

SB

87

SENATE COMMITTEE REPORT

DATE: 2/18/05

FURTHER:

DATE TURNED
IN TO OFFICE: _____

Judiciary Committee considered

SENATE BILL NO. 87

SB 87 SEAT BELT VIOLATION AS PRIMARY OFFENSE

"An Act relating to motor vehicle safety belt violations."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:

- Same Title
- New Title

House Bill:

- Same Title
- Technical Title Change
- New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

- APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>[Signature]</i>	X			
<i>[Signature]</i>	X			
<i>[Signature]</i>			X	
<i>[Signature]</i>			X	
CHAIR: <i>Ralph Seekin</i>	✓			



Alaska State Legislature

Senator Con Bunde
Senate District P

Vice Chair: Senate Finance Committee
Chair: Senate Labor & Commerce Committee

Sponsor Statement

Senate Bill 87

“An Act relating to motor vehicle safety belt violations.”

Currently, Alaska state law requires *all* individuals to wear a seat belt while driving or riding in any vehicle. Senate Bill 87 changes the enforcement measures of this law to allow police officers and state troopers to pull over individuals who are not wearing their seat belt. Presently, officers may cite drivers only if they are pulled over for another violation. As a direct result of this legislation, we have the opportunity to save both lives and the state hundreds of thousands of dollars in emergency, rehabilitative and insurance costs annually.

Motor vehicle accidents are the *leading cause of death* for Americans of every age from 6 to 33 years of age and Alaska has one of the leading accident related death rates of all 50 states (National Safety Council, 2002; Kaiser Healthfacts: State Health Facts). Although seat belt use is required by statute and is the single most effective safety device in preventing injuries and fatalities, we are currently unable to enforce its use. In Alaska, a change in enforcement powers would lead to a 10-15% increase in seat belt use. That increase alone will prevent hundreds of injuries and save 6 lives each year (National Transportation Safety Board, 2002.)

The primary enforcement seat belt law has been proven to save billions of dollars that society bears annually from motor vehicle accidents. Eighty-five percent of all costs involved in a motor vehicle crash are borne by society (National Highway Traffic Safety Administration, 2002.) On a national level in 2003, the total cost of motor vehicle crashes was over *230 billion dollars* (Alaska paid nearly a half a billion dollars), a cost of \$820 per person (National Highway Traffic Safety Administration 2002.) Safety belt usage saves approximately 50 billion dollars annually; conversely we spend an *extra* 26 billion on non-use (MADD, 2003.)

Enacting a primary seat belt law may save more lives than any other single piece of legislation we consider this session. Currently, 21 states plus the District of Columbia have chosen to enforce a primary seat belt law (Insurance Journal, 2005.) If every state did, we would save lives, prevent injuries and save Americans billions of dollars in health care, taxes and insurance costs in the first year alone. This bill saves money and lives. I urge you to consider the evidence before you and support SB 87.

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: SB 87
 (S) Publish Date: 2/18/05

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Primary seat belt use RDU Administration & Support
 Component Commissioner's Office
 Sponsor Bunde
 Requester _____ Component No. 530

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2005) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*
 DOT public information efforts will be conducted by Traffic Safety Office, and will change only to emphasize primary use and enforcement, as well as continuing current message that seat belt use saves lives.

Prepared by: John Manly Phone 465-3904
 Division Communications, DOT&PF Date/Time 2/11/05 1:10 PM
 Approved by: Mike Barton Date 2/11/2005
 Agency Commissioner, DOT&PF

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: 2
 Bill Version: SB 87
 (S) Publish Date: 2/18/05

Revision Date/Time (Note if correction): _____ Dept. Affected: LAW
 Title: Safety Belt Violations RDU: CRIMINAL
 Component: CDCO
 Sponsor: Senator Bunde
 Requester: Judiciary Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2005) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*
 The bill repeals that portion (AS 28.05.095(e)) of Alaska's seatbelt law that prohibits peace officers from stopping or detaining a motor vehicle for the sole purpose of determining compliance. The Department of Law does not anticipate any fiscal impact from passage of this legislation

Prepared by: Robert Meiners, Dep. Director Phone 465-5427
 Division: Administrative Services Date/Time 2/14/05 11:43 AM
 Approved by: Robert Meiners for Scott Nordstrand, Acting Attorney General Date 2/14/2005
 Agency: Department of Law

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: 3
 Bill Version: SB 87
 (S) Publish Date: 2/18/05

Revision Date/Time (Note if correction): _____ Dept. Affected: _____
 Title Seat belt violations BRU Alaska Court System
 Component Trial Courts
 Sponsor Senator Bunde
 Requester _____ Component No. 768

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	1.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2005) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The court system does not anticipate any fiscal impact from the passage of SB 87.

Prepared by: Douglas Wooliver, Administrative Attorney Phone 463-4750
 Division Alaska Court System Date/Time 2/15/05 4:34 PM
 Approved by: Doug Wooliver for Stephanie Cole, Administrative Director Date 2/15/2005
 Agency Alaska Court System

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: 4
 Bill Version: SB 87
 (S) Publish Date: 2/18/05

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title: Seat Belt Violation as Primary Offense RDU: Alaska State Troopers
 Component: AST Detachment
 Sponsor: Senator Bunde
 Requester: _____ Component No.: 2325

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2005) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)
 Passage of this bill will have no fiscal impact on the Department of Public Safety. The provision in the bill repealing AS 28.05.095(e) will allow law enforcement officers to contact motorists, when they are observed to be driving their vehicle without properly wearing their seat belt.

Prepared by: Captain Al Storey Phone 269-5682
 Division: Alaska State Troopers Date/Time 2/15/05 11:50 AM
 Approved by: Commissioner William Tandeske Date 2/15/2005
 Agency: Department of Public Safety



Alaska State Legislature

Senate Majority Web: www.akrepublicans.org

Sponsor: Senator Con Bunde
Current Version: SB 87
Contact: Lauren Wickersham, 465-3881

Fact Sheet for: Senate Bill 87

Short Title: SEAT BELT VIOLATION AS PRIMARY OFFENSE

Summary:

- Allows peace officers to pull over and cite individuals for not wearing a seat belt.
- Changes the current seat belt law from a secondary to a primary offense.
- Does not change current law that requires seat belt use in a motor vehicle.

Benefits:

- Saves the state hundreds of thousands of dollars in emergency, rehabilitative and insurance costs annually.
- Primary seat belt laws are proven to save lives and reduce injuries related to motor vehicle crashes.

Background:

- Twenty-one other states and the District of Columbia have enacted primary seat belt laws. Supporters include many local and national safety groups, Department of Public Safety Commissioner William Tandeske, the chiefs of police in Fairbanks and Anchorage, and the U.S. Department of Transportation.

