Idaho Observational Seat Belt Survey

2026

Final Report

Prepared by the Office of Highway Safety

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Background

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

A total of 29,134 vehicle occupants were observed. The total occupants observed were comprised of 23,416 drivers and 5,718 outboard passengers. Sixty-nine percent (69%) of the vehicles were cars, vans, or Sport Utility Vehicles (SUVs) while 31% were pick-up trucks. Vans and SUVs used to be counted separately, but were combined with passenger cars for the 2013 survey because seat belt usage was virtually the same for both groups of vehicles in the past.

2026 Statewide Seat Belt Usage

Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
88.9%	0.70%	87.6%	90.3%

2026 Seat Belt Usage by Types of Roadway

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
Primary Roadway	88.4%	0.3%	87.8%	89.0%
Secondary Roadway	88.2%	0.6%	86.9%	89.4%
Local Roadway	89.1%	0.8%	87.5%	90.7%

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

2026 Statewide Seat Belt Usage by Vehicle Type

	Estimated Usage	Standard Error	Lower 95% Confidence Limit	Upper 95% Confidence Limit
All Vehicles	**88.9%**	**0.7%**	**87.6%**	**90.3%**
Drivers	88.9%	0.7%	87.6%	90.3%
Passengers	88.9%	0.7%	87.5%	90.3%
Passenger Cars, Vans, & SUV's	**91.2%**	**0.5%**	**90.1%**	**92.3%**
Drivers	91.3%	0.6%	90.2%	92.4%
Passengers	91.0%	0.6%	89.9%	92.1%
Pick-Up Trucks	**83.2%**	**1.1%**	**81.1%**	**85.3%**
Drivers	83.1%	1.1%	81.0%	85.3%
Passengers	83.5%	1.3%	81.1%	86.0%

The estimated seat belt usage for pick-up truck occupants continues to be lower than seat belt usage for either passenger cars or vans and sport utility vehicles (SUV's). The difference between seat belt use in pick-up trucks and in other passenger vehicles was statistically significant in 2026.

2026 Usage – ITD District by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	92.8%	87.7%	91.4%
2	93.9%	83.6%	90.4%
3	93.5%	88.6%	92.1%
4	89.9%	80.8%	86.8%
5	85.3%	76.4%	82.8%
6	88.4%	73.3%	84.4%
Statewide	**91.2%**	**83.2%**	**88.9%**

2026 Usage – Roadway Type by Vehicle Type

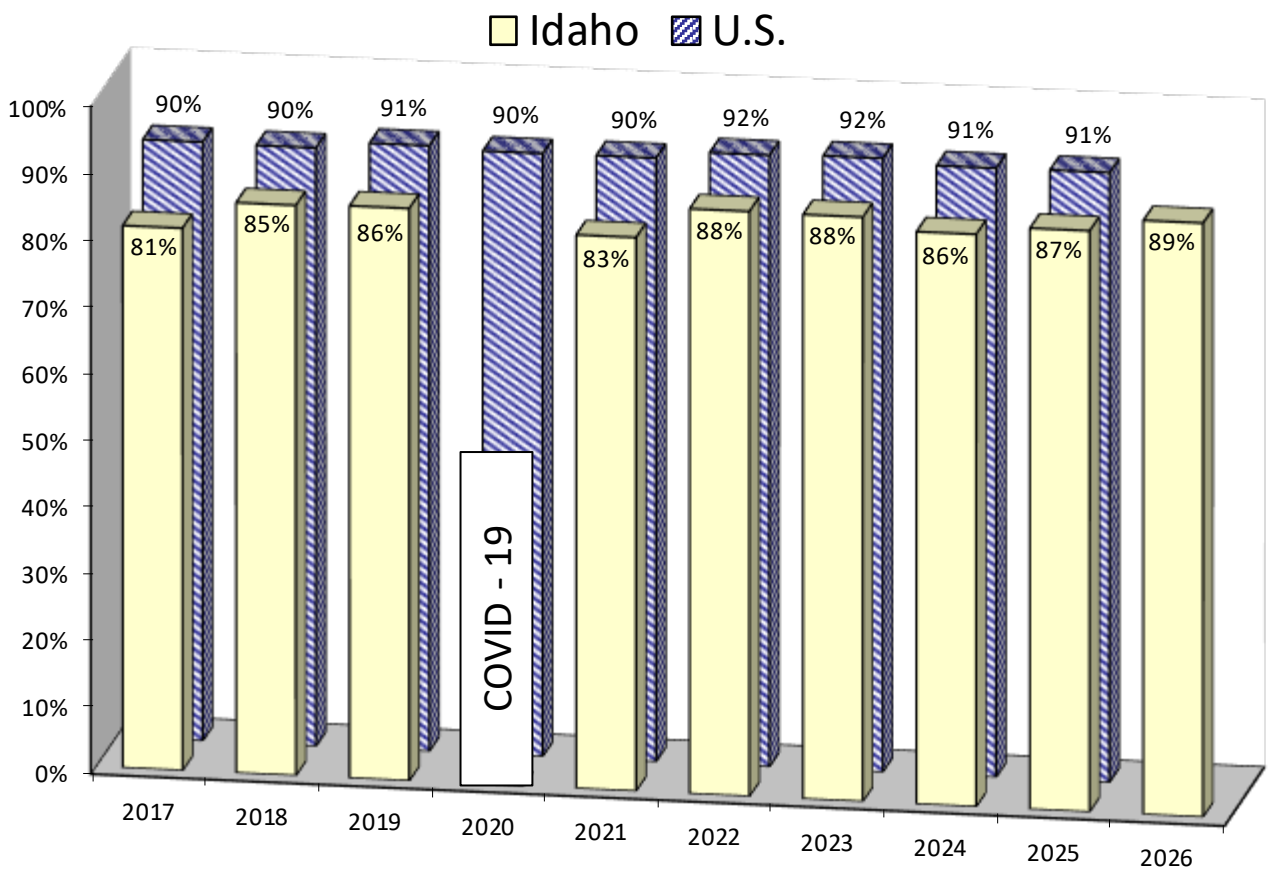
Roadway Type	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Primary Roadway	91.5%	81.6%	88.4%
Secondary Roadway	91.2%	80.7%	88.2%
Local Roadway	91.2%	83.8%	89.1%

2026 Usage - County by Vehicle Type

County	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
Ada	99.0%	99.1%	99.0%
Bannock	84.8%	78.9%	83.2%
Bingham	87.9%	67.9%	80.6%
Bonner	89.2%	80.4%	85.4%
Bonneville	88.7%	73.7%	84.8%
Canyon	90.0%	82.7%	87.9%
Cassia	86.8%	74.9%	82.9%
Elmore	99.3%	100.0%	99.5%
Fremont	79.2%	64.2%	73.6%
Jerome	83.6%	57.8%	74.4%
Kootenai	92.9%	87.9%	91.5%
Latah	97.5%	92.5%	95.9%
Nez Perce	91.9%	79.3%	87.3%
Payette	94.9%	82.8%	91.0%
Twin Falls	91.7%	86.7%	90.0%

Seat Belt Usage Trends

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



The survey design has been changed a few times since it was originally designed in 1986: in 1998, in 2013, in 2018, and in 2023. Comparisons of surveys from different design periods (1986 – 1997; 1998-2012; 2013-2017; 2018-2022 (the survey now has to be resampled every 5 years)) should be made conservatively, as the methodologies may differ greatly. The U.S. observed usage is measured by the NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey and is independent from the State belt use surveys. The 2026 US seat belt use was unavailable at the time of publication.

