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167

Collateral references. — 7A Am. Jur.
2d, Automobiles and Highway Traffic,
§§ 185 to 203.
60 C.J.S. Motor Vehicles, § 26.

Sec. 28.05.090. Citation form. [Repealed, § 6 ch 178 SLA 1978.]

Sec. 28.05.091. Seizure of unsafe or defectively equipped vehicle. A motor vehicle which is driven on a highway or vehicular way or area, and which has been determined to be defective in equipment so as to be unsafe for driving, is an unlawful vehicle and may be impounded by a peace officer or an employee of the department officially designated for that purpose. The owner or person in lawful possession of the vehicle shall pay the necessary costs of impounding and storing the vehicle. The impounding of a vehicle is in addition to any other penalty. Nothing in this section prevents the driving or moving of a defective vehicle in the manner directed by the peace officer or employee to a place for

- (1) the correction of a defect in the equipment;
- (2) dismantling or wrecking; or
- (3) storage without repair. (§ 6 ch 178 SLA 1978)

Sec. 28.05.095. Child safety devices. [Effective June 8, 1985.]
(a) Except as provided in (b) of this section, a driver may not transport a child under the age of seven in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is between four and six years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a seatbelt, whichever is appropriate for the particular child.

(b) Subsection (a) does not apply to

- (1) a school bus or an emergency vehicle;
- (2) a child or class of children exempted by regulation under AS 28.05.096;
- (3) a child required to be restrained by seatbelts under (a) of this section if the motor vehicle is not equipped with seatbelts; or
- (4) a motor vehicle exempt under AS 28.10.011(11).

(c) A person may not remove a seatbelt from a vehicle solely to be exempted under (b)(3) of this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

Sec. 28.05.096. Exemptions and alternative safety devices. [Effective June 8, 1985.] (a) The commissioner of public safety may

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE TROOPERS

BILL SHEFFIELD, GOVERNOR
Robert J. Sundberg
Commissioner

5700 E. TUDOR ROAD
ANCHORAGE, ALASKA 99507

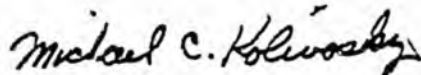
March 3, 1986

Mr. Frank Bickford
Statewide Coordinator
Alaska Safety Belt Use Coalition
319 Seward Street, #8
Juneau, Alaska 99801

Dear Mr. Bickford:

The Alaska State Troopers enforcement of a mandatory seat belt law will be that enforcement incidental to other traffic stops in the normal course of patrol as well as information developed in the course of traffic accident investigations.

Sincerely,



Colonel Michael C. Kolivosky
Director
Alaska State Troopers

MCK/ln

cc: Rep. M. Mike Miller

BILL NO: HB 167

DATE: March 10, 1987

TITLE: An Act relating to mandatory use of safety devices

CONTACT: Ellen ~~Moore~~

DEPARTMENT OF PUBLIC SAFETY / POSITION OFFICER

As many as 50% of traffic deaths and 65% of the injuries could be prevented if all motorists wore the safety belt that has been required equipment in every passenger vehicle manufactured since 1968.

Highway safety professionals have urged the use of these devices through public information and education programs for twenty years, and have had only limited success in increasing their use.

Twenty-five states now require motorists to wear seatbelts. Each state has experienced different levels of compliance and, as a consequence, different rates of reduction in fatalities and injuries. The more stringent the law and the more diligent the enforcement, the higher the rate of usage that has been achieved and the greater the reduction in fatalities and injuries. However, it must be pointed out that regardless of the emphasis placed on enforcement, usage rates have increased in every state that has enacted seatbelt legislation of any kind.

The health and safety of its citizens are legitimate concerns of every state government. The failure of most motorists to wear their safety belts affects each of us every time we renew our automobile insurance. Automobile accidents are the largest single response category for ambulance services. As many as 25% of all ambulance trips are to the scene of injury-producing traffic accidents. Peace officers spend an enormous amount of time investigating automobile accidents, especially when injuries or deaths are involved. Hospital emergency rooms and rehabilitation centers are among other direct services provided to victims of automobile accidents. State and local governments directly fund these activities. The indirect costs to society are even greater in terms of vitality and productivity lost and dependents added to the welfare roles.

The Department of Public Safety supports passage of this bill.


William R. Nix
Acting Commissioner

Position Paper

House Bill No. 167

For an Act entitled: "An Act relating to mandatory use of safety devices."

This act repeals and reenacts AS 28.05.095 to require that "a person may not occupy a motor vehicle while in operation unless restrained by a safety belt." Children under 4 years old are required to be in a U.S. Department of Transportation (DOT) approved child safety device, and children between four and six must be in an approved safety device or secured by a seatbelt.

This bill would exempt school bus and emergency vehicle passengers from the requirement, vehicle operators engaged in the delivery of mail and others, as determined by regulation where a restraint is impractical for medical or other physical conditions.

The Department of Health and Social Services strongly supports the passage of this bill for the following reasons:

- 1) Motor vehicle crashes are a leading cause of death, injury and longterm disability;
- 2) Numerous studies have shown that seat belts and other vehicle safety restraints substantially reduce the likelihood of death or injury to motor vehicle occupants involved in crashes;
- 3) Efforts to educate the public about the benefits of seatbelts have failed to convince the majority of vehicle occupants to use them.

Background

Motor vehicle crashes are the leading cause of death for persons between 1 and 35 years of age. For teenagers, car crash fatalities outnumber the next five causes of death combined.

Nationally, over the past decade more than 450,000 persons have died on America's highways. Every year over 40,000 persons are killed in automobile accidents in the United States, and more than 300,000 people suffer moderate to severe and critical injuries. Many of the injured are young people who will never work again for the rest of their lives.

In Alaska, from 1980 through 1984, unintentional injuries (accidents) have been the leading cause of death. Motor vehicle crashes and drowning have been the chief causes of these deaths. In 1985 there were 127 deaths and more than 6,000 Alaskans were injured as a result of motor vehicle crashes in this state.

According to the Division of Insurance, bodily injury claims payments for private passenger non-fleet automobile liability in Alaska totaled over six million dollars in 1983 and was over eight million in 1984. These amounts do not include paid losses from other third party payers, such as Medicare, Medicaid, General Relief Medical, Indian Health Service or Workers' Compensation. Clearly, in addition to the unacceptable losses from premature death and disabilities, motor vehicle crashes create a significant financial

burden which is shared by all citizens.

Worldwide, about 30 countries have mandated seat belt use. In Great Britain seat belt use rose from about 40% to 90-95% with the passage of a mandatory use law. At the same time, the number of individuals treated in emergency rooms as the result of motor vehicle crashes has dropped 15%. There were also 15 to 20% fewer fatalities in the years since the passage of the law.

In Canada, four provinces have enacted mandatory seat belt use laws. The effectiveness of these laws in increasing belt use has been shown to be dependent on the degree to which they are enforced. In provinces where strict enforcement has been practiced belt use has been as high as 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-five states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Seatbelt use there has ranged from 39% to 76%. These use rates have resulted in about a 9% drop in motor vehicle crash fatalities.

It is clear that the use of seat belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory seat belt use law would go far to achieve this goal and complement existing traffic safety legislation regarding driving while intoxicated, maximum speed limits, and licensing requirements.

Position

The Department of Health and Social Services strongly supports this bill because it can result in decreases in the number of deaths, disabilities and injuries caused by motor vehicle crashes.

Recommended by: Elizabeth Ward
Elizabeth Ward, M.N.
Director
Division of Public Health

Date: March 18, 87

Approved by: Myra M. Munson
Myra M. Munson, Commissioner
Department of Health and
Social Services

Date: March 19, 1987

ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400

3/10/87

THE FOLLOWING ARE ORGANIZATIONS WHO SINCE
1985 HAVE PASSED SUPPORTING RESOLUTIONS OR
SENT LETTERS IN SUPPORT OF A MANDATORY SEAT
BELT LAW IN ALASKA:

R- RESOLUTION
L - LETTER

ALASKA NURSES ASSOCIATION-R
AMERICAN SOCIETY OF SAFETY ENGINEERS/AK. CHAPTER-R
CHUCK E. CHEESE, INC.- R
MOTHERS AGAINST DRUNK DRIVING/ JUNEAU CHAPTER-R
ALASKA TREATMENT CENTER-R
ALASKA REVIEW BOARD ON ALCOHOLISM-R
ALASKA ADVISORY BOARD ON DRUG ABUSE-R
HUMANA HOSPITAL/EXECUTIVE COMMITTEE-L
NORTH STAR COUNCIL ON AGING-R
ALASKA DENTAL SOCIETY-R
ALASKA COUNCIL ON PREVENTION OF ALCOHOL AND DRUG -
ABUSE-R
ALASKA STATE MEDICAL ASSOCIATION-L
ALASKA LUNG ASSOCIATION-R
BLUE CROSS OF WASHINGTON AND ALASKA-L
ARCO ALASKA-L
JUNEAU RETIRED TEACHERS ASSOCIATION-R
ALASKA HEALTH EDUCATION CONSORTIUM-R
HIGHWAY USERS FEDERATION OF ALASKA-R
ALASKA STATE MEDICAL ASSOCIATION AUXILIARY-R
STATE ADVISORY COUNCIL ON EMERGENCY MEDICAL -
SERVICES-R
DIRECTORS: FEDERAL SAFETY & HEALTH -
COUNCIL/SOUTHCENTRAL ALASKA-R
HEALTH ASSOCIATION OF ALASKA-R
SOURDOUGH ADVENTURES-R
MORRISON - KNUDSEN CO.-R
ALASKA ACADEMY OF PHYSICIAN ASSISTANTS-R



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Legislative Update 3/11/87

3/6/87 - THE ALASKA SAFETY BELT USE COALITION ENDORSES HB 167, REQUIRING SAFETY BELT USE IN PASSENGER VEHICLES. HB 167 WAS INTRODUCED BY REPRESENTATIVE SAM COTTEN AND HAS 11 CO-SPONSORS REPRESENTING DEMOCRAT AND REPUBLICAN LEGISLATORS.

3/10/87 - IN THE PAST THREE WEEKS THE COALITION HAS COLLECTED OVER 2,500 SIGNATURES IN SUPPORT OF A MANDATORY SEAT BELT LAW IN ALASKA. THE SIGNATURES WERE GATHERED AT THE FUR RENDEZVOUS BOOTH EXHIBIT FAIR/ANCHORAGE, THE SOLDOTNA/PENINSULA CENTER MALL FAIR, THE WORLD OF WHEELS CAR SHOW/ANCHORAGE, AND THE IDITAROD DAYS FAIR/WASILLA.

3/87 - MICHIGAN TRAFFIC FATALITY RATE DROPPED DURING 1986. MICHIGAN'S TRAFFIC FATALITY RATE RELATIVE TO THE NUMBERS OF MILEAGE DRIVEN WAS THE LOWEST IN HISTORY DURING 1986, ACCORDING TO THE MICHIGAN STATE POLICE WHO CREDITED THE STATE'S SAFETY BELT USE LAW.

SAFETY BELT USE LAW NOTES -

* BELT USE LAWS MOTIVATE PEOPLE TO BUCKLE UP WHO OTHERWISE WOULD'NT. BELT USE LAWS CAUSE FEWER MOTORISTS TO KILL OR INJURE OTHERS. BELT USE LAWS RESULT IN BELT USE HABITS THAT CAN PREVENT DRIVER LOSS OF CONTROL BY HOLDING THE DRIVER IN PLACE BEHIND THE WHEEL.

* OTHER SIMILAR TRAFFIC SAFETY LAWS PROTECT MOTORISTS AND OTHERS, SUCH AS SPEED LIMITS, DRINKING AND DRIVING AND DRIVER LICENSING. SAFETY BELT USE LAWS ARE CONSISTENT WITH THESE AND OTHER LAWS.



GOOD NEWS FROM NEW YORK. DURING 1985, THE FIRST FULL YEAR ITS SAFETY BELT LAW WAS IN EFFECT, FATALITIES DROPPED TO THE LOWEST LEVEL SINCE 1949... SERIOUS INJURIES WERE REDUCED BY 19 PERCENT AND MODERATE INJURIES WERE DOWN 20 PERCENT. THE NATION'S CAPITAL ALSO HAS A BELT LAW THAT HAS PROVEN IT'S WORTH... TRAFFIC FATALITIES THROUGH NOVEMBER LAST YEAR WERE DOWN 29 PERCENT COMPARED TO THE SAME PERIOD THE YEAR BEFORE.

2/27/87, SALEM, OREGON - STATE SENATE SENT HOUSE MANDATORY SEAT BELT BILL. SENATOR ROD MONROE: IT COULD SAVE 160 LIVES, \$80 MILLION IN MEDICAL, INSURANCE, LOST WORK COSTS YEARLY.

2/23/87, WASHINGTON, D.C. - THE U.S. SUPREME COURT DISMISSED AN APPEAL ON ILLINOIS V. KOHRIG STATING THERE WAS NO FEDERAL QUESTION INVOLVED. THE APPEAL STEMMED FROM THE ILLINOIS SUPREME COURT DECISION WHICH UPHELD THE CONSTITUTIONALITY OF THAT STATE'S SEAT BELT LAW. U.S. SUPREME COURT AFFIRMED THIS DECISION SETTING A PRECEDENT THAT UPHOLDS SEAT BELT LAWS IN OTHER STATES.

EXCERPT FROM RECENT LETTER TO THE EDITOR -

ANCHORAGE TIMES (2/23/87) " I HAVE BEEN AMAZED AT THE FAILURE OF THE OPPONENTS OF A SEAT BELT BILL TO REALIZE THAT ONE OF THE WAYS THE STATE OF ALASKA CAN SAVE MONEY AND LIVES IS THROUGH PASSAGE OF MANDATORY SEAT BELT LEGISLATION. PEOPLE WHO OPPOSE THE MANDATORY SEAT BELT LAW DON'T EXPECT TO BE LEFT BLEEDING AND BROKEN AT THE SCENE IF THEIR FOLLY LEADS TO DISASTER. THEY EXPECT TO BE ATTENDED BY EMERGENCY MEDICAL TECHNOLOGIST, TRANSPORTED TO MODERN HOSPITALS AND TREATED IN EMERGENCY ROOMS. THEY EXPECT PHYSICIANS AND OTHER MEDICAL PROFESSIONALS TO COMPLETELY CURE THEM AT NO COSTS SO THEY CAN GET BACK IN THEIR CARS AND SPEED AWAY UNECUMBERED UNRESTRAINED.

COMPLIANCE RATE NEARS 70 PERCENT IN THREE

STATES - THREE STATES WITH SAFETY BELT LAWS REPORT THAT NEARLY 70 PERCENT OF THEIR DRIVERS AND FRONT SEAT PASSENGERS BUCKLE UP. IN **CONNECTICUT**, BELT USE HAS AVERAGED 66 PERCENT. IN **TEXAS**, 186 FEWER PEOPLE DIED IN TRAFFIC ACCIDENTS DURING THE FIRST 12 MONTHS OF THE LAW THAN THE YEAR BEFORE. BELT USE INCREASED IN TEXAS FROM 15 PERCENT BEFORE THE LAW TO 66 PERCENT SINCE THE LAW TOOK EFFECT IN SEPTEMBER, 1985. **HAWAII** HAS SEEN COMPLIANCE AVERAGE 66 PERCENT, UP FROM 34 PERCENT BEFORE THE LAW TOOK EFFECT IN DECEMBER, 1986. DURING THE FIRST NINE MONTHS OF THE SAFETY BELT LAW, TRAFFIC FATALITIES DROPPED BY 11.6 PERCENT.

ALASKA SAFETY BELT USE COALITION

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ALASKA PUBLIC OPINION RESEARCH SURVEY

Prepared For

ALASKA SAFETY BELT USE COALITION

January, 1987

By Hellenthal and Associates, Inc.

LAW REQUIRING SAFETY BELTS FOR ALL VEHICLE OCCUPANTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS

		Are you for or against a safety belt law?	
Frequency		For	Against
STATE HOUSE DISTRICTS:			
1	19	83.2%	16.8%
2	12	72.4%	27.6%
3	102	65.7%	34.3%
4	28	68.7%	31.3%
5	19	49.8%	50.2%
6	6	35.7%	64.3%
7	42	52.6%	47.4%
8	109	60.5%	39.5%
9	91	67.3%	32.7%
10	126	70.2%	29.8%
11	88	58.9%	41.1%
12	85	68.6%	31.4%
13	86	59.1%	40.9%
14	96	68.9%	31.1%
15	98	65.1%	34.9%
16	106	69.4%	30.6%
17	19	74.3%	25.7%
18	41	53.0%	47.0%
19	19	73.3%	26.7%
20	69	46.1%	53.9%
21	51	61.8%	38.2%
22	9	65.3%	34.7%
23	8	77.5%	22.5%
24	9	76.9%	23.1%
25	9	100.0%	
26	10	68.2%	31.8%
27	116	65.7%	34.3%

Frequency	Are you for or against a safety belt law?	
	For	Against
AREAS OF ALASKA:		
Southeast	74.0%	26.0%
Sitka	65.7%	34.3%
Cordova-Kenai-S. Anc.	48.3%	51.7%
Anchorage	65.0%	35.0%
MatSu	69.4%	30.6%
Greater Fairbanks	56.8%	43.2%
Rural Alaska	77.7%	22.3%
Kodiak	65.7%	34.3%
TOTAL ROW PERCENT	65.1%	34.9%

STATE WIDE RESULTS

In total, 1473 Alaskan adults were interviewed between January 8th and 17th, 1987.

Question - Are you for or against a safety belt law?

Response - For : 65.1%, Against : 34.9%

Question - If Alaska passed a safety belt use law would you say that you would always wear a safety belt, would wear one most of the time, would sometimes wear one, would hardly ever wear one, or would never wear one?

Response - Always wear a safety belt : 62.1% , Wear safety belt most of the time : 22.6%, Sometimes wear a safety belt : 8.0%, Hardly ever wear a safety belt : 3.8%, Never wear a safety belt 3.5%.

Alaska Vehicle Occupant Fatality Figures, 1985 (last year for which figures are available):

According to the Alaska Highway Safety Planning Agency, in 1985 there were one hundred and twenty-seven traffic accident fatalities. Of the 127 people killed in Alaskan traffic accidents in 1985, 100 (79%) were drivers and passengers of cars. Ninety-four of the 100 people killed were not wearing seat belts.

March 9, 1987

SUBJECT: Safety Belt Use Law Effect Fact Sheet as Reported
by National Highway Traffic Safety Administration

Briefly, the NHTSA report highlights the following:

- Since December 1984 to September 1986, 1058 lives have been saved due to SBULs
- For the first six months of 1986 if the fatality changes in states without SBULs are used to estimate what would have happened in the use law states if they had not had use laws, then these data produce an estimate that SBULs were 11.5 percent effective in preventing fatalities.
- Safety belt use can reduce risk of serious or fatal injuries by 40 to 50 percent.
- Belt use in post law states averages about 45 percent.

SAFETY BELT USE LAWS FACT SHEET

January 1987

SAFETY BELT USE LAWS

In July 1984, New York State enacted the first safety belt use law in the U.S. Combined with Secretary Dole's initiative on automatic occupant protection, this began a wave of legislative action that resulted in the enactment of belt use laws in 26 States and the District of Columbia.

Each of these laws has as its goal the reduction in deaths and injuries in motor vehicle crashes. This fact sheet presents information on how effective these laws have been in achieving that goal.

The total life savings attributable to a safety belt use law are a function of both the effectiveness of safety belts in reducing fatalities and injuries and the degree to which motor vehicle occupants actually use their safety belts.

Field studies of a wide variety of motor vehicle crashes, both here and overseas, consistently indicate that, when used, safety belts can reduce the risk of fatal or serious injuries by between 40 and 50%. The degree of use varies in response to passage of a use law. While cases exist abroad where safety belt use levels in excess of 90% have been sustained, there are also instances where enactment of use laws has not been followed by any substantial increase in belt use. Currently, safety belt usage in States that have passed use laws averages about 45%. Usage varies widely, however. States with usage in excess of 70% are adjacent to States where usage does not exceed 40%.

This fact sheet presents an estimate of the number of lives that have been saved as a result of compliance with safety belt use laws. These estimates are obtained through the use of time series analyses as well as comparisons of motor vehicle front seat occupant fatalities occurring after the enactment of a law with those levels during similar periods prior to the law's enactment. The fact sheet also presents information on safety belt use law performance for 1985 and for the first six months of 1986.

ESTIMATES OF SAFETY BELT USE LAW PERFORMANCE

The National Highway Traffic Safety Administration's National Center for Statistics and Analysis has made estimates of the fatality reductions due to safety belt use laws. These estimates are based on information from the Fatal Accident Reporting System (FARS).

- o FARS contains information on the number of front seat passenger vehicle occupant fatalities.

- o These fatalities in States during the months in which the safety belt use law was in effect have been compared to fatalities during the same months in previous years when the law was not in effect. Additionally, front seat passenger vehicle occupant fatalities in States that did not have a safety belt use law in effect during any year have been compared so that a fatality trend can be established.
- o A percentage reduction in front seat passenger vehicle occupant fatalities can be calculated using this data.

LIVES SAVED DUE TO SAFETY BELT USE LAWS

By aggregating all the front seat passenger vehicle occupant fatalities that have occurred in States since their belt use laws became effective, it is possible to estimate the lives saved due to these laws.

- o Based on the data available, safety belt use law performance is estimated at 7%. That is, occupant fatalities in passenger vehicles have been reduced by 7% in States that passed use laws.
- o Passage of safety belt use laws will save lives. More importantly, once a law is passed, it will continue to save lives.
- o An estimate of the lives saved across the nation due to the passage of safety belt use laws since the first safety belt law became effective in New York in December of 1984 is presented below:

<u>Time Period</u>	<u>Lives Saved Due to Safety Belt Use Laws During this Period</u>	<u>Total Lives Saved Due to Safety Belt Use Laws</u>
December 1984	7	7
January '85 - June '85	49	56
July '85 - December '85	223	279
January '86 - September '86	779	1058

SAFETY BELT USE LAW PERFORMANCE IN 1985

In 1985, eight States had safety belt use laws in effect for at least 3 months. A minimum of 3 months is necessary to ensure that the effects of use laws can be assessed.

- o NHTSA data from these States were used to estimate the effects of safety belt use laws on front seat passenger vehicle occupant fatalities. NHTSA's estimate is that safety belt use laws resulted in a 7% reduction of these fatalities in 1985.

MANDATORY USE LAW PERFORMANCE IN 1986

As of December 1986, FARS has sufficient fatality counts for the first 6 months of 1986 to make estimates of safety belt use law effects on front seat passenger vehicle occupant fatalities.

- o Front seat passenger vehicle occupant fatalities decreased by an estimated 3% in States which did not have a safety belt use law in effect the first half of 1985 but had a law in effect for all the first half of 1986.
- o In contrast, fatalities in the front seats of passenger vehicles increased by an estimated 8% among States which had not implemented a safety belt use law by the end of the first half of 1986.
- o If the fatality changes in States without safety belt use laws are used to estimate what would have happened in the use law States if they had not had use laws, then these data produce an estimate that safety belt use laws were 11% effective in preventing fatalities.
- o Using time series analysis covering the cumulative time period from January '85 through September '86, safety belt use laws are estimated to have resulted in a 7% reduction in fatalities.
- o Based on all available data and analyses, mandatory use law performance is estimated at 7%.

MANDATORY USE LAW LEGISLATION

Beginning with New York in December 1984, Columbia have passed mandatory belt use la dates are presented below:

<u>State</u>	<u>Effective Date</u>	<u>S</u>	
New York	12/01/84	New	
New Jersey	3/01/85	Ten	
Illinois	7/01/85	Utah	
Michigan	7/01/85	Ohio	
Texas	9/01/85	Wash	
Nebraska *	9/06/85	Flor	
Missou	9/28/85	Iowa	
North Carolina	11/01/85	Kans	
District of Columbia	12/12/85	Loui	
Hawaii	12/16/85	Idah	
California	1/01/86	Maryland	
Connecticut	1/01/86	Minnesota	
Massachusetts*	1/01/86	Oklahoma	
		Indiana	
			11/01/80
			7/01/86
			8/01/86
			2/01/87
			7/01/87

* As of 3/13/87
 25 States + D.C.
 have passed seat
 belt use laws.
 The new state added
 is Virginia 2/17/87

*SAFETY BELT LAW WAS RESCINDED BY A 11/4/86 REFERENDUM VOTE

September 24, 1986

SUBJECT: Analysis of NTSB Study

Should Rear Seat Occupants Wear Lap Belts? - An Analysis of the NTSB study

On August 11 the National Transportation Safety Board (NTSB) held a press conference to report on a 'new study' with startling and disquieting news: that rear seat occupants of automobiles may have more serious injuries in crashes if they wear lap type seat belts than if they remain totally unrestrained. NTSB staff were quick to point out that their study was based on a very small sample - only 26 frontal crashes - and that their comments were meant to apply to persons wearing lap belts and not to those wearing lap belt - shoulder harness combinations which, they noted, are considerably more effective than are lap belts alone.

Nonetheless the cautions urged by NTSB have been overlooked and some people have questioned the value of all seat belts, although NTSB had in fact pointed out that even their conclusions about lap belts alone may be premature, given the minute size of their sample. With this in mind I have read through the entire NTSB report, including information about each of the 26 crashes studied, to try to determine to what extent this study meets scientific standards for research.

I must conclude that this is one of the least adequate studies I have ever reviewed as an epidemiologist. Were it submitted to any of the major refereed scientific journals in this field I strongly suspect it would be rejected because of the extremely poor research design. These design issues are the following:

1. There were important biases in the selection process. In 1984 there were 330,000 head on crashes alone reported in the U.S. plus many more than these that were front end crashes at an angle. Out of these several hundred thousand crashes NTSB chose 26 to study. These were not chosen at random. Rather, all had to be a) tow away crashes, b) not inherently nonsurvivable, c) front end collisions, d) involving at least one occupant who was wearing a lap belt, and e) brought to the attention of NTSB field staff. Regarding the last of these criteria the report notes that "after several more cases turned up involving rear seat lap belts, it

*NTSB: "Safety Study. Performance of Lap Belts in 26 Frontal Crashes." Report # NTSB/SS-86/03 Wash, D.C. 1986

was decided to alert the field investigators to look especially carefully at potential cases involving occupants restrained in the rear seat (as distinct from the earlier, more general criterion of 'at least one occupant in the vehicle using a seat belt')." It is not clear from this statement - and probably unknown to the researchers - to what extent this selection policy resulted in substantial biases toward more severe cases of injury in persons wearing lap belts.

2. The crashes in this study not only weren't typical; they were even more severe than fatal Vermont crashes. A total of 139 persons were in the 26 vehicles in this study. Only 7 of them were uninjured, representing far more serious crashes than one sees typically. In fact, for comparison I reviewed 26 consecutive fatal crashes in Vermont. In those crashes there were only 63 occupants, 15 of whom had no injuries at all, despite the fact that some of the Vermont fatalities had so much vehicle destruction that they were nonsurvivable for those who died. Thus, NTSB crashes that supposedly were survivable turned out to be more severe on average than even the most severe crashes in Vermont.

3. Almost half the data for this study came from only 8 crashes. Forty five percent of the 139 occupants were in only 8 vehicles further compromising an already grossly inadequate study size and design.

One vehicle had 14 occupants

One vehicle had 13 occupants - one adult and 12 children ages 2 to 7

One vehicle had 7 occupants

Three vehicles had 6 occupants each

Two vehicles had 5 occupants each

If NTSB was urging caution because they had studied only 26 crashes, how much more caution should they have urged since almost half their cases came from only 8 crashes?

4. This study even suggests that lap - harness combinations are useless, again reflecting poor research design. The overwhelming majority of the many seat belt studies since the early 1950s have shown that lap belts save lives by preventing

occupant ejection, but that they do not reduce the severity of those injuries that do occur. In contrast lap-shoulder harness combinations reduce not only the frequency of death but markedly reduce the severity of injury as well. Overall one can expect a 25% reduction of all injuries, a 40-50% reduction of severe injuries and a 60-75% reduction of fatal injuries. As seen in the accompanying chart by Campbell and Reinfort, in only three studies (all with small samples) out of the 42 they examined were seatbelts found not to be of benefit, and the larger studies all showed substantial benefit.

Despite the hundreds of well designed studies that document the benefits of seatbelts in saving lives, and of lap-harness combinations in saving lives and reducing injury severity, the NTSB study not only suggested that lap belts were less protective than being totally unrestrained; it also suggested - despite the comments by NTSB to the contrary - that one was no better off with a lap-harness combination than with no restraint at all (Table 1). For all of the reasons noted above, I strongly believe that this strange conclusion was a reflection of the peculiar way the sample was chosen rather than a true finding that lap-harness combinations are not useful. They are extremely useful when compared to being unrestrained.

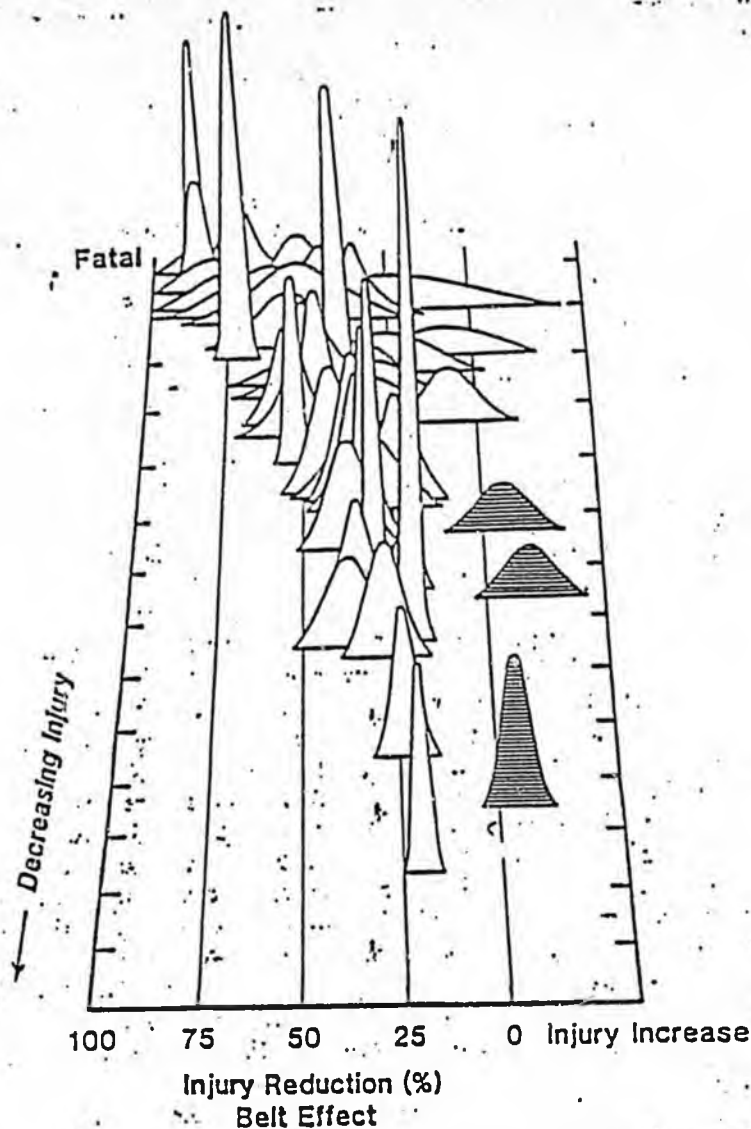
What Can One Conclude?

1. For the reasons noted above no conclusions of any sort can be reached from the NTSB study because the study design and the sample size do not meet scientific criteria for valid research. One does not set public policy based on 26 crashes, much less 8 crashes, all of which were carefully chosen so that they would be severe.

2. Based on many other studies, it does seem appropriate to conclude that:
a) lap-shoulder combinations are useful both in reducing frequency and severity of injury while lap belts alone reduce frequency of fatality but not of injury,

- b) in a minority of cases lap belts do cause injuries, but their benefits still substantially outweigh their drawbacks
- c) Whenever possible installation and use of lap-shoulder combinations is preferable to lap belts alone, including in the rear seat.
- d) Use of either lap-shoulder combinations or lap belt alone is preferable to being unrestrained.

Julian A. Waller, M.D., M.P.H.
Professor of Medicine
The University of Vermont



Source: Adapted from B.J. Campbell and D.W. Reinfurt, "The Degree of Benefit of Belts in Reducing Injury: An Attempt to Explain Study Discrepancies," (Warrendale, Pa.: Society of Automotive Engineers, SAE Technical Paper Series 790684, 1979). Reprinted with permission, copyright © 1979 Society of Automotive Engineers, Inc.

Figure 7-1. Conclusions and Margins of Error in Studies of Effectiveness of Passenger Restraints in Reducing Injuries and Fatalities.

Figure 7-1 shows how the size of samples affects the conclusion reached in studies of the effectiveness of occupant restraints in reducing injury and death.³ The high peaks represent highly believable results involving large samples that have a very narrow margin of error. The low flat peaks involve small samples and consequently have a much greater margin of error. This difference in sample size is one reason why studies have described seatbelts as anywhere from totally ineffective to over 75 percent effective in reducing injury. Another reason, apparent from this figure, is that seatbelts are more effective in reducing serious and fatal injuries than in reducing minor ones. Thus, the conclusion of "success" or "failure" depends on the care taken in initially defining the program goals and objectives. If the sought-after end point is to reduce *all* injuries, the effectiveness of seatbelts will be less (25 percent) than if the goal is defined as reducing *serious and fatal* injury (50 percent reduction) or *fatal injury only* (65 percent decrease).

ABBREVIATED INJURY SCALE

	0	1	2	3	4+	TOTAL
UNRESTRAINED (N=57)	7%	35	30	19	9	100%
LAP/SHOULDER (N=32)	6%	38	31	9	16	100%

$$\chi^2 = 2.204 \quad DF = 4 \quad P = .698$$

THIS CONCLUSION IS CONTRARY TO ALMOST ALL PRIOR STUDIES OF LAP/SHOULDER BELT EFFECTIVENESS.

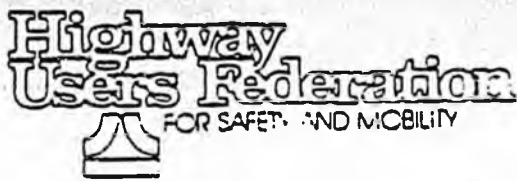
NTSB/SS-80/03

TABLE 1

Summary of Analysis of NTSB's "Safety Study. Performance of Lap Belts in 26 Fatal Crashes." (NTSB/SS-86/03, 1986)

NTSB's recent report on lap belt performance alleges that in frontal crashes persons wearing lap belts alone may have more severe injuries than do totally unrestrained persons. Analysis of this report reveals the following:

1. It was based on only 26 frontal crashes, all towaway and involving at least one lap seatbelt wearer with emphasis on rear seatbelts, and all brought to the attention of NTSB regional staff, through a process that may have had selection biases.
2. Only 7 of the 139 vehicle occupants were uninjured, representing far more persons per crash and far higher percentage of injured persons per crash than are typically found. In fact by comparison in 26 consecutive fatal Vermont crashes there were only 63 occupants, 15 of whom were uninjured.
3. While the report is based on 26 crashes, 45% of the 139 occupants were in fact in only 8 of these crashes. One vehicle had 14 occupants, another 13 (12 of whom were under age 8), another 7 occupants, while 3 had 6 persons each and 2 had 5 persons each. If it is unwise to base public policy on only 26 crashes, how much more unwise is it to do so based largely on 8 crashes?
4. Although NTSB staff argued that lap-shoulder harness combinations are better than being unrestrained the actual data in this poorly designed study do not support their statements. The distributions of injury severity (AIS) for the 57 unrestrained occupants and the 32 occupants with lap-shoulder belts were not significantly different ($p=.7$). This again is thought to be a reflection of the flawed study design rather than of a true lack of difference between belted and unbelted persons.
5. In conclusion the defects in study design are such as to warrant that no conclusions at all be drawn from this study either for frontal crashes or for any other types of crashes.



OFFICE OF THE PRESIDENT

August 19, 1986

Mr. James E. Burnett, Jr.
Chairman
National Transportation Safety Board
800 Independence Ave., S.W.
Washington, D.C. 20594

Dear Jim:

The Highway Users Federation wishes to comment on your recent study report: "Performance of Lap Belts in 26 Frontal Crashes" (NTSB/SS-86/03).

First, let me say that the report itself represents a strong reflection of the Board's determination to help improve safety on the nation's highways. The Federation appreciates the Board's continuing efforts to help cut the human and economic costs of traffic crashes, particularly through your timely studies.

However, in the case of NTSB/SS-86/03, we are seriously concerned about the Board's release of statistics which others have misinterpreted or misused. We speak specifically about data related to the role of lap belts in reducing traffic fatalities and injuries.

For example, certain segments of the population are over-represented in the report. About half of the accident victims (41%) studied were under 16 years of age. Twenty-four percent (24%) were six years of age or younger. Twenty percent (20%) of the victims were in two large vans, not passenger cars. Generalizing the results of these samples to represent the population as a whole or the kinds of vehicles most involved in crashes has led to erroneous conclusions.

Many of the news stories about the report reaching us have implied that lap belts are in themselves hazardous and should not be used. This conflicts with numerous other studies that show lap belts are beneficial. In particular, we cite the study based on data from the Fatal Accident Reporting System (FARS) for the years 1975-1984. The results showed a fatality reduction effectiveness of 14-24 percent resulting from the use of rear seat lap belts.

The Federation is encouraged by the report's finding that lap/shoulder belts are effective. However, the higher safety factor of lap/shoulder belts should not be allowed to detract from the fact that being buckled up even in a lap belt is far safer than riding unbuckled.

The inference drawn by some interpreters of the Board's report that back seat passengers are better off unbelted creates extremely unfortunate doubts about safety belt values. This inflicts harm to the nationwide safety belt effort. For this reason, we believe that it is incumbent on the Board to place the report's findings in proper perspective.

We believe that the motoring public deserves to know the Safety Board acknowledges in its own report that:

- o The study deals with only one type of accident, the frontal crash. Inasmuch as passenger car (> 12 mph Delta) frontal crashes account for about 25 percent of all towaway crashes, the result included in your study cannot be transferred to the general accident experience.

- o Lap belt benefits in minimizing occupant ejection in rollover and side-impact crashes cannot be assessed by analyzing frontal crashes alone.

- o The small size of the sample in the study "means that no statistically valid conclusion can be drawn from it."

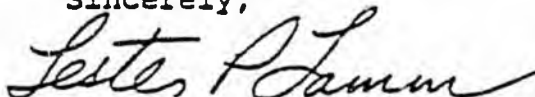
- o The Board states that the cases "investigated in this project are not representative of the range of real-world accidents and, therefore, the findings are not necessarily representative of overall lap belt performance."

- o The Board states, "...it may be that if sufficient, accurate data were available on lap belt performance in crashes, it would be shown that lap belts reduce crash losses to a greater extent than they increase them."

Unfortunately, these qualifications have not been made clear or emphasized in the release of the report, a serious inadequacy that requires the Safety Board's immediate attention.

We feel the Board, as a public body appointed by the President of the United States, has the obligation to try to correct the misinterpretations of the study being made by the news media and the public without delay.

Sincerely,



Lester P. Lamm

EXCERPTS FROM JULY 86 STUDY
"EARLY RESULTS OF SEAT BELT LEGISLATION IN THE UNITED STATES OF AMERICA"
UNIVERSITY OF
NORTH CAROLINA

Belt laws spark U.S. health trend

Safety belts save lives

Continued from page 1

Safety-belt-use laws that cover about 159 million U.S. residents have created a new class of citizens—survivors.

These are persons who lived through traffic accidents because they were buckled up. And many were wearing safety belts because of belt-use laws passed by lawmakers concerned about reducing the human and financial costs of accidents.

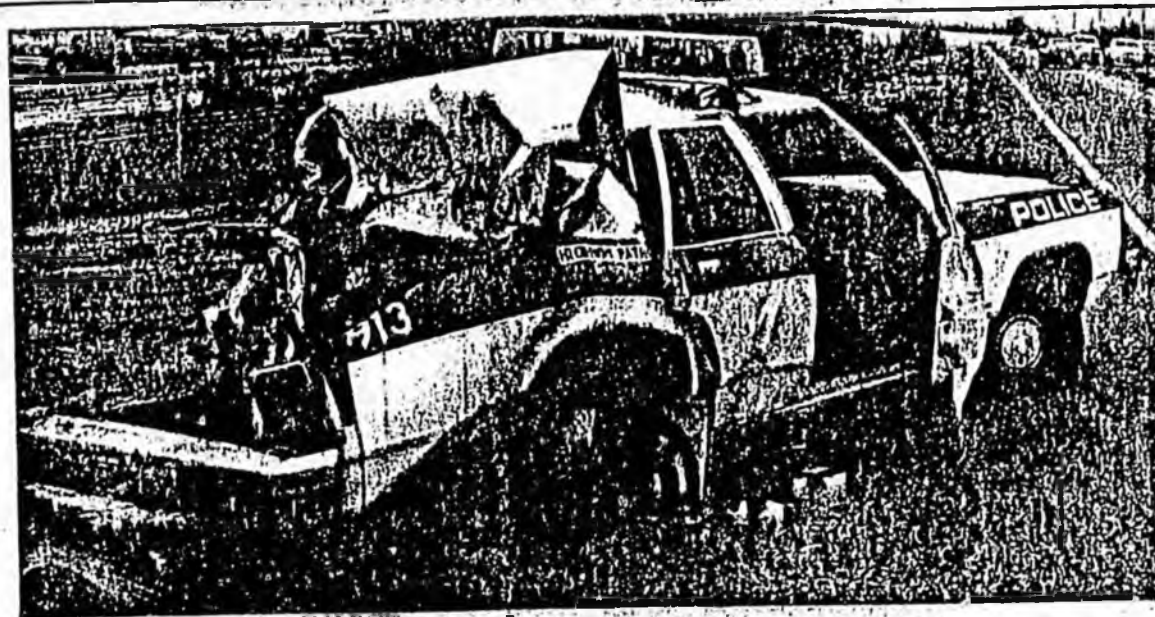
Dr. B.J. Campbell, director of the Highway Safety Research Center at the University of North Carolina, says that, in 1985, 400 Americans in eight states owed their lives to safety-belt laws during the first few months those laws were in force in their states.

Campbell studied the life-saving impact of safety-belt laws in effect during 1985 in Illinois, Michigan, Missouri, Nebraska, New Jersey, New York, North Carolina and Texas.

"One of the newest and most profound changes in U.S. motor-vehicle transportation history has taken place in the past two years with the enactment of these laws. Before the belt laws, safety-belt use was less than 20 percent," he said.

Now belt use is in the 40 to 50 percent range in those states, and 16 additional states have enacted belt-use laws.

"While this is a long way from the kind of compliance everyone would like to see, it's much higher than has



SAVED BY BELT: Police officer Robin Kane's car was struck in the rear while she was on duty.

ever been seen before, and it's a dramatic and agreeable improvement," he said.

Campbell said by projecting his findings in those eight states to the entire nation, 2,000 to 2,500 lives could be saved each year. "And mind you, that's with seat-belt use at its current level of 40 to 50 percent," he said.

If safety-belt laws covered all vehicles in the United States and everyone obeyed the laws, at least

7,000 to 9,000 lives would be saved annually, he said.

Police Officer Robin Kane, a member of the Suffolk County Highway Patrol, near New York City, is one of the new breed of survivors. She joined that new class April 20, 1986 when she survived an auto accident because she was wearing a safety belt.

Kane was in her patrol car, parked on the median of the Long

Island Expressway monitoring traffic, when it was struck in the rear by an auto traveling at about 60 mph. The car that hit Kane's was being driven by a drunken driver.

After the crash, Kane unfastened her safety belt and was pulled from the auto by emergency personnel.

"The trunk of the patrol car was pushed all the way to the back of the front seat, but my safety belt

Please see next page

held me in place and kept me from being more seriously injured," Kane said.

"I have worn a safety belt regularly for years and with the volume of traffic on our roads today, anyone who doesn't buckle up—and encourage their friends and family to do the same—is a fool."

Public information and grassroots education provided by state coalitions and organizations such as Traffic Safety Now, Inc. (TSN) have helped pass belt laws. TSN is a non-profit organization committed to increasing the use of safety belts to save lives and reduce injuries in the USA.

"In two short years, the state coalitions have formed the nucleus of an effective grassroots effort to pass safety-belt laws," said Charles L. Spilman, president of TSN. "It is inspiring to work with such dedicated people."

As more motorists buckle up because of safety-belt laws, fewer people are being injured in accidents and the cost to society of traffic accidents is going down, Spilman said.

According to the National Highway Traffic Safety Administration (NHTSA), 22,000 drivers and front-seat passengers died in traffic accidents during 1984, the latest year for which complete data are available.

The cost of all accidents was about \$42 billion, according to NHTSA. That figure includes the cost of insurance expenses, productivity losses, legal and court costs and medical expenses.

Safety laws succeed outside U.S.

The click of safety belts buckling up can be heard around the world as 31 countries now have mandatory safety belt laws.

The latest addition to the safety roll is Singapore. It joins Great Britain, Australia, West Germany, Denmark, Ireland, Canada, France and 23 other countries in which there are belt use laws.

The United States remains one of the very few industrialized nations that does not have a country-wide safety belt regulation.

Australia was the first nation to pass legislation in 1972 that required front seat occupants to buckle up. Today, with 87 percent compliance, Australians have seen traffic fatalities cut by 20 percent and serious injuries by 30 percent. Admissions to hospitals after traffic mishaps have dropped by 50 percent.

According to Britain's Department of Transport, the year Great Britain introduced its safety belt law (1983), belt usage rose from 40 to 95 percent and traffic fatalities dropped 23 percent.

Serious injuries dropped 26 percent. That first year alone 500 lives were saved and as many as 7,000 serious injuries were prevented.

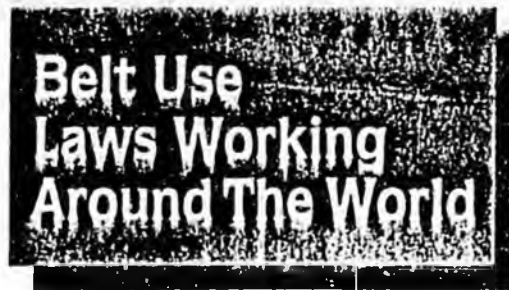
Sweden instituted its safety belt law in 1975 and reduced severe and fatal injuries by 45 percent for drivers and 67 percent for passengers. Highway belt usage jumped from 35 to 81 percent.