Sec. 28.05.095. Use of seat belts and child safety devices required.

(a) Except as provided in (c) of this section a person

(1) 16 years of age or older may not occupy a motor vehicle while being driven unless restrained by a safety belt; and

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

(b) Except as provided in (c) of this section, a driver may not transport a child under the age of 16 in a motor vehicle unless the driver has provided the required safety device 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 four but not yet 16 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 safety belt, whichever is appropriate for the particular child.

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

(1) passengers in a school bus, unless the school bus is required to be equipped with seat belts by the United States Department of Transportation, or an emergency vehicle;

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

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

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

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

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

Sec. 28.05.096. Exemptions and alternative safety devices.

(a) The commissioner of public safety may adopt regulations to exempt a person or a class of persons from the requirements of AS 28.05.095 if the commissioner determines that the use of a safety belt or child safety device is impractical because of physical or medical conditions of the person or class of persons.

(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section.



Municipality of Anchorage



4811 Dragage Street • Anchorage, Alaska 99507-1600 • Telephone (907) 786-4611 • <http://www.muni.org>

Mayor Mark Begich

Anchorage Police Department

February 15, 2005

Senator Con Bunde
State Capitol, Room 506
Juneau, AK 99801-1182

Senator:

The focus of SB 87, the Primary Seat Belt Law, is to enhance driver and passenger safety. Too often, we respond to accidents where occupants were not wearing seat belts and they sustained major injury or death because they were ejected from the car. In some these same accidents, other passengers who were wearing seat belts sustained only minor injuries.

There may be citizens who would resist the idea of government being so intrusive as to mandate their safety. What is often lost in this argument is the understanding that, should someone not wearing a seat belt die in an accident, that death can place a heavy emotional burden on the *other* driver—who was wearing one.

Finally, last year it seemed there were concerns among some legislators that a Primary Seat Belt Law would facilitate an excuse to make traffic stops in an abusive manner. Toward that concern, I will point out that there are already several hundred laws in the traffic code—from burnt out lights, cracked windshields, to even snow-obscured license plates, any of which could facilitate a legal traffic stop. This is only about safety. I support this bill because it supports my mission, to protect and serve; and the passage of this bill will help me to better ensure the safety of all Alaskans.

Sincerely,

Walt Monegan
Chief of Police

Community, Security, Prosperity



State of Alaska
Department of
Public Safety

Frank H. Murkowski, Governor
William Tandeske, Commissioner

February 4, 2005

The Honorable Con Bunde
Alaska State Senate
State Capitol, Room 505
Juneau, Alaska 99801

Dear Senator Bunde,

I'm writing to express my continued support for a primary seat belt law in Alaska.

My support is based on twenty-six years of service as an Alaska State Trooper, where I personally investigated a large number of motor vehicle crashes resulting in death or serious injury. In the accidents where no seatbelt was being utilized, one can only speculate that the sustained injuries may have been less severe and the loss of life would have been reduced had a seat belt been worn by all of the occupants.

The mission of the Department of Public Safety is in part, to protect life and property. As the commissioner of this department, I am committed to doing everything in my power to ensure the safety of all Alaskans. Plain and simple, study after study reports that seat belts save lives. Any legislation that will enhance the ability of law enforcement to advance safety in this state should be endorsed wholeheartedly.

I believe that primary seat belt legislation, coupled with the ongoing education efforts that are being promoted, will produce results that should reduce the alarming number of serious injuries and deaths on our roadways. If this department can be of assistance to you with any proposed seat belt legislation, please don't hesitate to contact my office.

Sincerely,

A handwritten signature in black ink, appearing to read "William Tandeske".

William Tandeske
Commissioner

**Alaska Injury
Prevention Center**



Alaska Injury Prevention Center

PO Box 210736
Anchorage, AK 99521-0736
Tel. 907-929-3941
FAX 907-929-3940
Email: asc1@alaska.net

February 10, 2005

Senator Con Bunde
State Capitol, Room 506
Juneau, AK 99801-1182

Dear Senator Bunde,

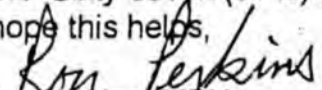
I would like to take this opportunity to offer my expertise and experience if necessary to advance your efforts on a primary seat belt law for Alaska. I'm the author and primary researcher for a study funded by a non-profit group called the Automotive Coalition for Traffic Safety. This research project, *Alaska Seat Belt Cost Analysis*, compiled and analyzed the hospital costs associated with seat belt use in Alaska. The research has gotten a good deal of statewide recognition as an argument to be used for primary enforcement of seat belt laws. The study shows that from 1996 through 1999, medical costs for unbelted occupants totaled more than \$13 million, dollars of which, 50% were paid with public funds. I've attached the Executive Summary, but if you would like a complete copy, please contact me.

Fairbanks was the first city in Alaska to pass an ordinance giving police the authority to stop someone for not wearing a seat belt – primary enforcement. There was considerable public backlash over the new ordinance and it was eventually repealed, but the fine for the existing law was significantly increased. Anchorage also considered a similar municipal ordinance that would allow primary enforcement of seat belt use within the city limits and asked for a copy of the research findings.

Alaska has been chosen by the National Highway Traffic Safety Administration as one of 13 states to receive special initiatives to reduce our DUI deaths, and to increase our seat belt usage. At 77%, Alaska's seat belt usage rate has improved tremendously over previous years, but there are still a significant number of non-users in the state. If we are able to get a primary enforcement law passed, we would expect to see the seat belt usage rate climb to around 90%.

As the evaluator for the recent Click It or Ticket enforcement campaigns, we conducted random telephone surveys on 1,600 Anchorage residents. One of the questions asked was if they were in favor or apposed to police stopping someone for not wearing a seat belt. Sixty-seven (67%) percent said they were in favor of such a law.

I hope this helps,


Ron Perkins, MPH
Executive Director, AIPC



Municipality of Anchorage

Box 196650 • Anchorage, Alaska 99519-6650 • 825 "L" Street • <http://www.muni.org>

Mayor Mark Begich

Department of Health and Human Services



February 9, 2005

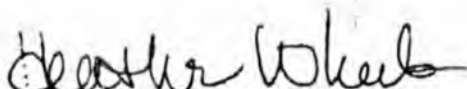
Senator Con Bunde
State Capitol, Room 506
Juneau, Alaska 99801-1182

The Municipality of Anchorage, Department of Health and Human Services strongly supports your effort to pass a primary seatbelt law this session. The passage of a Primary seatbelt Law is one of DHHS' 2005 legislative priorities. Primary seatbelt enforcement allows a law enforcement officer to stop a vehicle and issue a citation when the officer observes an unbelted driver or passenger. It has been 13 years since a (secondary) seatbelt law was introduced allowing an officer to cite for non-seatbelt use only if the vehicle was stopped for another infraction. According to the National Highway Traffic Safety Administration, primary seatbelt laws increase seatbelt use by 9 to 14 percentage points. We presently have a 72% usage rate.