From 2025 to 2026 the Idaho observed seat belt usage increased from 87.0% to 88.9%.

Observed Usage – Vehicle Type by Year

	2022	2023	2024	2025	2026	Ave Yearly Change 2022-2026
PassengerVehicles	89.6%	90.1%	88.7%	90.4%	91.2%	1.6%
Pickup Trucks	82.3%	80.9%	77.8%	78.6%	83.2%	2.6%
Overall Usage	**87.6%**	**87.5%**	**85.7%**	**87.0%**	**88.9%**	1.8%

Observed Usage - Transportation District by Year

	2022	2023	2024	2025	2026	Ave Yearly Change 2022-2026
District 1	88.1%	91.0%	88.0%	88.9%	91.4%	1.6%
District 2	83.7%	90.3%	90.3%	90.8%	90.4%	0.2%
District 3	93.5%	91.9%	88.5%	91.3%	92.1%	2.4%
District 4	76.2%	78.6%	77.1%	74.6%	86.8%	3.3%
District 5	74.4%	79.9%	77.7%	83.7%	82.8%	4.7%
District 6	79.1%	80.8%	84.4%	84.3%	84.4%	0.0%

Observed Usage – County by Year

	2022	2023	2024	2025	2026	Ave Yearly Change 2022-2026
Ada	97.4%	97.8%	99.3%	97.6%	99.0%	-0.7%
Bannock	76.0%	80.0%	78.1%	84.0%	83.2%	4.7%
Bingham		79.6%	76.4%	82.2%	80.6%	
Bonner	89.2%	80.4%	77.3%	82.9%	85.4%	5.9%
Bonneville	79.1%	81.2%	84.8%	84.6%	84.8%	0.0%
Canyon	80.3%	88.2%	82.2%	87.9%	87.9%	4.6%
Cassia	75.0%	74.4%	76.2%	79.2%	82.9%	4.1%
Elmore	93.6%	94.4%	97.5%	97.5%	99.5%	0.6%
Franklin	70.7%					
Fremont	77.8%	67.0%	70.7%	75.5%	73.6%	3.7%
Jerome	81.6%	72.7%	83.7%	75.3%	74.4%	-7.1%
Kootenai	88.0%	91.2%	88.3%	89.0%	91.5%	1.5%
Latah	87.8%	88.2%	91.5%	92.6%	95.9%	2.0%
Nez Perce	82.9%	91.5%	89.6%	89.2%	87.3%	-1.0%
Payette		87.8%	84.7%	89.3%	91.0%	
Twin Falls	74.9%	80.7%	75.7%	73.6%	90.0%	5.5%
Washington	74.3%					

2026 Usage by Observation Site

County	Location	Designated Road		Intersection	2026 Usage
Bonner	1	US 2	West Bound	State Ave/SH 41	86.9%
	2	SH 41 (State Ave)	North Bound	US 2	87.9%
	3	SH 200 (4th Ave)	West Bound (NWB)	Main St	76.6%
	4	SH 200	West Bound	McGhee Rd	85.8%
	5	US 95/US 2	South Bound	Kootenai Cutoff Rd/Schweitzer Basin Rd	89.4%
	6	US 2	East Bound	SH 57	85.0%
Kootenai	7	I-90	East Bound	Exit 22 SH 97/Harrison	81.8%
	8	I-90	West Bound	Exit 2 Pleasant Valley Rd	89.8%
	9	I-90	West Bound	Exit 13 4th St	90.8%
	10	I-90	West Bound	Exit 28 4th of July Pass Recreation Area	66.7%
	11	SH 54	West Bound	SH 41	97.7%
	12	US 95	North Bound	Exit 446 Brunner Rd/Bunco Rd	87.7%
	13	SH 53	East Bound	Ramsey Rd	90.5%
	14	SH 97	South Bound	Pine St	64.7%
	15	SH 53	West Bound	Meyer Rd	86.1%
	16	US 95	North Bound	Prairie Ave	89.0%
	17	US 95	South Bound	SH 58 Spokane/CDA Casino Exit	95.3%
	18	US 95	South Bound	Hanley Ave	92.8%
	19	Rockford Bay Rd	West Bound	US 95	89.5%
	20	Hanley Ave	West Bound	Atlas Rd	87.0%
	21	N Hauser Lake Rd	South Bound	SH 53	90.0%
	22	Pointe Parkway	East Bound	Beck Rd	93.9%
	23	11th St	South Bound	Mullan Ave	94.1%
	24	N Chase Rd	North Bound	Poleline Ave	81.6%
	25	Boekel Rd	East Bound	Meyer Rd	89.3%
Latah	26	SH 9	South Bound	SH 8	91.2%
	27	SH 8 (Main St)	West Bound (NWB)	4th St	98.5%
	28	SH 3 (Wyoming St)	North Bound	SH 8	63.3%
	29	SH 3 (Main St)	East Bound (NB)	6th St	100.0%
	30	US 95 (Main St)	South Bound	D St	97.9%
	31	SH 3 (1st Ave)	South Bound	Jct SH 3/SH 8	50.0%
	32	US 95 (Jackson St)	South Bound	Sixth St	92.3%
	33	SH 99	North Bound	SH 8	78.9%
	34	SH 8 (Elk River Rd)	North Bound	Jct SH 3/SH 8	60.0%
	35	SH 8 (Pullman Rd)	West Bound	Warbonnet Dr	96.8%
Nez Perce	36	Main St	West Bound	13th St	86.0%
	37	US 12 (Main St)	East Bound	21 st St	90.8%
	38	US 12 (Main St)	West Bound	18th St	86.1%
	39	SH 3	South Bound	US 12	91.5%
	40	Main St	East Bound	18th St	86.7%
	41	SH 128 (NS Hwy)	East Bound	US 12	91.4%
	42	US 12	South Bound (WB)	6th Ave	94.1%
	43	Gifford Ruebens Rd	North Bound	US 12	81.3%
	44	18th Ave	East Bound	8th St	96.4%
	45	Lindsey Creek Rd	South Bound	Grelle Ave	85.7%
	46	4th St	South Bound	11th Ave	66.7%
	47	11th St	North Bound	Burrell Ave	66.7%
	48	Burrell Ave	West Bound	Thain Rd	97.4%
	49	Juniper Dr	South Bound	Stewart Ave	89.7%

