	2 Local	37917128	Dakota	Southview Blvd	217
113	Main	2 Local	44010681	Wright	Fenning Ave NE	157
114	Main	2 Local	636516626	Washington	Tamarack Rd	38
115	Main	2 Local	43995114	Wright	Co Rd 37 NW	33
116	Main	2 Local	97521426	Anoka	Lake Dr NE	32
117	Main	2 Local	37903722	Dakota	Kenwood Trl	33
118	Main	2 Local	97786186	Washington	Summit Ave	36
119	Main	2 Local	642173585	Washington	Radio Dr	257
120	Main	2 Local	97793439	Washington	Leyland Trl	14
121	Main	2 Local	43987277	Wright	River St W	28

List of Road Segment Samples by Stratum (continued 9)

Strata 3 Primary – Local Roads in Small Metro/Large Town Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
122	Main	3 Primary	643424707	Chisago	I- 35	52
123	Main	3 Primary	649842879	Douglas	I- 94	66
124	Main	3 Primary	635816791	Olmsted	US Hwy 52	11
125	Main	3 Primary	611911104	Winona	I- 90	82
126	Main	3 Primary	624551813	Stearns	I- 94	49
127	Main	3 Primary	612671135	Olmsted	US Hwy 52	22
128	Main	3 Primary	619108532	Stearns	I- 94	92
129	Main	3 Primary	649532437	Stearns	I- 94	86
130	Main	3 Primary	647957306	Stearns	I- 94	15
131	Main	3 Primary	638530773	Stearns	I- 94	101
132	Main	3 Primary	39536234	Freeborn	I- 90	8
133	Main	3 Primary	107435781	Stearns	I- 94	75
134	Main	3 Primary	633479198	Steele	I- 35	5
135	Main	3 Primary	30571374	Olmsted	US Hwy 52	91
136	Main	3 Primary	611850009	Pine	I- 35	11

List of Road Segment Samples by Stratum (continued 10)

Strata 3 Secondary – Secondary Roads in Small Metro/Large Town Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
137	Main	3 Secondary	637411841	Winona	US Hwy 61	52
138	Main	3 Secondary	638710614	Saint Louis	State Hwy 135	19
139	Main	3 Secondary	635833637	Stearns	State Hwy 4	23
140	Main	3 Secondary	611827273	Crow Wing	State Hwy 371	59
141	Main	3 Secondary	31569590	Goodhue	US Hwy 52	20
142	Main	3 Secondary	611983866	Stearns	State Hwy 23	144
143	Main	3 Secondary	31559706	Goodhue	US Hwy 52	39
144	Main	3 Secondary	31558760	Goodhue	State Hwy 19	84
145	Main	3 Secondary	107447867	Stearns	State Hwy 23	55
146	Main	3 Secondary	647168106	Chisago	Saint Croix Trl	81
147	Main	3 Secondary	642388661	Stearns	Paynesville Byp	88
148	Main	3 Secondary	643391419	Clay	State Hwy 9	17
149	Main	3 Secondary	168297626	Otter Tail	State Hwy 210	30
150	Main	3 Secondary	639179780	Morrison	US Hwy 10	54
151	Main	3 Secondary	651338688	Olmsted	Broadway	63
152	Main	3 Secondary	28126961	Blue Earth	State Hwy 60	27

(Continued on next page)

List of Road Segment Samples by Stratum (continued 11)

Strata 3 Secondary – Secondary Roads in Small Metro/Large Town Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
153	Main	3 Secondary	608800149	Morrison	US Hwy 10	127
154	Main	3 Secondary	611841901	Pine	State Hwy 23	22
155	Main	3 Secondary	642611435	Goodhue	US Hwy 61	54
156	Main	3 Secondary	639861892	Stearns	State Hwy 23	104
157	Main	3 Secondary	637621988	Clay	US Hwy 10	32
158	Main	3 Secondary	640217209	Saint Louis	US Hwy 169	17
159	Main	3 Secondary	638919298	Olmsted	US Hwy 14	30
160	Main	3 Secondary	637662457	Saint Louis	US Hwy 53	10
161	Main	3 Secondary	168030439	Clay	US Hwy 10	55
162	Main	3 Secondary	107450987	Stearns	State Hwy 23	91
163	Main	3 Secondary	37324859	Rice	Morristown Blvd	22
164	Main	3 Secondary	31660469	Winona	US Hwy 61	9
165	Main	3 Secondary	168351165	Otter Tail	US Hwy 10	42
166	Main	3 Secondary	167389392	Morrison	State Hwy 115	17
167	Main	3 Secondary	204662211	Douglas	State Hwy 29	22
168	Main	3 Secondary	7505282	Freeborn	State Line Rd	12
169	Main	3 Secondary	612130230	Olmsted	Broadway	71

List of Road Segment Samples by Stratum (continued 12)

Strata 3 Local – Local Roads in Small Metro/Large Town Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
170	Main	3 Local	637978751	Saint Louis	Vlasich Rd	1
171	Main	3 Local	30551789	Olmsted	11th Ave NE	177
172	Main	3 Local	638117278	Saint Louis	W Beyer Rd	1
173	Main	3 Local	635618759	Chisago	Falcon Ave	45
174	Main	3 Local	28123750	Blue Earth	195th St	156
175	Main	3 Local	163163935	Saint Louis	Rice Lake Rd	18
176	Main	3 Local	651344758	Olmsted	75th St NW	18
177	Main	3 Local	163177724	Saint Louis	Vermilion Trl	23
178	Main	3 Local	612108934	Olmsted	75th St NE	4
179	Main	3 Local	107440085	Stearns	Cooper Ave S	58

List of Road Segment Samples by Stratum (continued 13)