It is estimated that \$12 million, 71 major injuries, and 6 lives would be saved in Alaska each year if a primary seatbelt law was passed (BELTUSE software program, NHSTA). Motor vehicle crashes are the leading cause of injury death to people between the ages of 10-34 years of age (Alaska Bureau of Vital Statistics, 2002).

A primary seatbelt law would save not only lives, but would save significant amount of public money. Over 50% of the medical costs for people unrestrained at the time of the crash are paid by public funds ("Alaska Seatbelt Analysis", Sept. 2003, Alaska Injury Prevention Center). Studies show that patients who were not buckled up at the time of a motor vehicle crash were twice as likely to sustain a serious head injury and over one and one half times more likely to be discharged with a permanent disability (Alaska Trauma Registry, 1991-2000 10 year data report). Considering that a crash costs 55 percent more when a crash victim is unbelted, it is in the state's interest to reduce the cost of health care to enact a primary seat belt law. Twenty-one states and Washington D.C. (July 2004) have passed primary seatbelt laws.

Action requested: Support passage of SB 87, a Primary Seatbelt Law.


for Beverly K. Wooley, Director

Community, Security, Prosperity

LESSMEIER & WINTERS

LAWYERS - LLC

VINTAGE BUSINESS PARK
3000 VINTAGE BOULEVARD
SUITE 100
JUNEAU, ALASKA 99801

MICHAEL L. LESSMEIER
GREGORY W. LESSMEIER
SHELDON E. WINTERS

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By Telefax and Mail

Senator Con Bunde
State Capitol, Room 506
Juneau, Alaska 99801

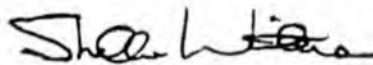
February 14, 2005

Re: Senate Bill 87

Dear Senator Bunde:

On behalf of State Farm Insurance Companies, I would like to express support for SB 87. State Farm has long supported mandatory seatbelt laws and primary enforcement. This legislation will undoubtedly save lives. If there is any information we can provide to you, or anything else we can do in support of this bill, please let me know.

Sincerely,



Sheldon E. Winters

SEW/caf

SenBunde01SEW.wpd



ALPHA

ALASKA PUBLIC HEALTH ASSOCIATION

Committed To Advancing Alaska's Public Health Since 1978

February 17, 2005
(S) STA SB 87

IN SUPPORT OF SB 87 "PRIMARY SEAT BELT LAW"

On behalf of the Alaska Public Health Association, representing two hundred and twenty public health professionals who are deeply committed to developing sound public health policy to improve the health of all Alaskans, we encourage you to vote **YES** on SB 87.

The Alaska Public Health Association and our national organization, the American Public Health Association, have long established resolutions in support of the use of seat belts to save lives, including the attached resolution our members adopted at our 2004 Annual Meeting.

APHA's first resolution in support of seat belt legislation is from 1958 - before statehood! Then, as now, public health professionals have been strong advocates of the effectiveness of seat belts in minimizing the degree of injury and death resulting from traffic accidents.

Seat belts are the single most effective safety device in preventing injuries and fatalities. Enacting a primary seat belt law, SB 87, will save lives and money.

Based on research by the National Highway Traffic Safety Administration, enacting a primary seat belt law contributes to a 10-15% increase in seat belt use. Similar results of close to a 15% increase in seat belt use have been observed in Fairbanks this past year following the recent increase in fines by the borough for seat belt violations.

To quote Senator Bunde in his sponsor letter. "Enacting a primary seat belt law may save more lives than any other single piece of legislation before you this session."

As important public health legislation, we encourage you to support SB 87 and pass it out of the (S)State Affairs Committee.

Thank you.

Marie J. Lavigne, Executive Director
Alaska Public Health Association

*Thank you
Senator Bunde!!
for introducing SB87.*

Attachment: 2004-2 ALPHA Resolution

ALPHA Resolution 2004-2**Recommending the Alaska Legislature Approve A Primary Seatbelt Law**

Whereas a primary enforcement allows a law enforcement officer to stop a vehicle and issue a citation when the officer observes an unbelted driver or passenger,

Recalling that it has been 13 years since a (secondary) seatbelt law has been introduced where enforcement can only be written after the officer stops the vehicle or cites the offender for another infraction;

Whereas 21 states and DC (July, 2004) have passed a primary seatbelt law; (National Highway Safety Association, 2004);

Recognizing that motor vehicle crashes are a leading cause of injury death to people between the ages of 10-34 years of age (Alaska Bureau of Vital Statistics, 2002);

Whereas 84% of people who wear seatbelts are more likely to walk away uninjured compared with only 60% of the unbelted occupants (DOT Alaska Accident Report, 2001);

Whereas \$12 million, 71 major injuries prevented, and 6 lives saved in Alaska per year if a primary seatbelt was passed (BELTUSE software program, NHSTA);

Whereas studies show that patients who were not buckled up at the time of a motor vehicle crash were almost twice as likely to sustain a serious head injury and over one and half times more likely to be discharged with a permanent disability (Alaska Trauma Registry, 1991-2000 10 year data report);

Whereas 50% of the medical costs for people unrestrained at the time of the crash was paid by public funds ("Alaska Seatbelt Analysis", Sept. 2003, Alaska Injury Prevention Center)

Whereas a primary seatbelt law would increase seatbelt use by 11 points, from 71%-92%; NHSTA, spring, 2004);

Whereas a recent study reported that a primary law does not lead to an increase of police harassment; (Accident Analysis & Prevention, 36 (2004) 819-828;

THEREFORE BE IT RESOLVED that the Alaska Public Health Association urge the Alaska Legislature and Governor Murkowski to introduce and pass legislation that amends the secondary seatbelt enforcement to a primary enforcement law.

Statement of Desired Outcomes: Adoption of primary seat belt law by the legislature

Fiscal Impact: Activities ALPHA could undertake at no additional cost

1. Invite members to testify and write letters of support to the legislature.
2. Testify at public hearings on the public health benefits of seat belt use.
3. Distribute on its website and to its members information in support of a primary seat belt law, using public health injury surveillance data.