County	Location	Designated Road		Intersection	Usage
Canyon	50	I-84	East Bound	SH 55/Karcher Rd/Midland Blvd Exit 33	92.5%
	51	I-84	East Bound	City Center/10th Ave Exit 28	83.6%
	52	I-84	West Bound	SH 44/Middleton Exit 25	89.8%
	53	I-84	West Bound	N Franklin Blvd Exit 36	83.3%
	54	I-84 BL (Nampa Caldwell Blvd)	North-West Bound	Middleton Rd	92.3%
	55	I-84 BL (Garrity Blvd)	South-West Bound	Flamingo Ave	92.4%
	56	I-84 BL (Garrity Blvd)	East Bound	Kings Rd	85.4%
	57	SH 44	East Bound	Middleton Rd	84.5%
	58	I-84 BL (Caldwell Blvd)	South-East Bound	Canyon St	95.1%
	59	SH 44 (Star Blvd)	West Bound	Middleton Rd	84.2%
	60	I-84 BL (Garrity Blvd)	North-East Bound	39th St	86.1%
	61	SH 55 (Karcher Rd)	East Bound	Midway Rd	93.1%
	62	Southside Blvd	North Bound	Locust Ln	90.6%
	63	Purple Sage Rd	West Bound	Middleton Rd	57.1%
	64	Middleton Rd	North Bound	Flamingo Ave	89.7%
	65	Birch Ln	West Bound	Northside Blvd	88.1%
	66	Emmett Rd	South Bound	SH 44	82.8%
	67	Cherry Ln	East Bound	Garrity Blvd/Can Ada Rd	88.0%
	68	Ustick Rd	East Bound	Farmway Rd	86.8%
	69	Roosevelt Ave	West Bound	Holly St	94.1%
Payette	70	I-84	West Bound	US 30/New Plymouth Exit 9	89.1%
	71	I-84	East Bound	US 95/Payette/Parma Exit 3	85.3%
	72	SH 52	South Bound (EB)	Jct with SH 72	84.2%
	73	SH 72	West Bound	Jct US 30	88.9%
	74	US 95 (N Whitely Dr)	North Bound	US 30 (NW 16th St)	95.3%
	75	US 95 (N Whitely Dr)	South Bound	US 30 (NW 16th St)	80.6%
Ada	76	I-84	East Bound	S Eisenman Rd Exit 59A	100.0%
	77	I-84	East Bound	Mayfield/Orchard Exit 71	100.0%
	78	I-84	West Bound	Vista Ave/Boise Airport Exit 53	100.0%
	79	I-84	West Bound	SH 21/Idaho City/Gowen Rd Exit 57	94.4%
	80	SH 55 (Eagle Rd)	North Bound	Colchester Dr/Locust Grove Rd	100.0%
	81	SH 21 (Gowen Rd)	South Bound (WB)	Federal Way	100.0%
	82	SH 55	South Bound	Brookside Ln	99.7%
	83	US 20/26 (Myrtle St)	East Bound	Capitol Blvd	100.0%
	84	US 20/26 (Chinden Blvd)	East Bound	Cloverdale Rd	100.0%
	85	SH 44/SH 55	West Bound	Edgewood Ln	100.0%
	86	US 20/26 (Chinden Blvd)	West Bound	Linder Rd	99.7%
	87	SH 44	East Bound	Linder Rd	99.5%
	88	SH 16	South Bound	SH 44	97.2%
	89	US 20/26 (Broadway Ave)	North Bound	Beacon St	99.6%
	90	US 20/26 (Chinden Blvd)	West Bound	Maple Grove/Garret St	99.7%
	91	Columbia Rd	East Bound	Linder Rd	100.0%
	92	Park Ln	South Bound	Floating Feather Rd	100.0%
	93	Boise Ave	West Bound	Law Ave	100.0%
	94	Eagle Rd	North Bound	Beacon Light Rd	98.2%
	95	Irving St	West Bound	Curtis Rd	96.6%
	96	Deer Flat Rd	West Bound	Ten Mile Rd	97.6%
	97	McMillan Rd	West Bound	Ten Mile Rd	100.0%
	98	Star Rd	South Bound	McMillan Rd	100.0%
	99	Black Cat Rd	South Bound	Ustick Rd	100.0%
	100	Ten Mile Rd	South Bound	Lake Hazel Rd	99.7%
	101	Milwaukee St	South Bound	Ustick Rd	98.5%
Elmore	102	I-84	East Bound	Old Oregon Trail Road Exit 99	100.0%
	103	I-84	East Bound	Mountain Home/Fairfield Exit 95	100.0%
	104	SH 51	North Bound	Jct SH 51/SH 67 (Airbase Rd)	99.1%
	105	I-84 BL (Airbase Rd)	West Bound	5th West St	100.0%
	106	SH 67 (Airbase Rd)	East Bound	SH 51/Elmcrest St	100.0%
	107	SH 78	North Bound (EB)	Old US 30	100.0%