Strata 4 Primary – Primary Roads in Rural/Small Community Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
180	Main	4 Primary	639988294	Nobles	I- 90	48
181	Main	4 Primary	638627994	Nobles	I- 90	29
182	Main	4 Primary	608389387	Rock	I- 90	146
183	Main	4 Primary	644194384	Nobles	I- 90	25
184	Main	4 Primary	612125823	Carlton	I- 35	24

List of Road Segment Samples by Stratum (continued 14)

Strata 4 Secondary – Secondary Roads in Rural/Small Community Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
185	Main	4 Secondary	646674261	Benton	State Hwy 23	82
186	Main	4 Secondary	36964493	Meeker	State Hwy 55	33
187	Main	4 Secondary	167970842	Becker	State Hwy 225	18
188	Main	4 Secondary	647386905	Kandiyohi	State Hwy 23	71
189	Main	4 Secondary	608297583	Hubbard	US Hwy 71	85
190	Main	4 Secondary	611261367	Becker	US Hwy 10	30
191	Main	4 Secondary	167360034	Benton	3rd St SE	116
192	Main	4 Secondary	645557992	Polk	US Hwy 75 SW	28
193	Main	4 Secondary	36805172	McLeod	Front St	78
194	Main	4 Secondary	643363125	Benton	State Hwy 15	35
195	Main	4 Secondary	653424358	Polk	US Hwy 2	22
196	Main	4 Secondary	608823761	Kandiyohi	195th Ave SW	18
197	Main	4 Secondary	33811068	Redwood	US Hwy 71	43
198	Main	4 Secondary	617459935	Beltrami	State Hwy 1	2
199	Main	4 Secondary	31418560	Dodge	State Hwy 56	16
200	Main	4 Secondary	608301562	Hubbard	US Hwy 71	17

(Continued on next page)

List of Road Segment Samples by Stratum (continued 15)

Strata 4 Secondary – Secondary Roads in Rural/Small Community Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
201	Main	4 Secondary	648780644	Swift	US Hwy 12	33
202	Main	4 Secondary	163072231	Mille Lacs	State Hwy 95	82
203	Main	4 Secondary	36822725	McLeod	US Hwy 212	24
204	Main	4 Secondary	36681460	Chippewa	Hwy 40 NW	65
205	Main	4 Secondary	644155658	Meeker	State Hwy 24	85
206	Main	4 Secondary	36824919	McLeod	State Hwy 7	51
207	Main	4 Secondary	201430547	Todd	US Hwy 71	49
208	Main	4 Secondary	643389090	Dodge	US Hwy 14	36
209	Main	4 Secondary	97617438	Isanti	1st Ave E	38
210	Main	4 Secondary	162744022	Cass	State Hwy 64	9
211	Main	4 Secondary	635743992	Beltrami	State Hwy 89	7
212	Main	4 Secondary	632906086	Carlton	State Hwy 27	22
213	Main	4 Secondary	643388256	Dodge	620th St	1
214	Main	4 Secondary	619418803	Kandiyohi	State Hwy 23	63
215	Main	4 Secondary	639825830	Kandiyohi	US Hwy 71	22
216	Main	4 Secondary	632611045	Beltrami	Hwy 71 NE	40

(Continued on next page)

List of Road Segment Samples by Stratum (continued 16)

Strata 4 Secondary – Secondary Roads in Rural/Small Community Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
217	Main	4 Secondary	162728569	Cass	State Hwy 210 SW	132
218	Main	4 Secondary	29742942	Nobles	State Hwy 60	28
219	Main	4 Secondary	28613819	Faribault	State Hwy 109	17
220	Main	4 Secondary	162616430	Aitkin	State Hwy 18	34
221	Main	4 Secondary	30333595	Cottonwood	US Hwy 71	55
222	Main	4 Secondary	168257971	Norman	State Hwy 200	14
223	Main	4 Secondary	163044904	Kanabec	State Hwy 23	17
224	Main	4 Secondary	34062007	Renville	830th Ave	43
225	Main	4 Secondary	605192605	Lyon	US Hwy 59	64
226	Main	4 Secondary	611749648	Itasca	US Hwy 2	25
227	Main	4 Secondary	612624917	Koochiching	Hwy 11 E	16

(Continued on next page)

List of Road Segment Samples by Stratum (continued 17)

Strata 4 Local – Local Roads in Rural/Small Community Counties

Site	Main or Reserve	Strata	Road Segment ID	County	Formal Name	Vehicle Observations
228	Main	4 Local	635755206	Benton	Wilson Ave NE	54
229	Main	4 Local	31428974	Dodge	650th St	4
230	Main	4 Local	171416696	Polk	E 7th St	42
231	Main	4 Local	171443327	Polk	Co Hwy 5	3
232	Main	4 Local	638530467	Benton	Ronneby Rd NE	23
233	Main	4 Local	608269924	Fillmore	Co Hwy 8	66
234	Main	4 Local	651242261	Fillmore	County 44	29
235	Backup in 2026	4 Local	31636356	Wabasha	State Hwy 247	87
236	Main	4 Local	162682346	Carlton	Alley 112	6
237	Main	4 Local	608268199	Fillmore	Bobcat Dr	1
238	Main	4 Local	55803193	Houston	Co Rd 6	25
239	Main	4 Local	55799666	Houston	S 3rd St	165
240	Main	4 Local	97624647	Isanti	267th Ave NE	37

APPENDIX C

SURVEY STATISTICIAN

Survey Statistician and Contact Information

- Neil Chaudhary, Ph.D., CEO of Preusser Research Group, was the project manager and survey statistician for this work and attests to the figures contained within. He may be contacted at:

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