Juneau Safe Kids Coalition

Box 110616, Juneau, Alaska 99811-0616

February 14, 2005

To Whom it May Concern:

The Juneau Safe Kids Coalition which consists of volunteers and organizations concerned with reducing unintentional injuries for children 14 and under (the number one killer of children 14 and under) supports passage of SB 87

While it has been proven over and over again that seat belts do save lives many do not take the time or effort to do so especially if there is no enforcement from those who are responsible for our safety on roads and highways.

Adults who do not buckle up themselves tend to not buckle their children after age 4 but with passage of SB 87 (supporting primary enforcement) it has been shown throughout the United States that seat belt usage increases to 82% in states that have primary enforcement for seat belt use.

In April 2004 the first Alaska Transportation Safety Stewardship Conference, which had members from all levels of government, non-profits, industry advocates and the private sector, recommended the passage of primary seat belt laws. SB 87 will do just that.

Thank you for your time and consideration on this life-saving piece of legislation.

Sincerely,



Karen Lawfer
Coordinator



Are no accident!

Man dies in crash; girls critically hurt

2003 Juneau-Douglas High School graduate killed in one-car rollover at Mile 32 of Glacier Highway

JUNEAU EMPIRE

Juneau resident Brant Cooper, 19, died Sunday afternoon after the vehicle he was driving collided with a rock wall and rolled upside down near Mile 32 of Glacier Highway.

Cooper was ejected and died at the scene, police said.

Two female passengers, both 17, were medivaced in critical condition to a Seattle hospital. One was ejected from the vehicle, and another was partially ejected. Police would not release their names.

The accident is still under investigation.

"We're investigating the factors at this point, and speed is one of the things we're looking at," Sgt. Kris Sell said.

Reached at their home, Coopers' parents did not wish to comment.

Passing motorists found the wrecked vehicle at about 2:10 p.m. and called police. Four Juneau police cars responded, along with an emergency team from Capital City Fire and Rescue.



BRANT COOPER

Cooper was driving out-bound toward the end of the road, police said. Mile 32 is just north of Tee Harbor and about eight miles from the end of the road. At the accident scene, a guard-

rail is on the water side of the road and the rock wall on the other.

Cooper played trumpet with the Juneau-Douglas High School musicians who traveled to Chicago in March to play at the Heritage Music Festival of Gold.

"He just had a great disposition," JDHS band teacher Ken Guiher said. "If anyone was feeling down or something, he was always trying to cheer them up. He was a neat kid to be around. He was always real positive, and he just worked real hard."

...
~~Accident occurred 10/31/04~~
Juneau Empire - 11/1/04



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Anchorage Daily News

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Close Window

Minnesota man killed in crash by Knik bridge

ROLLOVER: A teenager, who is unhurt, caused the accident, troopers said.

By ZAZ HOLLANDER
Anchorage Daily News

(Published: August 26, 2004)

PALMER -- A 17-year-old Willow girl changing lanes to make an illegal U-turn apparently caused a fatal rollover on the Glenn Highway, Alaska State Troopers said.

A Minnesota man, 46-year-old Ronald Melbostad, was killed, troopers said.

Bobbi Spain was southbound, driving slower than 65 mph in the right lane, when she moved into the fast lane to get over to an emergency-vehicles-only turn lane, troopers said.

Melbostad's black 1999 GMC pickup was passing Spain in the fast lane, they said.

"She clipped the right rear of the truck, causing it to slide sideways and then roll," trooper Lt. Rick Roberts said.

Melbostad and another passenger were not wearing seat belts and were thrown from the pickup when the truck rolled, troopers said. Then the pickup caught on fire.

Melbostad sustained massive trauma during the collision and died at the scene, troopers said.

The driver, Melbostad's 22-year-old nephew, Wasilla resident Jeffrey M. Melbostad, was transported to Valley Hospital for treatment of his injuries. Another passenger, 20-year-old Christine Hansen of Wasilla, was also taken to Valley Hospital. Neither was admitted, a nursing supervisor said.

Spain sat with friends in the dry grass along the highway Wednesday afternoon, about 30 minutes after the accident, which occurred at 12:50 p.m. at Mile 33.5 near the Knik River access.

Asked what happened, Spain said, "I was switching lanes and they tried to get in front of me."

She said she wasn't hurt.

A trooper approached and asked her to accompany him to his car.

After the accident, Spain's white 1996 Chevrolet pickup remained in the fast lane, crumpled on the



Alaska State Troopers investigate the scene of a fatal accident Wednesday in the southbound lanes of the Glenn Highway along the Palmer Hay Flats. The white truck at top left clipped the rear end of the black truck, causing it to roll. One person died in the accident. *(Photo by Stephen Nowers / Anchorage Daily News)*

Click on photo to enlarge

a local hospital and treated for non-life-threatening injuries. Reeder credited the belts and an air bag with keeping the injuries to Kroll and her children from being worse.

Police suspect that Banducci and Day had been drinking before the crash, they said.

Police closed O'Malley Road between Our and Elmore roads for four hours after the accident.

The third fatal crash occurred about 12:50 p.m. Wednesday when Morrison, driving a 1988 Jeep Cherokee north on Bragaw Street, drove into the Glenn Highway intersection apparently against the light, Reeder said.

"Witnesses all indicate that the northbound light was red," she said. "For whatever reason -- which we'll never know -- he did not stop."

The Jeep managed to clear the outbound lanes but was struck in the inbound lanes on the passenger side by a large 1999 Dodge pickup.

Morrison was wearing a seat belt, but the collision was too violent for it to help him, Reeder said. The crash crumpled the passenger compartment around the driver, killing him instantly.

"It was such a significant impact, being T-boned by a vehicle doing 55 (mph)," Reeder said.

A German shepherd was thrown from the Jeep and killed, she said.

The driver of the pickup, Brian Devilbiss, 44, of Palmer, was uninjured but "emotionally not fine," Reeder said.

Police closed the inbound lanes of the Glenn between Boniface Parkway and Bragaw for more than four hours.

Daily News reporter Peter Porco can be reached at pporco@adn.com or 257-4582.

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Alaska Seat Belt Cost Analysis EXECUTIVE SUMMARY

OBJECTIVES

An average of more than 39,000 Alaskans are involved in motor vehicle crashes every year. It is an expensive and painful problem with no single cause. For the citizens of Alaska, the medical costs alone are estimated to be over \$14.5 million per year, while property damage and long-term disabilities add millions more to this figure. Alaskans pay a significant portion of these costs through publicly funded programs.

It is well documented that wearing a seat belt significantly reduces the severity of injury and decreases the risk of death in a motor vehicle crash. The *Alaska Seat Belt Cost Analysis* attempted to quantify the medical costs associated with restrained and unrestrained occupants involved in motor vehicle crashes and the sources of payment for these hospitalizations.