County	Location	Designated Road		Intersection	Usage
Jerome	108	I-84	East Bound	US 93 Twin Falls/Sun Valley Exit 173	100.0%
	109	I-84	East Bound	Ridgeway Rd Exit 194	94.4%
	110	SH 25 (Main St)	West Bound	100 E/Tiger Dr	78.4%
	111	SH 79 (Lincoln Ave)	North Bound	SH 25 (Main St)	84.3%
	112	Ave I	West Bound	SH 79 (Lincoln Ave)	64.7%
	113	Valley Rd	North Bound	SH 25	57.1%
Cassia	114	I-84	East Bound	Cotterel Rest Area (~MP 229)	100.0%
	115	I-84	West Bound	SH 25/SH77 Rupert/Declo Exit 216	91.2%
	116	SH 77 (Center St)	East Bound	SH 81 (Main St)	100.0%
	117	SH 81	North-West Bound	I-84 BL/US 30 (Main St)	80.5%
	118	I-84 BL/US 30 (Main St)	West Bound	Albion Ave	86.3%
	119	SH 27 (Overland Ave)	North Bound	16th St	79.6%
Twin Falls	120	US 93 BL (Blue Lakes Blvd)	North Bound	College Rd	85.7%
	121	SH 74 (Washington St/N 2900 E)	North Bound	Orchard Dr	88.3%
	122	US 30 (Kimberly Rd/E 3800 N)	West Bound	Hawkins Rd (N 3200 E)	91.9%
	123	US 93 (Poleline Rd)	East Bound	Grandview Dr	86.8%
	124	SH 74	West Bound	US 93	100.0%
	125	US 30 (E 4100 N)	West Bound	Clear Lakes Rd/Burley Ave	85.8%
	126	N 1500 E (Fair St)	North Bound	US 30 (Broadway/E4100 N)	75.9%
	127	Center St (E 3700 N)	East Bound	Emerald Dr	97.2%
	128	3500 E	South Bound	2900 N	66.7%
	129	Eastland Dr (3100 E)	South Bound	Orchard Dr (3700 N)	87.9%
	130	2500 E Rd	South Bound	3700 N Rd	84.6%
	131	Clear Lakes Rd (SH 46)	South Bound	Broadway Ave (US 30)	68.4%
Bannock	132	I-15	South Bound	US 91 Downey/Preston Exit 36	89.2%
	133	I-15	North Bound	SH 40 Downey/Preston	85.3%
	134	US 30 (Gould St)	East Bound	I-15 BL/US 30 (Yellowstone Ave)	82.6%
	135	US 91 (Yellowstone Ave)	South Bound	New Day Parkway	86.5%
	136	US 91 (Yellowstone Ave)	North Bound	Pole Line Rd	92.1%
	137	I-15 BL (Alameda Rd/Pocatello Creek Rd)	East Bound	Hiline Rd/Jefferson Ave	84.8%
	138	US 30	South-West Bound	Philbin Rd	77.8%
	139	I-15 BL (Yellowstone Ave/Pocatello Ave)	North Bound	US 30 (Oak St/Gould Street)	88.9%
	140	Hawthorne Rd	South Bound	Quinn Rd	81.8%
	141	Fairway Dr	West Bound	Bench Rd	97.4%
	142	Pole Line Rd	South-West Bound	US 91 (Yellowstone Ave)	95.9%
	143	Main St/Hawthorne Rd	North Bound	Alameda Rd	81.5%
	144	Philbin Rd	South Bound	US 30	50.0%
	145	Inkom Rd (Jackson Creek Rd)	West Bound (NB)	Rapid Creek Rd	83.3%
Bingham	146	I-15	South Bound	US 26 Blackfoot/Aberdeen Exit 93	89.1%
	147	I-15	North Bound	US 91 Blackfoot Exit 89	81.7%
	148	I-15	North Bound	US 26 Blackfoot/Arco Exit 93	93.2%
	149	SH 39 (Main St)	North Bound	Washington Ave	66.7%
	150	US 26	East Bound	SH 39	77.5%
	151	US 91 (West Main St)	South Bound	Alice St	81.8%
	152	US 91 (State St)	North Bound	Center St	84.7%
	153	SH 39	North Bound	US 26	86.1%
	154	US 91 (West Main)	North Bound	Judicial St	87.2%
	155	I-15 BL (W Bridge St)	West Bound (NWB)	Meridian St	81.6%

County	Location	Designated Road		Intersection	Usage
Bonneville	157	I-15	North Bound	Osgood Area Exit 128	84.6%
	158	I-15	North Bound	US 20 (Grandview Dr) Exit 119	70.4%
	159	I-15	South Bound	W 65th S Shelly Exit 113	86.1%
	160	US 20 Bus (Holmes Ave)	North Bound	Iona Rd	83.9%
	161	US 26 (Yellowstone Hwy)	South Bound	Anderson Ave/Lincoln Rd	83.7%
	162	US 20 (Broadway St)	East Bound	Bellin Rd	74.7%
	163	US 20	West Bound (SB)	Riverside Dr/City Center Exit	87.3%
	164	US 91	North Bound	I-15 BL/US 26/Sunnyside Rd	88.1%
	165	US 26 (Yellowstone Hwy)	South Bound	Elva St	85.7%
	166	US 91 (Yellowstone Hwy)	North Bound	W 65th S St	84.5%
	167	US 20	North Bound	County Line Rd Exit 318	84.2%
	168	County Line Rd (E 145 N Rd)	West Bound	N Yellowstone Hwy	88.0%
	169	N 55th E (1st St)	South Bound	Owens Ave/ Iona Rd	76.1%
	170	E 49th S Rd	West Bound	Ammon Rd (97th S Rd)	71.4%
	171	Sunnyside Rd	East Bound	25th East	83.6%
	172	N 15th East (St. Leon Rd)	South Bound	US 26 (Yellowstone Hwy)	90.4%
	173	Woodruff Ave	North Bound	E 17th St	80.7%
	174	E 17th St	West Bound	Woodruff Ave	89.7%
Fremont	175	SH 32 (3600 E)	North Bound	SH 47 (E 1300 Rd N)	84.3%
	176	SH 47 (Main St/ E 1300 Rd N)	West Bound	US 20	85.2%
	177	US 20	South Bound (WB)	St Anthony Exit 346	87.5%
	178	US 20 Bus (S Bridge St)	South Bound	Main St	70.3%
	179	US 20	North Bound (EB)	St Anthony Exit 346	55.5%
	180	US 20 Bus (S Bridge St)	North Bound	Main St	78.0%