Norway strengthened its safety belt law last year by including rear seat passengers in the mandate.

Switzerland repealed its safety belt

law in 1976, saw traffic fatalities climb and quickly reinstated the regulation in 1980. The first year the belt law was back on the books, belt usage on the expressways rose from 42 to 88 percent.

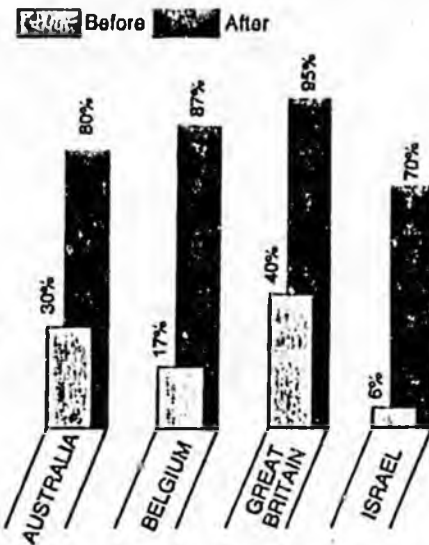
Should the U.S. choose to follow the example of its sister nations and all 50 states pass safety belt legislation, 9,140 lives could be saved and 327,000 disabling injuries prevented, according to U.S. Department of Transportation estimates based on a belt use rate of 70 percent.



The case for requiring safety belt use is bolstered by the success of legislation around the world. Australia has the longest track record for belt use legislation and its benefits. The effect of compulsory belt use in Australia in 1972 was a dramatic reduction in injuries and fatalities.

During the first two post-legislation years, there was a 30 percent reduction in eye injuries; facial injuries were reduced by half and spinal injuries by a third. A drop of more than 50 percent was documented in the number of drivers admitted to hospitals per 1,000 vehicles on the road.

CHANGES IN USAGE RATES UNDER MANDATORY SEAT BELT USE LAWS (Selected Countries)



More than a decade has passed since belt use became mandatory throughout Australia. Belt wearing is now around 80 percent overall. As a result, it is conservatively estimated that vehicle occupant deaths have been reduced by 20 percent and serious injuries by 30 percent.

After the enactment of the 1975 belt use law in Sweden, the frequency of severe and fatal injuries was reduced by 45 percent for drivers and 67 percent for passengers while belt use rose to 85 percent!

The most recent nation to enact a belt use law was Great Britain where the law went into effect on January 31, 1983.

In the 12-month period prior to the law, there were 2,058 fatalities and 26,541 serious injuries to front seat occupants of passenger cars and light vans. In the succeeding year with the law in effect, belt use jumped to 95 percent from the previous 40 percent, fatalities declined by 23 percent and serious injuries by 26 percent.

COUNTRIES WITH SAFETY BELT USE LAWS

Country	Effective Date	Country	Effective Date
Australia	1972	Ireland	1979
Austria	1976	Israel	1975
Belgium	1975	Ivory Coast	1970
Brazil	1977	Japan	1971
Bulgaria	1976	Luxembourg	1975
Canadian Provinces		Malawi	1982
British Columbia	1977	Malaysia	1979
Manitoba	1984	Netherlands	1975
Newfoundland	1982	New Zealand	1972
New Brunswick	1983	Norway	1975
Ontario	1976	Portugal	1982
Quebec	1976	Puerto Rico	1974
Saskatchewan	1977	South Africa	1977
Czechoslovakia	1975	Spain	1974
Denmark	1976	Sweden	1975
Finland	1975	Switzerland	1976
France	1973	Turkey	1982
Great Britain	1983	USSR	1976
Greece	1979	West Germany	1976
Hungary	1977	Yugoslavia	1977
Iceland	1981		

1985-86
DATA

1985 ESTIMATES

TEN GOOD REASONS
WHY WE NEED A
SEATBELT LAW
IN
ALASKA

ALASKA HIGHWAY USERS FEDERATION
FOR
SAFETY AND MOBILITY
AND
AUTOMOBILE SAFETY FOUNDATION
P.O. BOX 92665
ANCHORAGE, AK 99509



IN ALASKA

One thing alone can save 35 lives a year, reduce the hardship and costs of over 600 injuries, save \$5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by as much as \$13 million: WEARING THE SEATBELTS ALREADY IN OUR CARS.

These facts are just four of the reasons Alaska needs a law requiring seatbelt use. Although a major purpose of a Alaska seatbelt use law would be to promote the safety of drivers and passengers using their seatbelts, such a law would also:

- promote the safety of street and highway travelers other than seatbelt users;
- promote the public welfare and safety by reducing highway deaths and injuries and public expenditures.

In other words, if Alaska requires seatbelts to be worn -- everyone can benefit!

The questions and answers are the good reasons why we NEED a seatbelt law in Alaska!

1Q -- How many people are killed in traffic accidents in Alaska annually?

A -- In 1985, there were 127 traffic accident fatalities. This number includes pedestrians, motor vehicle drivers and passengers, bicyclists and motorcyclists.

2Q -- How many people are injured in traffic accidents?

A -- Over 7,500 drivers, passengers, pedestrians and cyclists were injured in 1985.

3Q -- What is the estimated economic loss to Alaskans from traffic accident deaths and injuries annually?

A -- The cost of all motor vehicle accidents, excluding property damage-only crashes, exceeded \$82 million in 1985.

4Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 127 people killed in Alaska traffic accidents in 1985, 100 (79%) were drivers and passengers of cars.

5Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 7,500 traffic accident injuries, 73 percent (5,500) were to occupants of passenger cars.

6Q -- What is the annual cost of passenger car occupant deaths and injuries?

A -- The estimated cost of fatalities and injuries to passenger car occupants amounted to \$62 million in 1985.

7Q -- How many passenger car occupant deaths could have been prevented if seatbelt use were required in Alaska?

A -- Based on the assumption that a seatbelt use law would result in 80 percent usage and that belts are 50 percent effective in reducing fatalities, it is estimated that 35 lives could have been saved in 1985.

8Q -- How many passenger car occupant injuries could have been prevented if belt use were required?

A -- An estimated 600 injuries could have been prevented with 80 percent belt usage. Seatbelts are believed to be 50 percent effective in reducing moderate to critical injuries and 10 percent effective in reducing minor injuries.

9Q -- What would be the estimated annual cost savings if seatbelt use were required?

A -- A savings of more than \$18 million in medical costs, insurance expenses, legal costs, loss of productivity and other costs could be expected -- based on 1985 accident figures. This savings does not include accident costs in which only property damage was involved.

10Q -- Of the annual cost savings, what amounts can be attributed to savings from medical costs, legal costs, insurance expenses, human capital costs such as loss of productivity, and other costs such as police, fire department and emergency medical services costs?

A -- The estimated cost savings are:

Medical Costs.....	\$ 2,000,000
Legal Costs.....	\$ 2,000,000
Insurance Expenses.....	\$ 7,000,000
Human Capital Costs.....	\$ 5,000,000
Other Costs.....	\$ 2,000,000
TOTAL	\$18,000,000

THE NUMBER AND COST OF TRAFFIC
ACCIDENT DEATHS AND INJURIES
IN ALASKA, 1985

	<u>Number</u>	<u>Costs</u>
All Traffic Accident Fatalities	127	\$44,000,000
All Traffic Accident Injuries	7,500	\$38,000,000
Passenger Car Occupant Fatalities	100	\$34,600,000
Passenger Car Occupant Injuries	5,500	\$28,000,000
Passenger Car Occupant Deaths Prevented If Belt Use Were Required	35	\$12,000,000 savings
Passenger Car Occupant Injuries Prevented If Belt Use Were Required	600	\$ 6,000,000 savings

NOTES

- . All figures for 1985 -- the latest year for which complete accident statistics are available.
- . All costs are given in \$1985.
- . The fatality figures used to answer questions 1 and 4 are taken directly from the Fatal Accident Reporting System (FARS 1985) of the National Highway Traffic Safety Administration.
- . The injury figures are estimates based on State data.
- . The State totals were adjusted to include an estimate of unreported accident injuries.
- . The cost figures are based on estimates derived from The Economic Cost To Society of Motor Vehicle-Accidents published by NHTSA in May 1983.

All other figures are based on estimates by the Highway Users Federation.

(1985 is the latest year for which complete data are available to HUF-ASF.)

DATE: January 8, 1987

TO: FRANK BICKFORD
~~FRANK BICKFORD~~
FROM: ~~FRANK BICKFORD~~ *[Signature]*
SUBJECT: Fatality Statistics

In response to your request for fatality and enforcement statistics in post-law states, we were able to glean the following information from our files:

MICHIGAN

A state police study found there were 95 fewer deaths on Michigan roads during the first full year of the safety-belt law than during the previous year.

In 1985, there were 2.1 deaths per 100 million miles driven. In 1986, there were less than two deaths per 100 million miles driven.

The study showed, on average, 2,000 tickets and 2,000 warnings were handed out each month for safety-belt violations.

ILLINOIS

The fatality figures for the last five years are as follows: 1986, 1,603; 1985, 1,522; 1984, 1,572; 1983, 1,553; 1982, 1,671.

Fatalities for January 1986 decreased by 17 percent compared to the five-year average for January.

The Illinois Transportation Department said from January to July 1986 1,124 tickets and 36,728 warnings were issued by the state police.

TEXAS

According to the Department of Public Safety, fatalities dropped 13.3 percent during the first six months of the safety-belt law as compared to the same period one year earlier. 1,624 people died on Texas roads between September 1984 and May 1985 as opposed to 1,407 between September 1985 and May 1986.

Enforcement within Texas is said to be the strongest in the country, with compliance around 70 percent.

LOUISIANA

A state police study found, during the Thanksgiving Holiday this year, nine people lost their lives as opposed to 15 deaths last year before the law.

The same study found that during the Labor Day weekend, highway fatalities dropped from 17, before the law in 1985, to 10 after the law in 1986.

NEW YORK

Deaths dropped 27 percent during the first two months the law became effective. (Reported in a University of Michigan study.)

In 1985 there were 52,000 head injuries as opposed to 60,000 in 1984, according to New York Governor Mario Cuomo.

NEW JERSEY

The National Highway Traffic Safety Administration (NHTSA) reported 407 front-seat passengers died in auto accidents from March to December of 1985, compared with 468 for the March-December average of the previous five years.

Since New Jersey has passed its law, front-seat fatalities have been cut by 13 percent.

CALIFORNIA

Deaths from auto-accident-induced head injuries were reduced by 25 percent in the first year after the law went into effect, according to the American Association for Automotive Medicine.

NATIONAL

NHTSA reported a 25 percent drop in injuries and 7 percent drop in fatalities in the first fifteen post-law states and the District of Columbia.

NHTSA reported in New York, New Jersey, Michigan, Illinois, Texas, Missouri, Nebraska and North Carolina (all post-law states), a total of 280 fewer auto accident deaths were recorded in 1985 than in 1984.

Here's some more information:

1. During 1985, the first full year New York had a belt-use law, fatalities dropped to its lowest level since 1949. Serious injuries also dropped 19% and moderate injuries dropped 20%.
2. In the state of Washington, fatalities dropped from 57 in December of 1985 to 49 in December of 1986. Of the 49 who were killed in December of 1986, only 8 wore belts.

STATE OF ALASKA THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907.465.3800

LEGISLATIVE AFFAIRS AGENCY LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. JUD.	4-14-87	1:30 p.m.
H. JUD.	4-13-87	1:30 p.m.
H. JUD.	4-2-87	1:30 p.m.

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/23/87

FURTHER REFERRALS:

4-14-87

DATE: ~~4-13-87~~

The Judiciary Committee has considered HB 167

"An Act relating to mandatory use of safety devices."

RECOMMENDS:

- replace with CS HB167 (JOL) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published 3/23/87
- zero with analysis

SIGNING DO PASS:

Jan. C. Galt

Mr. L. Gumbert

John G. Miller

SIGNING OTHER RECOMMENDATIONS:

Wm. L. Taylor NOBC

Mike Spaul NOBC

Tanera B. Brees NOBC

[Signature]

Chairman's signature

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/6/87

FURTHER REFERRALS: Judiciary

DATE: 3-20-87

The State Affairs Committee has considered HB 167

"An Act relating to mandatory use of safety devices."

RECOMMENDS:

- replace with CS HB 167(SA) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

[Signature]
Cliff Davidson
[Signature]
[Signature]

SIGNING OTHER RECOMMENDATIONS:

Terry Hunter - No Pass

[Signature]
 Chairman's signature

A



Telegram

09012 TDA KETCHIKAN ALASKA 9 04-30 340P ADT

T
PMS

REF JOHN SUND

709

JUNEAU

THANK YOU FOR SUPPORTING CSHB167 WHICH PASSED TODAY.

KETCHIKAN SAFETY BELT USE COALITION

Good

HOUSE AMENDMENT

TO: CSHB167 Jud

BY: #15
Hoffman

Page 2 Line 9

(5) a person operating a motor vehicle ~~or~~ within a community that has opted out by public election of the provisions of A S 28.05-095 or an occupant over the age of 16 in a motor vehicle in such a community.

~~filed~~ filed

18-21

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

AMENDMENT

am to
am # ~~14~~ 15

OFFERED IN THE HOUSE:

By: Collins

To: _____ HOUSE BILL No. _____

SENATE BILL No. _____

PAGE: _____

LINE: _____

Add After 28.05.095:

"However, any person injured ~~at the~~ ^{due to not} wearing a seatbelt in such a community is not entitled to state medical assistance

11-28

filed
~~with~~

HOUSE AMENDMENT

14

TO: CSIB 167 (J40)

BY: HOFFMAN

Page 2 Line 9

APP. 5 AN occupant over the age of 16 or a person operating a motor vehicle within a community that has opted out by public election of the PROVISIONS OF AS 28.05.095

Withdrawn

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

AMENDMENT

#13

OFFERED IN THE HOUSE:

By: Wall'sTo: JUD CSHOUSE BILL No. 167

SENATE BILL No. _____

PAGE: 3LINE: 19

Add a new section as follows:

" Section 4. AS 28.05.095 and the amendments made to AS 28.05.096 (a) and AS 28.05.099 by this Act are repealed one year after the effective date of this Act. "

Filed
17-21

HOUSE AMENDMENT

Am # 12

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle who is unaware
of the requirements of AS 28.05.095

filed
11-29

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

HOUSE AMENDMENT

#11

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle manufactured
prior to enactment of AS 28.05.095

failed
12-27

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

HOUSE AMENDMENT #10

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle that is
unable to exceed 30 miles per hour

*Filed
9-4-25*

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

HOUSE AMENDMENT

#9

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle equipped with
air bags

failed
16-23

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

HOUSE AMENDMENT

#8

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) a person who resides on a primary road system outside of an organized borough unless they are traveling within an organized borough

failed
A
15-24

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

HOUSE AMENDMENT

#7

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle outside an
organized borough or city, in an area with speed
limits under 40 mph

~~16-24~~

17-22

failed.

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

HOUSE AMENDMENT # 6

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / AVIMS

Page 2 Line 23

ADD A NEW SUBSECTION (b) The Commissioner of Public Safety shall notify all licensed motor vehicle operators in writing of the provisions set out under AS 28.05.095

14-25
~~24~~
~~23~~

failed

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

AMENDMENT #

2

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5

Offered in the HOUSE
TO: CS HB 167 (JUD)

By Gruenberg

Page 1, line 12:

Following "while", delete "in operation" and insert
"being driven"

adopted

HOUSE AMENDMENT

4

SHULTZ/ADAMS

TO: CSHB 167 (JUDICIARY)

BY: _____

Page 2 Line 9

ADD NUMBER (5) an occupant over the age of 16
or a person operating a motor vehicle within a
community that has not ratified by public election,
the provisions of AS 28.05.095

failed.
1/6-23

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

HOUSE AMENDMENT

3

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 8

after belts DELETE "." AND ADD "or shoulder harnesses.

failed

18-21

Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.

HOUSE AMENDMENT *2*

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 27

AFTER "\$15" ADD "or the court may ^{*waves the fine*} give a suspended imposition of sentence if the person convicted donates \$15 to EMS (Emergency Medical Services)

adopted 36-3

**Submit original amendment to the Chief Clerk.
It will then be numbered and duplicated.**

5-0659L
Ford
4/13/87

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to mandatory use of safety devices
7 in motor vehicles."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 28.05.095 is repealed and reenacted to read:

10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
11 provided in (c) of this section, a person may not occupy a motor
12 vehicle while in operation unless restrained by a safety belt. *or child
Safety
device*

13 (b) Except as provided in (c) of this section, a driver may not
14 transport a child under the age of 16 in a motor vehicle unless the
15 driver has provided and properly secured each child as described in
16 this subsection. If the child is less than four years of age, the
17 child shall be properly secured in a child safety device meeting the
18 standards of the United States Department of Transportation for a
19 child safety device for infants. If the child is four but not yet 16
20 years of age, the child shall be properly secured in a child safety
21 device approved for a child of that age and size by the United States
22 Department of Transportation or in a safety belt, whichever is appro-
23 priate for the particular child.

24 (c) Subsections (a) and (b) do not apply to

25 (1) passengers in an emergency vehicle;

26 (2) a vehicle operator acting in the course of employment
27 delivering mail or newspapers from inside the vehicle to roadside mail
28 or newspaper boxes;

29 (3) a person or class of persons exempted by regulation

1 under AS 28.05.096; or

2 (4) a person required to be restrained by safety belts
3 under (a) or (b) of this section if the motor vehicle is not equipped
4 with safety belts.

5 (d) A person may not remove a safety belt from a vehicle solely
6 to be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a motor vehicle to determine compliance with
9 (a) of this section, or issue a citation for a violation of (a) of
10 this section, unless the peace officer has probable cause to stop or
11 detain the motor vehicle other than for a violation of (a) of this
12 section.

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 ^{Safety belt or child}
18 ~~use of a [CHILD] safety device~~ is impractical because of physical or
19 medical conditions of the person or class of persons [CHILD].

20 * Sec. 3. AS 28.05.099 is amended to read:

21 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
22 of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be
23 fined up to \$15 [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS
24 OF THE DEPARTMENT, NOTWITHSTANDING THE PROVISIONS OF AS 28.15.231(b)].

25 (b) A person convicted of a violation of AS 28.05.095(b) is
26 guilty of an infraction and may be assessed demerit points as deter-
27 mined by regulations of the department, notwithstanding the provisions
28 of AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.-
29 095(a)] by failing to provide a child safety device or safety belt
[SEATBELT] may provide a peace officer, including a village safety

1 officer, proof of purchase or acquisition, and installation, of an
2 approved child safety device or safety belt [SEATBELT]. If the proof
3 is provided within 30 days after the issuance of a citation for the
4 infraction, the court shall dismiss the citation and no points shall
5 be assessed under this subsection [(a) OF THIS SECTION] unless the
6 person has

7 (1) been convicted previously for violating that section by
8 failing to provide a child safety device or safety belt [SEATBELT];

9 (2) been cited for failure to provide a child safety device
10 or safety belt [SEATBELT] and has forfeited the bail required by the
11 citation; or

12 (3) provided the proof required by this subsection on a
13 prior occasion.
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5-0659L
Ford
4/13/87

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to mandatory use of safety devices
7 in motor vehicles."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 28.05.095 is repealed and reenacted to read:

10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a)⁽¹⁾ Except as
11 provided in (c) of this section, a person may not occupy a motor
12 vehicle while in operation unless restrained by a safety belt ^{and} for child
13 safety device }] (2)

14 (b) Except as provided in (c) of this section, a driver may not
15 transport a child under the age of 16 in a motor vehicle unless the
16 driver has provided and properly secured each child as described in
17 this subsection. If the child is less than four years of age, the
18 child shall be properly secured in a child safety device meeting the
19 standards of the United States Department of Transportation for a
20 child safety device for infants. If the child is four but not yet 16
21 years of age, the child shall be properly secured in a child safety
22 device approved for a child of that age and size by the United States
23 Department of Transportation or in a safety belt, whichever is appro-
24 priate for the particular child.

25 (c) Subsections (a) and (b) do not apply to

26 (1) passengers in an emergency vehicle;

27 (2) a vehicle operator acting in the course of employment
28 delivering mail or newspapers from inside the vehicle to roadside mail
29 or newspaper boxes;

1 (3) a person or class of persons exempted by regulation
2 under AS 28.05.096; or

3 (4) a person required to be restrained by safety belts
4 under (a) or (b) of this section if the motor vehicle is not equipped
5 with safety belts.

6 (d) A person may not remove a safety belt from a vehicle solely
7 to be exempted under (c)(4) of this section.

8 (e) Notwithstanding any other provision of law, a peace officer
9 may not stop or detain a motor vehicle to determine compliance with
10 (a) of this section, or issue a citation for a violation of (a) of
11 this section, unless the peace officer has probable cause to stop or
12 detain the motor vehicle other than for a violation of (a) of this
13 section.

14 * Sec. 2. AS 28.05.096(a) is amended to read:

15 (a) The commissioner of public safety may adopt regulations to
16 exempt a person [CHILD] or a class of persons [CHILDREN] from the
17 requirements of AS 28.05.095 if the commissioner determines that the
18 use of a safety belt or child safety device is impractical because of
19 physical or medical conditions of the person or class of persons
20 [CHILD].

21 * Sec. 3. AS 28.05.099 is amended to read:

22 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
23 of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be
24 fined up to \$15 [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS
25 OF THE DEPARTMENT, NOTWITHSTANDING THE PROVISIONS OF AS 28.15.231(b)].

26 (b) A person convicted of a violation of AS 28.05.095(b) is
27 guilty of an infraction and may be assessed demerit points as deter-
28 mined by regulations of the department, notwithstanding the provisions
29 of AS 28.15.231(b). A person who violates AS 28.05.095(b)

1 [AS 28.05.095(a)] by failing to provide a child safety device or
2 safety belt [SEATBELT] may provide a peace officer, including a
3 village safety officer, proof of purchase or acquisition, and
4 installation, of an approved child safety device or safety belt
5 [SEATBELT]. If the proof is provided within 30 days after the issu-
6 ance of a citation for the infraction, the court shall dismiss the
7 citation and no points shall be assessed under this subsection [(a) OF
8 THIS SECTION] unless the person has

9 (1) been convicted previously for violating that section by
10 failing to provide a child safety device or safety belt [SEATBELT];

11 (2) been cited for failure to provide a child safety device
12 or safety belt [SEATBELT] and has forfeited the bail required by the
13 citation; or

14 (3) provided the proof required by this subsection on a
15 prior occasion.
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5-0659L
Ford
4/13/87

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

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10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
11 provided in (c) of this section, a person may not occupy a motor
12 vehicle while in operation unless restrained by a safety belt.

13 (b) Except as provided in (c) of this section, a driver may not
14 transport a child under the age of 16 in a motor vehicle unless the
15 driver has provided and properly secured each child as described in
16 this subsection. If the child is less than four years of age, the
17 child shall be properly secured in a child safety device meeting the
18 standards of the United States Department of Transportation for a
19 child safety device for infants. If the child is four but not yet 16
20 years of age, the child shall be properly secured in a child safety
21 device approved for a child of that age and size by the United States
22 Department of Transportation or in a safety belt, whichever is appro-
23 priate for the particular child.

24 (c) Subsections (a) and (b) do not apply to

25 (1) passengers in an emergency vehicle;
26 (2) a vehicle operator acting in the course of employment
27 delivering mail or newspapers from inside the vehicle to roadside mail
28 or newspaper boxes;

29 (3) a person or class of persons exempted by regulation

1 under AS 28.05.096; or

2 (4) a person required to be restrained by safety belts
3 under (a) or (b) of this section if the motor vehicle is not equipped
4 with safety belts.

5 (d) A person may not remove a safety belt from a vehicle solely
6 to be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a motor vehicle to determine compliance with
9 (a) of this section, or issue a citation for a violation of (a) of
10 this section, unless the peace officer has probable cause to stop or
11 detain the motor vehicle other than for a violation of (a) of this
12 section.

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

19 * Sec. 3. AS 28.05.099 is amended to read:

20 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
21 of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be
22 fined up to \$15 [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS
23 OF THE DEPARTMENT, NOTWITHSTANDING THE PROVISIONS OF AS 28.15.231(b)].

24 (b) A person convicted of a violation of AS 28.05.095(b) is
25 guilty of an infraction and may be assessed demerit points as deter-
26 mined by regulations of the department, notwithstanding the provisions
27 of AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.-
28 095(a)] by failing to provide a child safety device or safety belt
29 [SEATBELT] may provide a peace officer, including a village safety

Seatbelt
Child safety device
CSHB

1 officer, proof of purchase or acquisition, and installation, of an
2 approved child safety device or safety belt [SEATBELT]. If the proof
3 is provided within 30 days after the issuance of a citation for the
4 infraction, the court shall dismiss the citation and no points shall
5 be assessed under this subsection [(a) OF THIS SECTION] unless the
6 person has

7 (1) been convicted previously for violating that section by
8 failing to provide a child safety device or safety belt [SEATBELT];

9 (2) been cited for failure to provide a child safety device
10 or safety belt [SEATBELT] and has forfeited the bail required by the
11 citation; or

12 (3) provided the proof required by this subsection on a
13 prior occasion.
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Original sponsors: Cotten, Ulmer,
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1 IN THE HOUSE

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7 in motor vehicles."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 28.05.095 is repealed and reenacted to read:

10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
11 provided in (c) of this section

12 (1) a person 16 years of age or older may not occupy a
13 motor vehicle while in operation unless restrained by a safety belt;
14 and

15 (2) a person may not operate a motor vehicle unless re-
16 strained by a safety belt.

17 (b) Except as provided in (c) of this section, a driver may not
18 transport a child under the age of 16 in a motor vehicle unless the
19 driver has provided and properly secured each child as described in
20 this subsection. If the child is less than four years of age, the
21 child shall be properly secured in a child safety device meeting the
22 standards of the United States Department of Transportation for a
23 child safety device for infants. If the child is four but not yet 16
24 years of age, the child shall be properly secured in a child safety
25 device approved for a child of that age and size by the United States
26 Department of Transportation or in a safety belt, whichever is appro-
27 priate for the particular child.

28 (c) Subsections (a) and (b) do not apply to

29 (1) passengers in an emergency vehicle;

1 (2) a vehicle operator acting in the course of employment
2 delivering mail or newspapers from inside the vehicle to roadside mail
3 or newspaper boxes;

4 (3) a person or class of persons exempted by regulation
5 under AS 28.05.096; or

6 (4) a person required to be restrained by safety belts
7 under (a) or (b) of this section if the motor vehicle is not equipped
8 with safety belts [] ; or (5)

9 (d) A person may not remove a safety belt from a vehicle solely
10 to be exempted under (c)(4) of this section.

11 (e) Notwithstanding any other provision of law, a peace officer
12 may not stop or detain a motor vehicle to determine compliance with
13 (a) of this section, or issue a citation for a violation of (a) of
14 this section, unless the peace officer has probable cause to stop or
15 detain the motor vehicle other than for a violation of (a) of this
16 section.

17 * Sec. 2. AS 28.05.096(a) is amended to read:

18 (a) The commissioner of public safety may adopt regulations to
19 exempt a person [CHILD] or a class of persons [CHILDREN] from the
20 requirements of AS 28.05.095 if the commissioner determines that the
21 use of a safety belt or child safety device is impractical because of
22 physical or medical conditions of the person or class of persons
23 [CHILD].

24 * Sec. 3. AS 28.05.099 is amended to read:

25 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
26 of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be
27 fined up to \$15 [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS
28 OF THE DEPARTMENT, NOTWITHSTANDING THE PROVISIONS OF AS 28.15.231(b)].

29 (b) A person convicted of a violation of AS 28.05.095(b) is

1 guilty of an infraction and may be assessed demerit points as deter-
2 mined by regulations of the department, notwithstanding the provisions
3 of AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.-
4 095(a)] by failing to provide a child safety device or safety belt
5 [SEATBELT] may provide a peace officer, including a village safety
6 officer, proof of purchase or acquisition, and installation, of an
7 approved child safety device or safety belt [SEATBELT]. If the proof
8 is provided within 30 days after the issuance of a citation for the
9 infraction, the court shall dismiss the citation and no points shall
10 be assessed under this subsection [(a) OF THIS SECTION] unless the
11 person has

12 (1) been convicted previously for violating that section by
13 failing to provide a child safety device or safety belt [SEATBELT];

14 (2) been cited for failure to provide a child safety device
15 or safety belt [SEATBELT] and has forfeited the bail required by the
16 citation; or

17 (3) provided the proof required by this subsection on a
18 prior occasion.
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5-0659L
Ford
4/3/87

New CS

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

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10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
11 provided in (c) of this section, a person may not occupy a motor
12 vehicle while in operation unless restrained by a safety belt. *Throgmout*

13 (b) Except as provided in (c) of this section, a driver may not
14 transport a child under the age of 16 in a motor vehicle unless the
15 driver has provided and properly secured each child as described in
16 this subsection. If the child is less than four years of age, the
17 child shall be properly secured in a child safety device meeting the
18 standards of the United States Department of Transportation for a
19 child safety device for infants. If the child is four but not yet 16
20 years of age, the child shall be properly secured in a child safety
21 device approved for a child of that age and size by the United States
22 Department of Transportation or in a ^{safety} ~~seat~~ belt, whichever is appropri-
23 ate for the particular child.

24 (c) Subsections (a) and (b) do not apply to

25 (1) passengers in an emergency vehicle;

26 (2) a vehicle operator acting in the course of employment
27 delivering mail or newspapers from inside the vehicle to roadside mail
28 or newspaper boxes;

29 (3) a person or class of persons exempted by regulation

Amend Bill

1 under AS 28.05.096;

2 (4) a person required to be restrained by ^{safety} seatbelts under
3 (a) or (b) of this section if the motor vehicle is not equipped with
4 ^{safety} seatbelts.

5 (d) A person may not remove a seatbelt from a vehicle solely to
6 be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a motor vehicle to determine compliance with
9 (a) or (b) of this section, or issue a citation for a violation of (a)
10 or (b) of this section, unless the peace officer has probable cause to
11 stop or detain the motor vehicle other than for a violation of (a) or
12 (b) of this section.

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

19 * Sec. 3. AS 28.05.099 is amended to read:

20 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
21 of AS 28.05.095(a), (b), or (d) [(c)] is guilty of an infraction and
22 may be fined up to \$15. ~~In addition to the fine established under~~
23 ~~this section, a person convicted of a violation of AS 28.05.095(b) may~~
24 ~~be assessed demerit points as determined by regulations of the depart-~~
25 ~~ment, notwithstanding the provisions of AS 28.15.231(b).~~

26 (M) (b) A person who violates AS 28.05.095(b) [AS 28.05.095(a)] by
27 failing to provide a child safety device or seatbelt may provide a
28 peace officer, including a village safety officer, proof of purchase
29 or acquisition, and installation, of an approved child safety device

(b) omitted (b) fine \$300.

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or seatbelt. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under (a) of this section unless the person has

- (1) been convicted previously for violating that section by failing to provide a child safety device or seatbelt;
- (2) been cited for failure to provide a child safety device or seatbelt and has forfeited the bail required by the citation; or
- (3) provided the proof required by this subsection on a prior occasion.

A M E N D M E N T

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167 (Jud)

Page 2, line 9:

Delete "or (b)"

Page 2, line 10:

Delete "or (b)"

Page 2, lines 11-12:

Delete "or (b)"

Page 2, line 21:

Delete "(b),"

Page 2, lines 22-23:

Delete "In addition to the fine established under this section, a"

Insert "A"

After "AS 28.05.095(b)":

Insert "is guilty of a violation and"

*after #5 on line 22. delete all math.
put in (b) line 26*

A M E N D M E N T

#1

Offered in the HOUSE

By Gruenberg

TO: CSHB 167(Judiciary)

Page 1, line 11:

Delete ", "

Insert "(1)"

After "person":

Insert "16 years of age or older"

Page 1, lines 12 - 13:

Delete "or child safety device"

Insert "; and

(2) a person may not operate a motor vehicle unless restrained by a safety belt"

Amendment

to CSMB 167 SA

By Gruenberg

p 1 l 12 following "while"

Strike "in operation"

insert "being driven"

Failed

A M E N D M E N T

#1

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167(Jud)

Page 2, line 4:

Delete "."

Insert "; or

(5) a motor vehicle exempt under AS 28.10.011(11)."

Failed

A M E N D M E N T

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167(Jud)

Page 1, line 11, after "(c)":

Insert "and (d)"

Page 2, after line 4:

Insert a new subsection to read:

"(d) Subsection (a) does not apply to a motor vehicle exempt under AS 28.10.011(11)."

Reletter the following subsections accordingly.

Page 2, line 21:

Delete "(d)"

Insert "(e)"



Frank Bickford
EXECUTIVE DIRECTOR

ALASKA SAFETY BELT USE COALITION

(907) 586-1400
319 Seward St.
Juneau, Alaska 99801

Representative Sund,

FYI,

FB

LEGALITY UNDER THE U.S. CONSTITUTION
OF STATE LEGISLATION REQUIRING USE OF SAFETY BELTS

by

Arthur S. Miller, Professor of Law
National Law Center, George Washington University
Washington, D.C.

Can state governments require that safety belts be used by drivers and passengers in all motor vehicles using state highways? The answer to that question, under the United States Constitution, depends upon an evaluation of the "due process of law" clause of the 14th Amendment. A secondary problem relates to interstate commerce.

The 14th Amendment says in part that a state cannot "deprive any person of life, liberty, or property, without due process of law..." The precise question is whether the liberty protected by that clause would be unconstitutionally taken away if safety belts were made mandatory. Even though the requirement would be enforced by means of a small monetary fine, by no means could that be said to be a taking of one's property. Of course, "life" is not involved

Under existing constitutional law, it is clear that safety belt use laws would be held to be constitutional. The reasons for this include the following:

1. Although the due process clause is not defined in the Constitution, it has taken on meaning through the medium of Supreme Court decisions. It is beyond dispute that the clause does not state an "absolute"; a state may interfere with one's liberty at certain times. (In like manner, life can be taken, as in capital punishment, and even property can be taken without compensation in certain circumstances.)

2. Historically, due process referred to the procedure that government employed in dealing with a person's life, liberty, or property. In other words, it dealt with the method by which government acted to deprive a person of his life, his liberty, or his property.

By Supreme Court interpretation, however, the historical basis of due process has been expanded to include the "substantive" aspects of regulation -- that is, of what government is doing. For example, can a business firm's liberty to enter into contracts be limited by laws dealing with minimum wages and maximum hours? The answer is clearly "yes." Safety belts and their required use entails a "substantive due process" question.

3. That question, in final analysis, is whether a given regulation interfering with a person's liberty is "reasonable," that is, has a "rational basis." The answer, quite clearly, for seat belts is that such a rational basis exists.

4. The "rational basis": It has been demonstrated that safety belts, when used, reduce the risks of death and injury of both driver and passengers to a significant degree. Furthermore, belts assist a driver in maintaining control of a vehicle under adverse circumstances. Finally, the belts prevent passengers in both front and rear seats from interfering with the driver's ability to control the vehicle. Given these circumstances, a state legislature could reasonably conclude that seat belt use should be required. The Supreme Court doubtless would uphold such legislation or regulation.

Admittedly, some contrary evidence could be produced, tending to show that in some circumstances some drivers and some passengers may have been injured by safety belts. However, the preponderance of evidence is that safety belts do in fact protect against death and injury.

A legislative determination that safety belt use is necessary for the health and safety of drivers and passengers (and, possibly, of pedestrians) would require that the person challenging it prove that the determination was unreasonable. That would be most difficult, perhaps impossible, to do.

5. By analogy: State governments at times interfere with the personal freedoms of individuals. The obvious examples are compulsory laws for vaccination against smallpox or other contagious disease.

In some respects, automobile accidents may be likened to an epidemic. About 4,000,000 people are injured in vehicle accidents in the United States each year. More than 56,000 are killed annually. If such a rate of death and accident were the result of, say, a cholera epidemic, there would be no question whatsoever that vaccinations could be required. The liberty of an individual does not include the liberty to endanger others, or to take unreasonable risks with his own life.

Similarly, personal liberty has never been held to outlaw requirements of, for example, helmets by motorcycle riders and appropriate safeguards by such high-risk activities as skydiving. In like manner, a person can be lawfully prevented from swimming in water that is shark infested or where strong rip tides exist. The reason is that society has always been held to have an interest in the safety and health of an individual. Attempted suicide, for example, has been made a crime in some states.

Should only one state, or a few states, require safety belt use, then a constitutional argument could be made that this unduly interfered with the power of the federal government to regulate interstate commerce with respect to vehicles from outside the state. But here again, the argument is not valid. A state can make it a condition of the use of its highways that safety regulations, such as speed

laws, be obeyed. To require safety belt use is analogous to those laws. Accordingly, state laws requiring belt use would not be held unconstitutional as an improper regulation of interstate commerce.

Finally, for the federal government to legislate (or require by administrative ruling) the use of seat belts would be an entirely valid use of its power to regulate interstate commerce. Under existing constitutional law, the federal government's commerce power reaches to activities quite remote from actually crossing state lines. For example: a law requiring a druggist in a small town to label drugs according to federal standards is entirely proper. In addition, federal laws making strictly local "loan-sharking" a crime have been upheld by the Supreme Court. Also, restaurants serving the public cannot refuse to serve anyone on the basis of race, color, creed, or national origin; that was outlawed by Congress in a statute upheld by the Supreme Court.

Furthermore, if so desired, Congress could limit the use of federal funds for highway use by requiring that states enact safety-belt use legislation before the funds would be released. This, too, would be valid, in much the same way that the Supreme Court upheld regulations forbidding state employees paid with federal funds from engaging in political activities contrary to the Hatch Act.

Other legal arguments, such as the right of personal privacy would be unduly infringed by mandatory safety belts, simply do not hold water. Driving a vehicle on a public highway does not involve privacy. It is a public act which must be done with due regard to the safety of others, as well as the driver.

Finally, some states might impose mandatory safety belts only upon new automobiles or automobiles after a certain year. This, to some, might mean that people are being treated differently in violation of the "equal protection" clause of the 14th amendment. Here, again, the argument does not wash. That clause has never been held to mean that absolute equality of treatment is necessary, but only the unreasonable classifications or discriminations are outlawed. As with due process, it would be highly unlikely that the Supreme Court would find that "equal protection" demanded that all automobiles, or whatever vintage, have safety belts. It would be "reasonable" to start as of, say, 1964, 1966 or 1968, which in fact many states already do in conforming their state laws to federal requirements.

Summary: There is no constitutional barrier preventing the states or the federal government requiring use of safety belts by drivers and passengers. That such a law might be difficult to enforce is irrelevant to the question of whether, under the Constitution, it would be valid. Little doubt exists as to the constitutionality of such a requirement.

APR. 3 1985

FREDRIC C. TAUSEND

800 Waterfront Place
1011 Western Avenue,
Seattle, Washington 98104

April 1, 1985

Ms. Jeanette Greenfield
Evergreen Safety Foundation
7600 Sand Point Way N.E.
Seattle, WA 98115

Dear Jeanette:

I favor passage of House Bill 1182, the seat belt bill, and urge you to consider it favorably. As a lawyer who has handled a number of civil liberties cases it seems to me to be a moderate, carefully drawn piece of legislation that will save lives, reduce serious injuries and probably save the public substantial sums in consequently reduced medical and health care costs. The objection voiced by some that it interferes unduly with an individual's right to take such risks with his own safety as he damn well wants to, overlooks the time tested justification for many similar regulations we take for granted.

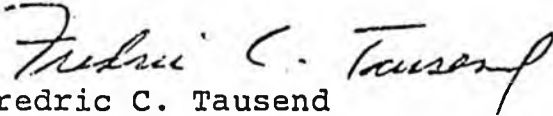
Whenever a person is in a car with one or more passengers, the failure of any one of them to wear a seat belt makes that person a potential danger to the others in the event of an accident. Further there is evidence that use of a belt can assure better driver control of the vehicle at the time of an actual or potential collision. Thus the safety of persons other than the seat belt wearer can be endangered by a failure to wear a seat belt. Where that potential exists, the law has always recognized the need for reasonable restraints on individual conduct. While many examples can be given from vaccination to dogleash laws, and mandatory carry on baggage inspection prior to airline boarding, the most comparable regulation is the Federal requirement that all passengers and crew wear seat belts on airplanes at the time of take off, landing and during periods of turbulence. The enforcement of this regulation leaves the passenger with no choice. I at least have never seen a passenger refrain when confronted with a directive from a cabin attendant to buckle up.

800 Waterfront Place
1011 Western Avenue
Seattle, Washington 98104

Page Two

Under the proposed law, however, the driver or passenger does have a choice. He or she can simply pay the \$20.00 fine and go on riding beltless since the law does not permit arrests for failure to wear a seat belt and only comes into effect if the car is stopped for some other violation of law. Rather than interfering with individual privacy and risktaking, it will, on the one hand encourage prudent behavior by setting a standard, and on the other provide a mechanism whereby those who choose to go beltless can help defray the increased cost of public health which they help cause.

Sincerely,


Fredric C. Tausend

FCT:MBH

HB 167 MANDATORY USE OF SAFETY DEVICES

WITNESSES:

MARK JOHNSON

MIKE LEWIS, DIVISION OF PUBLIC SAFETY.

MIKE MILLER, JUNEAU

REPRESENTATIVE FROM JUNEAU CHAPTER, MADD.

FRANK BICKFORD, ALASKA SAFETY BELT USE COALITION.

JUNEAU AREA HIGH SCHOOL STUDENT

THE LATEST: THE COALITION PICKED UP 965 NEW SIGNATURES THIS PAST WEEKEND AT THE ANCHORAGE HOME SHOW.

THERE ARE A COUPLE OF POINTS THAT MAY BE BROUGHT UP IN COMMITTEE:

THE AGE OF SOMEONE TO BE CITED, SHOULD YOU LIMIT CITATIONS TO A CERTAIN AGE GROUP. ((OVER 14 OR 16.))

WHO IS RESPONSIBLE FOR SEATBELTS BEING WORN? WHAT IF A 14 YEAR OLD IS STOPPED AND HIS MOTHER IS NOT WEARING HER BELT?

HOW WILL THIS AFFECT CHILD SAFETY DEVICES?

ELLEN MOORE FROM PUBLIC SAFETY PREFERS THAT NON-USE OF SEATBELTS BE A PRIMARY OFFENSE, THAT THIS IS NOT ENOUGH. NICE IDEA BUT NOT VERY PRACTICAL. SHE SENT OVER ANOTHER DIVISION OF PUBLIC SAFETY POSITION PAPER YESTERDAY. LEGAL DEPARTMENT SAYS TO LEAVE BILL AS IS, MAKE ANY CHANGES IN COMMITTEE.

YOU DON'T WANT TO WATER DOWN THE CHILD RESTRAINT LAW.

As required by AS 28.22.200(b), following is a list of areas that are exempt from the mandatory insurance law. As of 9/01/86 these areas are also exempt from vehicle registration per AS 28.10.011(11) amended in 1986 legislature.

June 10, 1986

Adak	Chignik Lake	Kaktovik	Napaiskak	St. George
Afognak	Chisana	Kalskag	Napakiak	St. Mary's
Akhiok	Christian	Kaltag	Nelson Lagoon	St. Michael
Akiachak	Chuathbaluk	Kanatak	New Stuyahok	St. Paul
Akiak	Clark's Point	Karluk	Newhalen	Sanak
Akolmiut	Cold Bay	Kasaan	Newtok	Sand Point
Akulurak	Crooked Creek	Kashegelok	Nightmute	Savoonga
Akutan		Kasigluk	Nikolai	Scammon Bay
Alakanuk	Deering	Katalla	Nikolski	Selawik
Alatna	Diomede	Kiana	Noatak	Shageluk
Allakaket		King Cove	Nolan	Shaktoolik
Amakdedori	Edna Bay	King Island	Nondalton	Sheldon Point
Ambler	Eek	Kipnuk	Noorvik	Shemya
Amchitka	Egavik	Kivalina	Nuiqsut	Shismaref
Angoon	Egegik	Kiwalik	Nulato	Shungnak
Aniak	Ekuk	Kobuk	Nunachuak	Shungnak Village
Annette	Ekwok	Kokhanok	Nunapitchuk	Skwentna
Anvik	Elfin Cove	Kokrines	Nushagak	Sleetmute
Arctic Village	Elim	Koliganek	Nyac	Snettisham
Atka	Emanguk	Kongiganak	Old Harbor	South Naknek
Atkasuk	Emmonak	Kotlik	Ophir	Squaw Harbor
Attu	English Bay	Kotzebue	Oscarville	Stebbins
	Excursion Inlet	Koyuk	Ouzinkie	Stevens Village
		Koyukuk	Owl Village	Stuyahok
Baranof		Kvichak	Pavlof Harbor	Takotna
Barrow	False Pass	Kwethluk	Pedro Bay	Taku Harbor
Beaver	Flat	Kwigillingok	Pelican	Tanana
Bell Is. Hot Spgs.	Fort Yukon	Kwiguk	Pennock Island	Tanunak
Belkofski	Fortuna Ledge	Kwinhagak	Perryville	Tatitlek
Belmezok			Pikmiktalik	Tenakee Springs
Bettles	Galena	Lake Minchumina	Pile Bay	Tetlin
Bettles Field	Gambell	Larsen Bay	Pilot Point	Tin City
Biorka	Golovin	Latouche	Pilot Station	Todd
Birch Creek	Goodnews Bay	Levelock	Pitka's Point	Togiak
Brevig Mission	Grayling	Lime Village	Platinum	Token
Buckland	Gustavus	Little Diomede	Pt. Baker	Toksook Bay
		Long	Pt. Hope	Tuluksak
Candle	Hawk Inlet	Lower Kalskag	Pt. Lay	Tuntutuliak
Canyon	Haycock		Poorman	Tununak
Cape Pole	Holy Cross	Manokatak	Port Alexander	Twin Hills
Cape Yakataga	Hooper Bay	Marshall	Port Alsworth	Tyonek
Chalkyitsik	Hughes	Mary's Igloo	Port Ashton	
Chandalar	Huslia	McGrath	Port Graham	Ugashik
Chaniliut	Hyder	Medfra	Port Heiden	Umiat
Chakaktolik		Mekoryuk	Port Lions	Unalakleet
Chase	Iditarod	Meshik	Port Moller	Unga
Chatham	Iguigig	Metlakatla	Port Wakefield	
Cheching	Igushik	Meyoryuk		Venetie
Chenik	Iliamna	Meyers Chuck	Quinhagak	
Chefornak	Ivanoff Bay	Moses Point		Wainwright
Chernofski		Mountain Village	Rampart	Wales
Chevak	Kachemak	Mumtrak	Red Devil	White Mountain
Chichagof	Kaguyak		Ruby	Whittier
Chignik	Kake	Napaimiut	Russian Mission	Wiseman
Chignik Lagoon	Kakhonak			Woody Island

JOHN SUND, REPRESENTATIVE

2504 2nd Avenue
Ketchikan, Alaska 99901
(907) 225-5552

While in Juneau
P. O. Box V
Juneau, Alaska 99811
(907) 465-4919

February 2, 1988

Clifford Purvis
Box 586
Wrangell, Alaska 99929

Dear Mr. Purvis:

Thank you for writing concerning House Bill 167, the mandatory seat belt bill.