RESULTS

With data supplied by the Alaska Department of Transportation and Public Facilities and the Alaska Trauma Registry (ATR), a thorough analysis of the health care costs to treat restrained and unrestrained vehicle occupants was undertaken. The data covered the years 1996 through 1999.

The study revealed that the decision not to wear a seat belt has economic consequences for everyone:

- ✓ During the time period analyzed, medical costs for those who were not wearing a seat belt at the time of the crash totaled \$13 million. Of this amount, 50% was paid with public funds.
- ✓ Victims of crashes in Alaska spent a cumulative average of 2,672 days in the hospital each year. The majority of these individuals - 58% - were unrestrained at the time of the crash.
- ✓ Medicaid costs to treat 83 crash victims under the age of 20 totaled \$1.6 million.
- ✓ Post-hospitalization care for victims of motor vehicle crashes is also expensive. Nineteen crash survivors were placed in "skilled nursing facilities" at a cost of \$1 million, of which 77% was paid by public sources. Of those 19 individuals, 13 were not wearing a seat belt at the time of their crash.

More than \$2.6 million in public funds is spent each year to care for unbuckled victims of motor vehicle crashes, and these are just the documented economic costs. Death and long-term disabilities involving the brain or spinal cord take their own toll on individuals and families and are very difficult to quantify.

CONCLUSIONS AND RECOMMENDATIONS

The *Alaska Seat Belt Cost Analysis* makes a compelling economic case for the use of seat belts. The most recent observational survey of seat belt use conducted in July 2003 showed that Alaskans are buckling up at a rate of 78.9%. While higher than previous years, there is a substantial segment of the population who is still not wearing a seat belt. Introduction and implementation of programs and public policies to encourage seat belt use will result in fewer injuries and deaths, ultimately reducing the financial burden on the taxpayers of Alaska.

Alaska Seat Belt Cost Analysis

Alaska Injury
Prevention Center



Ron Perkins, MPH

Anchorage, Alaska
September 2003

This research was made possible with funding from the Automotive Coalition for Traffic Safety, Inc.

Introduction

Motor vehicle crashes are the leading cause of death for Americans between the ages of 2 to 33 years.¹ Every 13 minutes, someone in America dies in a traffic crash, and every 10 seconds, someone is injured.² Each year in the U.S., traffic crashes claim about 42,000 lives and result in approximately three million injuries. These crashes cost every person in the U.S. an average of \$820 each.³ The financial costs are minor compared with the pain and suffering of the victims or the loss of a loved one.

According to the National Highway Traffic Safety Administration (NHTSA), in the year 2002, 42,815 people were killed in motor vehicle-related crashes and 2.92 million were injured. The total cost was \$230.6 billion.⁴ NHTSA also reported that failure to wear seat belts led to approximately 9,200 deaths and 143,000 injuries, costing the U.S. economy \$26 billion.

In 1999, Alaska had the highest unintentional injury death rate of all the 50 states. Of these deaths, motor vehicle-related fatalities were over twice as high as the next leading cause.⁵ Seat belts are the single most effective safety device in preventing serious injuries and reducing fatalities in motor vehicle crashes. Research has shown that lap and shoulder safety belts, when used properly, reduce the risk of fatal injury to front-seat occupants by 45% and the risk of moderate to-critical injury by 50%. Child safety seats, when used properly, reduced infant fatalities in passenger cars by 71%.⁶

A 1995 NHTSA study, *Safety Belt Use Laws: An Evaluation of Primary Enforcement and Other Provisions*, showed that states with primary enforcement laws have significantly higher safety belt usage than states with secondary laws. Belt use was about 15% higher in the states with primary enforcement laws. Primary enforcement allows a police officer to stop a vehicle when occupants are unrestrained, while secondary enforcement allows for citing the unbelted motorist only if another infraction resulted in the stop.

Given the documented effectiveness of seat belts in reducing fatalities, the severity of injuries in traffic crashes and, therefore, medical costs associated with those injuries, the Alaska Injury Prevention Center decided to investigate the economic implications of unrestrained vehicle occupants involved in crashes.

This report attempts to quantify the hospital costs associated with seat belt use and non-use in Alaska, as well as to determine what portions of those costs are borne by taxpayers. The research was conducted by the Alaska Injury Prevention Center with funding support from the Automotive Coalition for Traffic Safety, Inc.

hospitalized for motor vehicle-related injuries was calculated to be \$43,409.⁷ Several studies have estimated the loss of productivity or quality of life costs for various types of injury, but for this analysis only the quantifiable hospital related costs were examined.

Costs attributed to the "general public" included payments from programs such as Medicaid, Medicare, Indian Health Service, military, CHAMPUS (military dependents), and no-pay patients. We could not adequately define uninsured motorists' costs which could also be attributed to public costs.

Results

Observational surveys completed by the University of Alaska's Institute for Social and Economic Research showed that in the Year 2000, 62% of the front seat occupants of motor vehicles were wearing seat belts. In the Year 2001, 63% of the front seat occupants of motor vehicles were wearing seat belts. These statistically valid surveys represent the driving population of the state and are important when examining seat belt use percentages among motor vehicle crash victims who are injured, hospitalized, or merely involved in a crash.

According to Alaska DOT&PF data from 1998 through 2000, an annual average of 39,613 motor vehicle occupants were involved in traffic crashes, and approximately 62 of these occupants lost their lives each year.⁸ Of all the motor vehicle occupants involved in a crash, only 6% reported not wearing a restraint, 66% were wearing a restraint, and 28% had unknown restraint use (see Table 1). When all of the cases with documented restraint use were analyzed separately, 9% were reportedly not wearing a seat belt, while 60% of the fatalities were unrestrained.

Table 1
Alaska Seat Belt Use (DOT&PF Data)
1998, 1999, 2000 Combined and Averaged

	All Motor Vehicle Occupants	All Occupants Where Seat Belt use Documented	All Fatalities	Fatalities Where Seat Belt use Documented	Major Injuries	Minor Injuries	No Injuries
No Restraint	6% (7,641)	9%	54% (34)	60%	37%	15%	5%
Restraint Used	66% (77,936)	91%	37% (23)	40%	49%	74%	65%
Unknown Use	28% (33,263)		9% (5)		12%	11%	31%
<i>Annual Average</i>	39,613		62				

<u>Severity</u>	<u>Descriptor</u>	<u>Cost per Injury</u>
AIS 1	Minor	\$ 5,000
AIS 2	Moderate	\$ 40,000
AIS 3	Serious	\$ 150,000
AIS 4	Severe	\$ 490,000
AIS 5	Critical	\$1,980,000
AIS 6	Fatal	\$2,600,000

When correlating the AIS scores with seat belt use in Alaska, 60% of the patients with the lowest score of AIS 1, were wearing restraints at the time of their crash. The most severely injured patients, having scores of AIS 5, had the lowest percentage of restraint use at 45%.