Raw Data for Each Location

				Cars / Vans / SUVs				Pick-Ups				Total									
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers		Non-	County	Road	Lane	Day of	Time
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Observations	Weight	Weight	Weight	the Week	Period
Bonner	1	Secondary	NE	154	19	32	3	87	20	20	2	241	39	52	5	8	1.00	74.02	1.000	Thursday	2
	2	Secondary	NW	74	8	18	1	62	13	13	1	136	21	31	2	7	1.00	364.44	1.000	Thursday	1
	3	Secondary	NE	56	10	27	4	31	26	33	5	87	36	60	9	1	1.00	357.34	1.000	Thursday	3
	4	Secondary	N	214	24	48	8	129	32	25	5	343	56	73	13	9	1.00	65.40	1.000	Thursday	3
	5	Secondary	W	162	15	47	5	107	18	28	3	269	33	75	8	3	1.00	300.28	1.000	Thursday	3
	6	Secondary	N	95	11	23	5	57	15	17	3	152	26	40	8	0	1.00	603.17	1.000	Thursday	2
Kootenai	7	Primary	E	5	0	3	0	1	2	0	0	6	2	3	0	0	1.00	26.71	2.000	Wednesday	3
	8	Primary	W	142	9	77	10	44	9	20	4	186	18	97	14	4	1.00	74.38	2.000	Sunday	3
	9	Primary	E	128	9	26	3	45	7	9	2	173	16	35	5	8	1.00	293.67	2.000	Wednesday	1
	10	Primary	W	2	1	2	1	0	0	0	0	2	1	2	1	0	1.00	70.24	2.000	Sunday	3
	11	Secondary	N	47	1	8	0	26	1	3	0	73	2	11	0	2	1.00	40.52	1.000	Wednesday	1
	12	Secondary	S	73	9	24	2	43	11	17	0	116	20	41	2	5	1.00	39.11	2.000	Wednesday	2
	13	Secondary	S	124	7	37	1	56	13	11	3	180	20	48	4	6	1.00	103.14	1.000	Wednesday	2
	14	Secondary	W	5	2	1	0	5	4	0	0	10	6	1	0	0	1.00	19.16	1.000	Wednesday	3
	15	Secondary	N	98	8	37	3	55	19	14	3	153	27	51	6	4	1.00	161.82	1.000	Wednesday	1
	16	Secondary	S	237	19	74	2	94	29	30	4	331	48	104	6	6	0.20	133.80	2.000	Wednesday	3
	17	Secondary	N	25	1	5	0	7	1	4	0	32	2	9	0	0	1.00	48.79	2.000	Wednesday	2
	18	Secondary	N	275	21	127	6	82	11	30	2	357	32	157	8	6	1.00	112.69	2.000	Sunday	2
	19	Local	N	27	2	3	0	20	3	1	1	47	5	4	1	3	1.00	27184.99	1.000	Wednesday	2
	20	Local	E	166	20	32	6	42	9	7	2	208	29	39	8	2	1.00	1999.89	1.000	Wednesday	3
	21	Local	E	11	2	6	1	7	0	3	0	18	2	9	1	0	1.00	5736.82	1.000	Sunday	1
	22	Local	W	139	8	51	1	38	5	17	2	177	13	68	3	9	1.00	26636.18	2.000	Sunday	3
	23	Local	W	15	2	3	0	11	0	3	0	26	2	6	0	0	1.00	12311.64	1.000	Wednesday	1
	24	Local	N	13	3	6	2	9	2	3	0	22	5	9	2	0	1.00	69269.91	1.000	Sunday	1
	25	Local	N	40	4	4	2	19	2	4	0	59	6	8	2	0	1.00	6252.00	1.000	Wednesday	1
Latah	26	Secondary	E	16	3	3	0	9	0	3	0	25	3	6	0	2	1.24	111.49	1.000	Friday	1
	27	Secondary	E	35	0	7	0	19	1	6	0	54	1	13	0	3	1.24	2840.88	2.000	Wednesday	1
	28	Secondary	W	8	4	3	0	7	6	1	1	15	10	4	1	2	1.24	97.92	1.000	Friday	2
	29	Secondary	N	1	0	1	0	0	0	0	0	1	0	1	0	0	1.24	602.41	1.000	Friday	2
	30	Secondary	W	89	2	21	1	25	0	7	0	114	2	28	1	8	1.24	238.71	2.000	Wednesday	3
	31	Secondary	N	1	0	0	0	0	1	0	0	1	1	0	0	0	1.24	65.14	1.000	Friday	1
	32	Secondary	E	98	5	34	2	38	7	9	1	136	12	43	3	2	1.24	489.29	3.000	Wednesday	2
	33	Secondary	S	9	0	4	0	2	4	0	0	11	4	4	0	1	1.24	251.52	1.000	Wednesday	1
	34	Secondary	S	2	1	0	1	1	0	0	0	3	1	0	1	1	1.24	53.81	1.000	Friday	1
	35	Secondary	S	152	4	37	2	47	1	8	1	199	5	45	3	7	1.24	143.61	2.000	Wednesday	2
Nez Perce	36	Secondary	S	51	7	4	0	26	7	5	0	77	14	9	0	9	1.18	214.32	1.000	Friday	1
	37	Secondary	W	72	6	39	1	48	10	19	1	120	16	58	2	0	1.18	173.08	2.000	Saturday	2
	38	Secondary	S	154	21	23	1	69	19	7	0	223	40	30	1	7	1.18	708.61	2.000	Friday	3
	39	Secondary	S	16	0	3	0	21	4	3	0	37	4	6	0	1	1.18	60.16	1.000	Friday	2
	40	Secondary	N	117	14	20	1	56	14	9	2	173	28	29	3	10	1.18	106.39	2.000	Friday	1
	41	Secondary	E	73	3	41	3	30	6	16	3	103	9	57	6	0	1.18	1629.34	1.000	Saturday	2
	42	Secondary	S	230	10	125	2	82	15	43	3	312	25	168	5	10	1.18	46.82	2.000	Saturday	2
	43	Local	E	27	6	3	0	7	2	2	1	34	8	5	1	6	1.18	4784.15	1.000	Wednesday	1
	44	Local	N	29	1	13	0	8	1	4	0	37	2	17	0	0	1.18	1117.67	1.000	Saturday	1
	45	Local	W	6	0	2	0	9	3	1	0	15	3	3	0	0	1.18	12943.03	1.000	Friday	1
	46	Local	E	3	0	0	0	1	1	0	1	4	1	0	1	0	1.18	1983.63	1.000	Saturday	1
	47	Local	N	1	0	1	0	0	1	0	0	1	1	1	0	0	1.18	1109.65	1.000	Saturday	1
	48	Local	NE	22	0	4	0	8	1	3	0	30	1	7	0	1	1.18	568.84	1.000	Friday	2
	49	Local	S	53	3	7	0	15	6	3	0	68	9	10	0	4	1.18	1019.61	1.000	Friday	2