I did support this bill on the House Floor, for several reasons. First, the bill will save lives; this has been clearly demonstrated in other states. Deaths and injuries from auto accidents cost all of us in high insurance rates and state support for medical care. Second, HB 167 will not trigger the Federal legislation regarding air bags. Third, the law should be enforced in an unobtrusive manner, as it provides for secondary enforcement only.

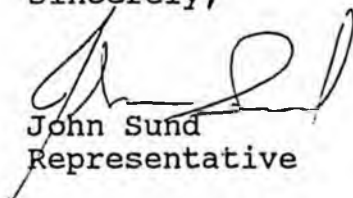
This secondary enforcement means that the police will not be allowed to stop vehicles in order to check on seat belt use - it is only when the police are stopping a vehicle for another reason. The maximum fine is fifteen dollars, there is no other penalty.

The fact that the legislation provides for secondary enforcement and has a maximum fine of fifteen dollars makes it not qualify under the federal law which states that if enough states pass seat belt laws auto manufacturers will not be required to provide air bags. Alaska's seat belt statute will have no impact on the air bag controversy.

We also have under consideration Senate Bill 153, which would take a different approach to encouraging seat belt use. This bill would reduce traffic fines for those who are wearing seat belts at the time of the offense. At this time I think that this bill is more likely to be enacted than HB 167.

Thanks again for writing. Please let me know if there is any further information I can provide.

Sincerely,


John Sund
Representative

JAN 29 1988

January 25, 1988

Rep. John Sund,

Please don't saddle us with any form of mandatory seat belt law. (HB 167)

I realize that lobbyists can convince most anyone that black is really white and that results of polls and tables of statistics mean anything they want them to say. They'll try to convince you that the public demands a seat belt law. Don't let them kid you.

The Big Auto Companies, with their millions of dollars for lobbying, are pushing seat belt laws so they won't have to install air bags. We, the common people of Alaska, have neither the money nor the time to support an Anti Seat Belt Lobby. We're too busy trying to make a living for our families. That doesn't mean we're for such a law.

Massachusetts and Nebraska are two states where the legislators represented the lobbyists instead of the people and passed seat belt laws. The people came alive, got up referendums and threw the laws out.

Sincerely,

Clifford Purvis

Clifford Purvis
Box 586
Wrangell AK 99929

1985 ESTIMATES

TEN GOOD REASONS
WHY WE NEED A
SEATBELT LAW
IN
ALASKA

ALASKA HIGHWAY USERS FEDERATION
FOR
SAFETY AND MOBILITY
AND
AUTOMOBILE SAFETY FOUNDATION
P.O. BOX 92665
ANCHORAGE, AK 99509



IN ALASKA

One thing alone can save 35 lives a year, reduce the hardship and costs of over 600 injuries, save \$5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by as much as \$13 million: **WEARING THE SEATBELTS ALREADY IN OUR CARS.**

These facts are just four of the reasons Alaska needs a law requiring seatbelt use. Although a major purpose of a Alaska seatbelt use law would be to promote the safety of drivers and passengers using their seatbelts, such a law would also:

- promote the safety of street and highway travelers other than seatbelt users;
- promote the public welfare and safety by reducing highway deaths and injuries and public expenditures.

In other words, if Alaska requires seatbelts to be worn -- everyone can benefit!

The questions and answers are the good reasons why we **NEED** a seatbelt law in Alaska!

1Q -- How many people are killed in traffic accidents in Alaska annually?

A -- In 1985, there were 127 traffic accident fatalities. This number includes pedestrians, motor vehicle drivers and passengers, bicyclists and motorcyclists.

2Q -- How many people are injured in traffic accidents?

A -- Over 7,500 drivers, passengers, pedestrians and cyclists were injured in 1985.

3Q -- What is the estimated economic loss to Alaskans from traffic accident deaths and injuries annually?

A -- The cost of all motor vehicle accidents, excluding property damage-only crashes, exceeded \$82 million in 1985.

4Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 127 people killed in Alaska traffic accidents in 1985, 100 (79%) were drivers and passengers of cars.

5Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 7,500 traffic accident injuries, 73 percent (5,500) were to occupants of passenger cars.

6Q -- What is the annual cost of passenger car occupant deaths and injuries?

A -- The estimated cost of fatalities and injuries to passenger car occupants amounted to \$62 million in 1985.

7Q -- How many passenger car occupant deaths could have been prevented if seatbelt use were required in Alaska?

A -- Based on the assumption that a seatbelt use law would result in 80 percent usage and that belts are 50 percent effective in reducing fatalities, it is estimated that 35 lives could have been saved in 1985.

8Q -- How many passenger car occupant injuries could have been prevented if belt use were required?

A -- An estimated 600 injuries could have been prevented with 80 percent belt usage. Seatbelts are believed to be 50 percent effective in reducing moderate to critical injuries and 10 percent effective in reducing minor injuries.

9Q -- What would be the estimated annual cost savings if seatbelt use were required?

A -- A savings of more than \$18 million in medical costs, insurance expenses, legal costs, loss of productivity and other costs could be expected -- based on 1985 accident figures. This savings does not include accident costs in which only property damage was involved.

10Q -- Of the annual cost savings, what amounts can be attributed to savings from medical costs, legal costs, insurance expenses, human capital costs such as loss of productivity, and other costs such as police, fire department and emergency medical services costs?

A -- The estimated cost savings are:

Medical Costs.....	\$ 2,000,000
Legal Costs.....	\$ 2,000,000
Insurance Expenses.....	\$ 7,000,000
Human Capital Costs.....	\$ 5,000,000
Other Costs.....	\$ 2,000,000
TOTAL	\$18,000,000

THE NUMBER AND COST OF TRAFFIC
ACCIDENT DEATHS AND INJURIES
IN ALASKA, 1985

	<u>Number</u>	<u>Costs</u>
All Traffic Accident Fatalities	127	\$44,000,000
All Traffic Accident Injuries	7,500	\$38,000,000
Passenger Car Occupant Fatalities	100	\$34,600,000
Passenger Car Occupant Injuries	5,500	\$28,000,000
Passenger Car Occupant Deaths Prevented If Belt Use Were Required	35	\$12,000,000 savings
Passenger Car Occupant Injuries Prevented If Belt Use Were Required	600	\$ 6,000,000 savings

NOTES

- . All figures for 1985 -- the latest year for which complete accident statistics are available.
- . All costs are given in \$1985.
- . The fatality figures used to answer questions 1 and 4 are taken directly from the Fatal Accident Reporting System (FARS 1985) of the National Highway Traffic Safety Administration.
- . The injury figures are estimates based on State data.
- . The State total was adjusted to include an estimate of unreported accident injuries.
- . The cost figures are based on estimates derived from The Economic Cost To Society of Motor Vehicle-Accidents published by NHTSA in May 1983.

. All other figures are based on estimates by the Highway Users Federation.

. (1985 is the latest year for which complete data are available to HUF-ASF.)

SEATBELT LAWS



Frank Bickford
EXECUTIVE DIRECTOR

(907) 586-7400
319 Seward St.
Juneau, Alaska 99801

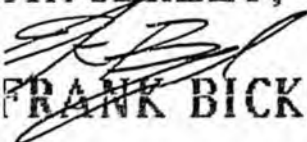
ALASKA SAFETY BELT USE COALITION

4/29/87

DEAR REPRESENTATIVE SUND,

ATTACHED ARE SIGNATURES OF
SUPPORTERS OF A MANDATORY
SAFETY BELT USE LAW IN ALASKA
COLLECTED AT THE KETCHIKAN
HEALTH FAIR THIS PAST WEEKEND.

SINCERELY,


FRANK BICKFORD

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400
586

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Jane Kelly	Rt. 1 Box 817-KTN	99901	247-2377	MUD BAY
Kenie McKinnon	Rt 2 Box 54-D Vista	99901	225-6255	Mt. Point
Laura McKinnon	Rt 2 Box 54-D Vista	99901	225-6255	Mt. Point
Bonnie Porter	Box 89103	99901	225-9675	Saxman
Jimmy Creek	Box 5495 KTN	99901	225-0591	new registr
Michelle Taylor	Box 5033 KTN	99901	225-1256	KTN - Mill
Anne Perkins	Box 34175 Juneau	99803	789-7069	Wopu Mendonh.
Julie A. Miller	1305 Millar St Upc	99901	247-1392	KTN
Wesley Clarke	Box 654 WARD Cove	99908	247-8235	Mill Point
Erin Murphy	POB 7774 KTN	99901	225-4056	
Sheral Heck	P.O. Box 5937, Ktn	99901	247-8566	Mud Bay
Daniel J. Wendel	P.O. Box 8711 KTN	99901	225-1779	Mt. Point
Samuel Wilson	436 main #40	99901		
Robert Christensen	15 mi	99928	247-2390	Kunukon R.
John E. Powell	Box 8919 KTN	99901	225-6227	KTN
Debbie Caskey	P.O. Box 6064 KTN	99901	247-8361	PO Box Pass
Sherva	P.O. B. 1045 WC	99928	247-2441	Beachcrest
J. Brodeur	POB 5335	99901	5-5674	Museum
L. Kivell	1046 Schramm bar RI	99901	5-4437	Museum
John Pasma	861 Menard	99901	225-3228	KTN
Angeline James	975 W. Seance	99901	225-6078	KTN
Jan Buda	Box 5785	99901	225-	KTN
Georgia C. Skanes	519 Bureau	99901	225-2459	Sons of Norway
Angel McGilton	1359 Woodlark Dr.	99901	225-1672	
Marlene Harris	PO Box 377	99922		
Sarah Sherman	PO Box 545 WC	99928	247-1562	
Mary Mus	PO Box 6554	99901	225-3716	
Linda West	1416 Jimmy Chasin	99901	5-6498	
Jan M. Mac	PO Box 335	99901	5-3225	SAXMAN

4

ALASKA SAFETY BELT USE COALITION
319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400
586

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT
USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW
IN THE STATE OF ALASKA:

P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Tarcie O'Sullivan	1788-1 st Ave	99901	225-4378	5
P.S. Benson	770 BENNETT	99712	457-2738	FBICS 19
Eric Hunter	626 MAIN ST.	99901	225-5426	
Erudie Murphy	849 Pearl Ct	99901	225-7756	
Jill Vincent	Rt 2, Box 1	99901	225-4040	
Kathleen Denny	Rt 1 Box 486 #19	99901	225-8782	
Sherrin M. Wick	POB 8151	99901	225-4567	
Henrietta Clark	P.O. Box 85 Klawick	99925	755-2279	
Blairena Cole	60 Box 8531	99901	247-8537	
Ronald V Hudson	PETERSBURG	99901	767-4765	
Margie Kaskawa	Hydaburg	99922	285-3525	
Lois Mankin	55 A Vista Dr	99901	225-6457	
Anna Allphin	1124 Black Bear	99901	225-2882	
Robert M. Mankin	1184 Black Bear	99901	225-2222	
Kathleen K. Hoster	PO. Box 148	99840	N/A	
Berna Coleman			N/A	
Mary Lennan	3201 Seward #102	99901		
Kerri Traudt	Box 9046 Ktn	99901	N/A	
Christina Clark	Box 536 METAK	99926	886-1213	
Clucki J. Hull	Rt. 1-Box 956-Katoh	99901	847-1401	
Freeman Conite	BOX 3282 Ktn	99901	225-7998	
Larry M. Toole	Box 5623	99901	225-8027	
John D. Hill	Box 7773	99901	225-4269	
Mike Jensen	3220 1 st	99901	225-3438	
Wanda Jensen	Box 6251	99901	247-1527	
Wanda Henderson	P.O. Box 157 Metak	99926	886-1148	
Wade Lewis	Box 6251	99901	247-1587	
Phyllis Henderson	Rt 1 Box 483	99901	225-5858	1B
Paul Chamberlain	Rt 2, Box 00	99901	225-5546	

2

ALASKA SAFETY BELT USE COALITION
319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400
SBC

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT
USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW
IN THE STATE OF ALASKA:

P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Kurt Harwood	PO 3072 Ketchikan	99901		
Sheryl Shafer	PO 312 Thorne Bay	99919		
Teresa Lindseth	P.O. Box 19103 Thorne Bay "	"	828-3950	
Sam Johnson	ayson apt			
Andrea McGilton	PO Box 171	99926	886-6877	
Betty Davis	Box 5701	99901	225-1330	
Delores Hoodman	Rt 2 Box 1440	99901	225-6377	
Walter Pitts	3201 Maranof. #101	99901	725-8323	
Bett. Ketch	Box 5136	99901	225-2688	
Charlotte Dwyer	Box 539	99928	247-1568	
OLAF ENTWIST	PO Box 874	99901	247-2652	
RICHARD H. JACKSON	P.O. Box 8634	99901	225-2651	
MINDY BEAL	P.O. Box 442	99926	886-5803	
David M. Lawrence	711 SMC Blvd.	99835	747-6404	
Philip Quinlan	P.O. Box 240 Klavick	99925	755-2390	
Earl Williams	Box 8652	99801	225-4634	
Betty Johnson	55A 115th Dr.	99901	225-6457-	
Brenda STEWART	1222 BLACK BEAR	99901	6571	
ROBERTA ARMSTRONG	Box 184 Klavick	99925		
RIO S. DELEON	1106 JACKSON ST.	99901	5-7043	
Tammy Bullock	Box 1107 Klavick	99925	247-8526	
Kathy Bullock	Box 1197 Klavick	99928	247-8526	
Judy Hansen	Box 216 Thorne Bay	99919	828-3358	
JAN Marsden	Forest Park lot 24	99101	none	
Garvia Frinton	2343-2nd Ave	99901	225-2944	
Judy Cullen	1325 Woodside	99901		
BERRY SWELSH	USCG BASE		5181	
Christine K. Smith	2509 - 4th Ave.	99901-5821	225-5069	1
Barnes Lind	119 Clifton	99907	3418	
Barbara Bean	P.O. Box 718	99928	247-8766	

Ward Code

4/2/87 - HOUSE JUDICIARY - TESTIMONY IN SUPPORT OF HB 167, REQUIRING SAFETY BELT USE IN PASSENGER VEHICLES. BY FRANK BICKFORD, EXECUTIVE DIRECTOR OF THE ALASKA SAFETY BELT USE COALITION

THE ALASKA SAFETY BELT USE COALITION STRONGLY ENDORSES HB 167, REQUIRING SAFETY BELT USE IN PASSENGER VEHICLES.

THE ALASKA SAFETY BELT USE COALITION IS A GRASS ROOTS MOVEMENT COMPRISED OF OVER 7,000 INDIVIDUALS AND 26 ORGANIZATIONS REPRESENTING A WIDE RANGE OF INTERESTS, INCLUDING HEALTH CARE DELIVERY SYSTEMS, BUSINESS AND INDUSTRY, EDUCATION, FRATERNAL, SERVICE AND CIVIC ORGANIZATIONS WHO BELIEVE THAT A MANDATORY SEAT BELT USE LAW WILL SAVE LIVES, DECREASE INJURIES AND SAVE THE STATE OF ALASKA MILLIONS OF DOLLARS IN EXPENDITURES EACH YEAR.

THE LATEST HIGHWAY USERS FEDERATION REPORT ESTIMATES THAT A MANDATORY SEAT BELT USE LAW CAN SAVE 35 LIVES A YEAR, REDUCE THE HARDSHIP AND COST OF OVER 600 INJURIES, AND SAVE \$18 MILLION A YEAR TO THE STATE OF ALASKA IN MEDICAL COSTS, INSURANCE EXPENSES, LEGAL COSTS, LOSS OF PRODUCTIVITY AND OTHER COSTS SUCH AS POLICE, FIRE DEPARTMENT AND EMERGENCY MEDICAL SERVICES COSTS.

IN 1985, THE LAST YEAR OF AVAILABLE AUTOMOBILE ACCIDENT REPORTS, 94 OUT OF THE 100 ALASKANS KILLED ON OUR STREETS AND HIGHWAYS WERE NOT WEARING SEAT BELTS. THIS TRAGEDY COULD HAVE BEEN PREVENTED. STATISTICS FROM SAFETY EXPERTS SHOW THAT THERE IS A BETTER THAN 50 PERCENT PROBABILITY THAT THE DEATHS WOULD HAVE BEEN AVOIDED IF ALASKA HAD A SEAT BELT LAW.

THE MAIN REASONS FOR THE SUCCESS OF MANDATORY SAFETY BELT USE LAWS ACROSS THE COUNTRY ARE AGGRESSIVE EDUCATIONAL CAMPAIGNS ACCOMPANYING THE LAW ALONG WITH THE FACT THAT THE LAWS ARE SELF ENFORCEING. THE STATES THAT HAVE SEAT BELT USE LAWS IN EFFECT HAVE COMPLIANCE RATES AT ABOUT 45 PERCENT WITH STATES LIKE HAWAII AT 81 PERCENT, TEXAS AT 66 PERCENT, MICHIGAN AND LOUISIANA AT 55 PERCENT AND THE LIST GOES ON.

SIMPLY PUT, SEAT BELT LAWS SAVE LIVES. THERE ARE NOW 25 STATES AND D.C. WHO HAVE PASSED SEAT BELT USE LAWS. THE STATES WITH THE LONGEST EXPERIENCE WITH THE LAWS HAVE SEEN SAVINGS IN LIVES OF 10 -26 PERCENT AND SEAT BELT USAGE AT ABOUT 45 PERCENT VS. 20 PERCENT BEFORE THE LAWS WERE ENACTED.

ONCE HB 167 PASSES THE LEGISLATURE AND IS SIGNED BY THE GOVERNOR, THE ALASKA SAFETY BELT USE COALITION PAYS FOR A ONE YEAR EDUCATIONAL CAMPAIGN (T.V., RADIO, NEWSPAPER, AND DIRECT MAIL PUBLIC SERVICE ANNOUNCEMENTS, AS WELL AS PRESENTATIONS TO INTERESTED ORGANIZATIONS, SCHOOLS, AND COMMUNITIES) PROMOTING THE LAW. THIS SERVICE PROVIDED BY THE COALITION WILL MEAN THE STATE WILL NOT HAVE TO SPEND MONEY TO IMPLEMENT THE LAW.

THE FACTS SHOW THAT A MANDATORY SEAT BELT USE LAW WILL SAVE DOLLARS AND, MORE IMPORTANTLY, LIVES.

AN ILLINOIS RESIDENT WHO LOST HER BID TO HAVE THE U.S. SUPREME COURT STRIKE DOWN HER STATE'S SAFETY BELT USE LAW NOW SAYS SHE WILL WEAR A SAFETY BELT.

THE SUPREME COURT DISMISSED THE CHALLENGE ON 2/23/87 "FOR WANT OF SUBSTANTIAL FEDERAL QUESTION."

IN EFFECT, THE HIGH COURT HAS TOLD STATE COURTS AND LEGISLATURES THAT IT FINDS NO CONSTITUTIONAL BARRIER TO SAFETY BELT USE LAWS.

OTHER 900
Signatures
Collected

ALASKA SAFETY BELT USE COALITION
319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400

1987 ANCHORAGE
Home SHOW
MARCH 27, 28, 29, 1987
AT SULLIVAN AREA

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT
USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW
IN THE STATE OF ALASKA:

PLEASE PRINT

PLEASE PRINT

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Carolyn Lodwig	10510 Lone Tree Dr.	99516	349-1514 wk	11-133
Richard A. Orlitz	3320 Shumard	99504	334-4677	
Cheryl Lovegreen	705 W. 13 th	99501	274-6592	12?
Mark W. Lovegreen	"	"	"	"
Shelia Neuzgoff	2332 Galumwood	99508	299-9778	
DOUG (TADEN)	PO BOX 200593	99520	277-6565	
Roger Buehrow	6720 Foothill	99504	338-5303	
Kathleen Buennow	6720 Foothill Dr.	99504	338-5303	"
Frank Tamm	Box 37 Mebrahn	99627	524-3108	
LINDA HALL	3027 ALDER CIR	99508	276-8636	125
Barbara Belenski	3100th F116th	99508	278-3004	125
Glen M. Willhoit	12641 Nauticus Pt	99515	345-4631	
Jerry Johnson	5420 S. 112 th Ave	99516		
MARILLA LANGFIELD	3201 SHERRIE ST	99504	333-7951	
Melody Teedor	441 Rempel	99604	745-7388	
Curtis Hawkes	7928 Chaimi Loop	99504	333-1858	162
Jean Adams	P.O. Box 670863	99507		Chugach
BRYCE KLUG	2853 W. 100 AVE	99515	349-5587	
Elizabeth T. Smith	6452 S. 120th Ave	99504	333-5956	
Julie Kraft	PO Box 770004 ER	99577	696-4408	15
KATHLEEN WICKER	PO Box 8711938	99687	376-2035	
Linda McNeese-Elliott	SR 5125 Wasilla	99687	376-5683	18
Debra Ann Mowrey	P.O. Box 110078 Anch. 99511	99511	345-2802	
Samuel Oxtun	11527 Tanager Loop Eagle River - AK	99577	694-4883	
M. Livingston	SR 5233C Ibealla	99687	373-1005	
Julie Reed	6741 Baxter Terr. Cir	99504	333-7564	
Eunice Pullar	Mi 7 1/2 Hope Rd Hope AK	99605	782-3176	

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ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400

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PLEASE PRINT

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Tonio Winkler	7737 Blueberry	99502	243-3764	
Kimberly Jennings	906 Lancaster Dr	99506	561-2307	
Rhonda Watkins	21-682B Apricot S.	99506	753-3104	
Debra Hume	13420 Grantway	99515	345-5277	
L.E. McCann	274 S. Flower St.	99509	337-7527	
Fred F. Pride	11831 Hilltop	99515	344-1851	
Virginia Robinson	4423 E. 6th	99508	333-6554	
PAUL GROSZ	3041 E 42nd Ave #501	99508	563-6707	
Donald E. Lutz	P.O. Box 3130-113	99510	346-3825	
Lois McNeil	P.O. Box 2564	99645	745-2956	
Bill McNeil	P.O. Box 2564 PM	99645	745-2956	
Jim B. Dyer	2560 Chandler	99504	333-5062	
Joe Blush	4308 Hayes St	99513		
LYNN PIERSON	4102 Taft Dr #2	99517	248-0647	
Michele Pierson	4102 Taft Dr #2	99517	248-0647	
PLEASE PRINT	3171 ... #3	99518	561-2705	
NORM SANDERS	1600 Klakama #36	99504	337-1237	
PAT BROWN	2901 Nugget Lane	99516	345-5356	
Jan Sands	1628 Bellevue Circle	99515	344-4286	Anch.
Beverly Crush	7709 Royal Mt. Dr	99504	337-4448	Anch 13
ALAN MILLER	712 N. BRAGAW	99508	272-2987	
Kathleen A. Miller	1810 Marina	99508	272-9289	124
W.D. Wilson	Box 5	99687	849-9264	
Kim Danielsen	7801 Portoford	99516	346-1278	
Candice Elson	9433 AGATTU ER.	99517	694-7629	
Debbie Bacher	3233 Linden Dr	99502	243-6903	
MARK BACHER	3233 Linden	99502	243-6903	
Sharon Kroth	Box 521017 Right	99652	892-9256	
MIKE FERRELL	Box 521017 Right	99652	892-9256	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Benjamin Bengtson	P.O. Box 2782	99605	745-1128	
Stephen M. Bennett	424 Henry Cir	99507		
Dana Rieck	1627 S Gulka	99645	—	
Shirley Samberg	981 Brook Cir	99577	694-1393	
John Van Helten	10516 Chain of Rock	99577	694-9873	
Samuel H. Wilbur	4037 Hood Ct.	99577	243-4948	
Teri J. Conrad	P.O. Box 9-0326	99509	277-4043	
Laurie A. Taylor	2421 TAGALAK DR	99504	338-2501	
Kristina Lindgren	Box 774469	99577	694-7815	
Dorothy Roadman	320 Gloria	99645	745-1340	
Barbara Brubaker	2601 Brittany	99504	337-2723	
Ken B. Hough	4701 Seward St	99507	563-7439	
PLEASE PRINT				
Don Culp	3811 EGG	99507	344-0683	
Gary Knedlik	4945 Barater	99508	333-7300	
SANDRA DELICIA	P.O. Box 770234 Eagle River	99577-0234	694-3424	
Erica Wallace	12930 Admiralty Place	99515	345-0303	
Walter Radwicz	2611 Lake & 1st Place	99508	279-8748	
Barbara Brawat	6500 E 112th	99516	346-1849	
DAVID R BARNEY	8000 Greenwood Pt	99518	349-1950	
Conny Brandt	6500 E 112th	99516	346-1849	
WILLIAM E. COX	7416 E 20	99504	337-9767	
MAE COX	410 27th	99504	337-9767	
PLEASE PRINT				
Dan Tolson	P.O. Box 201551	99520	563-7694	
Deb Meyers	P.O. Box 104808	99510	278-9972	
Jane Huntsman	362 Old Chsr	99712	457-2630	
John Huntsman	8520 Aurora Dr.	99507	346-3606	
Robert Mays	1661 Eastridge #201	99501	258-7218	
Janet Raulson	17625 Teklanika Ek	99577	694-3617	

ALASKA SAFETY BELT USE COALITION

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PLEASE PRINT

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
Kathy GEBHARD	8312 SANDY PLAC	99507	844-7232	
Polly Long	SR Box 6671-L Wasilla	99687	376-8709	
Weymeth Long	SR Box 6671-L Wasilla	99687	376-8709	
Marilyn McHAW	P.O. Box 90360	99509	561-5276	
DEBRA MCGHAN	SR Box 5268 Wasilla	99687	376-2898	
Jackie Tribble	8211 Wellsley Ave	99507	344-0748	
JANET LESTENACK	650 Clippership Ct	99515	345-1778	
Bruce H. Smith	5301 DEERWOOD	99518	562-7064	
Sandra Frederick	5881 Chisana Way	99516	346-1721	
Donald Frederick	5881 Chisana Way	99516	346-1721	
DONNA PEDERSEN	328 BONIFACE Pkwy	99504	338-4478	
John Monard	7803 Brentwood Dr	99502	243-2563	
John Monard	7803 Brentwood Dr	502	243-2563	
PLEASE PRINT				
Jimmie Pierce	7414 Pamela Al	504	337-1153	
Michael Hilty	5901 E. 6th Ave #187	99504	338-2123	
Kurt Gunkler	7737 BLACKBERRY	99502	243-3744	
Cindy Hoare	3750 Furrow Creek	99516	345-4348	
Christine & Mike Chapman	2132 Sunrise Dr.	99508	272-4000	
JOAN C. NIGH	1227 R STREET	99501	277-8036	
Minna Wollrich	908 Lancaster Dr	99503	563-5234	
Ronald W. Watkins	21-682B Arctic EAFB	99506	753-3104	
Michelle L. Reese	3923 Soldotna Rk	99609	262-7576	
Barbara Reese	11831 Hilltop Dr	99515	344-1857	
Harry Robinson	4423 E 6th Ave	99508	333-6554	
Daisy Payne	1027 Bench Ct.	99504	337-3344	
Daisy Payne	1027 Bench Ct.	99504	337-3344	
Rena (A. Hite)	P.O. Box 2696 Palmer	99645	745-5616	
DONALD GRUBBECK	2028 BRANDLYN	99516	345-4959	
Donald Leebing	7410 Tekchik	99504	333-9226	

ALASKA SAFETY BELT USE COALITION

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
WANDA HOLMES	1051 E 14 th AVE	99501	279-1387	
CRAIG HOLME				
GEORGE Kobelnyk	CHUGIAK AIC P.O. Box 670508	99567	471-5001	
SUSY Kobelnyk	CHUGIAK AIC P.O. Box 670508	99567	688-4688	
Sharon Crist	4221 Galactic Dr	99517	243-8034	
Deborah Jo Brown	3811 Detwood PL.	99504	333-0301	
Robert J. Enderst	3904 Merrill Dr.	99517	243-2053	
Sharlene M. Dean	SR Box 9352 Eagle River AK	99507	694-9117	
Cheryl A. Henry	7-410 R 15 th St, EAFB, AK	99506	753-1364	
Roy Hansen	5901 E 6 th #171	99504	337-5724	
Debbie Lash	PO Box 2026174	99503	258-1864	
Paul Younger	6310 Lost Cir	99502	243-7339	
John R Bond	4156 Checkmate Dr	99508	333-0608	
MARY REYNOLDS	319 S. PARK ST	99508	333-1086	
Ed Schelin	9401 Skalom Dr	99516	346-9092	
Paul Vance	1822 Harbor St	99517		
Debra Johnson	PO Box 1070058	995107	688-2545	
XXXXXXXXXX				
Theda Comstock	PO Box 102424 Anch 99510		258-2424	
Galen D Deckert	2701 Westwind Cir Anch	99516	345-4500	
Pamela Deckert	2701 Westwind Cir Anch	99516	345-4500	
Dick Row	7121 Oakwood Anch	99517	344-2162	
Linda Ann	7121 Oakwood Anch	99517	344-2162	
Annie Kozlowski	1922 Commodore Dr Anch	99507	344-9652	
Anna A. Kuznow	443 So. Lane Anch ak	99508		
Janet Jones	16040 Luna St Anch ak	99516	345-7268	
Mark S. Jones	16040 Luna St. Anch. AK	99516	345-7268	

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
Ronald W. Woupa	18523 Chelek Cl ^{Eagle River}	99577	694-9765	
ELAINE SUSARINGSAN	1700 Westmouland ^{Ugaila}	99687	376-5240	11
John Stolpman	2920 Grandpierre Ave	99502	248-1168	
ANITA M BARBER	550 EHS- TUDOR RD ANC	99503	561-8373	
MARY A. GRAY	2083 Shepherdia Dr	99508	—	
LESTER F KRESS	3115 Briarcliff Dr	99508	333-6832	
ALFAN B KRESS	3115 Briarcliff Dr	99508	333-6832	
Ellis Bonnel	340 N. Flower	99508		
Michelle Pathbun	4921 Alpha Cir.	99514	345-6746	
Jean Blumson	Box 14 Rood	99610	862-4800	
Glinda Johfeld	18315 Stillwater Dr.	99577	694-9183	
Kim Stephens	7741 Mayfair #4	99502	344-8799	
Caren Carney	16706 Merrin Dr.	99577	694-4574	
Charles Neff	3104 Linden Dr	99502	248-0320	

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Mary Carney	16706 Merrin Dr	99577	694-4574	
LARRY PALMER	17335 Kantelwa Ek	99577	694-9155	
John Cacy	Box 91082 Anch	99509	344-3633	
Robin Cacy	Box 91082 Anch	99509	344-3633	
Mike Fallorff	7317 Branch Anch	99518	344-8230	
Russell W. O'Neil	4221 Holistica	99517	243-8039	
Betsy Oost	4221 Holistica	99517	243-9031	
C. M. Brown	3811 Delwood Pl.	99504	333-0301	
PE HARRIS	4008 Allen Pl.	99508	561-8007	
LINDA JESSER	2787 SECLUSION DR	99504	333-6621	
DAVID ROBINSON	6800 SAMPSON CT	99516	345-4658	
Ronald W. Miller	720 Dogwood St.	99501	274-7087	
THERESA HANSEN	5901 E 6TH #71	99504	337-5725	
Marion Mitchell	1711 Dromede St	99504	333-9122	

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ALASKA SAFETY BELT USE COALITION

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WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
JANE BARBER	3554 FORDHAM	99508	278-2940	
A. Bradshaw	2560 CHANDLER	99504	333-5082	
James L. Folkestad	P.O.B. 2964 Palmer	99645	746-1201	Palmer
Kelly Folkestad	P.O.B. 2964 Palmer	99645	746-1201	Palmer
ARLAN H KOHL	3656 BISQUIER DR	99508	333-8149	
Carole Kohl	3656 Bisquier Dr	99508	333-8149	
Charles Hosack	9340 Emerald	99515	243-8512	Anch
STUART N. KINGSLEY	1628 BELLEVUE CIR	99515	344-7255	Anchorage
Peter Vellinga	1013 F. Diamond	99515	344-0770	ANCHORAGE
Christy L. Gardner	9752 Newhaven Lp.	99507	349-2870	Anch.
Timothy J. Gardner	9752 Newhaven Lp.	99507	349-2870	Anch.
Samuel G. Gardner	9752 Newhaven Lp.	99516	346-2390	Anch. AK.
PLEASE PRINT	PLEASE PRINT			
Lynnda Michael	320 Gaylene Cir	99584	333-4759	Anch.
Linda Marvill	3311 Pussywillow	99504	337-7393	Anch
J. Wayne Erickson	1103 W 30th Ave	99503	561-0977	Anch
Eula Vickery	1504 213 Kenai Ave	99611	776-5747	North Kenai
David Sundburt	SR 2055 Marmora Drive	99615	486-5327	Kenai
ALEX JUMAS-AS	701 S. KEVIN ST.	99518	337-3165	Anch.
Samuel P Swearingen	1700 Westmanland DR	99687	386-5240	Wasilla
Frank Eakin	Pouch 5020 Box 550	99645	745-6395	Palmer
Clara M Eakin	Pouch 5020 Box 530	99645	745-6395	Palmer
Ann Couey	3900 Coventry Dr	97507	344-8960	Anch.
Will Tomlinson	1103 W. 30th Ave.	99503	562-7447	Anch.
Quane Rathbun	4921 ALPHA Cir	99516	345-6746	ANCH.
Dianne Rathbun	4921 Alpha Cir.	99516	345-6746	ANCH.
Debbie Lucas	1810 CONGRESS Cir	99507	522-1710	ANCH.
Robert A. Stephens	P.O. Box 113116	99511	344-8799	ANCH.
JOHN ERIC	8757 JADE ST	99502	243-6540	ANCH.

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8

Juneau, Alaska 99811

(907) 563-1400

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

PLEASE PRINT

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
ERIC SMARIDGE	12161 Prince Is. FALKER River	99577	694-1328	
BARBARA BUNK	4156 Checkmate Ave	99508	333-0608	
W.F. REYNOLDS	319 S PARK	99508	333 1086	
Donna Scholten	9401 Stalena Dr	99516	346-9092	
TRINI AMADOR	5824 BRISTOL DR	99516	345-6705	
DAVA AMADOR	" "	" "	" "	
Joaquin Gregory	P.O. Box 58 Chugiak, AK	99567	688-2545	
Ronald R Fox	2458 ER Rd Eagle River, AK	99577	694-3304	
Nancy L. Fox	2458 ER Rd Eagle River, AK	99577	694-3304	
Sue J. McCawley	3131 Sleeping Lady Ln	99515	564-0788	
Dixie Rump	511 Patsy St	99504	338-4794	
THESSA CA...	P.O. Box 5-567 FREDRICK	99505	694-9997	
Edward Ardwell	10510 Lone Tree DR	99516	267-4565	11
Molly Ortiz	3320 Shamrock	99504	338-4677	
Gene Z...	137 W 12th	99501	274-6782	
Dawn Scott	181 W 20th	99501	288-7665	
R Yukonis	3302 W 81st		243 0017	
BONNIE STRICKLAND	1110 GAV WAY	99504	333-0078	
Patricia R Love	1420 Inlet Pl.	99501	276-4442	
Philip T. Churchill	7411 TOBIAC CR	99504	333-2515	
From Motts	19727 Bridgeway	99577	694-5186	
MARK NELSON	POUCH 340014 PRUDHOKE BAY, AK	99734	659-2565	
JOHN ADAMSON	PO Box 670-863 Chugiak	99567	688-3470	
Cynn Langfield	3201 Sherrie	99504	333-7951	
Janette Thibault	1566 Valarian	99508	279-3927	
Mary Olsendoff	923 W 15th	99501	276 5447	
Stetson Momo sor	4030 Ursa Cir.	99517	248 5906	
Laura Heim	3733 Encore Cir.	99507	261-4360	

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ALASKA SAFETY BELT USE COALITION

319 Seward Street, #A
Juneau, Alaska 99811
(907) 563-1400

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
Robert W. CLENDIFF	PO Box 11182 Anch	99511	3454307	48-8F
Patty Gilman	140 Clippings Ct Anch	99515	345-3763	
LaNore Smith	12100 Skyway Dr	99515	349-9196	
YVONNE KIZER	1606 BETULA Cir	99507	349-2397	
CHIEF MOORE	9040 D MANIR CTR	99502	243-0622	
Carolyn A. Hill	11527 Langley Loop E.P. AK	99577	1-94-4883	
Louise Callery	9121 Kalleci Palmer, AK	99507	243-7609	
Ellen V. Taylor	1322 S. Chugach	99645	745-4145	
Arthur R Jacobs	7060 Saturn Circle	99504	337-6843	161-14
Kay Jacobs	7060 Saturn Cir	99504	337-6843	161-14
Ronda Rudnicki	423 Oklahoma #	99504	337-7162	
Carol Hoffmann	PO Box 90149	99509	522-1143	

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Sharon A. Dant	8624 Boundary #1	99504	333-1320	
Janet Norman	2930 Crown Point	99502	277-8008	
Mona Casey	3436 Creekside Dr	99504	337-2329	
Debra Crabtree	4211 Dorothy St	99504	333-1423	
D. FRANK McLELLAN	1800 ARCTIC	99503	272-3839	11-G
Jerry D. Kall	7430 Casey Cir	99507	744-4638	
Wendell Moore	3712 Deborah	99504	333-8984	
M. F. Linda Mihalka	6312 Air Guard Rd	99502	243-3077	
Linda Hurler	4213 W. Broadway	99513	563-8419	
CHRIS VOLZ	2225 EAGLE #2	99503	274-9686	
JOAN BRISCOE	6461 REED WAY	99502	243-6482	
Monique Sneed	8749 Emivalley	99507	248-0202	
DEL STARNER	POB 671027 Chugach	99567	688-3527	
Terry L. MARQUANT	4812 Sheliko F	99507	756-8763	
Beverly L. McCourt	4812 Sheliko F	99507	561-4614	

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

PLEASE PRINT P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Tonie Jones	Chugiak AK	99567	688-0460	
Bob Jones	202 Seward St. Dist.	99510	344-3530	16
Mike Winters	PO Box 670452 Chugiak	99567	688-2037	
Peter J. Crosby	6934 MADRYNE WAY	99504		
Chad Miner	7420 Timothy Cir	99502	248-3038	966
Dorothy R. Miner	7420 Timothy #3	99502	248-3038	66
Rosel Robertson	3103 LINDEN DR	99504	242-2194	
Gene Sagg	5700 Penny Creek	99516 99508	345-6636	
Charity Casey	4318 Pioneer Bl.	99508	338-6698	
Charity Casey	3436 Creekside Dr.	99504	337-2329	
Marianne	6205 Winding Way	99504	337-2280	
Sherril McClellan	1800 Arctic	99503	272-3839	NG
Jan Wiggner	6651 Baby Boom Dr	99507	349-8939	U4
Margaret Stahl	11643 Celestial	99577	694-9382	
Brenda Graber	P.O. Box 874566 Wasilla AK	99607	376-6596	
PLEASE PRINT	PLEASE PRINT	99516	345-4653	
Jessie Zekas	1053 Sallalch	99573	274-4867	
W. H. Nihaluk	6312 Air Guard	99502	243-3077	
Jay Sharma	PO Box 772134 FARLE RIVER	99577	694-4631	
Karen Reed	8749 Emerald Dr.	99502	248-0202	
Barbara Storer	P.O. Box 671027 Chugiak	99567	7088-3527	
Lindy Backhurst	SR 5366 Wasilla	99687	376-4941	16
JF Gomer	7800 BIRNAR 519	99504	333-2564	
Don Bang	4400 NATRONA	99516	345-7247	
Jean C. Priest	P.O. Box 670405 CHUGIAK, AK	99567	688-2467	
Gay Sullivan	10050 Rieckhoff Rd	99502	243-3129	
Robert Lomax	3542 Alexander Ave	99508	277-6168	
Charles Gilmore	3636 Bismarck Dr	99508	337-2568	
Bill D. K.	Box 1317	99607	235-6823	

ALASKA SAFETY BELT USE COALITION

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Marey Snowy	5000 W. H.	99507	562-2861	
Dorothy J Scott	7040 Tall Spruce	99502	2434725	
Mark Krumm	17436 Leblanc Rd	99577	694-1581	Eagle River
[Signature]	8342 11th Ct.	99504	278-3365	14A
Catherine Dwyer	8331 E. 11th Ct.	99504	328-3365	14A
Richard R. Conan	4440 Abbott Rd	99507	346 3176	Anch
Earl G. Williams	14035 SARCHER LANE	99577	694-8244	Anch.
Richard A. Benavides	13318 Stephenson	99515	345-1367	8F
NIDA E. CHAMPAQUE	4204 HAYES DR	99503	561-1549	
Sandra Buzby	8807 Mancy Suckle	02	248-1320	
Mark Starks	7248 Hemmings Way	99504	337 1188	Anch
Thelma Watten	7080 Crooked Tree	99516	346-2226	
D. D. Shiesl	1700 Kodiak	99504	337 PM 6	Anch
Pat Hamon	5510 FOUR WINDS	99507	561-1248	Anch
Markus Haas	8040 Summit Dr	99518	344-7059	Anch
Steven K. Haas	8040 Summit Dr	99518	344-7059	Anch
David Hunter	2326 Cordova #17	99503	276-8840	Anch.
RE HOPKINS	4300 CANCE DR	99508	333-1183	Anch
Roxene Miller	31005 Arctic #1708	99503	333-1277	Anch
ALAN LEIGH	Bx 137 CHURCH	99567	688 3581	190
Todd B. Miller	3005 Arctic #108	99503	333 1277	Anch
Barbara White	705 Muldoon Sp 144	99504	338-0590	Anch
Tamiko Mizoguchi	2320 HIALBAH DR.	99517	278-1863	
Manuel Krieger	11625 RAVERI DR.	99681	313-2947	Wasilla
Bill Mickelson	705 Muldoon Sp 144	99504	338-0590	Anch.
Marcus Haas	7800c Elm	99516	346 3110	Anch
William D. Sch	3521 Wisconsin	99517	278-7238	Anch
Radell Williams	3901 Merrill #2	99503	248-4618	Anch
Frank Carter	1361 Hillcrest Dr #101	99503	258-0940	Anch

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PRINT

Name	Address	Zip Code	Telephone	Noting Prec/Dist
Elsie Smith	6261 COLLINS WAY	99502	243-5691	
Annika Dangoor	5303 China	99508	338-0539	
LINDA BRYANT	5720 WHISPERING-SPR DR	99516	345-0440	
Greg Greenaway	7615 Griffith	99516	346-3026	
Teresa Greenaway	" "	" "	" "	
Genia K. Sears	7248 Hennings Way	99504		
Robert Hinc	P.O. Box 770570 Bldg.	99577		
Susan Huntman	23210 Cordova #14	99508	276-8844	Anch
Cindy Starett	Box 112132	99508	242-0400	Anch
Renee Overson	P.O. Box 4182 Homer	99603	235-8194	
PAT HURT	3051 Lois Dr #508	99517	274-4144	105
SUE REESE	2219 MASTOR	99503	248 5905	-
Byron Coatsney	8010 Greenwood	99518	349-3600	
Joak Martin	Boys' Hut K16 Barry	99502	243-4026	
Ann Olson	3040A Wendy Way	99517	248-0521	
REBE WILSON	457-H DYOTA AV.	99505	428-0441	
S. SANDSNESS	1508 W 43R #12	99503	561-4677	
R. Sandsness	" "	" "	" "	
GARY Overson	Box 4182	99603	235-8194	
Henry Otter	817 Bradley Ct.	99502	276-8233	A.L.
Deborah Barton	10050 Whelan Ln.	99577	694-5673	E-River
Paulette Belleville	18850 W. Admiral Rd	99577	694-8955	
Pam Aden	200 W. 34th #610	99503	337-6305	And-
MARY TOOKE	17014 MEADOWCREEK	99577	694-8817	
Linda Newland	200 West 34th #141	99503		Anch.
Bob Nelson	Box 481 ER	99577	694-2821	E RIVER
Karl G. Barton	P.O. Box 876848 WASIL	99687	373 3051	?
DONALD J ANDERSON	2341 INNES CIRCLE	99515	345-2312	ANCH.
Deborah Tye	8961 Golovin St.	99507	349-3638	Anch

ALASKA SAFETY BELT USE COALITION

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
Deborah Keddick	3600 W. K. L.	99577		
NORM BELLEVILLE	18950 WAR AD. MIL. AVE. F.R.	99577	694-8955	
David S. Stepanis	8401 F. 12th Ct Anch	99504	333-0068	I 15
Steve J. Stepanis	8401 E 12th Ct. Anch	99504	333 0068	I 15
Pam Ledwon	P.O. Box 491 Eagle River Ak	99577	694-2821	Eagle River
Karen G. Howard	500 W 34 AVB #141 Anch	99503		Anch.
Delores Anderson	2341 Innes Cir	99515	345-2312	Anchor -
G. J. M. M. M.	245 E 9th	99504		
Scott Hicks	7741 BERRY CIRCLE	99502	248-2803	ANCH
TOM MAIN	PO BOX 141036	99504	333-8489	
Karin E. W. Witschick	200 W 34 #168 Anch	99503	561-7232	Anch
DAM GILLES	1401 K. St	99501	561-8520	ANCH
Merris Paladizant	P.O. Box 983	Girdwood 99787		
Marcia Shorburn	1821 Cherokee	99504	333-7843	ANCH
G. J. Kules	P.O. Box 210174 ANCH	99521	-	ANCH.
J Koles	P.O. Box 210174	99521	-	ANCH.
Deborah Brown	3320 Cosmic	99517	248-6214	
Mirna Martin	1013 E. Diamond Blvd Anch	99515	279-5942	ANCH
Kathleen Murphy	1613 Atkinson	99504	333-5526	
LARRY PEVSEK	3130 W. 79th	99506	243-8178	ANCH.
WILLIAM R. TURNER	1001 POTOMAC CIR	99503	276-6453	ANCH.
Richard L. Myers	11736 Wilderness	99516	345-4044	ANCH.
Donald E. Blank	3200 Wentworth	99508	275-5794	Anch
Dwight J. Jurek	5005 East 98th Anch	99506	346-5110	Anch
DIANE R LOMMEL	8621 JADE ST.	99502	243-4209	ANCH
R. Kathleen Dale	720 Ash Place, Anch, AK	99501	561-1034	Anch.
Gini Davis	8521 Garden Circle Anch.	99507	349-8554	Anch
Don Keefer	3501 Leyden Rd	99516	345-5241	Anch
Lorrid Skirverson	3138 Cassius Ct	99508	274-7006	Anch