Post-hospitalization costs are substantial, but difficult to measure. The most severe non-fatal cases are discharged to "skilled nursing" facilities which typically require round-the-clock monitoring. Of the patients discharged to skilled nursing, 13 had been unrestrained and 6 were restrained during the motor vehicle crash. The hospital costs for these 19 patients before they were discharged were nearly \$1 million, of which 77% was derived from public sources. Unfortunately, it was impossible to track post-hospitalization costs.

Costs

The costs for hospitalized motor vehicle occupants in Alaska were analyzed by the source of payment data in the ATR. These costs are not considered to be complete, since some of the costs are billed by sources outside of the hospital, such as medical specialists, chronic care facilities, pharmacies, medical and prosthetic equipment companies, etc. Generally, costs were paid by one or more of the following sources: motor vehicle property and casualty insurance, private health and medical insurance, CHAMPUS insurance for military dependents, military branches, Medicaid, Medicare, IHS for Alaska Native beneficiaries, and workers compensation insurance.

The Alaska Department of Health and Social Services, Section of Community Health and EMS recently completed a research project that analyzed injuries among Medicaid-eligible youth ages 0-20.⁹ The report compiled hospital costs for various types of injuries for the years 1995-1999.

Motor vehicle occupant injuries are the most expensive injury category for Medicaid. During the four-year period, there were 83 Medicaid-eligible Alaskans who were 0-20 years old and involved in motor vehicle crashes.

Table 5

Public Costs for Alaska MV Hospitalizations

1996 - 1999

	Total Costs	Total Cases	Average Costs per Case	% of Total
No Restraint Used	\$6,514,907	181	\$35,994	69%
Restraint Used	\$3,226,035	263	\$12,266	31%

There is well over \$2.6 million dollars spent each year on beneficiaries of public programs who are hospitalized for motor vehicle-related injuries. This number excludes the very costly pedestrian and bicycle victims injured by motor vehicles.

Conclusions

A substantial body of research demonstrates that seat belt use greatly reduces the number of traffic crash-related fatalities and the severity of injuries. In general, the more severe the injury, the less likely it will be that the individual was buckled up. The *Alaska Seat Belt Cost Analysis* shows that restraint use or non-use also affects the number of hospitalizations, length of stay in the hospital, and the overall cost of hospitalizations for motor vehicle occupants involved in crashes.

The analysis also shows that 44% of motor vehicle crash-related hospital costs are borne by the citizens of Alaska. Close to 40,000 vehicle occupants are involved in traffic crashes each year in Alaska. More than \$2.6 million dollars is spent each year for beneficiaries of public programs who are hospitalized for motor vehicle related injuries. Thus, the decision to wear or not wear a seat belt is not just a matter of personal choice, but a decision that has economic implications for all Alaskans.

This study only analyzed hospitalization costs of vehicle occupants involved in crashes. For those suffering some types of injuries, including those to the brain and spinal cord, long-term care and rehabilitation costs vastly exceed the initial hospitalization costs. Thus, the total cost to the public is significantly higher than those documented in this study.

Fortunately, seat belt use in Alaska is on the rise. The most recent observed seat belt use survey found that belt use was 78.9% in 2003 up from 66% in 2002. Still, experience from other states and Canada suggests that the largest reductions in

Sixth Report to Congress
Fourth Report to the President

The National Initiative for Increasing Safety Belt Use

June 2004

Prepared By

The National Highway Traffic Safety Administration — U.S. Department of Transportation

Overview of the *Buckle Up America* Campaign

National Goals

- To increase the national safety belt use rate to 78 percent by the end of 2003.
- To reduce the number of child occupant (from birth to age 4) fatalities by 25 percent by the end of 2005 (using the 653 fatalities in 1996 as a baseline).

Four-point Plan

- Enact strong legislation.
- Maintain active, high-visibility law enforcement.
- Build public-private partnerships.
- Conduct well-coordinated, effective public education.

This Report

The following report is submitted in response to Executive Order 13043 and the House and Senate Appropriations Committees' directive to the Secretary of Transportation and the Administrator of the National Highway Traffic Safety Administration (NHTSA) to keep the President and the Committees apprised of the activities of the national *Buckle Up America* campaign. This report highlights the activities of the campaign from January 1, 2002, through December 31, 2002.

The Status Of Occupant Protection In America

Vehicle occupants account for 87 percent of all traffic deaths. When used properly, safety belts help prevent deaths and reduce injuries. In 2002, safety belts prevented an estimated 14,164 fatalities, saving more than \$50 billion in medical care, lost productivity, and other injury-related costs. If ALL passenger vehicle occupants over age 4 were restrained in safety belts, an additional 7,153 lives could have been saved in 2002.

Motor Vehicle Crashes— The Scope of the Problem

In 2001, deaths and injuries resulting from motor vehicle crashes were the leading cause of death for persons of every age from 4 through 33-years-old. On average, every 13 minutes, someone in America dies in a motor-vehicle-related crash, and every 10 seconds, someone is injured. In 2002, traffic crashes claimed 42,815 lives and resulted in nearly 3 million injuries. Each year, crashes lead to about 4 million emergency department visits and 500,000 hospitalizations. Approximately 2 million Americans are disabled by crashes each year.

Potential Benefits of Safety Belt Use

Increasing the national safety belt use rate from 75 percent (the rate observed in 2002) to 90 percent would:

- Prevent an estimated 4,100 fatalities annually.
- Prevent an estimated 60,000 serious injuries annually.
- Prevent an estimated 50,000 minor injuries annually.
- Save our economy approximately \$11.6 billion annually.

The economic cost-savings cited above are derived from reduced productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, emergency services costs, insurance administration costs, traffic delay, and reduced costs to employers.

The Effectiveness of Safety Belts

From 1975 through 2002, safety belts are estimated to have saved 164,753 lives. Research has shown that lap/shoulder belts, when used properly, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate to critical injury by 50 percent. For light-truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

Safety belts are 80-percent effective in reducing fatalities in light trucks (including sport utility vehicles [SUVs]) during rollover crashes. They also help prevent individuals from being totally ejected during a crash, thus reducing the risk of a fatal injury. Despite the effectiveness of safety belts in preventing injuries and fatalities, 59 percent of passenger vehicle occupants killed in 2002 were unrestrained.