Raw Data for Each Location

				Cars / Vans / SUVs				Pick-Ups				Total									
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers		Non-	County	Road	Lane	Day of	Time
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Observations	Weight	Weight	Weight	the Week	Period
Canyon	50	Primary	NE	404	29	108	7	150	19	27	1	554	48	135	8	8	1.00	75.54	2.000	Monday	3
	51	Primary	E	167	28	45	5	82	26	18	2	249	54	63	7	34	1.00	95.20	2.000	Thursday	2
	52	Primary	E	26	2	9	0	11	3	7	1	37	5	16	1	7	1.00	21.60	2.000	Thursday	2
	53	Primary	E	47	6	7	0	30	10	6	2	77	16	13	2	7	1.00	48.32	3.000	Thursday	1
	54	Secondary	W	127	7	19	1	33	5	2	2	160	12	21	3	4	1.00	91.15	2.000	Monday	1
	55	Secondary	E	188	13	47	3	56	8	13	1	244	21	60	4	12	1.00	241.54	2.000	Thursday	2
	56	Secondary	N	170	27	33	3	48	10	7	4	218	37	40	7	5	1.00	456.14	2.000	Thursday	1
	57	Secondary	W	143	14	22	4	60	23	4	1	203	37	26	5	31	1.00	79.82	1.000	Thursday	1
	58	Secondary	SE	201	12	48	0	65	3	16	2	266	15	64	2	5	1.00	515.96	2.000	Monday	2
	59	Secondary	W	105	16	26	3	55	16	6	1	160	32	32	4	32	1.00	107.27	1.000	Thursday	1
	60	Secondary	E	233	39	38	6	71	10	12	2	304	49	50	8	20	1.00	169.06	2.000	Thursday	2
	61	Secondary	W	223	15	57	1	94	8	15	5	317	23	72	6	13	1.00	47.95	2.000	Monday	1
	62	Local	N	47	3	10	0	25	6	5	0	72	9	15	0	8	1.00	2180.06	1.000	Monday	3
	63	Local	S	6	3	0	1	5	3	1	2	11	6	1	3	3	1.00	654.52	1.000	Thursday	1
	64	Local	NE	108	11	34	2	35	7	6	1	143	18	40	3	3	1.00	18859.66	1.000	Monday	1
	65	Local	SE	35	4	9	0	13	4	2	0	48	8	11	0	1	1.00	1023.08	1.000	Thursday	1
	66	Local	W	39	5	7	2	25	6	6	3	64	11	13	5	12	1.00	20206.66	1.000	Thursday	2
	67	Local	S	172	18	32	8	60	9	14	3	232	27	46	11	7	1.00	13111.44	1.000	Thursday	2
	68	Local	W	68	7	12	0	23	6	2	3	91	13	14	3	29	1.00	5291.37	1.000	Thursday	3
	69	Local	E	12	1	3	0	1	0	0	0	13	1	3	0	2	1.00	4307.56	1.000	Monday	2
Payette	70	Secondary	E	21	3	11	1	9	1	0	0	30	4	11	1	3	1.88	5.65	2.000	Monday	2
	71	Secondary	S	86	14	26	4	39	8	11	2	125	22	37	6	7	1.88	67.83	2.000	Monday	1
	72	Secondary	N	17	1	5	1	7	4	3	0	24	5	8	1	0	1.88	28.91	1.000	Monday	2
	73	Secondary	E	10	0	5	0	9	3	0	0	19	3	5	0	2	1.88	364.14	1.000	Monday	2
	74	Secondary	N	71	1	18	1	28	4	6	0	99	5	24	1	6	1.88	295.52	2.000	Monday	1
	75	Secondary	N	43	4	14	1	18	9	4	5	61	13	18	6	4	1.88	74.81	2.000	Monday	1
Ada	76	Primary	N	43	0	8	0	30	0	4	0	73	0	12	0	0	1.00	15.13	2.000	Monday	2
	77	Primary	E	14	0	3	0	12	0	2	0	26	0	5	0	0	1.00	9.67	2.000	Wednesday	1
	78	Primary	E	54	0	12	0	18	0	2	0	72	0	14	0	0	1.00	104.26	3.000	Friday	1
	79	Primary	W	22	1	1	0	10	1	1	0	32	2	2	0	0	1.00	18.20	2.000	Monday	1
	80	Secondary	E	299	0	45	0	125	0	26	0	424	0	71	0	0	1.00	59.54	2.000	Monday	2
	81	Secondary	W	144	0	18	0	69	0	6	0	213	0	24	0	0	1.00	144.48	2.000	Monday	1
	82	Secondary	E	177	0	24	1	84	0	15	0	261	0	39	1	0	1.00	13.70	1.000	Monday	1
	83	Secondary	W	154	0	17	0	31	0	2	0	185	0	19	0	0	1.00	112.04	4.000	Monday	3
	84	Secondary	E	204	0	43	0	51	0	13	0	255	0	56	0	4	1.00	99.38	2.000	Monday	3
	85	Secondary	S	154	0	18	0	99	0	11	0	253	0	29	0	1	1.00	32.91	2.000	Monday	1
	86	Secondary	E	167	0	44	0	91	1	12	0	258	1	56	0	5	1.00	31.73	2.000	Friday	3
	87	Secondary	S	124	1	31	0	52	0	8	0	176	1	39	0	8	1.00	21.62	2.000	Friday	1
	88	Secondary	N	120	4	10	0	72	2	6	0	192	6	16	0	6	1.00	35.45	2.000	Friday	1
	89	Secondary	S	155	1	24	0	53	0	12	0	208	1	36	0	3	1.00	91.90	2.000	Monday	3
	90	Secondary	W	225	1	43	0	64	0	13	0	289	1	56	0	0	1.00	38.21	2.000	Monday	3
	91	Local	S	86	0	19	0	45	0	11	0	131	0	30	0	1	1.00	4555.73	1.000	Friday	3
	92	Local	NW	84	0	25	0	39	0	11	0	123	0	36	0	0	1.00	3148.07	1.000	Friday	3
	93	Local	W	138	0	12	0	32	0	9	0	170	0	21	0	0	1.00	4897.11	1.000	Monday	2
	94	Local	NW	62	1	24	1	19	0	5	0	81	1	29	1	0	1.00	7732.82	1.000	Friday	3
	95	Local	S	32	0	9	0	12	1	3	1	44	1	12	1	0	1.00	1585.43	1.000	Monday	3
	96	Local	SE	105	3	42	1	42	0	12	1	147	3	54	2	1	1.00	8304.32	1.000	Friday	3
	97	Local	N	156	0	34	0	38	0	6	0	194	0	40	0	4	1.00	1050.54	1.000	Friday	3
	98	Local	E	128	0	23	0	87	0	16	0	215	0	39	0	0	1.00	603.71	1.000	Friday	2
	99	Local	E	53	0	8	0	16	0	5	0	69	0	13	0	0	1.00	1783.15	1.000	Friday	2
	100	Local	N	187	1	70	0	75	0	24	0	262	1	94	0	0	1.00	1979.67	1.000	Friday	3
	101	Local	W	122	0	20	1	42	1	7	1	164	1	27	2	0	1.00	2070.76	1.000	Monday	3
Elmore	102	Primary	E	3	0	0	0	1	0	1	0	4	0	1	0	0	1.71	70.12	2.000	Wednesday	3
	103	Primary	SW	28	0	7	0	17	0	5	0	45	0	12	0	0	1.71	278.85	2.000	Wednesday	1
	104	Secondary	E	61	0	20	1	26	0	8	0	87	0	28	1	0	1.71	1226.96	1.000	Wednesday	2
	105	Secondary	N	86	0	16	0	61	0	12	0	147	0	28	0	2	1.71	94.26	2.000	Wednesday	2
	106	Secondary	NE	54	0	22	0	36	0	13	0	90	0	35	0	0	1.71	181.66	2.000	Wednesday	3
	107	Secondary	W	6	0	3	0	5	0	4	0	11	0	7	0	0	1.71	189.38	1.000	Wednesday	3