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PLEASE PRINT P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Jimmy King	1441 E 12 th 1 ANCH AK	99501		
John Williams	389 SHANNON DR F865	99701		
Carol A. Williams	389 Shannon Dr F865	99701		
Duane John	200 W. 3 rd #168	99503	561-7232	Anch
Tom John TOM LUTMAW	Box 91095 Anch	99509	333-9206	
Bonnie Marchal	218 E 23rd Ave	99503	278-2068	
Kim Henderson	2935 Hope St H1	99503	561-8395	Anch
Myung Kim	2051 Tudor Hills	99507		
Judy Braun	2510 Tradewind Dr.	99516	345-0591	Anch
Raymond T. Ellis	1525 HANCOCK LN	99501	272-7162	Anch
Les Murphy	1613 Atkinson Dr.	99504	333-5526	Anch.
De Cyril	3330 W 80th	99502	243-3006	Anch.
LeeAnne Erickson	2440 E. TUDOR RD #316	99501	333-0389	Anch.
Donna S. Alspach	2101 DAWNLIGHT CT	99501	274-9103	Anch
Donna Alspach	2101 Dawnlight Ct.	99501	274-9103	Anch
Kitty Turner	1001 POTKATCH CIR	99503	276-6453	
SANDY Thompson	SR3 Box 7634	99567	688-4330	Chugiak
Michael Taylor	8610 BLACKBERRY	99502	293-8665	Anch
Joan Plank	3200 Wentworth	99508	279-5794	Anch
Diana Lund	5005 E. 98 th	99516	346-2610	Anch.
Lanny D. Gommel	4621 JACK ST	99502	243-4209	ANCH.
Jean Pearce	PO Box 110284	99511	563-5692	"
Robert Schwarz	5303 Chena Ave.	99508	333-6925	"
Neil Hidding	4106 Harrison	99503	563-6559	"
Sueann Park	401 W. 90th Ave	99502	349-8463	"
Jinesung Park	"	"	"	"
James S. Daniels	1692 Crescent Dr	99508	562-4897	"
Jerry Morrell	1692 CRESCENT DR	99508	562-4897	"
MIAE GEBHARD	2312 JAWA PL	99501	344-7232	Anch

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Ramon & Honne	4000 Borden	99517	243-4905	
Melvin McComb	736 Winter	99687	376-4391	Wasilla
Sally Katzenberg	RT 2 Box 134 ^{Chugach} Tulwar Dr	99567	688-4200	Anchorage
Phil Banks	1761 BLC ^{Chugach} AD	99567	394-8174	ANCH
LINDA RESSEGUIE	9320 BOTHWELL	99515	243-0315	ANCH
Peggy Mulligan	2102 Gloria	99645	745-2043	Palmer
John Beardsley	5923 Rowan	99507	561-1163	Anch
M. Beardsley	5923 Rowan	99507	561-1163	Anch
XXXXXXXXXX				
LREEN LOUNSBURY	1143 M COURT	99501	277-0236	120/12H
SUSAN LOUNSBURY	1143 M. COURT	99501	277-0236	120/12H
PLEASE PRINT				
Mike Heise	8771 Bearwood	99503	248-6309	Anch
Beta K. McKee	2001 Otter	99504	333-7150	Anch
SOROTHA MANN	2304 TURNAMANN PKWY	99517	243-6568	ANCH
Les Mann	2304 Turnamann Pkwy	99517	✓	✓
DAVID Hume	P.O. Box 230447	99523	344-1605	Anch.
Steve Augustin	3601 Leyden	99516	345-4410	ANCH
XXXXXXXXXX				
Colleen Stevens	9500 Albatross	99515	243-0416	Anch.
Gloria Renner	10613 E. Low Ave Anch AK	99504	338-2250	Anch.
XXXXXXXXXX				
XXXXXXXXXX				
XXXXXXXXXX				
XXXXXXXXXX				
WAnderson	15100 Merc Pl. Anch. AK 99516	99516	345-1973	Rabbit Cr.
Carol Hammelgan	8519 Peck Anch AK	99504	338-1640	
Ernest E. Clark	430 Colorado St Anch AK	99504	338-4787	
Linda S. Shields	5214 E. 24th AV A/A	99508	337-6272	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
ROBERT LOSTMAN	PO Box 1100	99507	3445361	62
ROD FOSMAN	PO Box 60027	99520		
Kim Moffatt	1661 Eastridge Anch. Alaska	99501	258-7228	?
AL ROULSON	17625 TERLANIKA DR EAGLE RIVER AK	99577	694-3617	
MIKE RUSSON	P.O. Box 111501 Anch	99511	345-0084	
ANNE BRISTOW	12440 TURKS TURN	99516	345-0212	
JUDITH GUEHN	9231 GEESE Cir.	99577	694-2018	
Barbara Norris	9231 GRAY Cir.	99577	694-2018	
Carol Ruzar	1247 SUMNER HI	99516	345-0992	
Shirleen K. Rowland	5960 Kenai	99504	333-4202	
Marsha Weatherly	5K1, Box 2458 Chugiak	99567	688-9528	188
JUDITH HITT	6015 Chugiak Ave	99514	3335672	
PLEASE PRINT				
JOHN BEAZLEY	6015 Chugiak Ave	99514	349-3710	?
James P. Anderson	P.O. Box 100-959	99510	563-6687	
MARY MERRIS	P.O. Box 100-959	99510	563-6687	
JUDY DOLES	RT 1 Box 1535 Kenai	99601	776-8478	
David S. Walten	8018 Country Wood Dr.	99502	562-2237	
PLEASE PRINT				

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ALASKA SAFETY BELT USE COALITION
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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
CAROLYN J. Grant	PO Box 111905 Anch	99511	344-3467	
Judy Umstead	17414 TeAKONA ^{Eagle} _{Rider}	99577	694-1614	
Carl Martin	341 Krane Dr. Anch. AK.	99504	338-2301	
JEFF WILCHECK	3501 GLENN-DON	99504	338-0683	
Leonard Futado	Box 100891	99510	349 2041	
PLEASE PRINT				
PLEASE PRINT				

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P L E A S E P R I N T

PLEASE PRINT	PLEASE PRINT	Zip Code	Telephone	Voting Prec/Dist
ERIC EARL SUTTON	2728 E 20TH AV	99508	907 279-3240	12
DUNNAN L SAARI	1527 Valarian	99508	907 258-6230	
Robin L Bimgardner	P.O. Box 2782 Palmer	99645	907-745-1128	
MARION A. Bimgardner	P.O. Box 2782 PALMER	99645	907-745-1128	
Dudley J. Pitchford	2731 Kempton Hill	99516	907-345-6067	
Erin Rae Madison	Box 3288 Palmer	99645	907-376-1490	
MARK PAMELE	7308 ST NATLON CIRCLE	99518	344-1484	
LEE R ALBRECHT	13540 WESTWIND	99516	345-5050	
PLEASE PRINT				
L. Lillian R. SLONAN	2212 CLIFF CT	99503	277-4043	
EDWARD MIDDLETON	BOX 670 CLEARAK	99704	376-3367	19
Todd Havemeister	Box 3455 Palmer	99645	745-7237	
Gerald L Corso	PO BOX 90341 Anchorage	99509	561-0156	
NATHAN Loni-Hor	1101 CONDOMA #243	99501	278-2254	
LEROY N. ALLINGER	10510 BIRCH ROAD	99516	346-1801	
Phyllis L Allinger	10510 Birch Road	99516	346-1801	
Daleen Lime	121 Sorcerer Ct.	99518	344-4210	51?
Teri Regan	7972 Resurrection Dr.	99504	337-7619	
Carrie Ann	10856 22ND TRUCKEE	99510	346-2838	
PLEASE PRINT				
Nathleen Baken	PO Box 521085 ^{Big} IN	99652	892-7980	
Scott SCHLAPKOHLE	16017 Mammoth C. Eagle River	99577	694-7218	
Barbara Schlapkohl	16017 Mammoth C. Eagle River	99577	694-7218	
JOSEPHINE TOKSEN	5401 DORRBRANT	99518	561-1323	
Wanda Caldwell	579 E Moulton #25	99518	563-7694	
Kelly Sandstrom	P.O. Box 84 Willow	99688	^{MISS} 495 6215	
Wend D. Thomas	6307 Regent Dr	99504	333 4973	
Colaine J. Thomas	6307 Regent Drive	99504	333 4973	

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
DONNA LANGWORTHY	5226 E. 41ST	99508	333-8572	
David Heatuck	7511 Beacon Hill Dr	99516	346-2734	44
Marlene Bennett	4511 Folker St	99507	562-7347	
Alan Mitchell	3511 Tanglewood #A	99517	293-5757	
Timothy MAHOCK	P.O. Box 671243 Chugiak AK	99567	688-2522	
Ernie Barnett	18107 Meadow Ln Dr	99577	694-3645	
John S. Farrow	P.O. Box 110541	99511	1345-3106	
Scott D. Hertzke	901 S. Hoyt Apt C	99508	337-3900	
Barry Stewart	Gen Del McGrath			
Pam Pope	3440 E Tudor #345	99504 Anch	561-3130	
Dan Oberts	P.O. #670131 Chugiak	99567	688-1648	
Ulrika Overt	P.O. #670131 Chugiak	99567	688-0688	
PLEASE PRINT				
Melanie Woods	133 W. 22nd	503	277-7946	
Susan Klemo	7130 Feagy Cir	507	344-5838	
NANCY TRUMBIE	2409 KENSINGTON	504	337-2678	
Scott Sundersen	3216 ILLIANNUM	517	243-5173	
Rambi Krieg	4540 Snowcup Cr	99516	345-6572	
RICHARD DAY	3001 WISGEM LN	9950E	272-1356	
SALI DAY	10901 HIDEAWAY LK	99516	346-2976	
Peggy Ouzts	P.O. Box 1791	99645	745-0320	
Linda Bobich	1840 Shore Dr	99515	349-7230	
Carole George	3916 Locarno	99508	563-2684	
PLEASE PRINT				
Tom Pennington	24-334 B Daisy Ct	99506	337-1448	
BARB Simpson	4154 Apollo Dr.	99504	338-0108	
Shanda Merryman	PO Box 91342	99504-1342	345-1330	
Kerr Martin	P.O. Box 889 Homer	99603	235-8046	

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P L E A S E P R I N T

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Name	Address	Zip Code	Telephone	Voting Prec/Dist
Liz G. Glavin	3220 E. 84th	99507	344-5657	10
Mahn Mosen	630 W 47th Ave	99503	561-4781	8
Fred Sims	1602 Aider	99508	279-4236	12
Jack Viding	6029 Prosperity Dr.	99504	338-7124	
Christine Brockhaus	19107 Parmitore Dr	99507	344-9114	2
Marj Kesseli	3210 W 31st	99517	243-2807	2
Kenneth Hennrich	STAR Pk Eagle River 18 Box 1752	99577	694-4066	
Karen Ault	44301 Duffin Dr.	99507	343-1820	2
Karen Reddy	440 Highview	99515	345-6653	247-E
Jane Bushhammer	101 R...	99515	345-3346	247-E
PLEASE PRINT	2234...	99517	349-2070	
Amel Bergason	11400 Stroganof Dr.	99516	340-1425	
Glenora Swank	11741 Timberlane	99515	349-4773	
Ann Swank	11741 Timberlane Dr	99515	349-4773	7E
Elaine Mace	9640 Lehtela	99577	694-7693	
Stephanie Whaley	59 E. Lakeview Eagle River	99577	696-0006	15
Maryanne Schneider	521 Cl. Dership Ct	99515	345-5198	25-7E
Jon Famiglietti	2880 SEAFARER LOOP	99516	345-7011	
DIANNE CHENEY	3920 WINCHESTER	99507	349-6730	
Ram Hockoff	502 Box 202 Tulua	99567	688-2975	
LAlon Johnson	5305 Caribou	99508	338-3998	
PLEASE PRINT	1600 Box 2259	99522-0913	243-4845	
Jane W. Wagner	3110 Uno	99507	344-9471	
Karen Kopp	40-51 Romanoff	99517	243-6620	
Starl Mousseth	5195 H Kodak KAFB	99702	372-2361	
Sharon Fisher	4400 Quiet Cee	99507	243-3818	
Kathleen Moran	1401 W. 25th #5	99503	272-4261	
Alice A. Earp	4021 Whitfield Anch	99507	344-6947	?
Catherine Maska	3605 Arctic #151	99503	248-0324	7

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
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WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Susan Shilts	2701 - E. 51 ST AVE	99507	563-4127	
Albert Shilts	2701 - E. 51 ST AVE Arch	99507	563-4127	
Robert A. Momo	3410 Shamrock St Anch	99504	333-5393	
Dubie U. White	9061 Little Creek Dr	99507	344-0574	
Joyce Boese	12A Barrow (AK) USA 16	99687	316-2372	
Christine Scully	3605 S ARCTIC #280	99507	345-2582	
Ellen Harding	12901 NORWIC PL.	99516	345-3086	
Randy Wood	13531 Westwood	99516	---	
Miché Frelin	9106 Allen	99502	243-5913	
Donna Hill	302 Stewart St.	99508	333-7141	
Cheryl Demichell	1344 Texas St.	99511	345-3982	
Harold P. ...	1337 Virginia Cir.	99501	277-1726	
Ann Newman	"	99501	277-1926	
PLEASE PRINT				
Harmer W. Thorne	3950 Checkmate Dr	99505	333-7507	
Antoinette Carson	2854 BASS	99507	344-4883	
VICTORIA L. ALLEN	2505 McKENZIE	99517	248-1719	
Joanne P. Phelan	1106 Mila	99504	337-5751	
William S. Phelan	1106 Mila	99504	337-5751	
GROSSEN TIMOTHY J	19520 Wingham Cir	99577	694-1123	
Teresa Grossen	19520 Wingham Circle	99577	694-1123	
MAYNARD E. NUSS	521 HIGHVIEW DR.	99515	345-2787	
Robert ...	3005 Dahl Dr	99507	561-4890	
John W. ...	PO Box 410 9 th Sd.	99106 9	262-9117	
Dubie U. White	3420 Kuvlak Cir Anch	99515	349-3010	
Robert ...	327 ...	99669	262-9536	
PLEASE PRINT				
Harvey ...	7701 Kingsbridge	99504	337-1754	
BRENDA NORTON	13200 GINPOLE	99510	345-4833	

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P L E A S E P R I N T

PLEASE PRINT

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Ms Barbara Miller	PO Box 116093 Anch	99511	653-7537	7 E
Mrs Sharon Falconer Mrs Sharon Falconer	3601 Dorchester Anch	99515	345-1637	
Mrs Sharon Falconer	" "	" "	" "	
Valerie Pierce	13711 Vern Drive	99516	345-3419	
Fran Moneruff	1336 Staubbach	99508	563-7715	
MARWANIA LEE	12942 Nina Dr	99575	345-6203	
Diane Sickles	Box 2441 Valdez	99686	835-4564	Valdez 1
Tulienne Gibbons	4948 Vance Dr	99508	333-2446	168
CHERYL WERNER	3537 COTTONWOOD	99508	276-2149	
Danelli Thomas	Eagle River	9957	888-5030	
E. E. Bluester	13244 Aldway	99516	345-1045	
Judy Houston	3701 Lynn Apt	99508	331-9390	
GERMARD WESSE	P.O. BOX 112143	99511	345-8087	
Jackie Knowles	3820 Patricia Lane	99504	333-2283	
PLEASE PRINT				
CLAY SIMBURD Clay Simburd	11600 FIRLINE	99516	345-7772	
Joanne Anderson	3287 Montpelier Ct.	99503	561-3143	
Bronce y. Egan	146 W. 33rd	99577	279-2220	
Richard E. Zitvogel	3871 Amber Bay Loop Anchorage	99515	349-5814	
Richard Zitvogel	3871 Amber Bay Loop Anch.	99515	399-5814	
DAN SIMMONS	10955 Iditarod Cr	99577	654-2388	
Linda Simmons	" "	" "	" "	
SUSAN L. McILWAIN	3443 W. 79 th	99502	243-1069	
Anne D. Mitchell	PO BOX 1475	99577	694-3504	
Lauri Parkbush	3134 Kurb	99507	243-3432	
Renay Bobcock	939 R St	99501	274-4031	120/12
Robert Alberts	939 R	99501	561-6600	
Norma Brown	Box 194 Palmer	99645	745-3586	

ALASKA SAFETY BELT USE COALITION

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Patrick T. Mulligan	210 Gloria Palmer	99645	745 2045	Palmer
KENNETH M. SOIK	12500 BANBRIDGE RD	99516	345 0552	
Diane Augusting	31001 Leyden Rd	99516	345-4410	
Gregory A. Small	6841 Clowcroft	99516	345-5299	07
EDELVA SORHOMEN	2130 Pribilof CT	99517	243-0041	71
Mike Korhonen	2830 Pri. St. InP	99517	243-0011	71
Joyce Noble	17331 Penasila ER	99577	694-9840	
PLEASE PRINT				
JOHN B. ANDREWS	11331 RIDGECREST	99516	346-3300	
CAROLEE WINTERFIELD	9251 Shoreland ER	99515	248-9031	
Debra S. Mitchell	18630 King Point Circle	99577	694-1148	
Maure A. Miller	Box 969 Delta, AK	99737	895-4769	40-17J
Johanna Myrnes	P.O. Box 671223 Chicago		349-9836	
JEFF TUCKER	521 CREEK	99506	333 0800	
DAVE MONCRIEFF	1336 STAUDER RD	99509	563-7715	
Sue O'Brien	P.O. Box 871784 Wasilla	99687	276-2792	Wasilla
Denney O'Brien	P.O. Box 871784 Wasilla	99687	276-2792	Wasilla
Timothy M. Esmond	1001 Bowdoin S. 11-H	99506	338-7570	Anch
Cheryl McGrew	5861 Aalea Dr	99516	345 0996	Finch Rabbit Creek
WAGSTAIR LARKY	3373 BOULEVARD	99507	583 8003	ANCH
Carol Shobe	4946 Vance Dr.	99508	337-1977	Anch
PLEASE PRINT				
JOHN R. WERNER	3537 COTTENWOOD ST.	99508	276-2149	anch
Mary E. Muckey	11421 Thunderbrush C.	99516	346-3076	?
Margaret Kyle	2351 Foxwell	99504	333-7464	Anch
TAMMIS HOUSTON	3701 LYNN	99508	237-9390	ANCH
Peggy Brandenburger	9716 E. Chicago	99577	unlisted	E. River

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Dancy Engle	1703 Bellview Loop SW	99515	522-1602	
W. A. Still	4716 CUTERBURY	99503	563-6057	
George Festus	2520 W. 88th	99502	248-2588	64
Rayna Hadley	3450 Newcomb	99508	333-4492	
Delphalita	2221 Muldoon #302	99504	338-3988	
Willie	2221 Muldoon #302	99504	338-3988	
Merris Smith	3141 E. 14.2nd Ave.	99516	345-0721	
Leslie Sanders	PO Box 1582 Seward AK	99664	224-8925	
Kroyl Sanders	PO Box 1582 Seward AK	99664	224-8925	
Alice Smith	2221 Muldoon Arch. Rd. 279	99504	333-9905	
Terry M. K...	736 Winter Ave	99687	376-4391	
PLEASE PRINT				
Eric Hinz	PO Box 11-1620 Anch.	99511	349-4994	
Karen A. Powers	18636 TALARIK DR	99577	694-1170	
Ronald Cravett	540 ST LAZARIA CIR	99508	338-5761	
Ricardo E. Smythe	131 PATTERSON	99504	333-5111	
Mary (Mrs)	PO Box 5150	99687	376-5671	
Derald Carr	ST RT BOX 5150 WASH LA	99687	376-5671	
Kristen Roy	PO Box 654 ER AK	99577	694-9850	
Jeanne Sargent	R. Box 7071 ER AK	99577	243-2789	
Nancy Hare	8400 WISTERIA	99502	243-2081	
Michael Swanson	4401 WOODSON DR	03	248-2412	
PLEASE PRINT				
Judy Thomas	15751 Stanward Circle	99516	345-7837	
Erica Case	11000 LIPSCOMB	99516	346-2318	
Dollie H. Turner	5828 H-E Northum Leighs	99504	333-2308	2

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Debra Parrot	5608 E. 4 th ^{Anchorage}	99502	563-7432	
Susan Hudson	429 S Bliss	99508	338 7127	
Cynthia Dealey	7400 Little Bend Cr	99507	349-3719	
RICHARD OLESKO	6115 E 21 st Anch ^o	99504	337-1927	
Matthew Johnson	4131 Edinburgh	99515	243-7140	
Karen S. Westfall	2612 Wickliffe Dr.	99507	563-7209	
Debbie Strub	PO Box 101118	99510	337-8916	
Ed & Nancy A	1601 Twinning Dr	99504	337-6994	
LINDA CLARY	1601 TWINNING DR	99504	337-6994	
Jean Campbell	16443 Carad	99577	694-2027	187
Paula Brady	16541 Davis St	99577	694-2415	187
Ramond E. Brady	Eagle River 16541 Davis St. E.R.	99577	694-2415	187
Eli Janowski	3403 Pussywillow	99504	333-8758	
Michelle	3403 Pussywillow	99504	333-8758	
Neil Motter	3036 Doil Dr	99507	562-0119	
John Jylant	6046 Standard Dr	99504	337-6303	
Margaret Resnik Code	131 Post Rd Anch	99501	258-6061	
Lee Smith	8410 Flamingo Dr	99502	248-3648	
James L. Smith	8410 Flamingo Dr	99502	248-3648	
Laura Hayes	8934 Jewel Terr	99502	243-5643	
James Wren	6850 Byrdwood Dr	99507	344-7939	
Elizabeth Still	4716 Canterbury	99503	563-6051	
Peter M. Goulet	535 S. BRAKMAN	99508	338-1494	
Donald Wood	75 B W 13 th Anch.	99501	276-7818	
Madeline Unruh	2905 Glacier Anch	99508	333-7471	
Paul Lynch	2905 GLACIER Anch	99508	333-7471	
Jeff Pahr	3002 Spindlers Cir.	99507		
John Blum	3538 Wesleyan	99508	337-6327	
Mary H. Helinski	1327 G St, Anch	99501	276-8848	

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PLEASE PRINT

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Terry	Chugiak Po Box 628	99567	6889290	
C. Petersen	13631 E. Ina Ave	99516	345789	RAD
Thilde Quakenbush	6115 E 21st	99504	337-1926	
Jan Bault	4952 Westway Dr	99508	338-1153	
M. Kanda	8531 Alaskan Dr	99507	346-3690	
Tom Roselius	7300 ALASKA	99516	345-3413	
Berkley Cole	Po Box 20042	99520	561-2735	1-
Denise Allen	SP. 1 Box 2673	99567	688-9538	
CLAUDE MANGRUM	PO Box 671006	99567	688-9598	
Barbara Rye	445 N. Alaska, Palmer	99645	745-1888	
Karl Rye	445 N. Alaska, Palmer	99645	745-1888	
Kim Martin	7720 Lotus Dr Anch	99502	248-9547	
SUSAN NIENHUIS	5550 E 3rd St #3	99504	335-2649	
JANET L. LINK	6740 Baby Beach Dr O LEAFB AK	99507	3443654	
JOSEPH R. GIFFIN	24-34 EALIKACCT	99506	337-4340	
Charles H. Davis	4300 Arctic #74	99503	563-3827	Pct-109
Dotti Bremerman	7731 Hillview Circle	99507	344-5292	
Kit	8540 E 12 Ave	99504	337-1875	
Shirley Hillier	419 E 15th Juneau #4	99501	272-1435	
Genevieve Murray	605 W 47th	99503	561-8796	
Cheryl Burns	P.O. Box 874028 Was	99687	373-2800	
Frank Heller	BR 1654 Eagle River Rd	99577	694-223A	
Carolee Edgerton	7901 Parkway Dr	99504	337-0887	
Ellis D Reed	7930 Summit R	99518	344-2206	
Steve Tomney	6820 E 12th	99504	337-4037	
Alice M. Steinhilber	4000 Wyoming #1	99517	563-1159	
Henry McKnuckles	2400 Hastings	99504	333-2731	
John Moller	7601 Dubson	99504	3339736	
Shirley Therman	1807 Dimond	99507	563-7253	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
VICTORIA BRAUERMAN	P.O. Box 1500 POLMERZ	99645	376-9214	
Robin Howell	7441 Fox Ridge Way Kudgus	99518	522-1666	
Todd Heverly	2510 Sentry #301	99507	349-2070	
Paul J. Kim	3819 Remington Cir.	99507	522-1420	
Charlie Ross	3819 Remington	99507	522-1420	
Bertha S Finlayson	2305 W 47th	99517	248-0146	
J. Ranta	1474 Wagon St ZACHEN	99501	272-3387	
Dale Malcha	4963 E 6th Ave	99508	337-7465	
Cam Taylor	10030 Riegan	99504	337-2033	
DIANE BAGLEY	2927 MADISON WAY	99508	277-6277	
Cinder Lanner	P.O. Box 123	99506	344-1003	
PLEASE PRINT				
Debbie Brooks	8100 Robert	99516	345-5978	
Ray Gulyas	1141 Chinaberry	99515	344-0513	
Luba Bekker	5201 Carlow	99508		
Mary A Galvan	1141 Chinaberry	99515	344-0513	
Mary W. Loto	3601 C St #146	99577	564-7113	
Teri L. Muzzini	8130 Resurrection	99504	337-1649	
James B. Muller	8130 Resurrection	99504	337-1649	
Sally Culp	3811 E. 66th	99507	344-0683	
Loke Sing Lo	2720 Kempton Hills	99516	345-7994	
PLEASE PRINT				
MARY GONNARD	3100	99516	345-4717	
Allyson Thomas	P.O. Box 11054	99511	345-3106	
Jay Shepard	2101 Immersion Key	99517	248-1402	
Gregory Higgins	1843 Seaside Way	99501	274-5661	
Dennis Hardy	5500 Naknek Lane	99516	345-3642	
Pat Tompkins	2880 Sanderson Way	99516	345-7011	
J. A. Augusty	5228 E. 41st Ave	99508	233-8572	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Virginia DeBart	Box 8012 ^{NIKISKI DR}	99635 →	776-8628	
MICHAEL WIFE	31054 THE STRIDE DR #409	99514	243-1627	
RICHARD MILLER	Box 91001	99509	345-3276	
EILEEN NUSS	521 HULLVILLEN	99515	345-2787	
HOLLY RICE	Box 231383	99523	561-4890	
SUE BIRD	1165 DEERVIEW DR	99515	264-3662	
Laurie W Sutton	2728 E 20th	99508	279-3240	
Melody Meloy	17450 Rachel Ave ^{EXETER DR}	99577	694-5891	
Kathryn Z...	9220 Glenn Haven	99515	243-1961	
SUSAN HILL MALONEY	2417 HALEAH	99517	258-2494	
ADAM	2350	99575	344-7870	
ADAM	2350	99504	338-4250	
John A Stoltz	P.O. Box 875473 ^{WASSILLA}	99687	376-0427	
Alth C Ch	2701 Kingsbridge	99541	337-1754	
Michael O Shea	5616 Fiji	99507	563-7411	
Susan Grounds	3220 E. 84th	99507	349-5657	
DENNIS MORAN	2139A CHERRY	99506	753-4124	
PATTY SEYLIOR	5302 LARKSPUR	99507	563-3371	
BOB HASKELL	3821 W 72ND CT	99502	243-4438	
JANICE LAWERS	5133 STRAWBERRY	99502	344-5241	
Cheryl Madden	6029 Prosperity	99504	338-7194	
Forrest E. Lockhart	1769 Diamond Dr.	99507	561-8274	
Eileen P. Lockhart	"	"	"	
SHARON M...	Box 77957	99577	694-7008	
Bonnie Novak	PO Box 230504 Anch	99523	561-4666	
JOANN BRANDLEN	2901 KNIK	99517	786-8636	
Richard McK...	2111 E 72nd Ave	99507	344-6757	
Patsi Joa...	2111 E 72nd Ave	99507	344-6757	
Dennis John	221165 (P.O.)	99522	344-2566	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Suzanne White	5320 Tiana St	99507	861-8449	#91
Wayne C. Winters	5320 Tiana St.	99507	561-8449	#91
Neil Ranjart	18215 Eagle River Rd	99577	694-9148	
Rebecca Ring	205 Muldoon Spd	99504	338-4218	
Aue A. Hume	P.O. Box 230447	99523	344-1605	
Kather Schurf	6334 Mackintosh Rd	99504	333-5134	#151
Konrad Schurf	6334 Mackintosh Rd	99504	333-5134	#151
Paula Mann	6612 E 6 Ave	99504	738-2250	#152
Miriam Lomina	SRD Box 9737 Palmer	99645	746-0224	96-000000 Palmer
Eve Arch	3605 Arctic #1405	99503	562-4859	#113
HAL LOONIS	SRD Box 9737 Palmer	99645	746 0224	96-000000 PALMER
Mark Sibel	Box 2441, VALDEZ	99686	835-4564	VALDEZ
Jana Lindemuth	2531 Dyker Dr	99516	345 7903	40
George L. Moore	16341 Sandpiper Ave	99516	345-7899	
Jill LaMore	16341 Sandpiper Ave	99516	345-7899	720
Datrice Parker	1550 H St Anch	99501	258-2702	14
Shelley A. Looch	2001 Dolly Varden Anch	99511	345-6666.5	
Wanda M. Eola	SR3 Box 85 Chugiak AK	99507	688-4301	190
Edward Ammissey	6511 Dunbar Rd	99502	564-9729	68
Tommy Ammissey	6511 Dunbar Rd	99502	584-9729	68
Michael Full	3707 Wilson St	99503	563-6344	#103
Terese M. Hill	3707 Wilson	99503	563-6344	#103
ROBERT C. MELOY	17450 Rachel Ave E.R	99577	694-5891	
Diana Weaver	4231 W. 72nd Ave Anchorage	99522	243-4349	09/67
Kather Moore	630 W 47th Ave Anch	99502	561-4781	
DOUGLAS MYERS	7420 NANCY	99507	344 7972	
Val Reuber	8230 Pioneer	99504	333-7615	
Walter M. Lutz	7321 Branch	99518	344-3259	
Charles Zagan	1711 Helen Dr	99515	345-0795	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Jeanne Schaat	14240 Old Rabbit Cr. Rd	99816	345-5053	
ELLEN S. ...	17 ...	99501	274-0481	
...	...	99502	243-1069	
Brian Mitchell	14611 Cicutta Way	99577	694-3504	
Deborah Trigg	7451 Tangle Ct	99504	338-4167	
Kou Brun	Box 194 Anchorage	99645	746-3586	
OTTO Pochling	3507 NORTH PT DR	99515	248-7260	
Martha A. Dearborn	5141 Spruce Cr Cir	99516	277-4675	
Hilda A FARRIS	10540 Kaslof	99516	346-2893	
Roberta Oldernes	Bogard Rd - Wasilla	99687	745-4041	
KAREN HENDERSON	1007 W 72nd - Anch	99518	349-8387	
Deborah L. Kirk	2400 W. 79th	99502	243-1152	
Deborah L. Kirk	2400 W. 79th	99502	243-1152	
Darla	99516	345-4994	
CHRIS VEIT	7700 McHenry	99502	243-6117	
Janet Veit	7700 McHenry	99502	243-6117	
FRED R. KING	9800 Vernon	99515	349-2997	
JOINT FRANK	P.O. 200-396	99520	338-3792	
Valerie Hoffman	6329 E. 8th #1	99504	333-7730	
EDUARDO Komel	SRA 2326 Eagle River Rd	99577	694-3051	
Paul W. Chavez	P.O. Box 111222 Anch, AK	99511	345-7694	
ROBERT F. STROUD	P.O. Box 3505	99703	- -	
KAROL ...	514 Shetland Dr	99508	279-5183	
Mary Arnold	3401 Larkspur Cr	99507	512-5601	
Chance Walters	P.O. Box 775092 Eagle River	99577	694-8953	
CAROL J. WALTERS	P.O. Box 775092 Eagle River	99577	694-8953	
Sandy McKinnis	3535 E 19th Anchorage	99508	278-2300	
Jeanne Meinert	2900 Klamath Dr #1	99517	248-0636	
Jesse Martin	14991 Seward Hwy	99516	345-6309	

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P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Grady Nigh	1351 W. 70th	99518	344-7968	
IDA YOUNG	3302 W. 81st Ave	99502	243-0017	
331 Strickland	1110 Gov Way	99504	333-0078	
Linda Redford	6121 E. 41st Ct	99504	337-0140	
David W. Hoyer	6121 E 41st Ct	99504	337-0140	
[Signature]	P.O. Box 1254	99645	745-7389	PALMER
Vida Runkel	12841 Marina	99575	345-4336	
M. W. [Signature]	931 Malco Cir.	99515	345-4645	
Maria Sackrison	P.O. Box 142 ^{Selawik, AK}	99770	484-2163	
Robert W. Sackrison	P.O. Box 142 ^{Selawik, AK}	99770	484-2163	Selawik
De Juan & Tracy	1993 W. [Signature]	99507	563-7259	Anch.
[Signature]	13245 Shelburne Rd	99516	345-3992	8/40
Pamela Lloyd	13245 Shelburne Rd	99516	345-3992	8/40
[Signature]	18225 Hidden Falls	99577	694-3278	
Cathy Gunn	18225 Hidden Falls	99577	694-3278	
Delinda Welch	P.O. Box 7736 PK ER	99577	694-8115	
Dawn M. Brettrager	SR46763-A3 Palmer	99645	745-7085	
[Signature]	7800 Dehorn Rd. So 576	99504	333-2420	
[Signature]	1000 [Signature]	99518	349-8456	
Karen [Signature]	13031 Admiralty Pl.	99515	345-3279	
Teresa Staats	2735 Fishhook	99687	376-6954	
Nora [Signature]	2420 Glenwood	99508	279-2773	Anch #87
PARIS BUZA	PO Box 98030	999509	274 0184	
Kathleen Eason	5681 Kincaid	99502		
Wanne [Signature]	7858 Highland	99518	WIK 272-9455	
[Signature]	8490 Pioneer Dr	99508	338 1789	
Nickel [Signature]	P.O. Box 2327 Seward AK	99664		
Grethe Hansen	2453 Lord Burrend	99577	248-4620	Anch
Bob Conners	8321 Summers Dr	99518	344-6063	
JOHN ROWHOLT	134 W 14th	99501	2763509	

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

PLEASE PRINT

PLEASE PRINT

Name	Address	Zip Code	Telephone	Voting Prec/Dist
Lisa Hill	SR3 Box 204 Green Mtn Chugach AK	99567	688-5153	190
Janis Wab-	SR4 Box 925 Eagle River AK	99577	694-3426	184
George Watson	Box 2295 SR2 Eagle River AK	99577	694-3426	184
Kevin Sweeney	PO Box 3109 Palmer	99645	745-5963	
Vonnie Sweeney	" "	" "	" "	
Neil A Appelo	7085 Whitehall Rd.	99502	243-3757	
Debbie Wab-	POB 2829 Palmer	99645	745-6713	
Gwen Porter	5916 Dlegn	99507	562-6903	
Judy Scrup	PO Box 778 Palmer	99645	745-3773	Dist 16
VICKI BAGGETT	5141 E. 98TH	99516	346-2813	
BERNADETTE BURZYNSKA	3284 Hercules Dr #302 FAIRBANKS, AK	99709	479-3016	
Robert E. King	3800 Coventry Dr.	99507	344-0354	
Malu Munderka	8310 Nondale St	99502	248-9940	
PLEASE PRINT				
JIM SHERIDAN	PO BOX 42597	99509	248-5974	
Carol Sheridan	PO Box 42597	99509	248-5974	
Andy Ferguson	8101 PECK AVE # E-33	99504	337-6253	
Walter R. K. T. Jensen Jr	SEC. BOX 8700-D	99645	745-8156	
WANDA DE COFF	5352 HICK- LARKBARK ST	99507	563-5981	
LISA JAMIESON	9404 Canton Loop	99575	349-6824	
Linda Tegeler	Box 267 Palmer	99645	373-4733	
Lilli Whitesell	7500 DeBarr #583 99507	99504	NONE	
Tara Whitesell	" "	" "	" "	
Vibe Nelson	1717 Demond Dr.	99507	563-8158	
Bob Storey	2510 E 11th St	99508	272-0400	
JACK Parret	2608 E 48th	99507	563-7432	
JEFF Spees	4110 DeBarr #22-E	99508	333-5979	
LOIS Spees	4110 DeBarr Ave. #22E	99508	333-5979	

ALASKA SAFETY BELT USE COALITION

319 Seward Street, #8
Juneau, Alaska 99811
(907) 563-1400

WE, THE UNDERSIGNED, HEREBY JOIN WITH THE ALASKA SAFETY BELT USE COALITION TO SHOW SUPPORT FOR THE PASSAGE OF A SAFETY BELT USE LAW IN THE STATE OF ALASKA:

P L E A S E P R I N T

Name	Address	Zip Code	Telephone	Voting Prec/Dist
PLEASE PRINT				
Wally & Wilhelmina	3501 Alameda #2	99504	338-0683	
Donna Berner	8250 S 5368 Wasilla	99637	376-4941	1/16
Donna Martin	3050 Bridle Lane	99517	248-9749	Turnagain
Burhara Berner	14350 Golden View	99516	345-4027	7E
Kristin Delacroix	3542 Alexander	99508	277-6168	
Peter Bourdoulakis	5530 Trena St.	99507	562-5484	
Michelle R. Robbins	P.O. Box 1317	99506	235-6823	
ROBERT J. MAIER	(4200 E 4TH) P.O. BOX 177	99510	337-4961	
Michelle Johnson	627 E 78th #C-6	99518	344-5242	?
PLEASE PRINT				
Hugh E. Hill III	SR3 Box 204 Green Garden, Chugiak	99567	688-5153	190
MARY ZACHMAN	250 LUPPER AVE WASILLA	99617	376-8041	
M R. Friend	7990 Snowview Dr.	99507	522-2530	
MARGARET WINKELMAN	3750 RASPBERRY #8	99502	562-2642	
Jane D. Madden	2666 Porto Pl.	99508	2742461	
Krista Conquergood	8321 Summer St Dr.	99512	344-6063	
Debra Ford	3081 Bunker Dr.	99504	333-1977	
Lee Phillips	5007 Knights Way	99508	337-4032	
Kathleen Johnson	4131 Edinburg	99515	243-7140	
M Aisle ANOWGEN	PO BOX 671006	99567	688-9538	
Celeste Burnett	PO BOX 103707	99510	333-5513	
ALYN K DUNAWAY	BOX 5545	99647	376-7532	
PLEASE PRINT				
ALYN K DUNAWAY	Box 4473 CARLA ST	99577	694-2027	
Valerie M. Feday	1330 W. 82nd Ave	99502	349-2383	
ALAN K LOKEN	3036 DOIL DRIVE	99507	562-0119	
HELEN ZACHARY	Box 230644	99523-0644	314-4888	
Christine Santangelo	18320 Harbor Point Loop	99517	694-7886	
Chadwick J. DeKorte	18216 Harbor Pt Loop	99517	694-2934	
JANEL WALDICON	1579 PRIMROSE	504	278-4118	

STATE OF ALASKA

DEPT. OF HEALTH AND SOCIAL SERVICES

DIVISION OF PUBLIC HEALTH
EMERGENCY MEDICAL SERVICES SECTION

STEVE COWPER, GOVERNOR

P.O. BOX H-06C
JUNEAU, ALASKA 99811-0600
465-3027

87-65

April 3, 1987

The Honorable Max Gruenberg
Alaska House of Representatives
P.O. Box V
Juneau, Alaska 99811

Dear Representative Gruenberg,

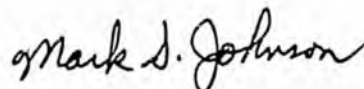
As you requested during the House Judiciary Committee hearing on CS for House Bill 167, "An Act relating to mandatory use of safety devices," I have reviewed similar legislation from fifteen of the twenty-five states which have passed these laws, and found that only six of them refer to seat belts. The remaining nine refer to safety belts.

I discussed this issue with Mike Lewis, Director of the Highway Safety Planning Agency in the Department of Public Safety, and we both agree that the use of the term "safety belt" is preferable to the term "seat belt" for a variety of reasons. First, as you pointed out during the hearing, the term "safety belt" more accurately describes a three point, lap-shoulder belt. Second, the term "safety belt" reinforces the idea that these are safety devices.

I also have enclosed some information about the U.S. Department of Transportation, Federal Motor Vehicle Safety Standard 208, which requires all new cars to be equipped with automatic restraints by the 1990 model year, unless states representing two thirds of the U.S. population pass mandatory safety belt use laws meeting certain minimum standards. In order to be counted toward rescission of this automatic restraint ruling, a state safety belt use law must include a minimum of a \$25 fine and a primary enforcement provision. Since we are in favor of both a mandatory safety belt use law and the requirement for automatic restraints in new cars, we are pleased that CS for HB 167 includes only a \$15 fine.

Please let me know if we can provide you or the Judiciary Committee with any additional information as you consider these issues.

Sincerely,



Mark S. Johnson, Coordinator
Emergency Medical Services

~~Section~~

cc: Representative John Sund, Chairman
House Judiciary Committee

Myra M. Munson
Commissioner
Department of Health and Social Services

Elizabeth Ward, MN
Director
Division of Public Health

T. Michael Lewis, Program Director
Highway Safety Planning Agency

<u>State</u>	<u>Term used in Legislation</u>
California	seat belt
Connecticut	safety belt
Hawaii	seat belt
Illinois	safety belt
Indiana	safety belt
Louisiana	safety belt
Michigan	safety belt
Missouri	safety belt
New Jersey	seat belt
New Mexico	safety belt
New York	safety belt
North Carolina	seat belt
Oklahoma	seat belt
Texas	safety belt
Washington, D.C.	seat belt

THE FOLLOWING TESTIMONY IS FROM SUSAN FLOOD, DIRECTOR OF DAY REHABILITATION AT THE ALASKA TREATMENT CENTER. SUSAN READ HER TESTIMONY IN FAVOR OF HB 167 VIA TELECONFERENCE ON MARCH 29, 1987 TO THE STATE HOUSE STATE AFFAIRS COMMITTEE.

MY NAME IS SUSAN FLOOD. I'M THE DIRECTOR OF THE DAY REHABILITATION PROGRAM AT THE ALASKA TREATMENT CENTER. THE CENTER IS A NONPROFIT OUTPATIENT MEDICAL REHABILITATION FACILITY. I'D LIKE TO PRESENT A PROFILE OF A CLIENT WHOM WE TREATED AS THE RESULT OF AN AUTOMOBILE ACCIDENT. THE CLIENT IS A 27 YEAR OLD WOMAN WHO SUSTAINED A TRAUMATIC HEAD INJURY AND MULTIPLE PHYSICAL INJURIES IN AUGUST, 1985. SHE WAS NOT WEARING A SEAT BELT. HER HUSBAND, ALSO NOT WEARING A SEAT BELT, WAS KILLED IN THE ACCIDENT. SHE HAS 2 SMALL CHILDREN AND IS WITHOUT FAMILY SUPPORT.

THE STATE OF ALASKA PROVIDED APPROXIMATELY \$90,000 WORTH OF INPATIENT MEDICAL CARE FOR THIS CLIENT.

OUTPATIENT REHABILITATION SERVICES OVER A 13 MONTH PERIOD COST THE STATE ANOTHER \$51,700.

IN ADDITION TO STATE FUNDED MEDICAL CARE, THIS CLIENT AND HER CHILDREN ALSO RECEIVE SERVICES FROM OTHER STATE FUNDED AGENCIES SUCH AS: THE HOMEMAKER PROGRAM, DAYCARE PROGRAMS, AID TO FAMILIES WITH DEPENDENT CHILDREN, FOOD STAMPS AND CHILD PROTECTIVE SERVICES.

HER PROGNOSIS FOR RETURNING TO WORK IS EXTREMELY POOR.

SHE PLANS ON REMAINING IN THE STATE OF ALASKA AND WILL CONTINUE TO REQUIRE STATE FUNDING.

**ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400**



Buckle-up!



NO HE WASN'T OFFICER. HE SAID HE'D RATHER BE THROWN CLEAR...

LEGISLATIVE UPDATE /4-15-87

CSHB 167, SAFETY BELT USE LEGISLATION PASSED OUT OF STATE HOUSE JUDICIARY ON 4-14-87 BY A 4(RECOMMEND DO PASS) , 2(NO RECOMMENDATION)AND 1(DO NOT PASS) VOTE. THE BILL WILL GO TO THE FLOOR SHORTLY FOR A VOTE.

MORE SIGNATURES COLLECTED - THIS PAST WEEKEND THE COALITION COLLECTED 360 SIGNATURES OF SUPPORTERS OF CSHB 167 AT THE MATSU HOME SHOW IN WASILLA. THE NUMBER OF PEOPLE WHO HAVE SIGNED PETITIONS IN FAVOR OF A MANDATORY SAFETY BELT LAW IN ALASKA IS NOW OVER 7,000.

EXCERPT FROM RECENT KENI-RADIO NEWS BROADCAST - 4-13-87 "HAD 80% OF ALASKA'S 1985 HIGHWAY USERS BUCKLED THEIR SAFETY BELTS BEFORE SETTING OUT, THE STATE COULD HAVE SAVED AN ESTIMATED \$18 MILLION IN DAMAGES AS A RESULT OF ENSUING ACCIDENTS, ACCORDING TO BILL SCHNEIDER, CHAIRMAN OF THE ALASKA HIGHWAY USERS FEDERATION.