The Effectiveness of Child Safety Seats

Child safety seats, when used correctly, are extremely effective in preventing injuries and deaths during crashes. From 1975 through 2002, an estimated 6,567 young lives were saved by child restraint systems. An estimated 376 lives of children under age 5 were saved in 2002 alone. If 100 percent of children younger than 5 years of age were properly placed in child safety seats, an estimated 485 lives (that is, an additional 109 lives) could have been saved in 2002.

Research on the effectiveness of child safety seats has found them to reduce fatal injury in passenger cars by 71 percent for infants and 54 percent for toddlers. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively. In 2002, 459 children younger than 4 years of age were killed in passenger vehicle crashes. Of these fatalities, 185 children (or 40 percent) were totally unrestrained.

infants (1- to 12 months of age) was 85 percent and only about 60 percent of toddlers (1- to 4-years-old) were restrained while riding in vehicles.

In spite of the strides that have been made, the need for ongoing outreach and education remains. NHTSA's 2002 NOPUS surveys also showed that too many young children—15 percent of infants, 10 percent of 1-3-year-olds, and 29 percent of 4- to 7-year-olds continue to be placed in the front seat, which is the most dangerous seating position.

Restraint Use Among Older Children

The odds of injury for children riding in booster seats were 59 percent lower than the risks children face when using safety belts alone, according to a study published in the June 4, 2003, edition of the *Journal of the American Medical Association*. The study, conducted by Partners for Child Passenger Safety (PCPS), a research project at The Children's Hospital of Philadelphia, and supported by State Farm Mutual Automobile Insurance Company, examined insurance claim data from December 1998 through May 2002 concerning 3,616 crashes in 15 States involving 4,243 children. The study also found that none of the 4- to 7-year-olds who were in belt-positioning booster seats had any injuries to the abdomen, neck, spine, and back. Such injuries did occur, however, in children who used safety belts alone.

The PCPS study also found that only 16 percent of 4-year-olds, 13 percent of 5-year-olds, and 4 percent of 6- and 7-year-olds were using booster seats. NHTSA recommends that children who have outgrown child safety seats be properly restrained in booster seats from about age 4 and 40 pounds to at least age 8, unless they are 4 feet 9 inches tall.

National Strategy to Increase Booster Seat Use

In 2002, NHTSA published *National Strategy to Promote Booster Seat Use*, modeled after the four elements of the BUA campaign. That document called for the expansion of current occupant restraint initiatives to: 1) promote the use of booster seats for 4- to 8-year-old children and 2) increase the use of occupant restraints for all children. A major focus of

the strategy is the need to inform the public that the safest occupant restraint for 4- to 8-year-old children is an age/size-appropriate, belt-positioning booster seat.

To obtain national input for developing the strategy, on June 6, 2001, NHTSA announced a public meeting and request for comments in the *Federal Register*. Many of the tools and tactics that shaped the development of the document came from docket comments, along with recommendations obtained during the public meeting.

New Rule for the Annual Rating of Child Safety Seats

During 2002, NHTSA announced issuance of a final rule to begin a program for the annual rating of child safety seats based on their ease of use by consumers. (In early 2003, NHTSA began posting ease-of-use ratings for child safety seats on the agency's Web site.) NHTSA also will publish a brochure listing all of its ease-of-use ratings. Under the new rating system, child safety seats, including booster seats, will each be given an overall "A," "B," or "C" ease-of-use rating. Such letter grades will also be used to rate seats in each of five categories:

- Whether the seat is pre-assembled or requires assembly after purchase.
- Clarity of labeling attached to the seat.
- Clarity of written instructions on the seat's proper use.
- Ease of installation of the seat in a vehicle.
- Ease of securing a child correctly in the seat.

Full Implementation of LATCH

Lower Anchors and Tethers for Children (LATCH) is a restraint system designed to work independently of the vehicle safety belt system and to make it easier to install a child safety seat correctly. Once it has been fully phased in, NHTSA estimates that the LATCH system will eliminate as much as half of the misuse associated with the incorrect installation of child safety seats.

Strong Legislation—the Key To Saving Lives

Having a strong, well-written safety belt law is crucial to increasing safety belt use. Current recommendations for safety belt laws include the following:

- Provisions for primary enforcement.
- Coverage of all occupants in all seating positions while the vehicle is in motion (unless there is documentation from a physician for physical disability).
- Coverage of all passenger vehicle types, including taxicabs, pickup trucks, vans, SUVs, and cars.
- Penalties of not less than \$50.
- Assignment of points on the driver's license in those States with point systems. (In those States without point systems, not wearing safety belts should be considered a minor moving offense for the purpose of driver's license records).

The Importance of Primary Occupant Protection Laws

Primary enforcement allows a law enforcement officer to stop a vehicle and issue a citation when the officer observes an unbelted driver or passenger. Secondary enforcement means a citation can be written only after the officer stops the vehicle or cites the offender for another infraction.

Virtually all traffic safety laws—and other laws, for that matter—are primary, except secondary enforcement safety belt use laws. In States with secondary laws, a law enforcement officer can stop a motorist for a burnt-out taillight or an expired license tag, for example, but he cannot stop a motorist for violating the State's safety belt law unless the officer observes another infraction.

Under the *Buckle Up America* campaign, NHTSA provides technical assistance and, upon request, expert testimony to States and national organizations on the benefits of primary occupant restraint laws. These benefits are well documented, as evidenced below.

In June 2002, for the first time, the average safety belt use rate in States with primary safety belt laws was 80 percent, compared with 69 percent in States without primary enforcement laws. Forty-nine States, Puerto Rico, and the District of Columbia have had safety belt use laws since December 31, 2001, but only a third provided for primary enforcement. Increases in safety belt use have been made without a primary safety belt use law, but the greatest gains are possible when a primary law works in conjunction with enforcement, education, and partnership efforts.

An upgrade in a State's safety belt law to primary enforcement will significantly raise safety belt and child safety seat use because increasing adult safety belt use has a significant impact on whether children are appropriately restrained. Observational surveys show that when drivers wear safety belts, children are restrained significantly more often than when drivers are unbuckled.

In 2002, NOPUS found that fully 92 percent of the time when a driver is belted his or her child passengers are restrained. In contrast, when the driver is not wearing a safety belt, children are restrained only 72 percent of the time.

The National Status of Safety Belt Laws

All States except New Hampshire have an adult safety belt law. (Only children younger than 18 are required to wear a safety belt in New Hampshire.) In 2002, Washington was the only State to pass a primary enforcement law. Primary enforcement legislation was considered by legislatures in Idaho, Illinois, Minnesota, Ohio, Wisconsin, Rhode Island, Vermont, and Maine.