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				Cars / Vans / SUVs				Pick-Ups				Total									
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers		Non-	County	Road	Lane	Day of	Time
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Observations	Weight	Weight	Weight	the Week	Period
Jerome	108	Primary	N	6	0	0	0	1	0	0	0	7	0	0	0	0	2.38	88.64	2.000	Thursday	1
	109	Primary	W	11	0	2	0	3	1	1	0	14	1	3	0	0	2.38	26.50	2.000	Tuesday	2
	110	Secondary	E	45	7	7	2	25	10	3	3	70	17	10	5	3	2.38	849.01	1.000	Thursday	1
	111	Secondary	W	56	5	6	0	22	11	2	0	78	16	8	0	1	2.38	896.14	2.000	Thursday	1
	112	Local	N	15	6	2	2	5	3	0	1	20	9	2	3	1	2.38	3966.27	1.000	Thursday	2
	113	Local	E	3	0	0	0	1	2	0	1	4	2	0	1	0	2.38	7365.82	1.000	Tuesday	2
Cassia	114	Primary	W	1	0	1	0	6	0	1	0	7	0	2	0	1	2.34	99.25	2.000	Wednesday	1
	115	Primary	N	13	2	2	0	13	1	3	0	26	3	5	0	1	2.34	78.16	2.000	Wednesday	1
	116	Secondary	E	1	0	0	0	1	0	0	0	2	0	0	0	0	2.34	41.57	1.000	Wednesday	1
	117	Secondary	E	45	7	15	1	27	12	4	2	72	19	19	3	4	2.34	143.32	2.000	Wednesday	2
	118	Secondary	W	71	9	18	0	40	10	9	3	111	19	27	3	2	2.34	406.00	2.000	Wednesday	2
	119	Secondary	S	96	19	18	4	28	12	2	2	124	31	20	6	5	2.34	371.64	2.000	Wednesday	2
Twin Falls	120	Secondary	N	207	29	49	7	58	17	10	1	265	46	59	8	2	1.00	237.05	2.000	Thursday	2
	121	Secondary	E	123	14	15	1	35	7	1	1	158	21	16	2	5	1.00	1109.28	1.000	Tuesday	2
	122	Secondary	S	84	6	7	1	29	4	4	0	113	10	11	1	3	1.00	4837.71	2.000	Tuesday	1
	123	Secondary	S	130	15	48	3	38	13	7	3	168	28	55	6	1	1.00	45.73	2.000	Thursday	2
	124	Secondary	N	4	0	0	0	2	0	0	0	6	0	0	0	0	1.00	192.63	1.000	Tuesday	1
	125	Secondary	N	49	4	7	0	37	12	10	1	86	16	17	1	1	1.00	146.08	1.000	Tuesday	1
	126	Local	NW	44	6	7	2	9	11	3	1	53	17	10	3	1	1.00	7935.72	1.000	Tuesday	1
	127	Local	SE	36	2	4	0	25	0	4	0	61	2	8	0	3	1.00	30117.41	1.000	Tuesday	1
	128	Local	W	2	0	0	0	0	1	0	0	2	1	0	0	0	1.00	663.33	1.000	Tuesday	1
	129	Local	SW	42	6	16	1	44	6	7	2	86	12	23	3	4	1.00	1409.11	1.000	Tuesday	2
	130	Local	E	5	0	1	0	5	2	0	0	10	2	1	0	1	1.00	3263.95	1.000	Tuesday	2
	131	Local	W	15	5	5	0	6	7	0	0	21	12	5	0	0	1.00	8216.61	1.000	Tuesday	1
Bannock	132	Primary	W	31	1	11	2	12	4	4	0	43	5	15	2	0	1.00	759.40	2.000	Thursday	2
	133	Primary	S	14	3	5	1	7	1	3	0	21	4	8	1	1	1.00	99.18	2.000	Thursday	2
	134	Secondary	N	61	9	6	3	21	6	2	1	82	15	8	4	3	1.00	204.71	1.000	Monday	1
	135	Secondary	S	87	8	22	2	42	12	9	3	129	20	31	5	9	1.00	42.95	1.000	Monday	1
	136	Secondary	N	198	10	33	4	62	7	11	5	260	17	44	9	7	1.00	149.33	1.000	Monday	1
	137	Secondary	N	128	22	32	3	27	10	8	0	155	32	40	3	3	1.00	1857.20	2.000	Thursday	3
	138	Secondary	E	38	5	11	2	22	11	6	4	60	16	17	6	2	1.00	26.24	1.000	Monday	3
	139	Secondary	S	214	31	59	1	61	8	19	4	275	39	78	5	3	1.00	108.94	2.000	Thursday	2
	140	Local	SE	100	12	12	4	21	12	2	2	121	24	14	6	6	1.00	1954.95	1.000	Monday	2
	141	Local	SE	23	0	5	0	7	1	3	0	30	1	8	0	3	1.00	1925.63	1.000	Monday	1
	142	Local	S	32	1	5	0	9	1	1	0	41	2	6	0	3	1.00	1114.34	1.000	Monday	1
	143	Local	E	116	22	20	4	37	12	8	3	153	34	28	7	9	1.00	8337.51	1.000	Thursday	3
	144	Local	NW	1	1	0	1	1	0	0	0	2	1	0	1	0	1.00	8544.96	1.000	Monday	2
	145	Local	N	28	8	12	1	14	2	6	1	42	10	18	2	3	1.00	13609.58	1.000	Thursday	1
Bingham	146	Primary	S	88	7	41	2	26	8	8	3	114	15	49	5	4	1.00	12.68	2.000	Friday	2
	147	Primary	N	36	6	16	3	11	5	4	1	47	11	20	4	1	1.00	158.03	2.000	Monday	2
	148	Primary	S	39	2	14	2	19	1	10	1	58	3	24	3	2	1.00	14.05	2.000	Friday	1
	149	Secondary	S	30	9	7	3	9	8	0	3	39	17	7	6	3	1.00	1505.88	1.000	Friday	3
	150	Secondary	SW	97	21	25	4	37	19	6	4	134	40	31	8	6	1.00	15.60	2.000	Monday	3
	151	Secondary	N	73	7	15	1	41	18	6	4	114	25	21	5	1	1.00	1601.47	2.000	Friday	1
	152	Secondary	NE	89	17	31	3	46	9	11	3	135	26	42	6	5	1.00	94.85	2.000	Friday	2
	153	Secondary	W	102	13	34	0	41	14	9	3	143	27	43	3	5	1.00	80.29	2.000	Friday	3
	154	Secondary	N	61	6	20	2	25	7	3	1	86	13	23	3	7	1.00	107.01	2.000	Monday	2
	155	Secondary	N	160	22	22	8	58	21	9	5	218	43	31	13	14	1.00	344.51	2.000	Monday	2