THAT ESTIMATE COMES FROM A HIGHWAY USERS FEDERATION STUDY OUTLINING TOTAL COSTS TO THE STATE -- EXCLUDING PROPERTY DAMAGE ONLY ACCIDENTS - THAT WERE INCURRED AS A RESULT OF THE 127 FATALITIES AND OVER 7,000 INJURIES WHICH OCCURED THAT YEAR. 1985 IS THE LATEST YEAR FOR WHICH FIGURES ARE AVAILABLE.

"ENTIRELY ASIDE FROM THE TERRIFIC HUMAN SUFFERING," SCHNEIDER SAID, "THIS SAVINGS IS INVALUABLE AT A TIME WHEN THE LEGISLATURE IS CONSIDERING DRASTIC MEASURES TO REDUCE OUR BUDGET DEFICIT."

THE FOURTH DISTRICT REPUBLICANS SPONSORED A DEBATE ON THE ISSUE OF MANDATORY SAFETY BELT LEGISLATION LAST WEEK. THE FOLLOWING IS AN EXCERPT FROM FRANK BICKFORD, EXECUTIVE DIRECTOR OF THE COALITION, " THE ISSUE OF MANDATORY SAFETY BELT USE LEGISLATION IS NOT INDIVIDUAL RIGHTS BUT PUBLIC SAFETY. YOU HAVE THE RIGHT TO SAY WHAT YOU FEEL, WRITE WHAT YOU THINK, AND GO WHERE YOU WILL. A SAFETY BELT LAW ISN'T GOING TO CHANGE ANY OF THAT. YOU DO NOT HAVE THE RIGHT TO BURDEN YOUR NEIGHBORS BY BECOMING A PERMANENT WARD OF THE STATE."

EXCERPTS FROM RECENT LETTERS TO THE EDITOR STATEWIDE

JUNEAU EMPIRE, MONDAY, APRIL 13, 1987

Fairbanks Daily News-Miner, Fairbanks, Alaska, Sunday, April 5, 1987-

Please buckle up!

March 24, 1987
168 Shenandoah Drive
Fairbanks, AK 99712

To the editor:

I just read in the paper about two children who were thrown out of their vehicle during an accident in North Pole. How soon they forget. Wasn't it just less than a year ago that another child was killed in North Pole when she was also thrown out of her vehicle during an accident? If you don't have enough sense to care enough about yourselves to buckle up, at least give your children a fighting chance. If a mandatory seat belt law is what it takes, then that's what it takes.

A concerned mother,
Mary L. Johnson

Seat belt law

would save lives.

Letter to the Editor:

We have always advocated freedom of choice and the rights of the individual, and will continue to do so as long as the individual making the decision is the only person affected by the outcome. However, in the case of seat belts, the decision not to use them by one person has the potential of injuring or killing others, as well as costing our state a fortune in medical costs, insurance expenses, legal costs, loss of productivity and other associated costs.

A mandatory seat belt law in Alaska is important in saving lives, reducing injuries and saving the state money.

Sincerely,
Julie Carlton
Cindy Hauber
Shannon Sexton
JDHS Safety Belt Use
Coalition Coordinators

Anchorage Times
Anchorage, AK

MAR 14 1987

Eyewitness report

Here is another perspective based on personal observation at a couple of thousand accidents over the years involving motorists not using seat belts:

1. Car rolls, unbelted driver thrown out, car lands on top of him, dead.
2. Crash, victim ejected, head hits pavement, skull splits, brain several feet from body, dead.
3. Etc.

Enough said.
John F. Franklin
Commissioner of Public Safety
Municipality of Anchorage

Fairbanks Daily News-Miner
Fairbanks, AK

MAR 14 1987

Seat belt law

March 5, 1987
P.O. Box 72928
Fairbanks, AK 99707

To the editor:

Requiring seat belts to be worn is no more a threat to our civil liberties than requiring motorists to obey stop signs and traffic lights. Seat belts, as well as stop signs and traffic lights, have proven to be important factors in reducing deaths and injuries in traffic accidents.

In addition to the safety factor, seat belt laws are cost effective. Studies show that for every dollar invested in safety belt use, the state saves \$37.50. Safety belts can reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. Officers would have more time to concentrate on other traffic enforcement programs.

Sincerely,
Ron Miller

BILL NO: CSHB 167 (Jud) am

DATE: 4/4/88

TITLE: "An act relating to mandatory use of safety devices"

CONTACT: Ellen Moore
465-4375

DEPARTMENT OF PUBLIC SAFETY
POSITION PAPER

The intent of this legislation is to reduce deaths and serious injuries to occupants of motor vehicles by promoting the greater use of safety belts by the motoring public.

Thirty-one states have enacted bills requiring the use of safety belts. Jurisdictions that have had the longest experience with their laws have found that the greater the level of increase in seatbelt use, the greater the reduction in fatalities and serious injuries.

House Bill 167 has the potential to save as many as 35 lives in Alaska each year. This figure assumes a 70% compliance rate and a 50% effectiveness rate. Because the bill allows only "secondary" enforcement, it may be difficult to achieve this level of use; however, surveys conducted over the past two years by Hellenthal and Associates indicate that approximately 80% of the Alaskans surveyed will wear safety belts simply because such a law exists.

We recommend passage of HB 167 as written.


Arthur English
Commissioner

JOHN SUND, REPRESENTATIVE

2504 2nd Avenue
Ketchikan, Alaska 99901
(907) 225-5552

While in Juneau
P. O. Box V
Juneau, Alaska 99811
(907) 465-4919

March 7, 1988

Mike Lewis
P.O. Box 1937
Wrangell, AK 99929

Dear Mr. Lewis:

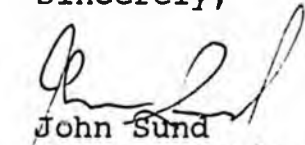
Thank you for writing regarding seat belt legislation; I support the bill. House Bill 167, which mandates seat belt use, will save lives. I voted for the bill on the House Floor and supported it in committee.

The bill is now in the Senate State Affairs Committee - it has passed the House. You might want to contact Senator Lloyd Jones.

HB 167 provides for secondary enforcement - only if the car is stopped for another reason can the driver be ticketed for not wearing a seat belt. The maximum fine is \$15. These two facts make the legislation not qualify under the federal law which will remove the requirement that the auto industry provide air bags if enough states pass seat belt legislation. This way, Alaska can have a mandatory seat belt law and still not contribute to changing the federal air bag legislation.

Thanks again for the support, please let me know if there is any further information I can provide.

Sincerely,


John Sund
Representative

MAR 04 1988

P.O. Box 1937
Wrangell, Alaska 99929
March 1, 1988

The Honorable John Sund
Alaska State House of Representatives
Box V
Juneau, Alaska 99811

Dear Representative Sund

I am an Alaska state resident and have been for 18 years. I have seen quite a few accidents where seatbelts have been involved and quite a few where they haven't been involved. The people that were wearing the seatbelts came out of it a lot better than the ones that weren't. I think seatbelts should be a manditory law.

I was recently in California and became accustomed to wearing seatbelts very quickly since it is the law. I would really like to see the seatbelt law come into effect.

I think that the seatbelt law would help out the deaths by auto accidents in Alaska tremendously.

I would like to know where you stand on this issue.

Thank you for taking your time to read this.

Sincerely yours



Mike Lewis

April 20, 1987

Bob Oszman
Chief of Police
Box 329
Petersburg, Alaska 99833

Dear Chief Oszman:

The House Judiciary Committee recently considered HB 167, relating to the mandatory use of seat belts, and passed it out with favorable recommendations. The bill is currently waiting to be scheduled for a vote by the entire House.

Seat belts have proven to save lives. I will support and vote for the legislation as long as it does not jeopardize the federal ruling for the automobile industry to install airbags and automatic seat belts in new cars after 1990. (All new cars after 1990 will be required to have airbags unless a majority of the population is covered by mandatory seat belt laws).

Alaska's proposed law has been carefully crafted not to comply with the federal requirements of of a \$25 dollar fine and primary enforcement. House Bill 167 provides for a fine of \$15 dollars and secondary enforcement.

If you would like additional information on this or any other matter, please do not hesitate to contact my office.

Sincerely,

John Sund
Chairman, House Judiciary

February 2, 1988

Clifford Purvis
Box 586
Wrangell, Alaska 99929

Dear Mr. Purvis:

Thank you for writing concerning House Bill 167, the mandatory seat belt bill.

I did support this bill on the House Floor, for several reasons. First, the bill will save lives; this has been clearly demonstrated in other states. Deaths and injuries from auto accidents cost all of us in high insurance rates and state support for medical care. Second, HB 167 will not trigger the Federal legislation regarding air bags. Third, the law should be enforced in an unobtrusive manner, as it provides for secondary enforcement only.

This secondary enforcement means that the police will not be allowed to stop vehicles in order to check on seat belt use - it is only when the police are stopping a vehicle for another reason. The maximum fine is fifteen dollars, there is no other penalty.

The fact that the legislation provides for secondary enforcement and has a maximum fine of fifteen dollars makes it not qualify under the federal law which states that if enough states pass seat belt laws auto manufacturers will not be required to provide air bags. Alaska will have no impact.

We also have under consideration Senate Bill 153, which would take a different approach to encouraging seat belt use. This bill would reduce traffic fines for those who are wearing seat belts at the time of the offense. At this time I think that this bill is more likely to be enacted than HB 167.

Thanks again for writing. Please let me know if there is any further information I can provide.

Sincerely,

John Sund
Representative

Memorandum
April 10, 1987

To: John Hartle
From: Ellen Moore
Re: CSHB167 (Jud)

As we discussed this morning, the work draft for the Committee's substitute for HB 167 contains a technical change that is unnecessary and, in my opinion, may cloud the intent of the bill.

In the draft, the section that deals with the penalty for violation of the child restraint law substitutes the word "violation" for the existing "infraction" (Sec. 28.05.099). The reference appears twice, (page 2, line 25 and page 3, line 4). There is no substantive difference between the two, but the effect is to move the offense out of the motor vehicle code into the criminal code.

Copies of the relevant statutes are attached. My only basis for questioning the change is whether the Committee intended to convey the impression that a violation of this section is something more than a simple violation of the motor vehicle code.

Please feel free to call me if you have any questions or if there is something about this subject that I have overlooked or don't understand.

Thanks for your help.

s.

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Ct. App. Op. No.
i, A-629, A-630,
(1985).
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aggravated offenses against property interests, or aggravated offenses against public administration or order;

(3) class C felonies, which characteristically involve conduct serious enough to deserve felony classification but not serious enough to be classified as A or B felonies;

(4) class A misdemeanors, which characteristically involve less severe violence against a person, less serious offenses against property interests, less serious offenses against public administration or order, or less serious offenses against public health and decency than felonies;

(5) class B misdemeanors, which characteristically involve a minor risk or physical injury to a person, minor offenses against property interests, minor offenses against public administration or order, or minor offenses against public health and decency;

(6) ~~offenses~~, which characteristically involve conduct inappropriate to an orderly society but which do not denote criminality in their commission.

(b) The classification of each felony defined in this title, except murder in the first and second degree, sexual assault in the first degree, sexual abuse of a minor in the first degree, misconduct involving a controlled substance in the first degree, and kidnapping, is designated in the section defining it. A felony under Alaska law defined outside this title for which no penalty is specifically provided is a class C felony.

(c) The classification of each misdemeanor defined in this title is designated in the section defining it. A misdemeanor under Alaska law defined outside this title for which no penalty is provided is a class A misdemeanor. (§ 10 ch 166 SLA 1978; am §§ 9, 10 ch 143 SLA 1982; am §§ 17, 18 ch 37 SLA 1986)

Effect of amendments. — The 1986 amendment, effective May 26, 1986, inserted "sexual abuse of a minor in the first degree, misconduct involving a controlled substance in the first degree," in two places in the introductory language of subsection (a) and in the first sentence of subsection (b).

NOTES TO DECISIONS

Cited in Stiegele v. State, Ct. App. Op. No. 382 (File No. A-399), 685 P.2d 1255 (1984).

t was convicted for the
roctics violation, it was
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No. 3568), 584 P.2d 47

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n State v. Chaney, Sup.
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3 P.2d 263 (1979).
, Sup. Ct. Op. No. 2341
3 P.2d 19 (1981).

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No. 2190 (File No.
) (1980), cert. denied,
S. Ct. 652, 70 L. Ed. 2d

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) (File No. 4983), 625

SENTENCES.

t sentences may be
endant's conduct falls

within paragraphs (4), (5) or (6) of subsection (g) the court may not impose a concurrent sentence. However, if the defendant's conduct falls within paragraphs (1), (2) or (3) of subsection (g) the court is authorized to impose concurrent sentences. (Griffith v. State, Ct. App. Op. No. 331 (File No. A-47), 675 P.2d 662 (1984).

Where defendant's various
forgery cases violated similar
interests, he could therefore receive
current sentences. Winfree v. State
App. Op. No. 378 (File No. A-126,
(1984).

Sec. 12.55.030. Discharge of indigents imprisoned for nonpayment of fine. [Repealed, § 16 ch 53 SLA 1973.]

Sec. 12.55.035. Fines. (a) Upon conviction of an offense, a defendant may be sentenced to pay a fine as authorized in this section or as otherwise authorized by law. In determining the amount and method of payment of a fine, the court shall take into account the financial resources of the defendant and the nature of the burden its payment will impose. No defendant may be imprisoned solely because of inability to pay a fine.

(b) Upon conviction of an offense, a defendant who is not an organization may be sentenced to pay, unless otherwise specified in the provision of law defining the offense, a fine of no more than

- (1) \$75,000 for murder in the first or second degree, sexual assault in the first degree, kidnapping, or misconduct involving a controlled substance in the first degree;
- (2) \$50,000 for a class A, B, or C felony;
- (3) \$5,000 for a class A misdemeanor;
- (4) \$1,000 for a class B misdemeanor;
- (5) \$300 for a violation.

(c) Upon conviction of an offense, a defendant that is an organization may be sentenced to pay a fine not exceeding the greater of

- (1) \$100,000; or
- (2) an amount which is three times the pecuniary gain realized by the defendant as a result of the offense.

(d) If a defendant is sentenced to pay a fine, the court may grant permission for the payment to be made within a specified period of time or in specified installments. (§ 12 ch 166 SLA 1978; am § 17 ch 45 SLA 1982; am § 26 ch 143 SLA 1982)

Cross references. — For classification of offenses, see AS 11.81.250; for sentences of imprisonment for felonies, see AS 12.55.125; for sentences of imprisonment for misdemeanors, see AS 12.55.135; for sentences for violations, see AS 12.55.140.

Effect of amendments. — The first 1982 amendment, in subsection (b)(1), deleted "or" preceding "kidnapping" and

added "or misconduct involving a controlled substance in the first degree."

The second 1982 amendment inserted "sexual assault in the first degree" in paragraph (1) of subsection (b).

While neither 1982 amendment gave effect to the other, both have been given effect in paragraph (b)(1), set out above.

178 SLA 1978.]
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adopt regulations to exempt a child or a class of children from the requirements of AS 28.05.095 if the commissioner determines that the use of a child safety device is impractical because of physical or medical conditions of the child.

(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

Sec. 28.05.097. Child safety device loan program. [Effective June 8, 1985.] (a) There is established a child safety device loan program in the Department of Public Safety, highway safety planning agency.

(b) The director of the highway safety planning agency shall design the child safety device loan program to work in conjunction with private and federal programs operating in the state and shall

(1) provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees;

(2) disseminate materials, printed advertisements, and radio and television messages to educate the public about the risks of injury to and death of unrestrained infants and children in motor vehicles and to explain to the public the provisions of AS 28.05.095.

(c) A peace officer who stops a driver for an alleged violation of AS 28.05.095 shall inform the driver about the loan program. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

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Effective dates. — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

Sec. 28.05.099. Penalty. [Effective June 8, 1985.] (a) A person convicted of a violation of AS 28.05.095(a) or (c) is guilty of an ~~infraction~~ and may be assessed demerit points as determined by regulations of the department, notwithstanding the provisions of AS 28.15.231(b).

(b) A person who violates AS 28.05.095(a) by failing to provide a child safety device or seatbelt may provide a peace officer, including a

village safety officer, proof of purchase or acquisition, and installation, of an approved child safety device or seatbelt. If the proof is provided within 30 days after the issuance of a citation for the infraction, the court shall dismiss the citation and no points shall be assessed under (a) of this section unless the person has

(1) been convicted previously for violating that section by failing to provide a child safety device or seatbelt;

(2) been cited for failure to provide a child safety device or seatbelt and has forfeited the bail required by the citation; or

(3) provided the proof required by this subsection on a prior occasion. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Article 3. Subpoenas, Notices and Hearings.

Section	Section
111. Subpoenas; witnesses and documents	131. Opportunity for hearing required
121. Giving of notice	141. Hearings and appeals

Collateral references. — Necessity before revocation of driver's license, 10 and sufficiency of notice and hearing ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

Sec. 28.05.111. Subpoenas; witnesses and documents. (a) The commissioner and officers and employees of the department designated by the commissioner may, for good cause, subpoena witnesses to give testimony under oath or to give written deposition upon a matter under the jurisdiction of the department with respect to this title, and regulations adopted under this title. A subpoena issued under this section may require the production of relevant books, papers, documents, records or other tangible things designated in the subpoena.

(b) A subpoena issued under this section shall be served at least five days before the return date, either by personal service made by a peace officer or another person who is not less than 18 years of age or by registered or certified mail. Return acknowledgment is required to prove service by mail. The fees for the attendance and travel of witnesses are the same as for witnesses appearing before the district court.

(c) A subpoena issued under this section may be enforced by the district court. (§ 6 ch 178 SLA 1978)

Sec. 28.05.121. Giving of notice. When the department is authorized or required to give notice under this title or regulations adopted under this title, unless a different method of giving notice is otherwise expressly provided, notice shall be given by a qualified person, either by personal delivery to the person to be notified or by registered or

to the wearer potentially caused by the helmet. The adoption of these regulations shall be under the provisions of the Administrative Procedure Act (AS 44.62).

(b) A person who has reached the age of majority as defined by AS 25.20.010 may not be required to wear a helmet while operating a motorcycle if the person is the holder of a license which, under regulations adopted under AS 28.15.041, is classified singly as a license to operate a motorcycle. (§ 1 ch 230 SLA 1976)

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, § 210.

Sec. 28.35.250. Application of law. [Repealed, § 20 ch 241 SLA 1976.]

Sec. 28.35.260. [Renumbered as AS 28.40.100.]

Sec. 28.35.270. [Renumbered as AS 28.40.110.]

Chapter 40. General Provisions.

Section	Section
050. Penalty for violations of law, regulations, and municipal ordinances	100. Definitions for title 110. Short title

Sec. 28.40.050. Penalty for violations of law, regulations, and municipal ordinances. (a) It is a misdemeanor for a person to violate a provision of this title unless the violation is by this title or other law declared to be a felony or an infraction.

(b) A person convicted of a misdemeanor for a violation of a provision of this title for which another penalty is not specifically provided is punishable by a fine of not more than \$500, or by imprisonment for not more than 90 days, or by both. In addition, the privilege to drive or the registration of vehicles may be suspended or revoked.

(c) Unless otherwise specified by law a person convicted of a violation of a regulation adopted under this title, or a municipal ordinance regulating vehicles or traffic when the municipal ordinance does not correspond to a provision of this title, is guilty of an infraction and is punishable by a fine not to exceed \$300.

(d) An infraction, as provided for in (c) of this section, is not considered a criminal offense and may not result in imprisonment, nor is a fine imposed for the commission of an infraction considered a penal or criminal punishment; nor may the commission of a single infraction result in the loss of a driver's license or privilege to drive in this state except as may result from the accumulation of points under AS 28.15.221 — 28.15.261, or the registration of vehicles; nor does a person cited with an infraction have a right to trial by jury or to court-appointed counsel.

(e) I under permit shall b the aut § 12 cl

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Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to mandatory use of safety devices
7 in motor vehicles."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 28.05.095 is repealed and reenacted to read:

10 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
11 provided in (c) of this section, a person may not occupy a motor
12 vehicle while in operation unless restrained by a safety belt.

13 (b) Except as provided in (c) of this section, a driver may not
14 transport a child under the age of 16 in a motor vehicle unless the
15 driver has provided and properly secured each child as described in
16 this subsection. If the child is less than four years of age, the
17 child shall be properly secured in a child safety device meeting the
18 standards of the United States Department of Transportation for a
19 child safety device for infants. If the child is four but not yet 16
20 years of age, the child shall be properly secured in a child safety
21 device approved for a child of that age and size by the United States
22 Department of Transportation or in a safety belt, whichever is appro-
23 priate for the particular child.

24 (c) Subsections (a) and (b) do not apply to

25 (1) passengers in an emergency vehicle;

26 (2) a vehicle operator acting in the course of employment
27 delivering mail or newspapers from inside the vehicle to roadside mail
28 or newspaper boxes;

29 (3) a person or class of persons exempted by regulation

1 under AS 28.05.096;

2 (4) a person required to be restrained by safety belts
3 under (a) or (b) of this section if the motor vehicle is not equipped
4 with safety belts.

5 (d) A person may not remove a safety belt from a vehicle solely
6 to be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a motor vehicle to determine compliance with
9 (a) of this section, or issue a citation for a violation of (a) of
10 this section, unless the peace officer has probable cause to stop or
11 detain the motor vehicle other than for a violation of (a) of this
12 section.

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

19 * Sec. 3. AS 28.05.099 is amended to read:

20 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
21 of AS 28.05.095(a) or (d) [(c)] is guilty of an infraction and may be
22 fined up to \$15 [ASSESSED DEMERIT POINTS AS DETERMINED BY REGULATIONS
23 OF THE DEPARTMENT, NOTWITHSTANDING THE PROVISIONS OF AS 28.15.231(b)].

24 (b) A person convicted of a violation of AS 28.05.095(b) is
25 guilty of a violation and may be assessed demerit points as determined
26 by regulations of the department, notwithstanding the provisions of
27 AS 28.15.231(b). A person who violates AS 28.05.095(b) [AS 28.05.-
28 095(a)] by failing to provide a child safety device or safetv belt
29 [SEATBELT] may provide a peace officer, including a village safety

1 officer, proof of purchase or acquisition, and installation, of an
2 approved child safety device or safety belt [SEATBELT]. If the proof
3 is provided within 30 days after the issuance of a citation for the
4 violation [INFRACTION], the court shall dismiss the citation and no
5 points shall be assessed under this subsection [(a) OF THIS SECTION]
6 unless the person has

7 (1) been convicted previously for violating that section by
8 failing to provide a child safety device or safety belt [SEATBELT];

9 (2) been cited for failure to provide a child safety device
10 or safety belt [SEATBELT] and has forfeited the bail required by the
11 citation; or

12 (3) provided the proof required by this subsection on a
13 prior occasion.
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Adopt regulations to exempt a child or a class of children from the requirements of AS 28.05.095 if the commissioner determines that the use of a child safety device is impractical because of physical or medical conditions of the child.

(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section. (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

Sec. 28.05.097. Child safety device loan program. [Effective June 8, 1985.] (a) There is established a child safety device loan program in the Department of Public Safety, highway safety planning agency.

(b) The director of the highway safety planning agency shall design the child safety device loan program to work in conjunction with private and federal programs operating in the state and shall

(1) provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees;

(2) disseminate materials, printed advertisements, and radio and television messages to educate the public about the risks of injury to and death of unrestrained infants and children in motor vehicles and to explain to the public the provisions of AS 28.05.095.

(c) A peace officer who stops a driver for an alleged violation of AS 28.05.095 shall inform the driver about the loan program. (§ 1 ch 99 SLA 1984)

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(b) A person who violates AS 28.05.095(a) by failing to provide a child safety device or seatbelt may provide a peace officer, including a

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(2) been cited for failure to provide a child safety device or seatbelt and has forfeited the bail required by the citation; or

(3) provided the proof required by this subsection on a prior occasion.
 (§ 1 ch 99 SLA 1984)

Effective dates. — Section 3, ch. 99, SLA 1984, makes this section effective one year after enactment. Chapter 99 was approved by the governor on June 8, 1984.

Article 3. Subpoenas, Notices and Hearings.

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Collateral references. — Necessity and sufficiency of notice and hearing before revocation of driver's license, 10 ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

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(b) A subpoena issued under this section shall be served at least five days before the return date, either by personal service made by a peace officer or another person who is not less than 18 years of age or by registered or certified mail. Return acknowledgment is required to prove service by mail. The fees for the attendance and travel of witnesses are the same as for witnesses appearing before the district court.

(c) A subpoena issued under this section may be enforced by the district court. (§ 6 ch 178 SLA 1978)

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MAR 17 1987

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4/15/67
SA, Fred
Cotton

801 Lincoln Street
Sitka, Alaska 99835
March 15, 1987

Representative Ben Gruessendorf
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Gruessendorf:

I am writing you today to strongly urge that you support a Mandatory Seat Belt Law for our state.

Having been in a serious car accident a little over a year ago, I can attest to the benefits of wearing a seat belt. I am firmly convinced I would have sustained grave physical injuries had I not been wearing a seat belt. As it was, I came out with "minor" injuries which kept me out of work for three days and sore for a full two weeks, not to mention the lasting anxieties about driving. My doctor's first question in the emergency room was, "were you wearing your seat belt?" I was proud to be able to answer with a confident "yes".

Representative Thurmond
page 2
March 15, 1987

Thank you for the opportunity to share my thoughts
with you on this important matter.

Respectfully,

Jody S. Marcello

ALASKA SAFETY BELT USE COALITION

319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400

MARC HELLENTHAL POLL - JANUARY 1987 - SEAT BELT USE LAW

DISTRICT 1 - REPRESENTATIVE JOHN SUND
RESULTS:

QUESTION - ARE YOU FOR OR AGAINST A SAFETY BELT LAW?
1/87 DISTRICT 1 RESULTS

FREQUENCY 19
FOR 85.2%
AGAINST 16.8%

SOUTHEAST ALASKA RESULTS

FREQUENCY 223
FOR 74.0%
AGAINST 25.9%

STATEWIDE RESULTS

QUESTION - ARE YOU FOR OR AGAINST A SAFETY BELT LAW?
FREQUENCY 1,473

FOR 65.1%
AGAINST 34.9%

QUESTION - IF ALASKA PASSED A SAFETY BELT USE LAW WOULD YOU SAY THAT YOU WOULD ALWAYS WEAR A SAFETY BELT, WOULD WEAR ONE MOST OF THE TIME, WOULD SOMETIMES WEAR ONE, WOULD HARDLY EVER WEAR ONE, OR WOULD NEVER WEAR ONE?

FREQUENCY 1,473
ALWAYS WEAR SAFETY BELT 62.1%
WEAR SAFETY BELT MOST OF THE TIME 23.6%
SOMETIMES WEAR SAFETY BELT 6.0%
HARDLY EVER WEAR SAFETY BELT 3.8%
NEVER WEAR SAFETY BELT 1.6%

QUESTION - IF ALASKA PASSED A SAFETY BELT USE LAW DO YOU THINK IT SHOULD BE

FREQUENCY 1,473
VERY STRICTLY ENFORCED 39.9%
SOMEWHAT STRICTLY ENFORCED 34.8%
NOT VERY STRICTLY ENFORCED, OR 14.0%
NOT AT ALL ENFORCED 11.0%
DON'T KNOW 3%



The Valley SUN

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VOLUME 9, NUMBER 24 The Valley Sun, Wasilla, Ak. February 10, 1987 Page 3 FEBRUARY 10, 1987

OPINION

Seat-belt law would stem highway carnage

Surprising as it might seem, a recent public opinion poll shows 65 percent of state residents surveyed are in favor of a mandatory seat-belt law. In the Mat-Su Valley, those polled favored a seat-belt law by 69 percent.

Legislation proposing such a law is expected to be introduced within a week, and with such overwhelming support by Alaskans, it should be fairly painless for legislators to give it speedy passage.

Statistics from states with seat-belt laws indicate that use of the restraints climbed dramatically once the laws were in place. The benefits of the increased use were also dramatic. Traffic fatalities were chopped between 10 and 26 percent, and costs to state governments caused by auto-accident injuries were also cut substantially.

EDITORIALLY SPEAKING

In Alaska, seat-belt legislation backers say the law would save between 20 and 50 lives each year, prevent 700 injuries, and save the state \$12 million in medical and legal expenses and in lost production. If enacted, failure to wear seat belts would be a secondary offense, meaning that drivers would be charged only if they were stopped for some other offense.

The results of the recent poll, commissioned by the Alaska Safety Belt Use Coalition, indicated that even Alaskans who don't regularly use seat belts see their value and support a law making them mandatory. The

non-bucklers apparently believe that if it was mandated by law, they would be more consistent in buckling up.

Some people might object to such a law on the grounds it interferes with some of their personal freedom. But as every new driver learns, driving is a privilege and not a right. The state stipulates numerous duties drivers must perform to maintain that privilege, and it is not a civil rights issue to impose on more requirement.

Twenty-four states have adopted mandatory seat-belt laws. In Alaska, a measure last year teetered and fell in the House on a vote of 20 to 20. This year, now that it is clearly the will of the people to institute this life-saving measure, legislators should give it the enthusiastic support it needs and deserves.

ALASKA SAFETY BELT USE COALITION

319 SEWARD ST. #8

JUNEAU, ALASKA 99801

907-586-1400

**JOE HAYES & MIKE MILLER(JUNEAU)
CO- CHAIR ALASKA SAFETY BELT USE COALITION
STEERING COMMITTEE**

2/9/87

THE ALASKA SAFETY BELT USE COALITION IS PLEASED TO ANNOUNCE THAT FORMER SPEAKER OF THE HOUSE JOE HAYES, REPUBLICAN AND FORMER REPRESENTATIVE MIKE MILLER, DEMOCRAT OF JUNEAU ARE CO - CHAIRMAN OF THE ALASKA SAFETY BELT USE COALITION STEERING COMMITTEE.

THE COALITION WILL BE ANNOUNCING THE ENTIRE STEERING COMMITTEE MEMBERSHIP ON 2/13/87.

THE STEERING COMMITTEE WILL CONSIST OF MEMBERS AND TECHNICAL ADVISORS INTERESTED IN PASSAGE OF MANDATORY SAFETY BELT LEGISLATION FOR ALASKA.



ALASKA SAFETY BELT USE COALITION

319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400

FACT SHEET MANDATORY SEAT BELT LAW

AS OF FEBRUARY 4, 1986, 24 STATES AND THE DISTRICT OF COLUMBIA HAVE ENACTED LAWS REQUIRING THE WEARING OF SEAT BELTS. THE LAWS GENERALLY REQUIRE FRONT SEAT OCCUPANTS OF MOST MOTOR VEHICLES TO BUCKLE UP, THOUGH THE STATUES VARY IN COVERAGE DETAILS. THIS SERIES OF ENACTMENTS OCCURED OVER A SHORT PERIOD OF TIME. NO STATE ENACTED SUCH A LAW EARLIER THAN 1984, AND ONLY NEW YORK'S LAW TOOK EFFECT PRIOR TO 1985.

DRAMATIC EVIDENCE FROM STATES AND NATIONS THAT HAVE ENACTED A LAW SHOWS THAT LIVES ARE BEING SAVED. AMONG THE FIVE STATES WITH THE LONGEST EXPERIENCE WITH SAFETY BELT LAWS - ILLINOIS, MICHIGAN, NEW JERSEY, NEW YORK AND TEXAS - **DECREASES IN FATALITIES RANGE FROM 10 - 26 PERCENT**. STATE POLICE IN MICHIGAN RECENTLY REPORTED THE FIRST WEEKEND WITH OUT A TRAFFIC FATALITY IN 10 YEARS - MORE THAN 500 WEEKENDS.

SEAT BELT USAGE RATES ARE RANGING AS HIGH AS 67% IN CONNECTICUT AND 81% IN HAWAII. BEFORE THE LAW TOOK EFFECT IN HAWAII SEAT BELT USAGE WAS 37% AND IN CONNECTICUT IT WAS JUST 11.5%. OVERALL SEAT BELT USAGE IN CALIFORNIA HAS GROWN FROM 18% PRIOR TO THE BELT LAW TO 47% IN JUNE, 1986. DEATHS OF MOTOR VEHICLE OCCUPANTS DROPPED 5.1% IN CALIFORNIA COMPARED TO THE SAME PERIOD IN 1985 IN CALIFORNIA.

MORE THAN A DECADE HAS PASSED SINCE BELT USE BECAME MANDATORY THROUGHOUT AUSTRALIA. BELT WEARING IS NOW AROUND 80% OVERALL. AS A RESULT, IT IS CONSERVATIVELY ESTIMATED THAT VEHICLE OCCUPANT DEATHS HAVE BEEN REDUCED BY 20% AND SERIOUS INJURIES BY 30%.

IN CANADA SEAT BELT USAGE RATES BEFORE MANDATORY SEAT BELT LAWS WENT INTO EFFECT AVERAGED 21%. IN 1983, USAGE RATES AVERAGED 61%.

THE MOST RECENT NATION TO ENACT A BELT USE LAW WAS GREAT BRITAN WHERE THE LAW WENT INTO EFFECT ON 1/31/83.

WITH THE LAW IN EFFECT IN GREAT BRITAN BELT USE JUMPED TO 95% FROM THE PREVIOUS 40%, FATALITIES DECLINED BY 23% AND SERIOUS INJURIES BY 26%.

IT IS A CLEAR FACT. SEAT BELT LAWS ARE SAVING LIVES. LAWS IN THE 24 STATES HAVE ALREADY BROUGHT ABOUT SEAT BELT USE AMONG MANY WHO DID NOT USE BELTS PREVIOUSLY.

ACCORDING TO THE HIGHWAY USERS FEDERATION STUDY **20 LIVES CAN BE SAVED IN ALASKA IF A MANDATORY SEAT BELT LAW IS ENACTED, AS WELL AS 700 FEWER INJURIES AND A SAVINGS OF \$12 MILLION IN MEDICAL COST INSURANCE AND LEGAL EXPENSES, LOST PRODUCTION AND HUMAN CAPITAL COSTS.**

IN ALASKA IN 1985 ('86 STATISTICS NOT YET AVAILABLE) 100 OCCUPANT FATALITIES OCCURED WITH ONLY SIX PEOPLE WEARING SEAT BELTS. IT MAKES NO SENSE FOR THE STATE OF ALASKA TO PERMIT THE CONTINUED WASTE OF LIVES, MONEY AND ENERGY THAT A MANDATORY SEAT BELT LAW CAN PREVENT.



Alaska State Legislature

House of Representatives

Al Adams
Chairman
Committee on Finance

WHILE IN SESSION
Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-3706

OUT OF SESSION
P.O. Box 333
Kotzebue, Alaska 99752
(907) 442-3320

1024 W. 6th
Anchorage, Alaska 99501
(907) 274-0615

Official Business

MEMORANDUM

To: All Members
Alaska House of Representatives
Alaska Senate

From: Al Adams *AA*
Representative
House District 22

Date: February 10, 1987

Subj: Alaska Safety Belt Use Coalition/Mandatory Seat Belt Law

The other day, I received a copy of a fact sheet from the Alaska Safety Belt Use Coalition in support of a mandatory seat belt law in Alaska.

I am dismayed that this organization continues to devote its considerable resources to lobbying for passage of a mandatory--and unenforceable--law requiring the use of seat belts. If this organization feels compelled to lobby someone, perhaps their attention should be directed to Congress where auto industry interests continue to stymie federal efforts to make our automobiles safer--through the installation of air bags for example.

I find it ironic that given our current financial difficulties in Alaska and the exhortations of the Administration and the Legislature to our fellow Alaskans to become more self-reliant, we then argue that we cannot allow people to take responsibility for their own actions regarding the use of seat belts. Public education--yes! Unnecessary and unenforcable government laws and regulations--no!

Attached for your information is a copy of a letter I have been sending to constituents and other interested parties on this subject.

I look forward to discussing this matter with you at your convenience.

Alaska State Legislature
House of Representatives

Al Adams
Chairman
Committee on Finance

Official Business

February 4, 1987

WHILE IN SESSION
Pouch V
State Capitol
Juneau, Alaska 99811
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OUT OF SESSION
P.O. Box 333
Kotzebue, Alaska 99752
(907) 442-3320

1024 W. 6th
Anchorage, Alaska 99501
(907) 274-0615

Dear _____:

Thank you for the public opinion message regarding the proposed mandatory seat belt law.

I could not agree with you more that it is important that adults buckle-up both for their own safety and as a role model for our children. I do not believe, however, that the passage of a law--which even the most ardent supporters of the measure admit is largely unenforceable-- sends the right message to our children. What is needed is simply that individuals take responsibility for their own actions.

Therefore, while I support continued efforts at public education in this area, I must remain opposed to passage of this legislation.

Again, thank you for your message. If I can be of any further assistance at this time, please don't hesitate to contact my office.

Sincerely,

Al Adams
Chairman
House Finance Committee

ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907.586.1400

MAR 10 1987

3/10/87

THE FOLLOWING ARE ORGANIZATIONS WHO SINCE
1985 HAVE PASSED SUPPORTING RESOLUTIONS OR
SENT LETTERS IN SUPPORT OF A MANDATORY SEAT
BELT LAW IN ALASKA -

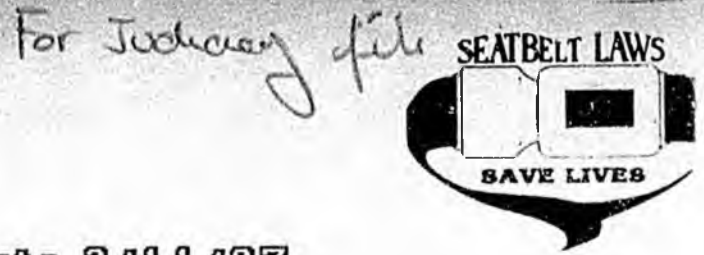
R- RESOLUTION

L - LETTER

ALASKA NURSES ASSOCIATION-R
AMERICAN SOCIETY OF SAFETY ENGINEERS/AK. CHAPTER-R
CHUCK E. CHEESE, INC.- R
MOTHERS AGAINST DRUNK DRIVING/ JUNEAU CHAPTER-R
ALASKA TREATMENT CENTER-R
ALASKA REVIEW BOARD ON ALCOHOLISM-R
ALASKA ADVISORY BOARD ON DRUG ABUSE-R
HUMANA HOSPITAL/EXECUTIVE COMMITTEE-L
NORTH STAR COUNCIL ON AGING-R
ALASKA DENTAL SOCIETY-R
ALASKA COUNCIL ON PREVENTION OF ALCOHOL AND DRUG -
ABUSE-R
ALASKA STATE MEDICAL ASSOCIATION-L
ALASKA LUNG ASSOCIATION-R
BLUE CROSS OF WASHINGTON AND ALASKA-L
ARCO ALASKA-L
JUNEAU RETIRED TEACHERS ASSOCIATION-R
ALASKA HEALTH EDUCATION CONSORTIUM-R
HIGHWAY USERS FEDERATION OF ALASKA-R
ALASKA STATE MEDICAL ASSOCIATION AUXILIARY-R
STATE ADVISORY COUNCIL ON EMERGENCY MEDICAL -
SERVICES-R
DIRECTORS: FEDERAL SAFETY & HEALTH -
COUNCIL/SOUTHCENTRAL ALASKA-R
HEALTH ASSOCIATION OF ALASKA-R
SCURDOUGH ADVENTURES-R
MORRISON - KNUDSEN CO.-R
ALASKA ACADEMY OF PHYSICIAN ASSISTANTS-R



ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400



Legislative Update 3/11/87

3/6/87 - THE ALASKA SAFETY BELT USE COALITION ENDORSES HB 167, REQUIRING SAFETY BELT USE IN PASSENGER VEHICLES. HB 167 WAS INTRODUCED BY REPRESENTATIVE SAM COTTEN AND HAS 11 CO-SPONSORS REPRESENTING DEMOCRAT AND REPUBLICAN LEGISLATORS.

3/10/87 - IN THE PAST THREE WEEKS THE COALITION HAS COLLECTED OVER 2,500 SIGNATURES IN SUPPORT OF A MANDATORY SEAT BELT LAW IN ALASKA. THE SIGNATURES WERE GATHERED AT THE FUR RENDEZVOUS BOOTH EXHIBIT FAIR/ANCHORAGE, THE SOLDOTNA/PENINSULA CENTER MALL FAIR, THE WORLD OF WHEELS CAR SHOW/ANCHORAGE, AND THE IDITAROD DAYS FAIR/WASILLA.

3/87 - MICHIGAN TRAFFIC FATALITY RATE DROPPED DURING 1986. MICHIGAN'S TRAFFIC FATALITY RATE RELATIVE TO THE NUMBERS OF MILEAGE DRIVEN WAS THE LOWEST IN HISTORY DURING 1986, ACCORDING TO THE MICHIGAN STATE POLICE WHO CREDITED THE STATE'S SAFETY BELT USE LAW.

SAFETY BELT USE LAW NOTES -

* BELT USE LAWS MOTIVATE PEOPLE TO BUCKLE UP WHO OTHERWISE WOULDN'T. BELT USE LAWS CAUSE FEWER MOTORISTS TO KILL OR INJURE OTHERS. BELT USE LAWS RESULT IN BELT USE HABITS THAT CAN PREVENT DRIVER LOSS OF CONTROL BY HOLDING THE DRIVER IN PLACE BEHIND THE WHEEL.

* OTHER SIMILAR TRAFFIC SAFETY LAWS PROTECT MOTORISTS AND OTHERS, SUCH AS SPEED LIMITS, DRINKING AND DRIVING AND DRIVER LICENSING. SAFETY BELT USE LAWS ARE CONSISTENT WITH THESE AND OTHER LAWS.



LEGISLATIVE UPDATE 3/17/87

A SAFETY BELT USE LAW IN ALASKA : THE TRUTHS VS. THE MYTHS

A SEAT BELT LAW IS UNCONSTITUTIONAL - ON MONDAY , FEBRUARY 23, 1987 THE U.S. SUPREME COURT UPHELD THE ILLINOIS BELT USE LAW. IN EFFECT, THE HIGH COURT HAS TOLD THE STATE COURTS AND LEGISLATURES THAT IT FINDS NO CONSTITUTIONAL BARRIER TO SAFETY BELT USE LAWS.

A SEAT BELT LAW WILL COST THE STATE MONEY TO IMPLEMENT - THE FACT IS IS THAT A LAW WILL COST ZERO TO IMPLEMENT. THE ALASKA SAFETY BELT USE COALITION, A NON - PROFIT SAFETY ORGANIZATION, PAYS FOR A ONE YEAR EDUCATIONAL CAMPAIGN TO ACCOMPANY THE NEW LAW. THE CAMPAIGN CONSIST OF T.V., RADIO, NEWSPAPER, AND DIRECT MAIL PSA'S AS WELL AS PRESENTATIONS TO COMMUNITY'S, SCHOOLS, AND INTERESTED ORGANIZATIONS AND CLUBS.

SEAT BELT LAWS DON'T WORK - 25 STATES AND THE DISTRICT OF COLUMBIA HAVE PASSED SEAT BELT USE LAWS. IN THE STATES WITH THE LONGEST EXPERIENCE WITH SEAT BELT LAWS, FACTS SHOW THAT SEAT BELT USAGE IS UP AND THAT DEATHS AND SERIOUS INJURIES ARE DOWN. THE STATES WITH THE LONGEST EXPERIENCE WITH SAFETY BELT USE LAWS - ILLINOIS, MICHIGAN, MISSOURI, NEW JERSEY, NEW YORK, NORTH CAROLINA AND TEXAS SHOW DECREASES IN FATALITIES RANGE FROM 10 - 26 PERCENT. IN OHIO SAFETY BELT USE REACHED NEARLY 50 PERCENT IN SEPTEMBER, 1986, TRIPLE THE AMOUNT OF OHIO MOTORISTS WHO BUCKLED UP BEFORE THE LAW WENT INTO EFFECT. IN NEW MEXICO A 20 PERCENT REDUCTION IN TRAFFIC DEATHS HAS OCCURED SINCE THE LAW WAS IMPLEMENTED. IN IOWA SAFETY BELT USAGE HAS RISEN TO 46 PERCENT FROM 27 PERCENT BEFORE THE LAW. IN LOUISIANA THERE HAS BEEN A SAVING OF ALMOST 100 LIVES COMPARED TO THE 1985 FIGURES. HAWAII - THE NUMBER OF TRAFFIC RELATED DEATHS HAS DECREASED 56 PERCENT SINCE THE LAW BECAME EFFECTIVE IN DECEMBER, 1985.

ALASKANS ARE NOT SUPPORTIVE OF A MANDATORY SEAT BELT LAW - THE FACT IS IS THAT OVER 65 PERCENT OF ALASKANS SUPPORT A MANDATORY SEAT BELT LAW. STRONG APPROVAL CAME FROM INDEPENDENTS (64.6 % IN FAVOR), DEMOCRATS (72.9 % IN FAVOR), AND REPUBLICANS (59.3 % IN FAVOR). 84.7 PERCENT OF THE SURVEY RESPONDENTS SAID THEY WOULD WEAR THEIR SEAT BELTS IF AN ALASKAN MANDATORY SEAT BELT LAW WERE PASSED. OVER 30 ORGANIZATIONS AND OVER 7,000 ALASKANS HAVE SIGNED PETITIONS IN FAVOR OF A MANDATORY SEAT BELT LAW IN ALASKA.

A MANDATORY SEAT BELT USE LAW IS UNENFORCEABLE - BELT USE LAWS ARE SELF ENFORCEABLE. THE HELLENTHAL SURVEY IN JANUARY SHOWED THAT 84.7 PERCENT OF ALASKANS WOULD OBEY THE LAW ONCE IT PASSED. THE STATES THAT HAVE PASSED BELT USE LAWS IN EFFECT HAVE COMPLIANCE RATES AVERAGING AT ABOUT 50 PERCENT WITH STATES LIKE HAWAII AT 81 PERCENT, TEXAS AT 66 PERCENT, MICHIGAN AT 55 PERCENT, LOUISIANA AT 55 PERCENT AND THE LIST GOES ON. BELT USE LAWS SERVE AS AN INCENTIVE TO THOSE WHO OTHERWISE WOULDN'T BUCKLE UP. ONCE THE HABIT OF BUCKLING UP OCCURS IT RARELY DIMINSHES .