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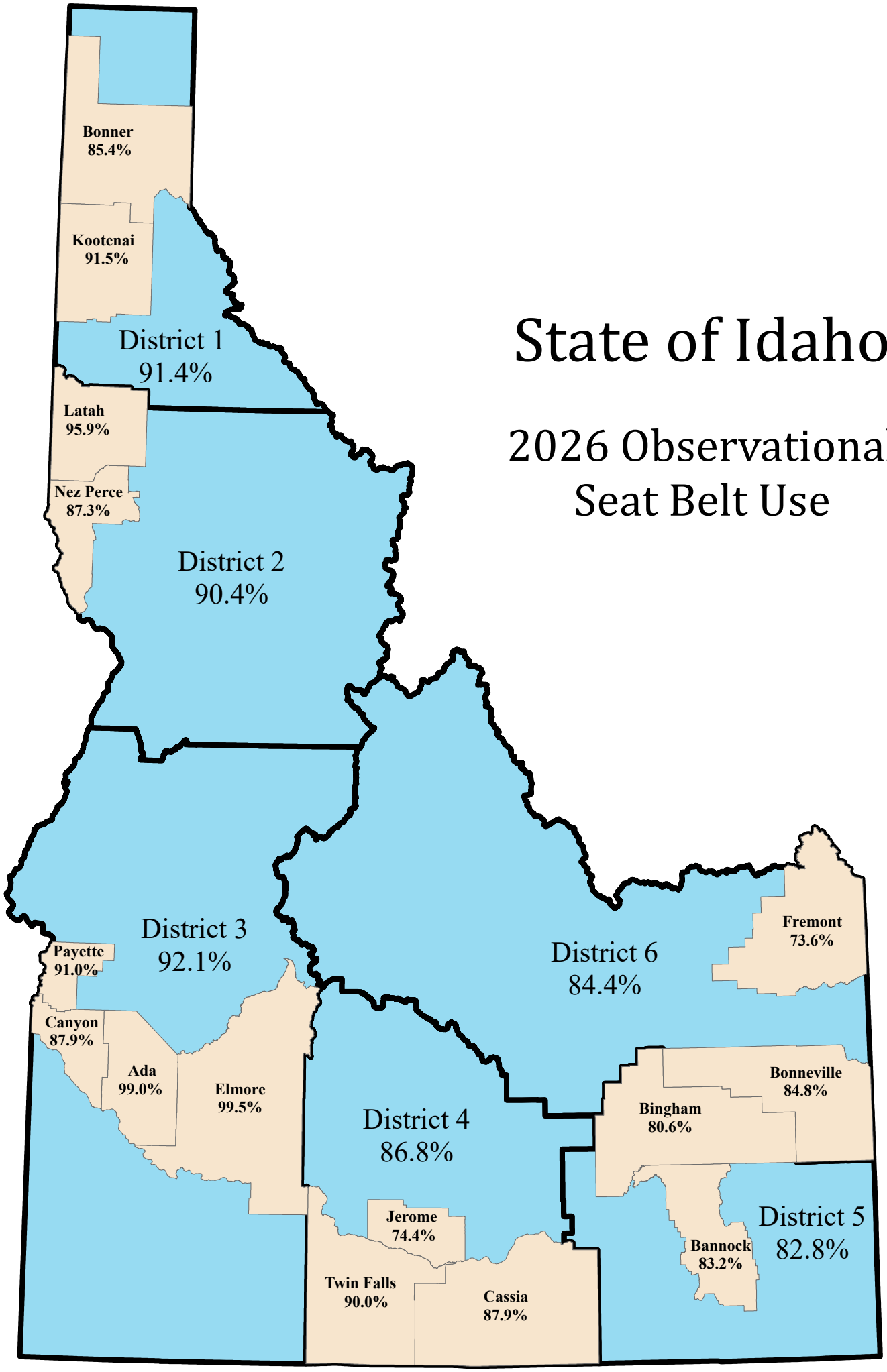
				Drivers		Passengers		Drivers		Passengers		Drivers		Passengers		Non-	County	Road	Lane	Day of	Time
County	Location	Strata	Direction	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Restrained	Unrestrained	Observations	Weight	Weight	Weight	the Week	Period
Bonneville	156	Primary	N	18	2	7	2	5	2	3	0	23	4	10	2	0	1.00	14.88	2.000	Saturday	1
	157	Primary	N	10	2	3	0	4	4	2	2	14	6	5	2	1	1.00	1125.12	2.000	Wednesday	1
	158	Primary	S	191	21	65	13	69	17	22	5	260	38	87	18	13	1.00	106.19	2.000	Tuesday	3
	159	Primary	N	60	9	14	1	29	11	12	1	89	20	26	2	1	1.00	12.01	2.000	Tuesday	2
	160	Secondary	S	81	13	43	3	38	13	13	5	119	26	56	8	3	1.00	147.92	2.000	Saturday	1
	161	Secondary	NE	57	15	11	5	37	11	4	6	94	26	15	11	6	1.00	45.78	2.000	Tuesday	3
	162	Secondary	SW	65	10	15	1	23	5	7	0	88	15	22	1	3	1.00	306.07	2.000	Tuesday	2
	163	Secondary	SW	85	6	23	4	19	7	6	1	104	13	29	5	4	1.00	5539.63	2.000	Wednesday	2
	164	Secondary	NE	32	1	4	0	16	4	2	4	48	5	6	4	6	1.00	98.51	2.000	Tuesday	1
	165	Secondary	N	149	18	61	8	63	22	22	6	212	40	83	14	12	1.00	242.66	2.000	Saturday	2
	166	Secondary	NE	54	4	8	4	16	6	2	1	70	10	10	5	9	1.00	392.43	2.000	Tuesday	1
	167	Secondary	N	56	3	13	2	24	5	2	3	80	8	15	5	3	1.00	73.40	2.000	Wednesday	2
	168	Local	N	73	16	24	4	21	12	3	6	94	28	27	10	3	1.00	391.55	1.000	Wednesday	1
	169	Local	E	22	4	8	1	7	9	3	2	29	13	11	3	3	1.00	3357.22	1.000	Wednesday	3
	170	Local	N	79	9	30	5	16	10	8	2	95	19	38	7	1	1.00	20179.25	1.000	Saturday	3
	171	Local	N	110	7	46	6	33	8	19	1	143	15	65	7	3	1.00	3429.91	2.000	Saturday	2
	172	Local	W	113	18	33	5	39	18	7	5	152	36	40	10	9	1.00	10195.18	1.000	Wednesday	2
	173	Local	E	66	7	12	1	24	3	3	1	90	10	15	2	8	1.00	4570.81	2.000	Tuesday	1
	174	Local	NW	138	21	57	8	47	11	15	8	185	32	72	16	12	1.00	6818.99	2.000	Saturday	2
Fremont	175	Secondary	N	28	2	18	4	15	6	8	0	43	8	26	4	0	1.00	1430.70	1.000	Wednesday	1
	176	Secondary	SE	8	1	6	0	6	2	1	0	14	3	7	0	1	1.00	56.43	1.000	Wednesday	1
	177	Secondary	N	18	9	8	3	16	9	10	1	34	18	18	4	0	1.00	108.67	2.000	Wednesday	2
	178	Secondary	W	56	30	12	10	23	30	5	7	79	60	17	17	9	1.00	615.22	1.000	Wednesday	2
	179	Secondary	NE	52	9	9	0	28	13	7	5	80	22	16	5	0	1.00	344.45	2.000	Wednesday	1
	180	Secondary	SW	98	24	33	9	39	24	13	3	137	48	46	12	9	1.00	635.29	1.000	Wednesday	3



State of Idaho

2026 Observational Seat Belt Use

August
2026