USING SEAT BELTS IS AN INDIVIDUAL RIGHT - FOR THE ARGUMENT OF PERSONAL RIGHTS AND FREEDOMS TO HAVE VALIDITY, THOSE WHO CHOOSE NOT TO USE SEAT BELTS MUST SHOW THAT ONLY THE INDIVIDUAL IS AFFECTED TO DO THAT THE INJURY OR DEATH WOULD HAVE TO OCCUR IN THE PERSON'S GARAGE; THE VICTIM WOULD HAVE TO DISAPPEAR INTO A BLACK HOLE WITH NO ONE WONDERING WHERE THE PERSON WENT. THAT IS CERTAINLY NOT WHAT HAPPENS WHEN AN UNRESTRAINED PERSON GETS HURT OR KILLED IN A TRAFFIC ACCIDENT. WE ALL SUPPORT STOP SIGNS, HEAD LIGHTS AND YIELDING THE RIGHT OF WAY TO PEDESTRIANS. NO ONE IS SUGGESTING THAT THESE REGULATIONS ARE A FIRST STEP TO A GOVERNMENT STATE. NEITHER ARE SEAT BELT LAWS.

SAFETY BELT EDUCATIONAL CAMPAIGNS ARE MORE EFFECTIVE THAN SEAT BELT LAWS - FOR THE PAST 25 YEARS, CAMPAIGNS UTILIZING THE MOST SOPHISTICATED EDUCATIONAL AND COMMUNICATION METHODS HAVE FAILED TO HAVE ANY LASTING IMPACT BEYOND THE CAMPAIGN. THE AMOUNT OF MONEY SPENT IS GREAT AND THE RESIDUAL IMPACT SLIGHT. THE 25 STATES AND THE DISTRICT OF COLUMBIA THAT HAVE PASSED MANDATORY SEAT BELT USE LAWS HAVE BEEN ASSISTED BY COALITIONS SUCH AS OURS WITH FUNDING FOR EDUCATIONAL CAMPAIGNS TO ACCOMPANY PASSAGE OF THE LAW. SAFETY BELT USE LAWS AND AN AGGRESSIVE EDUCATIONAL CAMPAIGN MUST BE COMBINED TO ACHIEVE MAXIMUM USE. EDUCATIONAL CAMPAIGNS ARE ONLY PART OF WHAT IS NEEDED TO GET THE JOB DONE. A LAW IS THE OTHER PART.

A SEAT BELT LAW WILL TAKE THE POLICE AWAY FROM OTHER IMPORTANT DUTIES - THE OPPOSITE IS TRUE. A TRAFFIC FATALITY OR INJURY DUE TO NON USE OF SEAT BELTS MEANS THAT THE POLICE MUST OCCUPY HIS TIME WITH THIS ACCIDENT INSTEAD OF PREVENTING OR INVESTIGATING OTHER CRIMES. BASICALLY A SAFETY BELT USE LAW WILL ALLOW OFFICERS TO HAVE MORE TIME TO CONCENTRATE ON OTHER TRAFFIC ENFORCEMENT PROGRAMS.



ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907.586.1400



JULIA CARLTON



CINDY HAUVER



SHANNON SEXTON

Three JDHS students to help promote importance of mandatory seat belt law

Julia Carlton, Cindy Hauver, and Shannon Sexton have been named Juneau-Douglas High School coordinators of the Alaska Safety Belt Use Coalition.

The coalition is backing a mandatory seat belt law in Alaska.

Julia, Cindy and Shannon will be active in promoting passage of the law, as well as in discussing why seat belts are important safety devices in an automobile.

Julia is art editor for the yearbook, a member of Distributive Education Clubs of America and active in the Alaska Close-up Program. Shannon also is active in the Alaska Close-up Program. Cindy also par-

ticipates in yearbook production and the close-up program.

The Juneau-Douglas High School coordinators believe that a mandatory seat belt law in Alaska will save lives, injuries and money.

"There are now 25 states and D.C. with seat belt use laws. The states with the longest experience with safety belt use laws - Illinois, Michigan, Texas, New Jersey, New York and North Carolina - have experienced the number of fatalities going down by 10 to 26 percent," they said in a prepared statement.

In 1985, the last year of available auto-

mobile accident statistics, 100 Alaskans were killed on our streets and highways; 94 of them didn't wear seat belts.

Frank Bickford, executive director of the Alaska Safety Belt Use Coalition, said: "The coalition is excited to have Julia, Shannon and Cindy serving as coordinators at their high school. Their enthusiasm and experience in school activities will be a real asset in securing passage of a mandatory seat belt law in Alaska this year."

The JDHS coordinators collected in just one week close to 100 names of students who support a mandatory seat belt law in Alaska.

Letters to the Editor

The Daily News-Miner welcomes letters to the editor, P.O. Box 710, Fairbanks, AK 99707. Each letter must carry the name and address of the writer, which will be published. Letters that are libelous or in poor taste will be rejected. Thank-you letters will be published in the "Applause" column. Because of space limitations, the following rules generally apply: A letter may not be longer than 350 words. Copies of letters from one person to another will not be published. No one may publish more than one letter per month. Political endorsement letters from outside our readership area will not be published. The Daily News-Miner reserves the right to edit or reject any letter submitted.

Seat belt law 3/17/87

March 5, 1987

P.O. Box 72928

Fairbanks, AK 99707

To the editor:

Requiring seat belts to be worn is no more a threat to our civil liberties than requiring motorists to obey stop signs and traffic lights. Seat belts, as well as stop signs and traffic lights, have proven to be important factors in reducing deaths and injuries in traffic accidents.

In addition to the safety factor, seat belt laws are cost effective. Studies show that for every dollar invested in safety belt use, the state saves \$37.50. Safety belts can reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. Officers would have more time to concentrate on other traffic enforcement programs.

Safety belt use can reduce the chances of deaths and serious injuries in automobile accidents by 50 percent. It can also lessen the burden shared by families, loved ones, taxpayers and employers after a needless death or injury caused by an accident on our roads and highways. And, experience has shown that high belt use can only be attained in states with safety belt laws.

A safety belt use law in Alaska will cause people to buckle up who otherwise would not.

Sincerely,
Ron Miller

LETTERS

3-23-87

Why you should favor seat belt law

Dear Mr. Editor:

I am responding to a letter regarding seat belt requirements. The author was apparently given some wrong information in regards to seat belt requirements for her kids and passengers.

I do believe in required seat belt wearing for everyone. It is not going to do your child much good if you are in a car accident and your child was buckled down and lives and you did not wear a seat belt and the paramedics are picking up body parts off the road.

Be a little realistic also. In the end, everybody pays for people who don't wear seat belts - everybody. Say John Doe smashes into Jane Smith. Jane Smith sues John Doe. Mr. Insurance Man turns around to Mr. John Q. Public to recoup its losses by charging higher insurance rates to all paying customers.

I am a single parent of three children. I wince with pain every time I get a notice from my insurance company because it always says my insurance is going higher because some nimrod with a similar model car has too many accidents, so they must raise my rate. I can only stretch my budget so far before I break.

But the one thing that I always do before I start the car is strap the kids into their seats or car seats, willingly or unwilling. My oldest daughter is so good about having her seat belt put on that when I forget to put hers or mine on she will tell me, "Mom, our seat belts; if we don't put on our seat belts the cops will give us a ticket and take you to jail." The five seconds it takes to strap your child into its seat could mean the difference between a lifetime of sorrow or a lifetime of happiness.

I don't know where the letter writer got her information about who sits

where and on who or "there is no provision for that," but she ought to try going up to the legislature and obtaining a copy of the bill mandating car seats or seat belts for children up to seven years of age. First of all, the seat belt law does not apply to kids or people who are riding a community bus or school bus. I believe that if you have a five-seater car with seven people to squeeze into those seats, you put what you can into those five seats. You would not be penalized for the two children who could not fit into a seat. I also believe that if you do have a child who is handicapped, there are special provisions. And, never put two children inside the same seat belt; that does more harm than good.

As for a child sitting on his mother's lap and being happy or a child buckled into his seat screaming and crying and making the driver nervous and on edge, try to imagine a very large brick with several hundred pounds of pressure per square inch squashing you. That is what it would feel to a child with his parent's weight crushing it. I would tend to let (and in fact I do) my child(ren) scream their little brains out all they wanted. I'd rather be deaf than have them dead because I didn't particularly care to listen to them scream. I realize that it is frustrating at times. There are times that I would like to super glue their lips shut or put a large strip of duct tape over their lips before we get into the car. In fact, it gets so frustrating sometimes that I join in screaming with them. Then they all stop and all turn around and look at me like who is this strange woman driving this car? Then they either laugh at me or we have a fun game to see who can scream the loudest.

In summation, I could think of a lot more other things I would like to complain about and things that I don't like besides a seat belt law. Remember, a seat belt could save your life. It saved mine. I went over a 160-foot cliff with one on, and lived. One other person didn't have one on and he died. I am very lucky to be alive today and I want to continue living to see my children grow up happy and healthy.

Put their seat belt on, show them you care.

Sincerely,
Dara L. Miller
Juneau

Safety-belt laws gain ground

U.S. Supreme Court upholds Illinois law

3/24/87

An Illinois woman who lost her bid to have the U.S. Supreme Court strike down her state's safety-belt-use law now says she will wear a safety belt.

"I should, I guess, because it is a law and I guess it's going to stay one," said Elizabeth J. Kohrig after the Supreme Court refused to hear her case.

The Supreme Court dismissed Kohrig's challenge Feb. 23 "for want of substantial federal question."

Kohrig challenged the law after she received a \$25 fine for violation of that state's 1985 law requiring the use of safety belts. The challenge, based on a right to privacy under due process of law, was rejected in October by

the Illinois Supreme Court.

Lois Robinson, executive director of the Illinois Coalition for Safety Belt Use, said: "This decision is going to help safety-belt use become a way of life."

The Illinois law isn't the only one to have been challenged in court and upheld. The Hawaii safety-belt-use law also was challenged, according to Hardy Hutchinson, executive director of the Hawaii Coalition for Safety Belt Use.

The Hawaii State Intermediate Court of Appeals, in a unanimous decision, rejected a challenge by a woman who claimed that the law limited her rights when she was cited for not wearing a safety belt. The court ruled the "enormous social cost of unnecessary death and injury" justifies the seat-belt law.

ALASKA PUBLIC OPINION RESEARCH SURVEY

Prepared For

ALASKA SAFETY BELT USE COALITION

January, 1987

By Hellenthal and Associates, Inc.

LAW REQUIRING SAFETY BELTS FOR ALL VEHICLE OCCUPANTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS

		Are you for or against a safety belt law?	
Frequency		For	Against
STATE HOUSE DISTRICTS:			
1	19	83.2%	16.8%
2	12	72.4%	27.6%
3	102	65.7%	34.3%
4	28	68.7%	31.3%
5	19	49.8%	50.2%
6	6	35.7%	64.3%
7	42	52.6%	47.4%
8	109	60.5%	39.5%
9	91	67.3%	32.7%
10	126	70.2%	29.8%
11	88	58.9%	41.1%
12	85	68.6%	31.4%
13	86	59.1%	40.9%
14	96	68.9%	31.1%
15	98	65.1%	34.9%
16	106	69.4%	30.6%
17	19	74.3%	25.7%
18	41	53.0%	47.0%
19	19	73.3%	26.7%
20	69	46.1%	53.9%
21	51	61.8%	38.2%
22	9	65.3%	34.7%
23	8	77.5%	22.5%
24	9	76.9%	23.1%
25	9	100.0%	
26	10	68.2%	31.8%
27	116	65.7%	34.3%

Frequency	Are you for or against a safety belt law?	
	For	Against
AREAS OF ALASKA:		
Southeast	74.0%	26.0%
Sitka	65.7%	34.3%
Cordova-Kenai-S. Anc.	48.3%	51.7%
Anchorage	65.0%	35.0%
MatSu	69.4%	30.6%
Greater Fairbanks	56.8%	43.2%
Rural Alaska	77.7%	22.3%
Kodiak	65.7%	34.3%
TOTAL ROW PERCENT	65.1%	34.9%

STATE WIDE RESULTS

In total, 1473 Alaskan adults were interviewed between January 8th and 17th, 1987.

Question - Are you for or against a safety belt law?

Response - For : 65.1%, Against : 34.9%

Question - If Alaska passed a safety belt use law would you say that you would always wear a safety belt, would wear one most of the time, would sometimes wear one, would hardly ever wear one, or would never wear one?

Response - Always wear a safety belt : 62.1% , Wear safety belt most of the time : 22.6%, Sometimes wear a safety belt : 8.0%, Hardly ever wear a safety belt : 3.8%, Never wear a safety belt 3.5%.

Alaska Vehicle Occupant Fatality Figures, 1985 (last year for which figures are available):

According to the Alaska Highway Safety Planning Agency, in 1985 there were one hundred and twenty-seven traffic accident fatalities. Of the 127 people killed in Alaskan traffic accidents in 1985, 100 (79%) were drivers and passengers of cars. Ninety-four of the 100 people killed were not wearing seat belts.

LETTERS

3-23-87

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Dear Mr. Editor:

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Be a little realistic also. In the end, everybody pays for people who don't wear seat belts - everybody. Say John Doe smashes into Jane Smith. Jane Smith sues John Doe. Mr. Insurance Man turns around to Mr. John Q. Public to recoup its losses by charging higher insurance rates to all paying customers.

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In summation, I could think of a lot more other things I would complain about and things that I don't like besides a seat belt law. Remember, a seat belt could save your life. It saved mine. I went over a 160-foot cliff with one on, and lived. One other person didn't have one on and he died. I am very lucky to be alive today and I want to continue living to see my children grow up happy and healthy.

Put their seat belt on, show them you care.

Sincerely,
Dara L. Miller
Juneau

Letters to the Editor

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Seat belt law

3/17/87

March 5, 1987
P.O. Box 72928
Fairbanks, AK 99707

To the editor:

Requiring seat belts to be worn is no more a threat to our civil liberties than requiring motorists to obey stop signs and traffic lights. Seat belts, as well as stop signs and traffic lights, have proved to be important factors in reducing deaths and injuries in traffic accidents.

In addition to the safety factor, seat belt laws are cost effective. Studies show that for every dollar invested in safety belt use, the state saves \$37.50. Safety belts can reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. Officers would have more time to concentrate on other traffic enforcement programs.

Safety belt use can reduce the chances of deaths and serious injuries in automobile accidents by 50 percent. It can also lessen the burden shared by families, loved ones, taxpayers and employers after a needless death or injury caused by an accident on our roads and highways. And, experience has shown that high belt use can only be attained in states with safety belt laws.

A safety belt use law in Alaska will cause people to buckle up who otherwise would not.

Sincerely,
Ron Miller

Letters to the Editor

Wednesday, February 25, 1987

4—Fairbanks Daily News-Miner, Fairbanks, Alaska

Favors seat belts

Feb. 11, 1987

411 Fourth Ave.

Fairbanks, AK 99701

To the editor:

I would like to take issue with two recent statements attributed to Ed Hoch in the issue of Feb. 6, 1987.

1. "Seat belts are dangerous for pregnant women." Ejector seats are similarly dangerous for pilots of jet fighters, yet no one nowadays would refuse to equip a fighter with such a seat, and condemn the pilot to destruction whenever his airplane crashed. The point is that seat belts are designed to prevent more serious injury than might result when they are not worn in a car crash. Surely, pregnant women are more likely than non-pregnant women to wear a seat belt, if they have any concern for the well-being of their baby.

2. "Seat belts make many obese people uncomfortable." Perhaps some obese people are uncomfortable wearing seat belts, but the majority may feel any lack of comfort is more than made up for by the increased sense of security. Besides, it is possible to buy devices called "belt extenders" from auto dealers. These devices provide extra webbing, so the seat belt fits better.

Having had extensive experience in treating people with severe injuries resulting from car wrecks in which seat belts were not worn, and having seen many people who had some injuries, even from the belts themselves, but nevertheless who escaped serious injuries because they wore seat belts, I am convinced that a mandatory seat belt law in Alaska would prevent many serious injuries.

Unlike Mr. Hoch, sometimes I am in favor of protecting people in spite of themselves, as for example

in insisting vehicles stop at a red light, whether the drivers like it or not. Sometimes, discipline is necessary even when we do not feel like it.

Sincerely,

James G. Gollogly, M.D.
Orthopaedic Surgeon

Anchorage Times
Anchorage, AK

FEB 23 1987

Put seat belts into law

Dear Editor:

Over the past two weeks I have watched several TV debates, news programs and read news articles concerning a mandatory seat belt law in Alaska.

I have been amazed at the failure of the opponents of a seat belt law to realize that one of the ways the state of Alaska can save money and lives is through passage of mandatory seat belt legislation. People who oppose the mandatory seat belt law don't expect to be left bleeding and broken at the scene if their folly leads to disaster.

They expect to be attended by emergency medical technologists, transported to modern hospitals and treated in emergency rooms.

They expect physicians and other medical professionals to completely cure them at no cost so they can get back in their cars and speed away unencumbered and unrestrained.

Another point that needs clarification is education. For years this state has been spending money on seat belt education campaigns. When the campaigns end seat belt usage rates fall. Education is great, but it must work hand-in-hand with a law. Experience in the 24 states that have a seat belt law has shown that high belt use can only be attained with the combination of seat belt laws and education. A mandatory seat belt law will cost nothing to the state's treasury and will save the state millions of dollars.

Janet Thornton
Elmendorf



SIDEWALK POLL

by Patty Langman

How would you feel about a mandatory seatbelt law?



Candace Ranney
Student

Since I never wear one, it would be difficult for me to be comfortable with a law like that - although I realize it does save lives.



JoAnn Loughran
Housewife

I think it would be a good law. There's a law for children under the age of 7 to be in a carseat or seatbelt, why not set a good example!



John Dunker
Self-employed Woodworker

If it could be done without greatly increasing enforcement costs, I think it could be a good public education tool, perhaps a necessary one.



Bertie Selvey
Bridge Player

I'm 100% for it! Fastening seatbelts is an easy habit to form and is well worth the effort. Lives and injuries saved by seatbelts make the need for this law obvious.



Cindy Rutherford
Counselor

I feel that seatbelts are definitely life-saving devices and should be utilized whenever appropriate. I think the law should be implemented!

Letters from the people

A way to save lives, money

Alaska at the present time is suffering from a serious budget crisis. In order to deal with the budget mess many ideas have been brought forward. One issue that should be considered is a mandatory seat belt law. If you think about it, a mandatory seat belt law will lessen the economic loss in Alaska from auto related injuries which is estimated to cost the state each year some \$12 million, including lost wages, medical expenses, insurance costs, and property damage.

It is an unquestionable fact that Alaska cannot afford not to buckle up. A mandatory seat belt law will not only save lives and lessen injuries but it will help save the state of Alaska millions of dollars.

— Debra Turner

12-9-86 News
Times

Require seat belts

Dec. 1, 1986
542 Fourth Ave.
Fairbanks, AK 99701

To the editor:

To fasten or not to fasten a seat belt is not a matter of personal privilege. There is a responsibility to the public that is of greater importance. Children left without a parent can become a ward of the public. Hospital treatment inflates cost of medical attention and of insurance premiums. Liability claims affect the cost of auto insurance. Auto accidents are the biggest single cause of lost work time and on-the-job fatalities. Americans lose 45 million work days a year as a result of car crashes. Highway accidents cause more deaths than heart attacks and falls combined. On and off the job accidents cost \$70 billion a year.

A family member and passenger would not have survived an accident, not their fault, (and two blocks from their office) had they not been fastened in. The ambulance driver said, "We have a fatality here" as they approached. Another recent accident, in which the fatality was impaled on the steering wheel column, could have been less serious if a seat belt had been in place.

Today 25 states and the District of Columbia have mandatory seat belt laws. Alaska needs one also.

Sincerely,

Everett Wilde
Special Agent
The Prudential

Seat belts would save lives

Over 45,000 lives are lost each year on our nation's highways, and hundreds of thousands are seriously injured, some with permanent disabilities. Motor vehicle accidents are the leading cause of death for persons between the ages of one and 34 years in the U.S..

Seat belts alone could save 9,000 to 12,000 lives each year, thousands of disabling injuries, and billions of dollars in costs.

In 1985 there were 121 motor vehicle related fatalities statewide, of which 100 were occupants. But only six were wearing seat belts.

There are three ways to get people to use occupant restraints: (1) education; (2) mandatory seat belt laws; and (3) passive restraints.

More lives could be saved by a combination of all three strategies. Better crash protection systems include safety belts combined with air bags.

Twenty-six states plus the District of Columbia have passed mandatory seat belt legislation. Let's hope Alaska is not the last state to recognize that a mandatory seat belt law makes sense. And finally, let's start putting more pressure on the automobile industry to install passive restraints in all new cars.

— Mark S. Johnson
Juneau

10/21/86 Anchorage Daily News

'Should Alaska have a mandatory seat belt law?'

Q.

A. Non-use of belts causes hardship for many

I am puzzled by the habit of people appearing such a mandatory law, who are apparently under the impression that driving is a modern day luxury. It is not. On the contrary, the use of an automobile as a vehicle is a privilege, a modern one, not a luxury. It is a privilege which is not to be taken for granted.

Death in most vehicle accidents is not a mere inconvenience. It is a tragedy. It is a tragedy which is preventable. It is a tragedy which is preventable by the use of seat belts. It is a tragedy which is preventable by the use of seat belts.

It is a tragedy which is preventable by the use of seat belts. It is a tragedy which is preventable by the use of seat belts. It is a tragedy which is preventable by the use of seat belts.

A. Legislation likely will be back next year

A proposal to make seat belt use mandatory in Alaska passed in early March but failed as a result of a vote of 20 to 10. The passage of the vote on the seat belt bill, along with the substantial public approval in the state and the fact that 90 percent of the people of Alaska use seat belts, are all factors which indicate that the bill will be back next year.

Statistics show that a minimum of 2000 lives can be saved in Alaska if a mandatory seat belt law is enacted. It would save lives and a savings of \$1 billion dollars in medical care and lost wages, lost productivity and human capital costs would result.

In addition to the safety factor, seat belt laws are cost effective. Studies show that for every dollar invested in safety belt use, the state saves \$10. Safety belts can reduce traffic fatalities, which are eight times as costly to the state as any other traffic safety measure.

Alaska Safety Belt Use Committee

A. Every driver should have to do their part

A seat belt law should serve to remind the driver and riding public that, with other traffic laws, you shouldn't claim immunity from responsibility when you don't try to do your part to prevent or reduce the severity of the accident.

A. Saving lives justifies a seat belt law

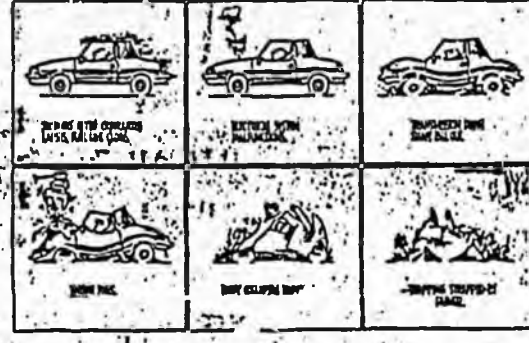
Accidents and deaths are the chief preventable killer of young people today. Using safety belts and not drinking and driving can certainly change the grim statistics.

Alaska has a seat belt law for children and has tough laws on drunk drivers, but the legislature needs to make our highways and roads safe by having a seat belt law for adults.

A. Medical council supports a safety belt law

The Board of Directors of the Southern Region Emergency Medical Services Council has voted unanimously to support a mandatory safety belt law for Alaska.

WHY SEAT BELTS ARE UNSAFE IN AMERICAN-MADE CARS



Deaths by those involved in motor vehicle accidents are the leading cause of death in the United States. They have been called the 'silent killer' because they are so common and so preventable.

Alaska's child restraint law has mandated seat belts for children in motor vehicles. It is a good law. It is a good law. It is a good law.

A. Mandatory law succeeds in Los Angeles

I recently visited my colleagues in Los Angeles. He met me at LAX airport. We had a long talk. He said that the mandatory seat belt law in Los Angeles is a success. It is a success. It is a success.

For years, I had tried, in vain, to convince my children to wear seat belts. I failed. The mandatory seat belt law in Los Angeles is a success. It is a success. It is a success.

A. State already has too many unenforceable laws

No. The state already has too many laws to enforce. Our state legislature are already overwhelmed and working 12 months a year. This law is not needed. It is not needed. It is not needed.

As a parent who has directly experienced the physical results of a mandatory seat belt law, I strongly support such legislation.

A. Accidents have many 'ripple effects'

Some who object to a seat belt law in Alaska declare that such a law would violate the freedom of choice on matters of personal health and safety. Claims are made that they have the right to decide how and whether to drive.

These objections are based on the fact that accidents do not happen on personal streets and highways. They happen on public, tax-supported roads. They happen on public roads. They happen on public roads.

Costs to the individual, family, business, and to local, state and federal governments are just some of the ripple effects of a serious accident. The ripple effects of a serious accident. The ripple effects of a serious accident.

A. Buckle up with or without law

As a national news program, I have been asked to see my share of these individuals who "voluntarily" chose not to wear their seat belts. Believe me, they were shocked. They were shocked. They were shocked.

As far as punishment goes, maybe we should get tough on those who drink driving and/or excessive speed. It is a punishment. It is a punishment. It is a punishment.

A. We should retain the freedom to choose

No. Even though having your seat belt is a good idea, it is a personal choice. We have all been guaranteed a freedom to choose as long as it is a personal choice and affects no one else. It is a personal choice. It is a personal choice.

A. State has right to try to reduce injuries, deaths

Alaska need definitely needs a mandatory seat belt law. In my opinion, the state has every right to attempt to reduce injuries and deaths through seat belt requirements.

I wouldn't dare drive on the highway with all those waste bins without using my seat belt. I risk my life every time I drive the highways here and I figure seat belts will save my life. People drive like maniacs here in Alaska, running red lights, stop signs, weaving in between cars with only one hand.

KISS JOHNSTON HAPPENS TO BE INCORRECT. THE ALASKA SAFETY BELT USE COMMISSION IS A NON-PROFIT SAFETY ORGANIZATION THAT RECEIVES NO MONEY FROM THE STATE OF ALASKA. THE FACT IS THAT WE ARE TRYING TO SAVE LIVES AND MONEY.

between them and driving at the speed of sound. When you buckle up it could save your life one day. The belt drive in the left hand when you should be in the right hand (for slow motion and view versa). Fails like you wouldn't believe 50 miles of driving on the outside in Company. You've got accident waiting to happen.

A. We need laws that prevent accidents

There are no such things as accident-free roads. The law is great, but the cars are not. People are killed and injured in accidents. We need laws that prevent accidents. We need laws that prevent accidents.

Statistics show that 90 percent of all accidents can be prevented. When we are going to help that not being at fault for an accident isn't good enough. We need laws to prevent accidents. We need laws to prevent accidents.

A. Seat belt law will save lives, limbs and dollars

Some people say that seat belts are uncomfortable. They say they won't get into an accident. And most curiously, they say it's a matter of civil liberties whether they want to buckle up or not.

Consider this: Some seat belts are uncomfortable, but not as uncomfortable as leaving your head off a dashboard or windshield in an accident. People say they won't get into an accident, but almost every day of the week someone in Anchorage is involved in one.

A seat belt law in Alaska will save lives, limbs and dollars for the citizens of Alaska.

A. We don't need any more unenforceable laws

Seat belts? I believe in them. In fact I never travel without them. A law requiring their use? No, I think not. In fact, I object to any law that would restrict my freedom of choice.

A. Seat belts save lives, prevent injuries

Wearing a seat belt does save lives, prevent injuries, and save insurance rates for all drivers. A seat belt is not uncomfortable as an airplane. It is no problem to get people to buckle up when they are up in the air.

ALASKA CLIPPING
SERVICE

Frontiersman
Palmer, Alaska

JAN 17 1966



As you see it

Would you support a mandatory seat belt law?



Roberta Custer, Wasilla: Definitely. I won't let my kids ride without buckling up. You have a better chance to survive an accident if you wear a seatbelt.



Dale Heich, Wasilla: Yes, for safety. I've had friends that have been in accidents and gone through the windshield. That wouldn't have happened if they'd had a seatbelt on.



Bob Chamberlain, Wasilla: Yes, especially for the safety of kids. Child car seats should be mandatory.



Rick Mehaffey, Wasilla: Yes. So many people die with all the drunk drivers around. Seatbelts are especially good for little kids—they have a whole life to live.

March 17, '86
ANCHORAGE DAILY NEWS

Seat belt non-users hurt all

James D. Bennett objects to my suggestion that people who refuse to wear their seat belts when riding in automobiles should have to pay higher insurance rates. He apparently does not understand that those who do not wear seatbelts make everyone else's rates go up. Any insurance agent can explain why this is so.

It is patently unfair that I should have to pay higher rates because Mr. Bennett and people like him will not take the simple precaution of buckling up. Refusing to wear seat belts, contrary to popular belief, is not primarily a matter of personal choice. It is blatant irresponsibility which unjustifiably infringes on the rights of everyone else.

Kenneth Brewster

3-20-86 Anch. DAILY NEWS

Courts have upheld seat belt laws

Regarding the Feb. 28 letter written by James Bennett on seat belts, further elaboration on the facts involved in the Illinois case would perhaps be beneficial. A lower court in Illinois did rule the seat belt law unconstitutional. The judge who made this ruling is a former state legislator who voted against the seat belt bill when it was passed by the Illinois legislature in 1985. The decision is being appealed to the Illinois Supreme Court. We expect this court to reverse the decision of the lower court and uphold the seat belt law.

Other states with seat belt laws have faced similar litigations. In New York a decision of the Supreme Court entered summary judgment upholding the belt law. In December, the county court in Lancaster County, Nebraska, upheld Nebraska's seat belt use law against a similar challenge. The Nebraska court specifically ruled that the seat belt use law:

- Is a proper exercise of the state's police power.
- Does not deprive any fundamental right, liberty or freedom.
- Is not void for vagueness.
- Does not classify unreasonably or arbitrarily.
- Does not delegate legislative authority to the federal government.
- Does not violate any rights under either the Nebraska Constitution or the United States Constitution.

— Dennis DeWitt
Statewide chairman
Alaska Safety Belt Use Coalition

3/25/86

Seat belt law required courage

It is a welcome breath of legislative courage that brings us a mandatory seat belt law. It is time that Alaskans realize that while this may be the "last frontier," it is still a society. Everybody's actions, to some extent, affect everybody else. Is it fair that I should pay higher auto insurance rates because others up here insist upon driving irresponsibly? Is it fair that I should pay higher health insurance rates to subsidize those who consider it their right to not wear a seat belt and thereby suffer greater injuries if they are in an accident? Many of those who were recently so vocal in their concern about the leaking rail tanker might do well to ask themselves if there is really any difference, except in degree, between an irresponsible driver and a leaking tank car.

I would also like to know why insurance policies are not written that would void one's injury benefits if a seat belt was not being worn. It seems that would be a greater incentive than a paltry \$15 fine.

— S. Reilly Moss
Wasilla

Buckling up saves lives

In response to a letter from James D. Bennett about seat belt laws, I sure hope the gentleman has good health insurance if he ever should be in a car accident. How many people out there driving have no insurance whatsoever? Many can't afford it, I realize, but who pays for the hospital? We do. Time and time again many lives and injuries could have been saved if we had all buckled up. How long does it take to do that?

By the way, Mr. Bennett, you're lucky you live here in the good old U.S. of A. In Europe you *will* buckle up. Children are sitting in the backseats strapped in tight. I have seen people driving with little ones in their lap. How many innocent little ones get killed in cars every year because some people have no brain?

— Marianne Schreiber
Wasilla

ALASKA CLIPPING
SERVICE

Fairbanks
News Miner

MAY 29 1986

63 Wear seat belts

May 20, 1986
475 Halvorson Road
Fairbanks, AK 99709

To the Editor:

I am greatly disappointed that the mandatory seat belt law (CSHB224) failed to pass.

I am a paramedic and work on a first response ambulance. Since 1976 I have not seen the death of a driver or a passenger wearing a seat belt. Those that have died were not wearing seat belts. It is also my experience that seat belts have not only saved lives but also they save occupants from facial disfiguring injuries, permanent handicaps and long-term hospitalization.

I believe that the legislators who voted against this bill should now talk to their local ambulance services and hospital emergency room staff before this bill is considered again. I was appalled only one of our local legislators supported this bill. I applaud Niilo Koponen for his support.

Wearing a seat belt should not be a personal choice. The unbelted driver is a hazard to others on the road. He cannot control his vehicle as well as a belted driver in emergency situations. I know this from a personal experience of rolling a vehicle while belted in. Thus

the unbelted driver can cause accidents that could otherwise be avoided. The injuries to the unbelted driver and passengers create costs to police and ambulance and medical services that are otherwise unnecessary. The expense of supporting a comatose auto victim for a period of years usually becomes a financial burden of the state and federal government.

I suggest that your readers read the accident reports in the newspaper and note the greater incident of injury to unbelted victims as compared to those that are belted.

Since the child auto seat belt law passed I have seen that the unbelted adults in an auto accident are the ones injured and, thankfully, the belted children (due to the law) escape without injury.

Wear your seat belt. I wouldn't drive across your parking lot without one on.

Donald A. Callahan

ALASKA CLIPPING
SERVICE

Juneau Empire
Juneau, AK

JUL 1 1986

Three to five seconds
could have saved lives

Dear Editor:

There have been numerous letters and articles lately regarding the pros and cons of automotive seat belts, and the legislature getting into the act attempting to make it mandatory adds fuel to the fire. After the acci-

dent June 26th near Spaulding Beach condos, I feel I have to state my views also.

The 13-year-old girl in the rear seat is lucky to be alive, having been fortunate (?) enough to cannon-ball into the rear of the front seat, rather than through the front windshield as usually happens. She sustained head injuries and numerous bruises and contusions. She impacted the seat with enough force to tear the seat from its mountings in the frame. Her mother and step-father weren't so lucky. Her step-father struck the steering wheel, dash, and windshield with tremendous force, causing almost instantaneous death and massive internal and external injuries. Her mother, who had just been appointed to a judgeship in her hometown, also impacted the dash and windshield with equal force causing somewhat the same injuries with massive internal bleeding. Although they both showed some vital signs when first responding units arrived, the great amount of internal bleeding and numerous injuries resulted in their deaths. None of the three were wearing seat belts.

For me, it's not possible to describe the aftermath of a collision between a human body and the interior of a car and windshield. I was there, assisting where I could, doing what was asked of me, but a part of me wasn't there. You know, you see it, but your mind just doesn't accept it. It's later, when you sit and critique the response, discuss what was done, what could have been done, maybe what wasn't done, that it starts to sink in. That young girl's mother and

father are gone. Forever. The three to five seconds it takes to latch most automotive seat belts could have made a difference.

That accident stretched the borough's resources in men and equipment. As the people were removed and vital signs were extremely weak or non-existent, EMTs from Lynn Canal, Auke Bay, Glacier, and Juneau fire departments attempted to find and stabilize life signs. The young girl went off to the hospital in the first ambulance. Her mother was assigned to R-2, Glacier's ambulance; the father to R-1, Juneau's ambulance. It takes six to eight trained EMTs doing several different things almost simultaneously in an attempt to return life to a person who has no vital signs. Plus someone to drive the ambulance and someone on the radio relaying information to the hospital concerning the patient's condition. Luckily for Juneau, there is an abundance of people, both paid and volunteer, who put in a lot of time and effort to become EMTs and trained rescue personnel. Unfortunately, in this instance it was to no avail. A person can't help wondering if seat belts would have made any difference. Imagine, just three to five seconds.

While all this frantic effort was going on with the three casualties, the fourth victim, the lone driver of the second vehicle, was left in the driver's seat of his demolished car. He had stable vital signs, could converse with the EMTs and rescue personnel, and was able to assist us in removing him from the car. He walked to my pickup, as an ambu-

lance wasn't needed for his minor injuries, and besides, they'd all left with the more seriously injured. Myself and an EMT transported him to Bartlett Memorial Hospital, where he walked into the emergency room. He had been wearing his seat belt. He repeated many times "Boy, I'm glad I had my seat belt on." Three to five extra seconds and he walked away.

Jeff Pilcher,
Captain, Auke Bay
Volunteer Fire Department

The following people testified in
FAVOR of HB 167 on 3/20/87 (HOUSE STATE
AFFAIRS)

FAUN HELMS } FAIRBANKS
DON CALLAHAN }

MARK BRYANT (RACE CAR DRIVER - HOBBY)

TOM SCOTT (EMS SOUTHCENTRAL)

BECKY JUDD (Alaska Council on Alcohol & DRUG ABUSE)

BUSAN FLOOD (Alaska TREATMENT CENTER)

MIKE MILLER (Former Representative)

ROCKY PROTIVICK (Alaska Lung Assn.)

Commissioner NIX (Public Safety)

FRANK BICKFORD (Alaska Safety Belt Use Coalition)

Shannon Sexton

JULIA CARLTON } JUNEAU/NOGOLAS HO.S. COALITION
COORDINATORS

MARK JOHNSON - EMS

JOHN MANNING - EMS

Three people testified AGAINST.

DANISE MCKINNEY from Kotzebue and JOE HAYES from →

Arrangements (foreign representation) were out of town and sent in supporting statements.

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE TROOPERS

BILL SHEFFIELD, GOVERNOR
Robert J. Sundberg
Commissioner

5700 E. TUDOR ROAD
ANCHORAGE, ALASKA 99507

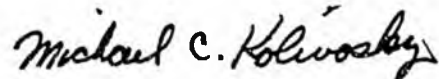
March 3, 1986

Mr. Frank Bickford
Statewide Coordinator
Alaska Safety Belt Use Coalition
319 Seward Street, #8
Juneau, Alaska 99801

Dear Mr. Bickford:

The Alaska State Troopers enforcement of a mandatory seat belt law will be that enforcement incidental to other traffic stops in the normal course of patrol as well as information developed in the course of traffic accident investigations.

Sincerely,



Colonel Michael C. Kolivosky
Director
Alaska State Troopers

MCK/ln

cc: Rep. M. Mike Miller

Denise McKinney
Route 2, Box 54-D Vista Drive
Ketchikan, Alaska 99901

March 16, 1987

Representative Fran Ulmer
State Affairs Chair
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Representative Ulmer:

The intent of this letter is to strongly urge the support of HB 167. Unfortunately, I will be out of town and unable to participate in the teleconference on March 20, 1987.

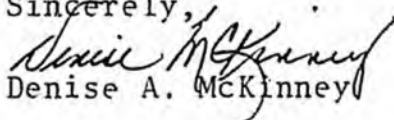
I have always advocated freedom of choice and the rights of the individual, and will continue to do so as long as the individual making the decision is the only person affected by the outcome. However, in the case of safety restraints, the decision not to use them by one person has the potential of injuring or killing others, as well as costing our state a fortune in health care dollars.

I would like to think that education of the public alone would be sufficient to encourage the use of seatbelts, but in my position as the Education Coordinator of our local hospital, and being directly involved with community education, I know it is not. Working in our emergency room, I have seen first hand the results of not using safety restraints more times than I care to remember. It is such a tragic, unnecessary waste.

It will take a law. Please help to push this life saving and dollar saving bill through this session.

Thank you for your attention.

Sincerely,


Denise A. McKinney

Joe L. Hayes

March 11, 1987

Representative Fran Ulmer
State Affairs Committee
Room 102, Capitol Building
Juneau, AK 99811

Dear Chairman Ulmer:

I would like to comment on HB 167: "An act relating to mandatory use of safety devices."

First, let me say that I endorse and support HB 167. In 1985, the last year of available automobile accident reports, 100 Alaskans were killed on our streets and highways and only 6 of the 100 were wearing seat belts. These statistics are tragic, but the real tragedy is that many of these deaths could have been prevented had these people been wearing their seat belts at the time of their accident.

Obviously, if everyone would voluntarily wear their seat belts, there would be no need for a law. Studies have even demonstrated that most people are aware of the lifesaving value of safety belts and know that they can only be effective if they are worn. Yet, many people neglect to wear their seat and shoulder belts.

Educational/volunteer campaigns promoting seat belt use have been launched here in Alaska for years. The amount of money is great and the residual impact slight.

Experience in the 25 states that have seat belt laws has shown that high belt use compliance can best be attained with the combination of seat belt laws and education.

In state after state after the mandatory seat belt law has passed, data shows that compliance is much higher than it was prior to the law. The five states with the longest experience with safety belt laws - Illinois, Michigan, New Jersey, New York and Texas - decreases in fatalities range from 10 to 26 percent.

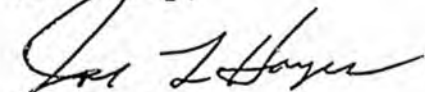
Representative Fran Ulmer

-2-

March 11, 1987

Seat belt laws are saving lives, preventing injuries, and achieving savings for states in medical insurance cost, legal expenses, lost production and human capital costs. The weight of the facts calls for a seat belt law in Alaska.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joe L. Hayes".

Joe L. Hayes

Mr. Herbert E. Everett
3217 Wiley Post Loop
Anchorage, AK 99517
March 9, 1987

Fran Ulmer
District 4, Juneau
Pouch V
Juneau, AK 99811

Dear Legislator,

As a fellow Alaskan, I support you in your efforts for a Mandatory Seat Belt Law in Alaska in 1987. As a safety professional, I tell you that a seat belt law must be passed.

Twenty-four states and the District of Columbia have approved seat belt laws. The statistics from these states show that compliance is going up and deaths and injuries are going down.

In addition to the safety factor, seat belt laws are cost effective. Seat belts can reduce traffic fatalities which are eight times as expensive to investigate as non-injury accidents.

A recent statewide poll in Alaska shows that over 65 percent of Alaskan residents support a mandatory seat belt law. The message is clear -- let's start saving lives, reducing injuries, and saving the economy's money by adopting a seat belt use law.

In closing, I would like to add that in 15 years of investigating auto accidents, I have never seen a fatal individual unbuckled from the wreck.

Thank you for your support in the "life saving effort."

Sincerely,


HERBERT E. EVERETT

cy to: All Alaskan Legislators

Joe L. Hayes

6

March 11, 1987

Representative Fran Ulmer
State Affairs Committee
Room 102, Capitol Building
Juneau, AK 99811

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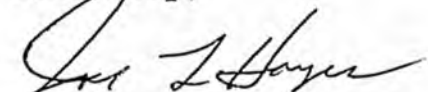
Representative Fran Ulmer

-2-

March 11, 1987

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A handwritten signature in cursive script, appearing to read "Joe L. Hayes".

Joe L. Hayes

The Valley SUN

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VOLUME 9, NUMBER 24 The Valley Sun, Wasilla, Ak. February 10, 1987 Page 3 FEBRUARY 10, 1987

OPINION

Seat-belt law would stem highway carnage

Surprising as it might seem, a recent public opinion poll shows 65 percent of state residents surveyed are in favor of a mandatory seat-belt law. In the Mat-Su Valley, those polled favored a seat-belt law by 69 percent.

Legislation proposing such a law is expected to be introduced within a week, and with such overwhelming support by Alaskans, it should be fairly painless for legislators to give it speedy passage.

Statistics from states with seat-belt laws indicate that use of the restraints climbed dramatically once the laws were in place. The benefits of the increased use were also dramatic. Traffic fatalities were chopped between 10 and 26 percent, and costs to state governments caused by auto-accident injuries were also cut substantially.

EDITORIALLY SPEAKING

In Alaska, seat-belt legislation backers say the law would save between 20 and 50 lives each year, prevent 700 injuries, and save the state \$12 million in medical and legal expenses and in lost production. If enacted, failure to wear seat belts would be a secondary offense, meaning that drivers would be charged only if they were stopped for some other offense.

The results of the recent poll, commissioned by the Alaska Safety Belt Use Coalition, indicated that even Alaskans who don't regularly use seat belts see their value and support a law making them mandatory. The

non-bucklers apparently believe that if it was mandated by law, they would be more consistent in buckling up.

Some people might object to such a law on the grounds it interferes with some of their personal freedom. But as every new driver learns, driving is a privilege and not a right. The state stipulates numerous duties drivers must perform to maintain that privilege, and it is not a civil rights issue to impose on more requirement.

Twenty-four states have adopted mandatory seat-belt laws. In Alaska, a measure last year tumbled and fell in the House on a vote of 20 to 20. This year, now that it is clearly the will of the people to institute this life-saving measure, legislators should give it the enthusiastic support it needs and deserves.

JUNEAU EMPIRE[☆]

MONDAY, FEBRUARY 2, 1987

Seat belt law common sense

If you were making a list of common-sense ideas that are so obvious they shouldn't require legislation, buckling your seat belt would be at the top.

It shouldn't require legislation, but according to a recent poll, most Alaskans believe it should. A statewide poll by Marc Hellenthal of Hellenthal & Associates shows that a majority of Alaskans favors a mandatory seat belt law for our state.

Sixty-five percent of Alaskans said they favored the passage of state legislation that would require drivers and front-seat passengers of cars to wear their seat belts. A total of 1,473

Alaskan adults were interviewed in the poll, which was conducted Jan. 8-17.

Support for a seat belt law is widespread across

the state. In Anchorage, the support was 65.1 percent; in Fairbanks, it was 56.8 percent; in Southeast Alaska, it was 74 percent; in Kodiak, it was 65.7 percent; in rural Alaska, it was 77.7 percent; and in South Anchorage, Valdez and the Matanuska-Susitna Valley, the support was 60.6 percent.

Only Kenai residents were opposed to a seat belt law, by a slight margin, 49.8 to 50.2 percent.

Few Alaskans have not been in a serious auto accident personally or had a friend, co-worker or relative involved in one. To say the least, the experience is not fun. All too many times, an auto accident results in serious injuries that often are permanent.

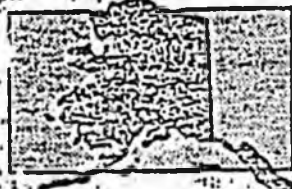
It only seems that if there was a way to reduce the severity of injuries suffered in auto accidents — or avoid injuries altogether — the Alaska Legislature should mandate it.

That's exactly what a seat belt law would do.

Jaywalking is illegal, and so are other acts that can be dangerous. How, then, is driving without seat belts fastened, which is just as dangerous, different?

It's not. That's why a mandatory seat belt law, which would cost the state nothing, is needed in Alaska.

ISSUE: Is a seat belt law needed in Alaska?



Editorials

A-8 Tuesday, March 11, 1986. The Anchorage Times

Lifesavers

THE DEBATE over the mandatory use of seat belts has divided those who view them as a life-saving device and those who resist any infringement, no matter how well-intentioned, on personal freedom.

Even those who oppose the bill pending in the state House don't deny what repeated studies have proven — that wearing seat belts saves lives.

A law requiring that children under the age of seven be restrained while riding in automobiles was passed in 1984 with little debate. Few would be willing to contest any action intended to save the lives of little children. Yet adults view the situation differently when it's applied to them.

OPPONENTS argue that they have the right to take responsibility for their own actions. They are willing to bear the possible consequences of not buckling up. "It's my life," is their rallying cry.

But not all of those rugged individualists are killed outright by their folly. Some are only maimed. Society is then

forced to take up the burden of caring for those who won't or can't take care of themselves.

Various statistics have been printed in these columns intended to prove the value of wearing seat belts. Here's one more argument:

A three-year-old girl escaped uninjured Memorial Day weekend when the car in which she was riding went out of control and rolled over on the Sterling Highway. She was securely strapped into her car seat. The girl's mother, who was driving the car, wasn't wearing her seat belt. She was killed.

MOST PEOPLE don't resist the idea of wearing seat belts, given sober reflection. After all, Alaskans are used to strapping themselves in every time they get on an airplane — and nobody argues about that.

Let's look at it this way: If a law requiring the use of seat belts merely jogs the memories of those who simply aren't in the habit of buckling up, and gets them into the habit of doing so, isn't it a worthwhile exercise in good lawmaking?

Opinion

Anchorage Daily News



Winner, 1976 Pulitzer Prize: Gold Medal for Public Service

Gerald E. Grilly
Publisher

Howard Weaver
Managing Editor

Suzan Nightingale
Editorial Page Editor

Katherine Fanning, Editor and Publisher 1971 to 1983

Lawrence Fanning, Editor and Publisher 1987 to 1971

Alaska's Only Morning Newspaper • Founded in 1946 by Norman C. Brown

3/13/86 Buckle up or pay price

If you leave your car parked in one spot for too long, the worst that happens is that someone else can't find a parking spot — and you will pay a small fine. But if you drive without a seat belt, you increase the risk of injury or death.

Some Alaskans think government goes too far when it proposes a small fine for people who don't wear their seat belts. Fortunately, the Alaska state House put those arguments aside and voted 22-16 to require use of seat belts in cars that have them.

As experience has shown in the 17 states that passed similar measures, seat belt laws save lives. Michigan reported 14 percent fewer traffic deaths in the seven months since its law took effect, with 87 lives saved.

Alaska's proposed law is hardly a Draconian measure. There will be no SWAT teams snooping on moving cars; officers will check compliance as they enforce other traffic laws. The fine is only \$15, hardly more than a parking ticket in Anchorage.

A seat belt law is a reasonable way for the state to encourage people to do what's good for them. And those who find the law objectionable can refuse to buckle up — they'll just have to pay a price for doing so. If they're lucky, it will only cost them \$15. If they're not, it could cost them their lives.



Editorials

In half the time

LIKE THE winter season, the legislature down in the state of Washington has come and gone. Ahead of schedule, yet.

Unlike Alaska, where the legislature convened in January and is still in session with an adjournment date scheduled for May 12, the 120th day, the lawmakers at Olympia convened in January for a session limited to 60 days.

They adjourned last week, on the 59th day — a day ahead of schedule and with an envious record of achievements behind them.

BY ALL ACCOUNTS, the 1986 Washington Legislature was one of the best in the state's history.

Veterans of past legislative wars — and newspapers that have noted the failures of earlier sessions — expressed equal astonishment and pleasure. For example, the Seattle Times reported that the 59-day session left behind "a surprisingly long

list of accomplishments."

Gov. Booth Gardner saw at least a dozen major pieces of legislation clear both houses — including one bill, it's worth noting here, that will make seat belt use mandatory in Washington. Under terms of that legislation, drivers and passengers who fail to buckle up will receive warnings through the rest of this year. Effective Jan. 1, 1987, tickets will be issued by police to those who fail to use their seat belts.

THE POINT for Alaskans to remember is that other states, with much larger populations and many more issues to confront, can handle legislative chores in half the time it takes our lawmakers and do it in good fashion.

So could Alaska, if only the professional politicians who populate the legislature would quit thinking they have been elected to a lifetime career job.

opinion

Anchorage Daily News



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Alaska's Only Morning Newspaper • Founded in 1946 by Norman C. Brown

Time to buckle up

On the issue of requiring Alaskans to use their seat belts, the state House recently took a drive backwards. Fortunately, today it can go forward once again.

In March, the House passed a seat belt law, 22-16. But on a reconsideration vote, it sent the bill back to committee. Rural legislators opposed the bill, saying it was unnecessary in areas where lower speeds and little traffic pose fewer risks. Their concerns are understandable, and an amendment today will address them.

That still leaves strong opposition from those who think government shouldn't require people to do what's good for them. But wearing a seat belt is a life and death matter that does affect one's fellow citizens. Not buckling up leaves society to pick up the pieces — in this case, with more rescue services, greater health care costs and higher insurance rates. State government does not reach too far when it says buckle up or face a \$15 fine.

MAY 2 1986

ALASKA CLIPPING
SERVICE

Anchorage Times
Anchorage, AK

A matter of life and death

63. FOR THE LACK of one vote, a bill died which would have made seatbelt use in Alaska mandatory. That's too bad. But let's offer a prediction. In another year — or maybe two, or even three — the Alaska law will be changed and motorists will be required to buckle up. And by then, after more people have died unnecessarily on our streets and highways, the mandatory nature of the law will be no big deal.

There's no denying that wearing seatbelts saves lives, and that's not the argument used by opponents of the bill.

They see mandating seatbelt use as an infringement on personal freedom. They don't say that about fastening seatbelts in an airplane.

AIRPLANE passengers buckle up as a matter of course — even though the chances of needing a fastened seatbelt is a hundred times more likely in an automobile than it is in an airplane.

But one foe of this proposed legislation called it a

case of "coersive do-gooderism."

Yet a young Hillside woman probably has her seatbelt to thank for her life. Several weeks ago, her car left the road after she fell asleep at the wheel. The vehicle smashed through a row of mailboxes and became airborne before coming to rest in a gully 300 feet away. She escaped without serious injury.

JUST this week, Anchorage police arriving on the scene of a rollover accident expected to find a body inside the crushed car. They expressed surprise on finding that the driver suffered only minor injuries. He, too, was wearing his seatbelt.

These two instances are just the latest to be related in these columns in an effort to change the minds of people who resist the idea of taking those extra few seconds to buckle up.

The legislature has chosen to leave that decision up to the individual. Hopefully, responsible Alaskans will choose life over death.

Editorial Opinion and Comment of

FAIRBANKS

Daily News - Miner

"Independent In All Things . . . Neutral In None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

JUN 1 1 1986

Seat belts save lives

Even though mandatory seat belt usage failed to become law this year, the Alaska Safety Belt Use Coalition hasn't given up its efforts. The organization has vowed to press next year's legislators to approve the legislation.

The group has begun its 1987 push by citing accidents during the recent Memorial Day weekend in which neither person who died in highway crashes wore a seat belt. The five passengers in those two fatal wrecks all were wearing seat belts and survived.

Other data cited by the coalition says 20 to 50 lives could be saved annually in Alaska if a mandatory seat belt law were enacted, 700 fewer people would be injured, and \$12 million would be saved in medical cost insurance and legal expenses, lost production, and human capital costs.

Last year, of the 126 persons killed in traffic accidents in Alaska, at least 79 were not wearing seat belts.

In addition to the safety factor, the group cites the cost effectiveness of seat belts. Studies show that for every dollar invested in safety belt use, the state saves \$37.50.

Public acceptance of the need to use seat belts would be a benefit to all Alaskans. It would help save lives, and reduce needless injuries and expenses.



Editorials

Anchorage Times/June 28, 86

Why not save a life?

AS THE mass of evidence continues to grow, it becomes harder and harder to deny that wearing seat belts saves lives. Time and time again, accident reports tell of cases where the occupants of vehicles involved in serious accidents emerge relatively unscathed because they were wearing their seat belts.

A current TV spot graphically illustrates, with dummies, what happens when an unrestrained infant is involved in a collision. Simply put, the baby dummy is crushed against the dashboard by the weight of the grown-up dummy. Unfortunately, it's a situation which too often occurs in real life.

RECENT STUDIES indicate an alarming decline in the use of safety devices, particularly among the very young.

A University of Alaska study conducted in Anchorage shopping mall parking lots found that more than half the children observed were riding unrestrained in

automobiles. The drivers of those vehicles, most likely the children's parents, were breaking the law.

Alaska's Child Restraint Law requires that children under the age of seven be buckled into a seat belt or confined in a federally approved safety seat when riding in a vehicle. Alaska's not alone in this requirement, as most states have similar laws on the books.

NOR IS Alaska alone in its lack of compliance, which runs about 50 percent nationwide.

The Alaska Legislature, in its wisdom, decided last session to let adults decide for themselves whether or not to buckle up. It's not an option for children.

For many Anchorage families, this is the season for long Sunday drives and excursions around the state. Those few extra seconds needed to properly restrain a child may save that child from becoming another sad statistic. It's a matter of life and death — and it's the law.

JUNEAU EMPIRE

Alaska seatbelt law is needed

Few people utter so much as a word of objection when forced to fasten their seatbelts on an airliner, yet when someone mentions the possibility of a law mandating the same action in a car, all sorts of squawks result.

Seatbelts are not new. Neither is the fact that seatbelts save lives. But whenever a move is made to enact a seatbelt law, instead of stretching to fasten those life-savers, a great many people prefer instead to stretch logic to argue against it.

They say seatbelts are uncomfortable. They say they won't get in an accident. And most amazingly, they say it is a matter of civil liberties whether they want to buckle a seatbelt.

Consider this: Some seatbelts are uncomfortable, but not as uncomfortable as bouncing your head off a dashboard or a windshield in an accident. People say they won't get into an accident, but every day of the week, someone in Juneau alone is involved in one. Not a single one of those accidents is planned.

Finally, there's the weakest argument of all - civil liberties. When it comes to freedom of speech and freedom of religion, the U.S. Constitution and the Bill of Rights speak loudly and clearly. But nowhere is there a right not to wear seatbelts. In fact, if there were such a right, no doubt someone somewhere would have challenged in court airline regulations requiring seatbelts.

The plain fact of the matter is that seatbelt use can - and should - be mandated by state law. Many states have already enacted such a law, and as a result the number of people killed each year on their highways has been reduced.

And that's the whole point of having a seatbelt law: saving lives. If it didn't save lives, no one would care whether anyone wore seatbelts. If it didn't save lives, probably no cars would even have them.

Seatbelts *do* save lives. But the only way they do that is if people wear them. That's why a law is needed in Alaska to mandate seatbelt use.

ALASKA CLIPPING
SERVICE

Juneau, Empire
Juneau, AK

OCT 17 1985

63

Cost of living is buckling up

Imagine a disease that claims 40,000-50,000 lives every year. Another 2 million people are hurt by it annually, many so seriously they will never return to their normal lifestyle. Every man, woman and child has a 33 percent chance of catching it during his or her lifetime. It is the leading cause of death in Americans between the ages of 1 and 38, and it accounts for the majority of new cases of paraplegia and is the primary cause of epilepsy.

If this disease were real, you could bet there would be telethons, fund-raising drives and massive research efforts. You could bet that if there were a way to prevent the deaths and injuries through legislation, state legislatures and Congress would adopt a law in a minute.

This "disease" isn't the kind caused by bacteria, and it isn't carried in genes. It is caused by simple mistakes, errors in judgment, bad weather or other circumstances.

This "disease" is serious auto accidents. Though there may not be a way to stop them - except by driving defensively and keeping your vehicle in good operating condition - there is definitely a way to reduce the number of deaths and injuries they cause.

It's called a seat belt. It has been installed in every new car sold in the country since 1965, yet only an estimated 13.8 percent of drivers regularly wears one.

According to the National Highway Safety Administration, half of the people who die each year in auto accidents could have survived if they had worn their seat belts.

Despite that fact of life, people continue to die simply because they refuse to wear a seat belt.

Ironically, in all 50 states, a mother is required to secure her child in her car, but in Alaska at least, she is not required to use her seat belt while she drives the car. That means if she is involved in a serious auto accident, her child has a far better chance of surviving or escaping injury than she does.

Rep. Mike Miller of Juneau is sponsoring a bill in the Alaska Legislature aimed at evening those odds. If adopted, his bill would require the driver and front- and back-seat passengers to wear seat belts.

According to a statewide poll conducted for the Alaska Safety Belt Use Coalition by pollster Marc Hellerthal, 66 percent of Alaskans support such a law. Slightly more than 79 percent said they would wear their seat belts if required by law, and an equal percentage said a seat belt law should be strictly enforced.

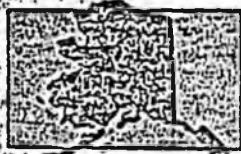
A small number of people have railed against the idea of mandating that Alaskans wear seat belts. They say it is a violation of their rights and that government has no business telling them what to do, even when it comes to personal safety.

When considered in a vacuum, those arguments make a certain amount of sense. If a person wants to bang his head against a brick wall and if it hurts no one else, he should be allowed to do it. It is simply impossible to legislate against self-inflicted injuries.

When a person doesn't wear a seat belt and is killed or injured in an auto accident, he is hurting far more than himself. He is costing himself and his family irreplaceable lost health, money and companionship. The person driving the other car involved in the accident also must pay, coping with the memory of hurting or killing another person who wasn't wearing a seat belt.

To that small number of people who believe in liberty or death, those costs may be worth not having to buckle a seat belt.

To the 66 percent of Alaskans who favor a seat belt law, however, those costs shouldn't have to be paid at all.



Editorials

16 states do it

THREE TRAFFIC deaths were recorded in Alaska last weekend, but hardly caused a ripple of public reaction.

The tragedy was real and immediate and lasting for the families and friends of the victims. But the general public, we note sadly, was largely untroubled.

The truth is that unless we are personally acquainted with those involved, the reports of traffic fatalities roll off our ears like yesterday's weather report. The deaths of this past weekend might as well have happened in Georgia or Alabama.

THOSE WHO DIED are fellow Alaskans. They had something to contribute to our city and our state. Their lives mattered. They were loved and cherished. Because of them, in whatever way they individually were part of the community, Alaska was a better place. Without them, we are all a little less than we were.

Every death brings sorrow, but sudden death — the kind that comes at the crashing end of a traffic mishap — is perhaps the most wrenching of all.

Could these deaths have been prevented? We don't know. But we do know that

other deaths can be prevented if only we'll heed the statistics that support use of seat belts by motorists.

DRAMATIC EVIDENCE that buckling up does save lives is provided in the experience of four states that imposed mandatory seat-belt laws this year.

In New York, where the law went into effect Jan. 1, 28 percent fewer drivers and passengers have died in accidents so far this year compared with last. The same percentage is reported in Michigan since July 1, when its law went into effect.

Illinois began enforcing its law on Aug. 1 and now reports a 27.9 percent decline in fatal accidents in August and September compared to the same months a year ago. New Jersey, where the law has been in effect for four months, reports a 13 percent decline in fatalities compared to last year.

California, Connecticut, Hawaii, Indiana, Louisiana, Massachusetts, Missouri, Nebraska, New Mexico, North Carolina, Oklahoma and Texas are the other states with mandatory seat-belt laws. Isn't it worth it to add Alaska to that list?

Letters to the Editor

Wednesday, February 25, 1987

4—Fairbanks Daily News-Miner, Fairbanks, Alaska

Favors seat belts

Feb. 11, 1987
411 Fourth Ave.
Fairbanks, AK 99701

To the editor:

I would like to take issue with two recent statements attributed to Ed Hoch in the issue of Feb. 6, 1987.

1. "Seat belts are dangerous for pregnant women." Ejector seats are similarly dangerous for pilots of jet fighters, yet no one nowadays would refuse to equip a fighter with such a seat, and condemn the pilot to destruction whenever his aeroplane crashed. The point is that seat belts are designed to prevent more serious injury than might result when they are not worn in a car crash. Surely, pregnant women are more likely than non-pregnant women to wear a seat belt, if they have any concern for the well-being of their baby.

2. "Seat belts make many obese people uncomfortable." Perhaps some obese people are uncomfortable wearing seat belts, but the majority may feel any lack of comfort is more than made up for by the increased sense of security. Besides, it is possible to buy devices called "belt extenders" from auto dealers. These devices provide extra webbing, so the seat belt fits better.

Having had extensive experience in treating people with severe injuries resulting from car wrecks in which seat belts were not worn, and having seen many people who had some injuries, even from the belts themselves, but nevertheless who escaped serious injuries because they wore seat belts, I am convinced that a mandatory seat belt law in Alaska would prevent many serious injuries.

Unlike Mr. Hoch, sometimes I am in favor of protecting people in spite of themselves, as for example

in insisting vehicles stop at a red light, whether the drivers like it or not. Sometimes, discipline is necessary even when we do not feel like it.

Sincerely,
James G. Gollogly, M.D.
Orthopaedic Surgeon

Anchorage Times
Anchorage, AK

FEB 23 1987

Put seat belts into law

Dear Editor:

Over the past two weeks I have watched several TV debates, news programs and read news articles concerning a mandatory seat belt law in Alaska.

I have been amazed at the failure of the opponents of a seat belt law to realize that one of the ways the state of Alaska can save money and lives is through passage of mandatory seat belt legislation. People who oppose the mandatory seat belt law don't expect to be left bleeding and broken at the scene if their folly leads to disaster.

They expect to be attended by emergency medical technologists, transported to modern hospitals and treated in emergency rooms.

They expect physicians and other medical professionals to completely cure them at no cost so they can get back in their cars and speed away unencumbered and unrestrained.

Another point that needs clarification is education. For years this state has been spending money on seat belt education campaigns. When the campaigns end seat belt usage rates fall. Education is great, but it must work hand-in-hand with a law. Experience in the 24 states that have a seat belt law has shown that high belt use can only be attained with the combination of seat belt laws and education. A mandatory seat belt law will cost nothing to the state's treasury and will save the state millions of dollars.

Janet Thornton
Elmendorf



SIDEWALK POLL

by Patty Langman

How would you feel about a mandatory seatbelt law?



Candace Ranney
Student

Since I never wear one, it would be difficult for me to be comfortable with a law like that—although I realize it does save lives.



JoAnn Loughran
Housewife

I think it would be a good law. There's a law for children under the age of 7 to be in a carseat or seatbelt, why not set a good example!



John Dunker
Self-employed Woodworker

If it could be done without greatly increasing enforcement costs, I think it could be a good public education tool, perhaps a necessary one.



Bertie Selvey
Bridge Player

I'm 100% for it! Fastening seatbelts is an easy habit to form and is well worth the effort. Lives and injuries saved by seatbelts make the need for this law obvious.



Cindy Rutherford
Counselor

I feel that seatbelts are definitely life-saving devices and should be utilized whenever appropriate. I think the law should be implemented!

Letters from the people

A way to save lives, money

Alaska at the present time is suffering from a serious budget crisis. In order to deal with the budget mess many ideas have been brought forward. One issue that should be considered is a mandatory seat belt law. If you think about it, a mandatory seat belt law will lessen the economic loss in Alaska from auto related injuries which is estimated to cost the state each year some \$12 million, including lost wages, medical expenses, insurance costs, and property damage.

It is an unquestionable fact that Alaska cannot afford not to buckle up. A mandatory seat belt law will not only save lives and lessen injuries but it will help save the state of Alaska millions of dollars.

— Debra Turner

*12-9-86 News
MINEER*

Require seat belts

Dec. 1, 1986
542 Fourth Ave.
Fairbanks, AK 99701

To the editor:

To fasten or not to fasten a seat belt is not a matter of personal privilege. There is a responsibility to the public that is of greater importance. Children left without a parent can become a ward of the public. Hospital treatment inflates cost of medical attention and of insurance premiums. Liability claims affect the cost of auto insurance. Auto accidents are the biggest single cause of lost work time and on-the-job fatalities. Americans lose 45 million work days a year as a result of car crashes. Highway accidents cause more deaths than heart attacks and falls combined. On and off the job accidents cost \$70 billion a year.

A family member and passenger would not have survived an accident, not their fault, (and two blocks from their office) had they not been fastened in. The ambulance driver said, "We have a fatality here" as they approached. Another recent accident, in which the fatality was impaled on the steering wheel column, could have been less serious if a seat belt had been in place.

Today 25 states and the District of Columbia have mandatory seat belt laws. Alaska needs one also.

Sincerely,
Everett Wilde
Special Agent
The Prudential

Seat belts would save lives

Over 45,000 lives are lost each year on our nation's highways, and hundreds of thousands are seriously injured, some with permanent disabilities. Motor vehicle accidents are the leading cause of death for persons between the ages of one and 34 years in the U.S..

Seat belts alone could save 9,000 to 12,000 lives each year, thousands of disabling injuries, and billions of dollars in costs.

In 1985 there were 121 motor vehicle related fatalities statewide, of which 100 were occupants. But only six were wearing seat belts.

There are three ways to get people to use occupant restraints: (1) education; (2) mandatory seat belt laws; and (3) passive restraints.

More lives could be saved by a combination of all three strategies. Better crash protection systems include safety belts combined with air bags.

Twenty-six states plus the District of Columbia have passed mandatory seat belt legislation. Let's hope Alaska is not the last state to recognize that a mandatory seat belt law makes sense. And finally, let's start putting more pressure on the automobile industry to install passive restraints in all new cars.

— Mark S. Johnson
Juneau

10/21/86 Anchorage Daily News

Should Alaska have a mandatory seat belt law?

Q.

A. Non-use of belts causes hardship for many

I am pained by the habit of people, especially under the impression that driving a car under any circumstances is a "right."

On the contrary, the use of an automobile on public roads is a privilege, conferred upon an individual by the state in which he or she lives.

Due to the modern vehicle's tendency to speed, directly related to the amount of safety belts, many fatalities and directly related to a single law's violation. These fatalities are not avoidable. They raise our insurance rates for obvious reasons. They cost employers millions through the training of the replacement of fatally injured or maimed workers—and it is impossible to quantify the emotional trauma to families, friends and neighbors.

A. Legislation likely will be back next year

A proposal to enact seat belt legislation in Alaska passed in early March but failed in a referendum vote by a 30-30 vote. The passage of the vote on the seat belt law along with the substantial public approval in Matlacha and Anchorage led to a 60 percent in favor of a law and only 24 percent against, along with many other Alaskaans, are committed to be back next year to support this important legislation.

Reasons of the passage of seat belt laws in 28 states and the District of Columbia, the number of persons using safety belts is now significantly higher. These laws are making a difference in people's safety habits, saving many lives and reducing the number and severity of injuries.

Statistics show that a minimum of 30,000 lives can be saved in Alaska if a mandatory seat belt law is enacted and that 700 lives would be saved if 100 million dollars in medical and insurance and legal expenses, lost production and human capital were avoided.

In addition to the safety belts, seat belt laws are not effective. Studies show that for every dollar invested in safety belt law, the state saves \$12.4. Safety belts can reduce traffic fatalities, which are still times as numerous as injuries that mandatory seat belts. Officers would have more time to concentrate on other traffic violations.

State already has too many unenforceable laws

Every driver should have to do their part

Saving lives justifies a seat belt law

Medical council supports a safety belt law

The Board of Directors of the Southern Business Emergency Medical Services Council has voted unanimously to support a mandatory safety belt law for Alaska. The Board of Directors consists of 21 members from all over Southwestern and Southwestern Alaska. These belts are valuable. Emergency Medical Technicians, paramedics, nurses and volunteers who have studied much of their lives to providing care in these fields in need. They have also seen Southern's loss because of the use of safety

WHY SEAT BELTS ARE UNSAFE IN AMERICAN-MADE CARS



belts by those involved in motor vehicle accidents. They know that even a partially secured safety belt law will save lives more importantly, reduce the seriousness of injuries.

Alaska's child restraint law has caused our competitors in terms of the dramatic ones we have witnessed. There have been several accidents where the children have while the unrestrained parental limit. We would very much like to see the parents receive as well.

Mandatory law succeeds in Los Angeles

I recently visited my employees in Los Angeles. He said on LAX airport, he had been my luggage into his car, get in, and he started the engine. We sat in the car for what seemed like an indefinite amount of time. Finally, he said, "Dad, if you'll get on your seat belt, we can go." I was surprised and asked him to get on his seat belt. He said every time he told me about the mandatory seat belt law in L.A.

State already has too many unenforceable laws

Accidents have many ripple effects

Buckle up with or without law

We should retain the freedom to choose

State has right to try to reduce injuries, deaths

Seat belts save lives, prevent injuries

MISS JOHNSTON HAPPENS TO BE INCORRECT. THE ALASKA SAFETY BELT USE COUNCIL IS A NON-PROFIT SAFETY ORGANIZATION THAT RECEIVES NO MONEY FROM THE STATE OF ALASKA. THE FACT IS THAT WE ARE TRYING TO SAVE LIVES AND MONEY.

between them and driving at the speed of sound. When you buckle up driving the standard way and buckle up it would save your life someday. The best drive in the left lane when you should be in the right lane (if they would allow you to pass). I feel like you wouldn't last 30 seconds driving on the highway in Germany. You're an accident waiting to happen.

A. We need laws that prevent accidents

There are no other, another attempt to save lives and prevent injuries from automobile accidents. The idea is great, but the cure is after the fact. People are killed and injured in accidents. No accident, no death and no lower insurance.

Statistics show that 90 percent of all accidents can be prevented. When we are going to have that kind of a law, it is a good law. We need laws to prevent accidents. Laws that require drivers to drive safely.

Seat belt law will save lives, limbs and dollars

We don't need any more unenforceable laws

Seat belts save lives, prevent injuries

State has right to try to reduce injuries, deaths

Seat belts save lives, prevent injuries

State has right to try to reduce injuries, deaths

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ALASKA CLIPPING
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Frontiersman
Palmer, Alaska

JAN 17 1966



As you see it Would you support a mandatory seat belt law?



Roberta Custer, Wasilla: Definitely. I won't let my kids ride without buckling up. You have a better chance to survive an accident if you wear a seatbelt.



Dale Heich, Wasilla: Yes, for safety. I've had friends that have been in accidents and gone through the windshield. That wouldn't have happened if they'd had a seatbelt on.



Bob Chamberlain, Wasilla: Yes, especially for the safety of kids. Child car seats should be mandatory.



Rick Mehaffey, Wasilla: Yes. So many people die with all the drunk drivers around. Seatbelts are especially good for little kids—they have a whole life to live.

March 17, '86
Anchorage DAILY NEWS

Seat belt non-users hurt all

James D. Bennett objects to my suggestion that people who refuse to wear their seat belts when riding in automobiles should have to pay higher insurance rates. He apparently does not understand that those who do not wear seatbelts make everyone else's rates go up. Any insurance agent can explain why this is so.

It is patently unfair that I should have to pay higher rates because Mr. Bennett and people like him will not take the simple precaution of buckling up. Refusing to wear seat belts, contrary to popular belief, is not primarily a matter of personal choice. It is blatant irresponsibility which unjustifiably infringes on the rights of everyone else.

Kenneth Rowster

3-20-86 Anch. DAILY NEWS
Courts have upheld seat belt laws

Regarding the Feb. 28 letter written by James Bennett on seat belts, further elaboration on the facts involved in the Illinois case would perhaps be beneficial. A lower court in Illinois did rule the seat belt law unconstitutional. The judge who made this ruling is a former state legislator who voted against the seat belt bill when it was passed by the Illinois legislature in 1985. The decision is being appealed to the Illinois Supreme Court. We expect this court to reverse the decision of the lower court and uphold the seat belt law.

Other states with seat belt laws have faced similar litigations. In New York a decision of the Supreme Court entered summary judgment upholding the belt law. In December, the county court in Lancaster County, Nebraska, upheld Nebraska's seat belt use law against a similar challenge. The Nebraska court specifically ruled that the seat belt use law:

- Is a proper exercise of the state's police power.
- Does not deprive any fundamental right, liberty or freedom.
- Is not void for vagueness.
- Does not classify unreasonably or arbitrarily.
- Does not delegate legislative authority to the federal government.
- Does not violate any rights under either the Nebraska Constitution or the United States Constitution.

— Dennis DeWitt
Statewide chairman
Alaska Safety Belt Use Coalition

3/25/86

Seat belt law required courage

It is a welcome breath of legislative courage that brings us a mandatory seat belt law. It is time that Alaskans realize that while this may be the "last frontier," it is still a society. Everybody's actions, to some extent, affect everybody else. Is it fair that I should pay higher auto insurance rates because others up here insist upon driving irresponsibly? Is it fair that I should pay higher health insurance rates to subsidize those who consider it their right to not wear a seat belt and thereby suffer greater injuries if they are in an accident? Many of those who were recently so vocal in their concern about the leaking rail tanker might do well to ask themselves if there is really any difference, except in degree, between an irresponsible driver and a leaking tank car.

I would also like to know why insurance policies are not written that would void one's injury benefits if a seat belt was not being worn. It seems that would be a greater incentive than a paltry \$15 fine.

— S. Reilly Moss
Wasilla

Buckling up saves lives

In response to a letter from James D. Bennett about seat belt laws, I sure hope the gentleman has good health insurance if he ever should be in a car accident. How many people out there driving have no insurance whatsoever? Many can't afford it, I realize, but who pays for the hospital? We do. Time and time again many lives and injuries could have been saved if we had all buckled up. How long does it take to do that?

By the way, Mr. Bennett, you're lucky you live here in the good old U.S. of A. In Europe you *will* buckle up. Children are sitting in the backseats strapped in tight. I have seen people driving with little ones in their lap. How many innocent little ones get killed in cars every year because some people have no brain?

— Marianne Schreiber
Wasilla

ALASKA CLIPPING
SERVICE

Fairbanks
News Miner

MAY 29 1986

63 Wear seat belts

May 20, 1986
475 Halvorson Road
Fairbanks, AK 99709

To the Editor:

I am greatly disappointed that the mandatory seat belt law (CSHB224) failed to pass.

I am a paramedic and I work on a first response ambulance. Since 1976 I have not seen the death of a driver or a passenger wearing a seat belt. Those that have died were *not* wearing seat belts. It is also my experience that seat belts have not only saved lives but also they save occupants from facial disfiguring injuries, permanent handicaps and long-term hospitalization.

I believe that the legislators who voted against this bill should now talk to their local ambulance services and hospital emergency room staff before this bill is considered again. I was appalled only one of our local legislators supported this bill. I applaud Niilo Koponen for his support.

Wearing a seat belt should *not* be a personal choice. The unbelted driver is a hazard to others on the road. He cannot control his vehicle as well as a belted driver in emergency situations. I know this from a personal experience of rolling a vehicle while belted in. Thus

the unbelted driver can cause accidents that could otherwise be avoided. The injuries to the unbelted driver and passengers create costs to police and ambulance and medical services that are otherwise unnecessary. The expense of supporting a comatose auto victim for a period of years usually becomes a financial burden of the state and federal government.

I suggest that your readers read the accident reports in the newspaper and note the greater incident of injury to unbelted victims as compared to those that are belted.

Since the child auto seat belt law passed I have seen that the unbelted adults in an auto accident are the ones injured and, thankfully, the belted children (due to the law) escape without injury.

Wear your seat belt I wouldn't drive across your parking lot without one on.

Donald A. Callahan

gent June 26th near Spaulding Beach condos, I feel I have to state my views also.

The 13-year-old girl in the rear seat is lucky to be alive, having been fortunate (?) enough to cannon-ball into the rear of the front seat, rather than through the front windshield as usually happens. She sustained head injuries and numerous bruises and contusions. She impacted the seat with enough force to tear the seat from its mountings in the frame. Her mother and step-father weren't so lucky. Her step-father struck the steering wheel, dash, and windshield with tremendous force, causing almost instantaneous death and massive internal and external injuries. Her mother, who had just been appointed to a judgeship in her hometown, also impacted the dash and windshield with equal force causing somewhat the same injuries with massive internal bleeding. Although they both showed some vital signs when first responding units arrived, the great amount of internal bleeding and numerous injuries resulted in their deaths. None of the three were wearing seat belts.

For me, it's not possible to describe the aftermath of a collision between a human body and the interior of a car and windshield. I was there, assisting where I could, doing what was asked of me, but a part of me wasn't there. You know, you see it, but your mind just doesn't accept it. It's later, when you sit and critique the response, discuss what was done, what could have been done, maybe what wasn't done, that it starts to sink in. That young girl's mother and

father are gone. Forever. The three to five seconds it takes to latch most automotive seat belts could have made a difference.

That accident stretched the borough's resources in men and equipment. As the people were removed and vital signs were extremely weak or non-existent, EMTs from Lynn Canal, Auke Bay, Glacier, and Juneau fire departments attempted to find and stabilize life signs. The young girl went off to the hospital in the first ambulance. Her mother was assigned to R-2, Glacier's ambulance; the father to R-1, Juneau's ambulance. It takes six to eight trained EMTs doing several different things almost simultaneously in an attempt to return life to a person who has no vital signs. Plus someone to drive the ambulance and someone on the radio relaying information to the hospital concerning the patient's condition. Luckily for Juneau, there is an abundance of people, both paid and volunteer, who put in a lot of time and effort to become EMTs and trained rescue personnel. Unfortunately, in this instance it was to no avail. A person can't help wondering if seat belts would have made any difference. Imagine, just three to five seconds.

While all this frantic effort was going on with the three casualties, the fourth victim, the lone driver of the second vehicle, was left in the driver's seat of his demolished car. He had stable vital signs, could converse with the EMTs and rescue personnel, and was able to assist us in removing him from the car. He walked to my pickup, as an ambu-

lance wasn't needed for his minor injuries, and besides, they'd all left with the more seriously injured. Myself and an EMT transported him to Bartlett Memorial Hospital, where he walked into the emergency room. He had been wearing his seat belt. He repeated many times, "Boy, I'm glad I had my seat belt on." Three to five extra seconds and he walked away.

Jeff Pilcher,
Captain, Auke Bay
Volunteer Fire Department

ALASKA CLIPPING
SERVICE

Juneau Empire
Juneau, AK

JUL 1 1986

Three to five seconds
could have saved lives

Dear Editor:

There have been numerous letters and articles lately regarding the pros and cons of automotive seat belts, and the legislature getting into the act attempting to make it mandatory adds fuel to the fire. After the acci-



City/State /Alaska Life /Weather

B

Poll shows most favor seat belt law

By Debbie Reinwand
Times Writer

Legislation requiring Alaskans to use seat belts while in their cars is favored by 65 percent of the state's residents, a poll shows, with strong support coming from rural regions and Southeast Alaska.

The survey, conducted by Marc Hellenthal, consists of interviews with 1,473 residents between Jan. 8 and 17. Samples were taken in all areas of the state, according to Hellenthal.

Rural residents topped the list of supporters of a safety belt law, with 77 percent of those polled for the measure. More than 74 percent of Southeast residents questioned favor the law, while 69 percent of the Matanuska-Susitna Borough respondents support it. In Anchorage, 65 percent of those polled want a seat belt law.

Other findings of the poll indicate bipartisan support for the measure, with 73 percent of Democrats surveyed in favor, 60 percent of Republicans polled saying they're for the measure and 65 percent of the indepen-

dents voicing support.

The only staunch opposition to seat belt legislation came from the Libertarian Party, with 39 percent of those polled coming down against the proposal.

"This poll points to the fact that the Alaskan public wants to start saving lives, reducing injuries and saving money by adopting a safety-belt-use law," said Frank Bickford, executive director of the Alaska Safety Belt Use Coalition.

During the election, a majority of those seeking legislative seats said they favored a mandatory seat belt bill, and Gov. Steve Cowper is on record as a supporter of the measure.

A bill requiring seat belt use is expected to be introduced in the legislature in mid-February, and already lawmakers are being lobbied on the issue.

During the opening week of the 1987 session, a group of children dressed as clowns visited the Capitol to deliver heart-shaped pins to Alaska's 60 legislators. A message on the pins said, "Seat belt laws save lives."

Seat belt law campaign begins in Eagle River

Bob Nestle has been named as the coordinator for the Alaska Safety Belt Use Coalition in Eagle River.

The coalition is backing a mandatory seat belt law for Alaska in 1987.

Nestle has been in the insurance business for 35 years as an insurance broker and is currently a member of the Anchorage Crime Commission and past member of the Anchorage Alcohol Abuse Commission.

Nestle believes that a mandatory seat belt law in Alaska will save lives, injuries and money, saying that it has been proven to work in the 26 states that now have seat belt laws. He said that among the states with the longest experience with safety belt laws — Illinois, Michigan, Texas, New Jersey, New York and Nebraska — the number of fatalities has gone down from 10 to 26 percent.

Anyone interested in helping the coalition in Eagle River should contact Nestle at 694-4372.

Better and better, every day

Accident past, Barbara Mandrell looks toward the future — and Alaska

By DONNA FREEDMAN
Daily News Weekend editor

After Sept. 11, 1964, when a car crossed the center lane and smashed her head-on, nothing was the same for country singer Barbara Mandrell.

It wasn't just the pain, or the fear for the son and daughter who were also in her car, or the operations and therapy that followed the accident. It was the physical and emotional upheavals of her head injury that made daily life a trial.

Mandrell, once an avid reader, found she didn't care to open any of her books any more. The TV star and winner of numerous music awards discovered she'd forgotten the words to all her songs. Getting in an automobile still terrifies her, and she is unable to drive.

"Every day was hard to face — every day," says Mandrell, who performs in Anchorage on Monday.

What kept her going, what buoyed her up in addition to the love and support of her family, was the way her fans rallied around her. Cards, letters, flowers streamed to her suburban Nashville home; Mandrell was later told by the postal service that they'd never handled such a heavy volume of mail for one person.

And she was grateful. "I know how much I loved my fans, but I never knew how much they loved me," she says, the tremble in her voice audible even over the long-distance wire. "I'm just very grateful to them."

She's showing her gratitude the best way she can: by singing. Mandrell embarked on a two-month, 49-show tour of America at the end of August. "Both coasts, and also the middle," is the way she describes it, including dates in New York, Massachusetts, Connecticut, Ohio, Idaho, Montana, Oregon and California.

And Alaska, the only state in the U.S. she hasn't yet visited. "With 30 foreign countries, I sure enough want to take care of my own home country," Mandrell says. "My husband and my older son have been on a trip to see Alaska and they loved it so much . . . it's going to be a real adventure."

Bit by bit, Mandrell's physical condition continues to improve. Her last operation, to remove a metal rod from her leg, took place six weeks ago. She's starting to be able to read a little again. And right after she completes this tour, she goes into rehearsal for a Christmas TV special that also stars her sisters, Louise and Earlene, and their combined families.

Family ties, always important to her, are now her main priority. "I've always tried to make my family and my career number one both," she says. "But since my accident my family is number one, period." She's bringing along her youngest, 1-year-old Nathaniel, on this road trip. Her two older children are in school, so Mandrell has arranged for two visits home along the way, and her husband has been able to join her twice on the road.

And now that she's up and around, she's added a third career: seat-belt spokeswoman.

My husband and my older son have been on a trip to see Alaska and they loved it so much . . . It's going to be a real adventure. ♪

— Barbara Mandrell

Mandrell was never a seat belt user in the past. "I was one of those people who would be saying 'Knobby's going to seat me to wear a seat belt.'"

"Then one day, while driving in Hendersonville, Tenn., Mandrell saw a station wagon, full of children, with its tailgate down. Something told her to put her seat belt on; she did, and told her own kids to buckle up. Fifteen minutes later, her car was demolished.

"Now people can think what they want, but I happen to know that it was God's will that I am alive today and that my children are alive," she says. "Experts from the scene of the accident and doctors told me we would have been dead."

She made a public service announcement about seat belts, and spoke before a legislative committee in Tennessee. Before that, she'd never taken a public stand on any issues before; at first, she was a little unsure about this one. So she asked her son, Matthew, what he thought about seat belts.

"He said, 'I don't think about them . . . without one, I'd be dead,'" Mandrell recounts. That decided it. She knew that some people would rather listen to their favorite performer than all the highway experts in the world; as for the others, well, she'll have her say regardless.

"I'm sorry if people don't want to hear about this, but that's the only reason I am alive," Mandrell says. She doesn't bring the subject up herself, but she knows she's made a difference: "Once in a while it's brought to my attention people whose lives were saved because of seat belts, and they were wearing seat belts because of me."

Having said this, she changes the subject again: Alaska is what's on her mind these days. "I'm excited about performing for people that live in Alaska. I have vivid and wonderful memories of audiences and their responsiveness and their hospitality, but I have no earthy ideas what to expect (in Anchorage)."

Alaska, and football. "When I finish this tour, on Halloween, I'll get to see my son play football," Mandrell says. "I've missed his whole season so far."



Among her other activities, Mandrell has become a vocal advocate for seat-belt use.

THE BARBARA MANDRELL SHOW is presented 8 p.m. Monday at Sullivan Arena. Opening act is The Arizona Outlaws. Tickets are \$18 and \$26, plus outlet fee, available at all Budget Tables and Records, Tickets Inc., the Elmendorf Recreation Center and the arena box office. (258-7915)

ALASKA CLIPPING
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Anchorage Times

Anchorage, AK

AUG 24 1986

← FRONT PAGE OF Election
Section

Seatbelt law gets split vote

A little more than half of the candidates in Tuesday's primary oppose a mandatory seatbelt law, according to an Anchorage Times survey.

Of 61 candidates for governor, lieutenant governor and the state legislature, 28 favored a law requiring adults to wear seatbelts, 31 were opposed and four were undecided.

Only candidates running for Anchorage-area legislative seats were included in the survey.

Opinions on such a law were not divided by political lines.

Among top candidates for governor, Republicans Arliss Sturgulewski, Joe Hayes, and Walter Hickel favor a mandatory seatbelt law while Bob Richards and Dick Randolph are opposed. Democrat contender Steve Cowper favors a seatbelt law while incumbent Gov. Bill Sheffield does not.

— WON Republican Nomination

— WON Democratic Nomination

Many of those who are opposed to such a law said auto safety laws exist for the protection of children and should not be extended to adults.

We have enough of a big brother watching over us, Richards said. Child safety is already accommodated under the existing law.

Hayes argued the other side.

While I prefer as little government intrusion into our lives as possible, wearing seat belts can protect other drivers as well as the one wearing the belt, Hayes said. It lessens the chance of losing control of a vehicle by being thrown from a driver's seat following a collision.

Another argument in favor of the law was that it would reduce insurance costs.

Mandatory seat belt bill squeaks through House

3-13-86 DAILY NEWS- PENINSULA CLARION

JUNEAU (AP) — Alaska drivers would be required to wear seat belts, under a measure that narrowly passed the House Wednesday.

The so-called "mandatory seat belt law" was approved — after lengthy debate — by a 22-to-16 vote. At least 21 votes are needed to pass a measure in the House.

The proposal is likely to come up for more debate before being sent to the Senate, where substantial opposition is expected.

During debate on the measure, some legislators argued that government

should do all it can to protect people. Others, however, said the proposal attacks the right to personal freedom.

"This law will result in more people buckling up," said Rep. Mike Miller, a Juneau Democrat who sponsored the bill. "If we pass this law, there will be more people alive at this time next year that would otherwise be dead."

Miller said 85 people — not counting pedestrians — died in traffic accidents in Alaska

last year. Seventy-nine did not wear seat belts, he said.

Still, some lawmakers argued that such decisions should be left to personal choice, not mandated by the state. Rep. Andre Marrou, L-Homer, asked if government should attempt to regulate everything considered dangerous to a person's health.

"Obesity is unhealthy," he said. "Why don't we require people to get weighed once a week, just like trucks?"

Miller's proposal requires drivers to buckle up

whenever in a vehicle, unless the vehicle does not have seat belts. It would be against the law to remove seat belts from a vehicle, however.

People who deliver newspapers or mail from inside their vehicles would be exempt from the law, as would passengers in a school bus or emergency vehicle.

Miller said the law would be enforced when troopers or police are performing other duties. For example, a driver stopped for speeding would also be cited if he or

she is not buckled up.

"This law is not going to be so strictly enforced so we have seat belt patrols," Miller said.

If convicted for the first time, a driver would face a \$15 fine and the addition of demerits to his or her driving record.

The proposal does not affect the child-restraint law already in place in Alaska. That statute makes it a crime to transport infants or small children in a vehicle without a proper child-restraint seat or seat belt.

20-20 deadlock in state House defeats mandatory seatbelt measure

By BRUCE SCANDLING
The Associated Press

JUNEAU — A proposal to make seatbelt use mandatory in Alaska died on the House floor Tuesday, despite arguments that such a law would save lives.

"People will die for the lack of this bill passing," said Rep. Mike Miller, a Juneau Democrat who sponsored the measure.

Minutes later, his proposal was defeated on a 20-20 tally. At least 21 votes are needed for a bill to pass the 40-

member House.

The vote apparently signals the end of efforts this year to push a mandatory seatbelt law through the legislature, said Dennis DeWitt, chairman of the Alaska Safety Belt Use Coalition.

"Obviously, we're still committed to it," DeWitt said. "We'll be back next year."

Opponents of the legislation (CSHB224) said they believe the use of seatbelts is a personal decision which should not be required by

government.

"It is a law that obstructs freedom and personal choice," said Rep. Al Adams, D-Kotzebue. "Voting for something like this is questioning the common sense of our constituents."

Homer Libertarian Andre Marrou said people who don't wear seatbelts are dumb. But he spoke against the measure.

"It is nothing more or nothing less than coercive dogoodism," he said.

Marrou said state government, if allowed to expand whenever new laws or regulations are proposed, would go too far in trying to protect citizens against their own right to make decisions.

"What comes next, slippery-bathtub inspectors?" he asked.

Tuesday's vote was Miller's second attempt to push the measure through the House. It passed in early March by a 22-16 margin, but was brought

up the next day for a reconsideration vote.

Apparently concerned that the measure wouldn't win approval again, Miller asked to return the measure to committee for more work.

Four House lawmakers who voted for the measure in March voted against it Tuesday. They are Reps. H.A. "Red" Boucher, D-Anchorage; Drue Pearce, R-Anchorage; Robin Taylor, R-Wrangell; and House Speaker Ben Grusendorf, D-Sitka.

JUN 9 1986

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BUCKLED IN—Steve Frith of Fairbanks was awarded a "Saved By The Belt" certificate in Anchorage because he survived a car collision with a moose by wearing his seat belt.

Ludwig Laab photo

Seat belt club bears witness

Steve Frith of Fairbanks survived a close encounter with a moose this spring because he was wearing a seat belt.

For that reason, he was awarded a "Saved By The Belt" certificate in Anchorage recently, according to a press release. Frith and Robin Bissy of Wasilla were the first people in the state given the awards, which are handed out by a club formed by the Alaska Council on Prevention of Alcohol and Drug Abuse, the Alaska Highway Safety Planning Agency, and the Alaska Safety Belt Use Coalition.

Frith's accident occurred the evening of April 12, when he was driving past University Avenue on Atlanta Street, going about 30 miles per hour. A moose darted

out in front of the car. Frith didn't see it and didn't hit the brake until after the moose crashed in. By the time he did brake the car, the moose fell off the roof. Glass scattered on the inside of the car, and the roof was crushed.

"If I hadn't had my seat belt on I would have been mush," Frith said. "I would have been through the windshield."

Frith walked away from the accident with no injuries.

Robin Bisse was severely injured in an auto accident Feb. 26 in Wasilla, but she believes she would have been killed if she hadn't been wearing a seat belt. As it was, she sustained a fractured jaw, lacerated eyes, severed lower lip, crushed nerves, face bruises and more.

She has since recovered from the accident.

According to Frank Bickford, director of the Alaska Safety Belt Use Coalition, only one out of five people use their safety belts. The "Saved By the Belt" club's goal is to improve that ratio.

Motorists who have ever escaped death or serious injury in a traffic accident by wearing safety belts are eligible to become members. Children too young to wear belts may qualify if they escaped death or serious injury in a traffic accident by riding in a child safety seat. The club is free, and anyone can apply to the club by contacting Beth Lauesen of the Fairbanks Child Passenger Safety Association at 456-6935.

MY TURN — In support of a mandatory seat belt use law

By Frank Bickel

Two serious accidents occurred over this past Memorial Day weekend. One accident occurred on mile 119 of the Sterling Highway near Clam Gulch. One family member was lost in that accident. That person, the driver, was not wearing a seat belt. Four other family members were wearing seat belts and received only minor injuries. The other accident occurred near mile 60 on the Parks Highway north of Houston when a car spun out of control and rolled over. The driver, who was killed, was not wearing a seat belt. The passenger was wearing a seat belt, is alive, and listed in fair condition. These tragedies are real and immediate and lasting for the families and friends of victims. But they don't have to be and should not be.

Those who died were fellow Alaskans. Statistics show that a minimum of 20 to 30 lives can be saved in Alaska if a mandatory seat belt law is enacted, as well as 700 fewer injuries and a savings of \$12 million in medical cost insurance and legal expenses, lost production and human capital costs.

Dramatic evidence from states and nations that have enacted a law shows that lives are being saved. There are now 25 states with mandatory seat belt laws. Among the six states with the longest experience with safety belt laws — Illinois, Michigan, Nebraska, New Jersey, New York and Texas — decreases in fatalities range from 10 to 26 percent. State police in Michigan recently reported the first weekend without a traffic fatality in 10 years — more than 300 weekends. It is a clear fact. Seat belt laws are saving lives.

Every year, more than 40,000 people are killed in traffic crashes and more than 300,000 people suffer serious injuries. The U.S. Department of Transportation estimates that if there were a 70 percent belt-usage rate throughout the United States, more than 9,000 lives would be saved each year.

According to the Alaska Highway Safety Planning Agency, 126 traffic fatalities occurred last year in Alaska. At least 79 of those killed were not wearing seat belts; only six fatalities were wearing seat belts. Four of the six wearing seat belts were involved in tractor trailer rig accidents. The remaining fatalities were pedestrians, motorcyclists and bicyclists, according to the Alaska State Troopers. Alcohol and not wearing seat belts remain the biggest factors in fatal accidents.

In addition to the safety factor seat belt laws are cost effective. Studies show that for every dollar invested in safety belt use, the state saves \$37.50. Safety belts can reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. Officers would have more time to concentrate on other traffic enforcement programs.

Opponents of a mandatory seat belt law state

that driving a motor vehicle is a right, not a privilege. Nothing could be further from the truth.

Operation of a motor vehicle is subject to many restrictions; among them are stopping at red lights and stop signs, obeying other traffic signals, driving at a speed determined to be safe, maintaining safety equipment in working order, and having liability insurance — restrictions considered by the courts to be legitimate exercises in governmental authority.

Opponents may argue that seat belt use is up to the individual. That individual rights argument becomes irrelevant once we recognize that refusing to buckle up endangers innocent third parties — not only the dependent children of those who insist on not buckling, and not only those who end up paying higher taxes so that others may enjoy the "freedom" not to buckle, but also those who end up being injured or even killed in avoidable collisions when unbuckled drivers lose control of their cars.

Quite simply, the seat belt law prevents people from becoming loose objects when a car skids or veers into a tree or another vehicle; a belted driver is less likely to become a helpless spectator as his car becomes an unguided missile. Surely that is a

legitimate exercise of society's power to protect the innocent, not the entering wedge of tyranny.

We must be concerned by unnecessary encroachment on civil liberties, but I believe that mandatory seat belt legislation will be carefully crafted to minimize any intrusion or potential for harassment. The importance of the goal of the legislation is saving lives.

A proposal to make seat belt use mandatory in Alaska failed this year in the House of Representatives on a reconsideration vote. The tally was 20 For and 20 Against. The Proposal passed in early March by a 23-16 margin, but later it was brought up for reconsideration.

The closeness of the vote on the seat belt bill along with the substantial public approval (Hellenthal Poll — 66 percent in favor of a law and only 28.5 percent against) signals the fact that we along with many Alaskans are committed to be back next year to support this important piece of legislation.

Unfortunately, the State of Alaska will continue to see people die unnecessarily on our streets and highways because of the failure to buckle up. We can change this; we can encourage our legislators to accept their responsibility to pass mandatory seat belt use legislation. That will save dollars and more importantly, lives.

*This column appeared
in all papers in
Alaska.*



2 state health, safety groups join safety belt group's new program

Times staff *Anchorage Times* / June 28, '86

Two groups that promote health and safety have joined with the Alaska Safety Belt Use Coalition in a program to recognize people whose lives were "Saved by the Belt."

Other sponsors are the Alaska Council on Prevention of Alcohol and Drug Abuse and the Alaska Highway Safety Planning Agency.

Robin Bissy, of Wasilla, and Steve Frith, of Fairbanks, have

received the first certificates at the formation of a "Saved by the Belt" club in Anchorage.

Frith collided with a moose on April 12, 1986, on Atlanta Street.

"If I hadn't had my seat belt on I would have been mush," he said. "I would have been thrown through the windshield."

Instead, he walked away from the accident with no injuries, he said.

Although seriously injured about the face, Bissy said she

was saved by the seat belt she was wearing during an accident on Bogard Road in Wasilla on Feb. 26, 1985.

Frank Bickford, director of the Alaska Safety Belt Use Coalition, said the group plans to promote wearing of seat belts because, he said, they work.

Bickford said motorists who have escaped death or serious injury because they were wearing a seat belt are eligible to become members of the club.

Unheeded seat belt brings life to a crashing end

FAIRBANKS DAILY NEWS MINER

TUNE 30, 1986

ON THE NIGHT before she died, Deboreah Williams went shopping with friends in downtown Fairbanks. Deboreah, a vivacious 25-year-old, had a knack for picking out clothes for herself and friends.

As they left to go to Nordstrom's, driver Fawn Helms insisted that Deboreah put on a seat belt.

Deboreah didn't see the pressing need for seat belts. She had the attitude that accidents are something that happen to other people.

But the ignition key wasn't going to be turned, Fawn told her friend, until she buckled up.

"We sat there for about 10 minutes," Fawn said. "I wouldn't move my car until she finally put hers on. The next day I knew right when I heard about the accident that she hadn't been wearing her seat belt."

HER FRIENDS REMEMBER Deboreah as a bright young woman who loved red roses, shopping, and being with other people. She brought a light touch to her job in the clerk's office at the borough.

Not long ago Deboreah warned Assemblyman Joe Siltton that if he kept refusing to get



DEBOREAH WILLIAMS
Friend knew why

a picture of himself taken, she would put a photo of Mickey Mouse in Siltton's assigned place outside the borough assembly chambers where the portraits of elected leaders are displayed. Of course she was smiling as she said it.

The Rev. Samuel Banks described it as her "million-dollar smile." In an eloquent memorial service on a sunny Friday afternoon, he told the mourners that Deboreah remains a source of inspiration.

"This old friend is only a smile away," he said.

She came here with the U.S. Army in 1961 and touched the lives of many in the past five years, as evidenced by the 100 people who crowded the Corinthian Baptist Church in her honor.

"Even when she was talking to you she was laughing," said friend and co-worker Esther Cunningham.

"Someone made the comment that all of Deboreah's relatives live in Indianapolis, but others disagreed. Her friends are her family," said Borough Clerk Mona Dressler.

They said Deboreah had accomplished all of her goals except one—she wanted to open a men's wear store some day. She had taken night courses at the community college and recently bought her first bike—a 12-speed she got to ride to work one time.

ON THE MORNING of Saturday June 21 at 7:20 a.m., Deboreah was driving toward town from North Pole in her 1982 Mazda, obeying the 35 mph speed limit.

Alaska State Trooper Jeff Slamin said the tire tracks showed her car headed onto the shoulder

at a slight angle. He believes that she was tired and didn't realize the car was drifting off the road.

When she became alert, Slamin thinks, she turned sharply back toward the road. The car was going too fast, however, and the tires dug in and the car spun out and flipped over.

Witnesses said it happened in an instant. All they saw was a cloud of dust at 9 Mile Richardson Highway and an overturned car.

Deboreah was not wearing a seat belt and the car's violent motion threw her out a window. The vehicle hit the ground three or four times and she landed about 100 feet beyond it, Slamin said.

A North Pole ambulance took her to Fairbanks Memorial Hospital and she was admitted with severe head injuries.

She died the next day, but not, the Rev. Banks said, until after Sunday services had started in the Corinthian Baptist Church a half-mile away.

THE SADDEST WORDS in the language are "It might have been."

Had Deboreah been wearing a seat belt, Trooper Slamin said, she might have escaped the accident with nothing more serious

Dermot Cole

Hometown Reporter



than a few scratches. "I believe she would have come out of it with minor injuries at the worst," he said.

Seat belts don't guarantee that you won't die in a traffic wreck, but the statistics say you are 25 times more likely to be killed if you get thrown out of a vehicle during an accident.

At the memorial service last week, Deboreah's friend Fawn, the 21-year-old daughter of Borough Mayor Juanita Helms, held back her tears and said she had been wrong to think that it was none of her business to try hard to get others to use seat belts.

Fawn said by wearing a seat belt you not only make driving safer, you protect your friends and family by reducing the chances that you'll put them through the kind of torture that goes with the death of a loved one.

Deboreah's friends have asked that contributions in her memory be made to the Fairbanks Child/Passenger Safety Assn. The organization promotes the use of seat belts and child restraints. The address is Box 81211, Fairbanks, AK, 99708.

"We felt that it would be more of a contribution in her memory if it would help other people to realize that they should wear their seat belts," Mona said.

EVERYONE ON THE ASSEMBLY took a moment at last Thursday's meeting to remember what Deboreah had meant to them.

Former principal Ed Shellinger recalled a song he knew as a youth, "Jesus Wants Me For A Sunbeam."

"When I think of Deboreah, what a beautiful candidate the good Lord has," he said.

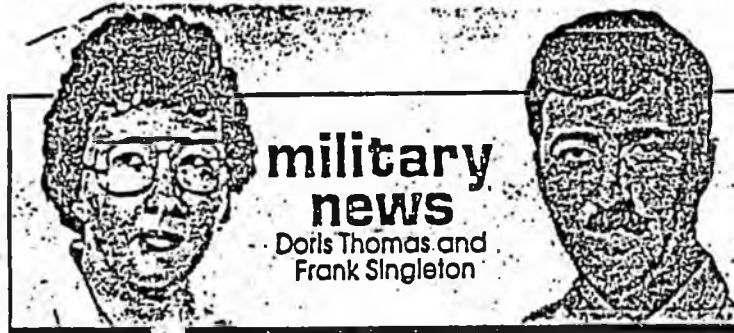
Anchorage Daily

News

Anchorage, AK

JUL 16 1986

Army now requires soldiers to wear seatbelts off of base



FORT RICHARDSON — In war, the Army does its utmost to ensure soldier survival. Increasingly, efforts are being undertaken to see that soldiers in peacetime are not harmed by unsafe practices that can hurt them impair the Army's readiness.

The recent crackdowns on alcohol abuse and smoking are evidence of this concern. Steps are now being taken to protect soldiers and their families when they drive or ride personal cars, trucks or motorcycles.

Effective July 2, all soldiers in Alaska must wear seatbelts in vehicles equipped with them, both on and off post. Previously, the regulation did not address soldiers riding in vehicles off the military reservation.

The new policy, directed by Maj. Gen. Gerald H. Bethke, commander of the 6th Infantry (Light), also requires soldiers operating or riding on motorcycles to wear helmets and eye protection on and off post.

Bill Sweat, division safety director, says the new policy reflects concern from the divi-

sion's higher headquarters, U.S. Army Forces Command. Studies by Forces Command have revealed that between October 1985 and March 1986, 61 soldiers were killed and 407 injured in personal vehicle accidents. In Alaska during the last five years, Sweat said, soldier killed in accidents were not wearing seatbelts or a helmet when they had their fatal accident.

Under the new policy, family members and civilian employees must comply with the rules while on post. However, officials encourage everyone to "buckle up" every time they step into a car. Civilian employees must also abide by it when they are on official business away from the military reservation.

In accordance with state law, children must be in an approved restraint device if they are age 3 and under. They must wear a seatbelt if they are between the ages of 4 and 7.

Sweat says the new regulation is all part of the Army's motto of "taking care of its own."

Metro Sunday

Anchorage Daily News Sunday, August 24, 1986

Deborah Williams: a tragedy that didn't have to happen



suzan nightingale

Deborah Williams most assuredly never expected to be part of a booth at the Alaska State Fair.

She came north as a member of the United States Army and, when her hitch was up, decided to stay rather than return home to Indianapolis. She got a job in the clerk's office of the Fairbanks North Star Borough, and won friends with her fun-loving, thoughtful personality.

She was 23 years old when she died, nine weeks ago today.

Deborah's friend, Faun Helms, remembers the night before Deborah died. They spent the evening shopping at the Nordstrom store — once they got going.

Faun, the daughter of Borough Mayor Juanita Helms, has this thing about seat belts. If you ride in her car, you have to wear one. It comes from being "harrassed" into the habit by her aunt.

"I have a standing policy that everybody in my car has to use seat belts. Usually, she'd buckle up and not give me any hassles, but every once in a while because of her disease, she would. That night, she was really stubborn about it."

Deborah's disease was lupus, a painful inflammatory illness that can affect the skin,

joints and nervous system. When Deborah's was acting up, it could make her whole body ache. But, lately, she'd gotten her medication regulated and the lupus had seemed under control. Deborah had even started to exercise and lose the weight the medicine helped put on.

Although Deborah claimed her lupus would make buckling up in Helms' car too uncomfortable, Helms was adamant. Because Deborah's condition had improved, Helms suspected the lupus was an excuse.

"We just sat there and sat there, and I said, 'You know I'm not going until you buckle up.' 'Finally, she did. Finally, huffing and

puffing, she buckled up."

That over with, the friends enjoyed an evening of shopping and socializing. The last time Helms saw Deborah was around midnight Saturday when she dropped her off at home.

You've probably figured out how this story ends by now. The next morning, Deborah Williams climbed in her Mazda to drive an old boyfriend, Broderick Grant, to work near North Pole. And she didn't buckle her seat belt.

"Apparently she was really tired and fell asleep and the car drifted off the road," said Helms. "The police say she probably woke up and jerked the car over and that made it flip. She was thrown from the car."

Grant wasn't in the car; the 7 a.m. accident took place after she'd dropped him off at work.

"They said that she would have probably only had a couple of scratches," said Helms — if, of course, she'd been wearing her seat belt.

Deborah Williams never regained consciousness. She died the next day. And that's how Deborah Williams became a statistic. One of the ones who could have walked away if only they'd buckled up.

According to the Alaska Seatbelt Coalition,

85 Alaskans died in automobile accidents in 1985; 79 of them were unbelted. And of the six that were wearing seatbelts, four were in accidents with large tractor-trailer rigs, making survival unlikely regardless. The coalition estimates that if Alaska passed a mandatory seatbelt law, between 20 and 30 lives a year would be saved, there'd be 700 fewer traffic injuries, and Alaskans would save \$13 million annually in legal, medical and lost worker costs.

And so, although it's not exactly the stuff of cotton candy and corn dogs, the coalition has a booth at the Alaska State Fair this year, and the story of Deborah Williams is a small part of it.

"She was just a very cheerful person, always kidding around, pretty much always happy and trying to make other people happy," said Helms. "I never really said anything to her like, 'You should buckle up in your car,' because I figured it was her business if she buckled up in her car."

And how does she feel about the booth, and the clip, ping about Deborah being a part of it? "I hope it does some good."

□ Suzan Nightingale is a Daily News columnist.

Good idea to buckle up

Alaskans often are their own worst enemies when it comes to living long and healthy lives. Gov. Bill Sheffield has an idea for changing that, at least for state employees who drive on the job. He's directed them to wear seat-belts when riding in state cars.

A leading cause of death and injury, especially for younger Alaskans, is accidents, including automobile crashes. It's easy to cut the risk of harm in car wrecks by wearing seat belts. But more than half of Alaskans almost never buckle up.

Gov. Sheffield's order should help reduce injuries to state workers and cut the state's costs for employee absences and worker compensation claims. State employees should certainly buckle up — and so should other Alaskans.

ALASKA CLIPPING
SERVICE

Anchorage Times
Anchorage, AK

OCT 22 1985

Alaska briefs

City drivers buckle up

Anchorage drivers buckle their seat belts more than drivers in other parts of the nation, the Alaska Department of Highway Safety Planning Agency says.

A recent survey indicated 48.6 percent of Anchorage's drivers and 38.4 percent of its front seat passengers use seat belts, the agency said.

Director Mike Lewis seat belt use among drivers across the nation averages 15 to 18 percent where such use is voluntary.

The survey was conducted by University of Alaska-Anchorage professor Bob McKnight, in conjunction with a similar study on the use of child restraints in cars.

Another survey, commis-

sioned by the Alaska Safety Belt Use Coalition, shows that two-thirds of the Alaskans polled would favor legislation requiring seat belt use. The group is urging such legislation during the next session.

Drivers buckle up more

Alaska rates high in seat belt use

Anchorage drivers buckle up more than drivers in other parts of the nation, and motorists statewide say a mandatory seat belt law would suit them fine, according to a recent state study and a poll taken for a seat belt lobbying group.

The Alaska Department of Public Safety's Highway Safety Planning Agency reported earlier this month that 48.6 percent of Anchorage drivers and 38.4 percent of their front seat passengers use seat belts, agency director Mike Lewis said.

Across the nation, seat belt use among drivers where use is voluntary averages 15 to 18 percent, Lewis said.

The survey was done by University of Alaska-Anchorage professor Bob McKnight in conjunction with a similar study on the use of child restraints in cars.

Information for the study was gathered by observers who watched motorists in shopping malls.

The state's new child restraint law, which took effect June 8, may have had some influence on city drivers, Lewis said. He added that the state also has been pushing an education campaign explaining the virtues of seat belt use.

Two-thirds of Alaskans also said they would support legislation requiring seat belt use, according to a poll conducted recently by Kellenthal and Associates. The poll was commissioned by the Alaska Safety Belt Use Coalition, a lobbying group that will urge passage of such a bill during next year's legislative session.

The poll was taken among 508 Alaska adults. Support was greatest in rural areas of the state, where 78 percent said they would support the law. Southeast respondents backed the law by 69 percent, while just more than half of those in the Fairbanks area

OCT 24 1985

Lawmaker sure seat belt bill to be expedited in '86

JUNEAU (AP)—A mandatory seat belt bill that calls for fines of up to \$15 against people who fail to buckle up while their vehicles are in motion will get quick action in the House next year, Rep. Mike Miller said Wednesday.

Miller, D-Juneau and chairman of the House Judiciary Committee, introduced the measure (CSHB 224) last session.

"It made it as far as the Rules Committee, and it's awaiting placement on the calendar," Miller said. "I think almost every passing week, the wisdom of the law becomes more apparent to people.

"It's a good lifesaving way to go. It's that simple," he said. "But we're getting some static from a small but vocal group of people who view the bill as a threat to their personal freedom. But I'm surprised at how small that group has been."

Proponents argue the law would save scores of lives annually, as well as hundreds of thousands of

dollars in lost wages and health care costs.

But opponents contend such a law would violate their individual rights. While some of the critics indicate they wouldn't mind wearing seat belts, they would resent the state telling them to do so.

The bill would exempt school bus passengers, the owners of cars not originally equipped with seat belts, and certain handicapped people, Miller said.

"The school bus thing is a hot issue," he said. "If it (belts in buses) makes sense, let's do it on a separate bill. If not, let's not do it."

State law requires that children under the age of seven wear seat belts or ride in a suitable restraint device. That would go unchanged in Miller's bill.

Alaska would become the 18th state with a mandatory seat belt law if Miller's efforts are successful.

ALASKA CLIPPING SERVICE

Ketchikan Daily News
Ketchikan, AK

OCT 24 1985

ALASKA CLIPPING SERVICE

Chugiak-Eagle River Star
Eagle River, AK

OCT 24 1985

Sheffield orders state workers to drive with seatbelts

State employees driving on official government business must wear seat belts under an order signed by Gov. Bill Sheffield. The order also applies to passengers in state vehicles.

Sheffield noted that 57 state employees were injured during the past two years while driving in state business. Some of those injuries could have been prevented or lessened by the use of seat belts, he said.

"Beyond the safety of our workers, I'm also concerned that lost employee time and work compensation payments be kept to a minimum," the governor said.

Sheffield commented that he now routinely wears a safety belt while driving or riding in a car.

"I didn't like wearing the belt at first, but I've learned to do it and it doesn't hurt a bit," he said.

Miller pushes belt bill

JUNEAU (AP) — A mandatory seat belt bill that calls for fines of up to \$15 against people who fail to buckle up while their vehicles are in motion will get quick action in the House next year, Rep. Mike Miller said Wednesday.

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Editorial

ALASKA CLIPPING SERVICE

HOMER NEWS

OCT 31 1985

State workers ordered to belt up on business

Gov. Bill Sheffield has signed an order requiring state employees to wear seatbelts while driving on official government business, according to a state news release. The administrative order, which also applies to passengers in state vehicles, is effective immediately.

"Surveys indicate that less than one-third of Alaskans routinely wear safety belts. To the extent state employees contribute to this figure, this order should reduce injuries," Gov. Sheffield said.

The order instructs all agencies under the governor's direction to develop and implement a policy for the use of seatbelts by their employees. It requires workers to attest to having

read and understood the order.

Gov. Sheffield noted that 57 state employees were injured during the past two years while driving on state business, and some of those injuries could have been prevented or lessened by the use of seatbelts.

"Beyond the safety of our workers, I'm also concerned that lost employee time and workers' compensation payments be kept to a minimum," the governor said.

Gov. Sheffield said he now routinely wears a safety belt while driving or riding in a car.

"I didn't like wearing the belt at first, but I've learned to do it and it doesn't hurt a bit," he said.

Oct-27-85
Anchorage Times

A life-saving habit

AMONG THE BILLS we expect to see passed by the 1986 legislature — and probably one that will breeze through with reasonable speed — is a pending measure that would make it illegal to drive in Alaska without seatbelts buckled.

Of course there are problems with the legislation. It rightfully can be viewed as one more erosion of individual freedom and you can expect to hear that argument a million times as the bill is debated.

IT WILL BE difficult to enforce, others will contend. They'll be right. The bill will be opposed on grounds that this may make sense for urban Alaska — for Anchorage and Fairbanks and Juneau and Ketchikan — but makes no sense for Craig or Hydaburg or Bethel or Barrow. There may be some validity to that argument, too.

Despite all that, the bill by

Rep. Mike Miller of Juneau makes sense and should be enacted into law.

The evidence of national statistics is overwhelming in support of mandatory seat-belt laws, which already are in effect in 17 states across the nation. Locally, seat belt use is mandatory for vehicles operated on Elmendorf Air Force Base and Fort Richardson.

IF YOU DON'T believe statistics, talk sometime to one of the doctors or nurses who work in the emergency rooms of hospitals hereabouts. They're believers. They see the gruesome results of not buckling up and they see the lucky ones who remembered to use their belts.

The inconvenience is nil once the habit has been acquired. It's simply no big deal — except that it may make the difference between life and death. That is a big deal.

Seat belt coalition wants Alaskans to start buckling up

by Paul Fattig
Times Writer

A simple click could have saved at least 20 lives, prevented some 700 injuries and saved taxpayers some \$12 million in Alaska last year.

The non-profit Alaska Safety Belt Use Coalition hopes those figures will alert those who don't buckle up when they hop into their vehicles.

"Basically, what we're doing is an education campaign, making sure Alaskans know why it is important to wear seat belts," says Frank Bickford, the coalition's statewide coordinator. "The advantages, of course, are that it protects you in accidents. You are less likely to be killed or injured."

The national Highway Users Federation, a non-profit group supporting safer highways, studied Alaskan highway deaths last year and made the conservative estimate that at least 20 lives could have been saved and 700 injuries prevented had vehicle occupants been wearing seat belts.

The \$12 million came out of the state pocketbook to help pay medical, insurance and related costs, Bickford notes.

The coalition, chaired by Dennis DeWitt of Juneau, has received \$250,000 from the national Traffic Safety Now organization for its educational campaign.

But Carol Lewis of Anchor-

Ovations

age, the coalition's southcentral chairwoman, notes there is another goal beyond educating the public about the use of seat belts.

"Getting a mandatory seat belt law is the ultimate goal," she says.

If the bill introduced by Rep. Mike Miller, D-Juneau, becomes law, Alaska will become the 18th state with a mandatory seat belt law. However, an exemption would be made for school bus passengers, certain handicapped people and the owners of cars not originally equipped with seat belts.

Alaskan pollster Marc Hellenhal, hired by the coalition to determine how Alaskans feel about the proposed law, reports that 68 percent statewide support it, Lewis says.

A report released by the Alaska Department of Public Safety's Highway Safety Planning Agency late in October indicates that 48.6 percent of Anchorage drivers buckle up, while 38.4 percent of front seat passengers use seat belts.

That compares to about 15-18 percent voluntary seat belt use nationwide, the agency notes.

The coalition has three subcommittees, all of which welcome any assistance, Lewis says.

The resources development subcommittee, headed by Tom Scott (274-3651), is charged with getting support from large organizations and agencies.

Janet Thornton (552-3323), is in charge of the community outreach subcommittee which is putting on exhibits and distributing materials.

Lewis (563-3174), is handling the communications subcommittee which is creating a speaking bureau and a letter-to-the-editor campaign.

Ovations seeks to honor people or programs in Alaska worthy of special recognition. Send your suggestions to Ovations, The Anchorage Times, Box 40, Anchorage 99510.

Seat belts saved lives

As a result of having a child in kindergarten this year, we have been getting a lot of information carried home on seat belts and the fact that they save lives.

I have recently learned that there is a coalition in the state of Alaska to pass a seat belt law.

I would like the people in the state of Alaska to know that we as a state need to stand behind this coalition! Four years ago my 18-month-old son and I were involved in a collision in which

we were hit by another car which was speeding and ran a stop sign.

My son was in a car seat and had only a small scratch on his forehead.

I did sustain a broken jaw and two broken wrists, but would have been killed if not belted in. The ambulance crew that came to assist saw the car and immediately assumed there were no survivors. They were shocked to find us alive when they got to the car.

A 15-second chore of fastening myself and my child in had saved our lives. Yes, people may object to a seat belt law because it is an "infringement on their rights." However have any of them ever received a phone call from an emergency room telling them of the loss of a loved one who could have been saved by buckling up?

Birgitta Tulp
Anchorage

ALASKA CLIPPING
SERVICE

Chugiak-Eagle
River Star
Eagle River, AK

NOV 21 1985

⁶³
**Residents urged to buckle up
during holiday travel time**

Next week is All-American Buckle Up Week in Alaska. Gov. Bill Sheffield proclaimed the event which uses the theme, "Start a Habit for Life," according to the Alaska Safety Belt use Coalition.

The coalition said the designation is timed to coincide with Thanksgiving week because that is the time when many people traditionally are on the road, heading toward family celebrations.

During the 1984 Thanksgiving holiday, the coalition said, 603 people lost their lives in traffic accidents.

"If everyone in the country

were to accept the challenge of this year's All-American Buckle Up, we could save hundreds of holiday gatherings from being held in hospitals," the Coalition said in its announcement.

In his proclamation, Sheffield said, "Experts believe that the use of safety belts could prevent up to half the fatalities and reduce the number of serious injuries significantly — if only people would take the time to buckle up when they travel by car." He urged residents to use safety belts when riding in cars during the week and to continue the practice throughout the year.

Air Force aims to reinforce seat belt coalition's efforts

Elmendorf Air Force Base — Automobiles of the future may someday sport a warning similar to that found on a pack of smokes — "Warning: Failure to use a restraining device greatly increases your chances of injury or death in an automobile accident."

That pointed attempt at saving lives by urging people to buckle up may be years down the road, but an effort is under way right now to make people aware of the necessity of seat belt use, via the Alaska Seat Belt Coalition.

The coalition, headed here by Staff Sgt. Janet Thornton of the 43rd Tactical Fighter Squadron, has but one aim — to save lives and prevent injury through the use of seat belts.

With that in mind, the Air Force has taken one more big step in our own mandatory seat belt program. In the past, belt-less drivers faced possible suspension of driving privileges. Beginning Jan. 1, people not wearing seat belts face automatic 10-day revocation of driving privileges.

Mind you, the Alaska Seat Belt Coalition and the Air Force are not connected in any concrete way — but philosophically, we are all in agreement. Seat belts save lives, prevent injuries and actually save the Air Force and the civilian sector big bucks in lost work time, legal



Flight line

S. Sgt. Frank Singleton

problems, medical expenses and other costs.

The coalition is endorsed heartily by the base leadership. Within state government, Gov. Bill Sheffield has issued an order that all state employees will wear restraining devices when in state-owned vehicles.

The policy here is a little more stringent. Any person, civilian or military, is subject to the suspension. If the seat belt coalition has its way, seat belt use will become mandatory throughout Alaska, as it currently is in 15 other states.

Within the next few months, the issue will come before the state Legislature. Within that short time, several Alaskans will be dead and others gravely injured, just because they failed to buckle up.

That's where Sgt. Thornton and her cousin, Staff Sgt. Cheryl Clayton of the 21st Tactical Fighter Wing Safety Office, come in.

"As Outreach Committee Chairman of the coalition, I hope to increase awareness

around the state and here on base. We are setting up displays, exhibits in local malls, designing educational strategies at the lowest level — Santa will be at the Sears Mall next week talking about seat belts, giving the children stickers, window scrapers and other items with one basic message — buckle up for safety," said the sergeant.

Clayton deals with seat belt safety every day in her job as wing safety technician. "Most people don't know an accident at 30 miles per hour is identical to falling off a four story building onto concrete.

The policy will be strictly enforced on base through gate checks, spot checks in parking lots around the base and other means. If you are pulled over by an Air Force law enforcement patrol, chances are the first thing the officer will check is your restraining device, not your driver's license.

So buckle up on Elmendorf. Someday, you may be glad you did.

Staff Sgt. Frank Singleton is an Air Force journalist and editor of the Sourdough Sentinel, Elmendorf's base newspaper. For information concerning the Flightline column or Air Force events and topics, call Singleton at 552-2493, or write to him at 21st TFW, Public Affairs, Elmendorf Air Force Base, Alaska 99504.

6A • TUESDAY, FEBRUARY 24, 1987 • USA TODAY

ACROSS THE USA

FROM USA TODAY'S NATIONAL NEWS NETWORK

U.S. Supreme Court

■ Let stand or refused cases:

The court let stand:

SEAT BELTS — Illinois law requiring the use of seat belts. Court affirmed an Illinois court ruling that the law was constitutional.

High court rules on seat belt use

'Comparative negligence' could affect money awards in civil suits

By Rosanne Pagano
Times Writer

Alaska's highest court has given motorists one more reason to buckle up: Not wearing seat belts could cost you money.

The Supreme Court ruled that failing to wear seat belts in vehicles equipped with them can be used to prove a motorist's own negligence for traffic accident injuries.

In a personal injury lawsuit, juries may adjust a monetary award according to each party's responsibility.

The court's decision was issued Friday. It stemmed from the Anchorage case of Charles Hutchins, who had sued Robert Schwartz for injuries suffered in a two-car crash.

At Hutchins' trial, Anchorage Superior Court Judge Milton M. Souter allowed jurors to hear testimony that Hutchins had not been wearing a seat belt. Later, the judge told jurors to disregard that evidence.

In deciding on a money award, the jury found that Hutchins was comparatively negligent for his injuries, which included bruises, cuts and a broken toe. Jurors awarded him \$1,937.09 in damages. Hutchins had asked for \$250,000.

He appealed by asking the Supreme Court to find, among other things, that Souter had made mistakes by initially admitting the seat belt testimony and then by denying Hutchins' request for a new trial or a verdict other than the one the jury had reached.

In an opinion by Justice Allen T. Compton, the Supreme Court upheld the jury's decision. Since the court decided comparative negligence can be shown when a motorist fails to wear seat belts, the Supreme Court also found Souter had made no error by allowing jurors to hear the seat belt testimony.

Alaska is among 24 states that have no law requiring adults to wear seat belts. Lobbyists like Frank Blickford, of the Alaska Safety Belt Use Coalition, said Friday's ruling could be useful in making the coalition's point that buckling not only saves lives but makes economic sense.

A-2—Daily News-Miner, Fairbanks, Alaska
Sunday, September 14, 1986



Court ties seat belt use to negligence

Metro Sunday

Anchorage Daily News Sunday, September 14, 1986

SI

No seat belt means smaller injury claim

Court says unbelted motorist partly responsible for injuries

The Associated Press

The Alaska Supreme Court ruled Friday that a motorist involved in a traffic accident is partially responsible for his injuries if he fails to wear a seat belt.

The decision came in an Anchorage case in which Charles Hutchins sued Robert Schwartz for \$275,000 for injuries Hutchins sustained when his car and Schwartz's collided.

Hutchins suffered cuts on his head, bruises on his chest, knee and wrist, and a broken toe.

In personal injury lawsuits, juries may adjust a monetary award according to each party's responsibility.

The jury decided Schwartz was 60 percent negligent in causing the accident, and Hutchins was 40 percent negligent. It awarded Hutchins \$1,900 in damages.

During the trial, Superior Court Judge Milton Souter allowed testimony that Hutchins was not wearing a seat belt. However, before the jurors began their deliberations, Souter ordered them to disregard the seat belt evidence.

Hutchins appealed the verdict, arguing that the seat belt testimony never should have been allowed.

Citing cases in Florida and Wisconsin, the Alaska Supreme Court said there is a demonstrable link between wearing seat belts and minimizing injuries.

"Automobile accidents are foreseeable," wrote Justice Allen Compton. "Therefore, if under the facts and circumstances of the case, a reasonably prudent person would have used a seat belt and if plaintiff suffered more severe injuries as a result of not wearing a seat belt, then the jury should be permitted to consider this factor in assessing damages."

The Supreme Court ruled that Souter's actions involving the seat belt evidence were appropriate.

2 JUNEAU EMPIRE, MONDAY, SEPTEMBER 15, 1986

Alaska Supreme Court says not wearing seat belts is negligent

A M E N D M E N T

Offered in the HOUSE

By Cotten

TO: HB 167

Page 2, after line 6, insert a new subsection to read:

"(e) Notwithstanding any other provision of law, a peace officer may not stop or detain a person to determine compliance with (a) or (b) of this section, or issue a citation for a violation of (a) or (b) of this section, unless the peace officer has probable cause to stop or detain the person other than for a violation of (a) or (b) of this section."

ALASKA SAFETY BELT USE COALITION
319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400

2/11/87

DEAR REPRESENTATIVE,

FYI,

SINCERELY,

FRANK BICKFORD



30. HB 167 (Cotten, et al) An Act relating to mandatory use of safety devices in motor vehicles

A. State affairs, Judiciary

B. Status: House Floor

C. SA: CS - 4 do pass, 1 no rec

D. JUD: CS 4 do pass, 2 no rec, 1 do not pass

E. Testified:

1) Mark Johnson, EMS

2) Public Safety

F. Judiciary CS Sectional:

1) Sec 1: Repeals and reenacts safety belt law

a) Safety belts - new section

1> makes it illegal for anyone 16 or older to occupy a motor vehicle without wearing a safety belt

2> Makes it illegal for anyone to operate a motor vehicle without wearing a safety belt (e.g. 14, 15 year-olds)

b) Child safety seats section - unchanged from present

c) Exceptions - rural exemption removed

1> emergency vehicles exempt

2> Mail & newspapers

3> Handicapped individuals may be exempted by the commissioner

4> Vehicle not equipped w/belts

d) May not remove belts to avoid law

e) Secondary enforcement only - peace officer may not stop a motor vehicle to determine compliance with (a). (Primary enforcement still allowed for child seats)

2) Sec 2. Allows commissioner to exempt persons if use is impractical because of physical or medical conditions.

3) Sec 3. Penalties

a) for violation of (a) (seat belts) An infraction only, \$15 fine max, no demerit points

b) violations of (b) child safety seats - same as present law - an infraction, max fine \$300, max 2 demerit points, offender may provide proof of acquisition of child safety device and the court shall dismiss the citation, unless:

1> prior conviction

2> prior bail forfeiture

3> Prior provision of proof of acquisition

BILL NO: CS HB 167 (SA)

DATE: April 1, 1987

TITLE: An Act relating to
mandatory use of safety devices

CONTACT: Ellen Moore

DEPARTMENT OF
PUBLIC SAFETY
POSITION PAPER

In the jurisdictions that have had the longest experience with safety belt use laws, it has been found that the greater the level of increase in seatbelt use, the greater the reduction in fatalities and serious injuries. Correspondingly, the more stringent the law, the higher the compliance.

The Committee Substitute (State Affairs) for House Bill 167 provides for "secondary" enforcement of the proposed safety belt statute as well as the existing child restraint statute. It is the position of the Highway Safety Planning Agency that this weakens the extremely successful child restraint law. In fact, such a provision may reverse the trend toward increased safety belt use that began about the time the child restraint law went into effect.

We recommend that the child restraint section [AS 28.05.095(b)] be extended to cover children up to age sixteen. Without this change, it would be possible to issue a citation to a child as young as seven years old. We also recommend that the so-called secondary enforcement section be revised to include only adult belt use. Violation of the child restraint section would remain a "primary" offense.

Finally, AS 28.05.099(a) reduces the fine for a violation of the child restraint law from a possible \$300 to \$15. We are neutral on this change, but we believe that Sec. 28.05.099(b), which provides for dismissal on proof of "correction", should be repealed if mail-in-bail for this offense is established.


William R. Nix
Acting Commissioner

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 167 (SA)

Publish Date: _____

REQUEST

Revision Date: _____

Title: "An Act relating to mandatory use of safety devices."

Sponsor: Cotten, Ulmer, Koponen, ...

Requestor: House Judiciary

Agency Affected: PUBLIC SAFETY

BRU: Highway Safety Planning Agency

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		0	0	0	0	0
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUNDS		0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated. Amendment reduces the maximum fine for violation of the child restraint law from \$300 to \$15 and changes it from primary to secondary enforcement. This negative revenue impact will be offset by fines collected for violation of the adult use provision.

Prepared by: Ellen Moore, Program Coordinatory Phone: 465-4375

Division: Highway Safety Planning Agency Date: 3/23/87

Approved by Commissioner: [Signature] Date: 3/23/87

Agency: Public Safety

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/6/87

FURTHER REFERRALS: Judiciary

DATE: 3-20-87

The State Affairs Committee has considered HB 167

"An Act relating to mandatory use of safety devices."

RECOMMENDS:

- replace with C-S HB 167(SA) [] the same title
- attached amendment(s) [] a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: [] _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact [] same as previous fiscal note published _____
- zero fiscal note [] same as previous zero fiscal note published _____
- zero with analysis

SIGNING TO PASS:

[Signature]

Cliff Davidson

[Signature]

[Signature]

SIGNING OTHER RECOMMENDATIONS:

Terry Hunter - No Rec.

[Signature]
Chairman's signature

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Version: HB 167
Publish Date: _____

Revision Date: _____
Title: An act relating to mandatory safety devices

Agency Affected: Health
BRU: State Health Services

Sponsor: Cotton, Ulmer, Koponen, et al
Requestor: _____

Components: Public Health Administration services - EMS

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS : (Attach a separate page if necessary)

Enactment of HB 167 would have no direct fiscal impact on the Department of Health and Social Services.

Prepared by: Mark S. Johnson
Division: Public Health

Phone: 465-3027
Date: March 12, 1987

Approved by Commissioner: *Walter M. Mueser*
Agency: Dept. of Health & Social Services

Date: 3/19/87

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Version : HB 167
Publish Date : _____

Revision Date: _____
Title: An Act relating to mandatory use of safety devices
Sponsor: Cotten, Ulmer et al
Requestor: State Affairs & Judiciary

Agency Affected: Dept. of Public Safety
BRU: Highway Safety Planning
Components : _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE	-0-	15.0	15.0	15.0	15.0	15.0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

*JML
3/13/87*

Prepared by: Ellen Moore *EM*
Division: Alaska Highway Safety Planning Agency

Phone: 465-1375
Date: 3/10/87

Approved by Commissioner: *Y* *harrill*
Agency: Dept. of Public Safety

Date: 3/15/87

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE

2

CS FOR HOUSE BILL NO. 167 (State Affairs)

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act relating to mandatory use of safety devices."

7

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8

* Section 1. AS 28.05.095 is repealed and reenacted to read:

9

Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as provided in (c) of this section, a person may not occupy a motor vehicle while in operation unless restrained by a safety belt.

10

11

12

(b) Except as provided in (c) of this section, a driver may not transport a child under the age of seven in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is between four and six years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a seatbelt, whichever is appropriate for the particular child.

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(c) Subsections (a) and (b) do not apply to

24

(1) passengers in a school bus or an emergency vehicle;

25

(2) a vehicle operator acting in the course of employment

26

delivering mail or newspapers from inside the vehicle to roadside mail or newspaper boxes;

27

28

(3) a person or class of persons exempted by regulation

29

under AS 28.05.096;

MAX question

16 years old ML

16 ML

*requires school bus under 10 pass
-1 to have seatbelts*

Must exemptions

deleted

1 (4) a person required to be restrained by seatbelts under
2 (a) or (b) of this section if the motor vehicle is not equipped with
3 seatbelts; or

??

4 (5) a motor vehicle exempt under AS 28.10.011(11).

M. K. ...

5 (d) A person may not remove a seatbelt from a vehicle solely to
6 be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a person to determine compliance with (a) or
9 (b) of this section, or issue a citation for a violation of (a) or (b)
10 of this section, unless the peace officer has probable cause to stop
11 or detain the person other than for a violation of (a) or (b) of this
12 section. *driver*

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

19 * Sec. 3. AS 28.05.099 is amended to read:

20 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
21 of AS 28.05.095(a), (b), or (d) [(c)] is guilty of an infraction and
22 may be fined up to \$15. In addition to the fine established under
23 this section, a person convicted of a violation of AS 28.05.095(b) may
24 be assessed demerit points as determined by regulations of the depart-
25 ment, notwithstanding the provisions of AS 28.15.231(b).

26 (b) A person who violates AS 28.05.095(b) [AS 28.05.095(a)] by
27 failing to provide a child safety device or seatbelt may provide a
28 peace officer, including a village safety officer, proof of purchase
29 or acquisition, and installation, of an approved child safety device

1 or seatbelt. If the proof is provided within 30 days after the issu-
2 ance of a citation for the infraction, the court shall dismiss the
3 citation and no points shall be assessed under (a) of this section
4 unless the person has
5 (1) been convicted previously for violating that section by
6 failing to provide a child safety device or seatbelt;
7 (2) been cited for failure to provide a child safety device
8 or seatbelt and has forfeited the bail required by the citation; or
9 (3) provided the proof required by this subsection on a
10 prior occasion.

THE FOLLOWING DOCUMENT HAS
NOT BEEN FILMED BUT IS
AVAILABLE IN THE ORIGINAL
FILE

BUCKLE UP

A PUBLICATION OF TRAFFIC SAFETY NOW, INC.

■ SOCIETY FOOTS \$42 BILLION BILL FOR UNBUCKLED VICTIMS—page 3

■ BUCKLING UP SLASHES SOCIAL COSTS—page 2

■ CORPORATE AMERICA BUCKLES UP EMPLOYEES—page 3

Belt laws spark U.S. health tr Safety belts save

Safety-belt-use laws that cover about 159 million U.S. residents have created a new class of citizens—survivors.

These are persons who lived through traffic accidents because they were buckled up. And many were wearing safety belts because of belt-use laws passed by lawmakers concerned about reducing the human and financial costs of accidents.

Dr. B.J. Campbell, director of the Highway Safety Research Center at the University of North Carolina, says that, in 1985, 400 Americans in eight states owed their lives to safety-belt laws during the first few months those laws were in force in their states.

Campbell studied the life-saving impact of safety-belt laws in effect during 1985 in Illinois, Michigan, Missouri, Nebraska, New Jersey, New York, North Carolina and Texas.

"One of the newest and most profound changes in U.S. motor-vehicle transportation history has taken place in the past two years with the enactment of these laws. Before the belt laws, safety-belt use was less than 20 percent," he said.

Now belt use is in the 40 to 50 percent range in those states, and 16 additional states have enacted belt-use laws.

"While this is a long way from the kind of compliance everyone would



SAVED BY BELT: Police officer Robin Kane's car was struck in the rear

ever been seen before, and it's a dramatic and agreeable improvement," he said.

Campbell said by projecting his findings in those eight states to the entire nation, 2,000 to 2,500 lives could be saved each year. "And mind you, that's with seat-belt use at its current level of 40 to 50 percent," he said.

If safety-belt laws covered all vehicles in the United States and

7,000 to 9,000 lives would be saved annually, he said.

Police Officer Robin Kane, a member of the Suffolk County Highway Patrol, near New York City, is one of the new breed of survivors. She joined that new class April 20, 1986 when she survived an auto accident because she was wearing a safety belt.

Kane was in her patrol car, parked on the median of the Long