With the passage of its primary law, Washington became the 18th State to enact a primary safety belt law by December 31, 2002. The other States with primary laws in effect include Alabama, California, Connecticut, Georgia, Hawaii, Indiana, Iowa, Louisiana, Maryland, Michigan, New Jersey, New Mexico, New York, North Carolina, Oklahoma,

8. Eliminate exemptions and medical waivers because today's child restraint systems can accommodate children with almost any type of physical impairment.

States That Amended Their Child Restraint Laws in 2002

Illinois: Illinois's amended child restraint law now requires that a person transporting a child under age 4 secure the child in a federally approved child restraint system.

Rhode Island: Penalties were increased for all primary and secondary violations from \$50 to \$75. All references to the back seat were changed to "rear seating position." The exemptions from the rear-seating-position requirement were clarified.

Maine: Requires children 4-8 and under 80 pounds to be in a federally approved booster seat (see page 13).

Booster Seat Laws

Colorado, Maine, and Maryland passed booster seat laws in 2002. Colorado's law, which was passed

in June 2002, requires that children who are 4- or 5-years old and less than 55 inches tall be properly restrained in a booster seat or with a child safety-belt-positioning device. Under the new law, children ages 6 through 15 must be properly restrained in a safety belt. The law took effect on August 1, 2003. This effective date was preceded by a year of education before enforcement began. When enforcement began, officers gave warnings, not tickets, to drivers for one year.

Maine made considerable upgrades to its child passenger safety law, including a new booster seat requirement. The new law was passed in April 2002 and took effect January 1, 2003. The law requires that a child who weighs less than 40 pounds be secured in a child safety seat. The new law also requires that a child who weighs 40 pounds to 80 pounds and is under 8-years-old be placed in a booster seat.

Maryland adopted a law requiring that children under age 6 be properly restrained in child safety seats while riding in a vehicle, an upgrade of the State's previous law that includes booster seats. Prior to passage, Maryland law only required children under 4 to use child safety seats. The law passed the Maryland Legislature in April 2002 and was signed into law by the governor in May 2002. The law took effect in October 2003.

Support for Primary Laws Among Organizations Representing Diverse Populations

The Congressional Black Caucus has stated that increasing safety belt use among African Americans is an "urgent national health priority," and the National Urban League has expressed its support for primary safety belt laws. The National Black Caucus of State Legislators and the National Conference of Black Mayors have also expressed support for strong laws that increase safety belt use and include safeguards for uniform enforcement.

Recognizing the contribution that primary laws make to safety belt use among all groups, many minority group legislators have supported primary

law upgrades in their States. Some of these legislators have testified publicly that following their upgrades to primary safety belt laws, they have seen neither backlash in their communities nor evidence of differential enforcement of the new laws.

ASPIRA, a national organization dedicated to the education and leadership development of Hispanic youth, also has expressed its support for primary safety belt legislation. ASPIRA passed a resolution supporting primary enforcement of State safety belt and child safety seat use laws and efforts to promote compliance with such laws.

States and Michigan, who had seen and heard the message during the 2001 mobilizations. Safety belt use among those newly exposed citizens increased by 3.9 percentage points – more than 4.5 million Americans who buckled up in 2002! In contrast, safety belt use in the other 28 States and Puerto Rico rose by less than 1 percentage point.

Ten *Click It or Ticket* States achieved belt use gains in 2002 that were at least 5 percentage points above their 2001 rates. Leading the group were West Virginia (up 19.3 points), Vermont (17.5 points) and Washington (10.0 points). Among States that did not deliver the *Click It or Ticket* message, only Puerto Rico (up 7.4 points) and Minnesota (6.2 points) exceeded gains of 5 percentage points. The three States with the largest losses in belt use from 2001 to 2002 were all non-*Click It or Ticket* messages in the May mobilization. They included Massachusetts

(down 5.0 points), with the message "Please Buckle, It's the Law"; South Carolina (down 3.3 points), with the message "Fasten for Life"; and Wisconsin (down 2.6 points), with the message "Click It, Why Risk It."

In 2002, the data were very clear: when fully implemented, *Click It or Ticket* works! Other messages don't work nearly as well.

Contrasting the Gains and Losses

As Table 1 shows, heavy enforcement, a clear message, and significant publicity proved to be a winning combination in 2002.

In Table 2, it is clear that an unfocused message, little or no paid media and/or low levels of enforcement may result in safety belt use decreases.

Table 1

State	Gain '01-'02	Message	Citations*	Paid Media*
West Virginia	19.3 percent	Click It or Ticket	1.7	\$135.80
Vermont	17.5 percent	Click It or Ticket	2.1	\$324.15
Washington**	10.0 percent	Click It or Ticket	0.7	\$85.35
Arkansas	9.2 percent	Click It or Ticket	1.2	\$128.70
Hawaii	7.9 percent	Click It or Ticket	3.6	\$95.47
Rhode Island	7.6 percent	Click It or Ticket	0.9	\$27.56
Puerto Rico***	7.4 percent	Si Lo No Usas, No Hay Escusas	10.9	\$9.19

An Additional Benefit of Safety Belt Enforcement

According to the *San Antonio Express-News*, Texas State Trooper Joe Hogue thought he had just another routine *Click It or Ticket* stop underway when he spotted the unbuckled driver of a 2002 Nissan Altima on Interstate 35. Instead, he ended up seizing more than a million dollars. The 59-year-old driver consented to a search of her vehicle, which resulted in Trooper Hogue's discovery of three duffel bags containing \$1,440,000.

Indiana's Enforcement Zones—A New Way to Ticket Unbuckled Drivers

Indiana has successfully used enforcement zones to convince unbuckled drivers that they *will* get a ticket. They are a practical alternative for high visibility enforcement in jurisdictions that don't allow safety belt checkpoints. The concept is as follows:

- Pick a stretch of roadway that has a history of crashes involving unbuckled operators.
- Locate a controlled intersection that has a stop sign or traffic light.
- Station officers, deputies, and troopers at the intersection, and place roadside signage upstream, proclaiming "Enforcement Zone Ahead, *Click It or Ticket*."
- Watch carefully as cars pull up to the intersection, and ticket the unbuckled.

Marion County, Indiana, began pilot-testing Enforcement Zones in 2000. In 2002, they went statewide, with 250 participating law enforcement agencies. Indiana's belt use increased 5 percent over the 2001 level. Enforcement Zones will work anywhere, but Indiana officials strongly recommend that strict guidelines be followed to ensure continuing, maximum effectiveness. These guidelines include:

- Conducting the zones at high-crash and / or low-belt-usage locations.
- Implementing a strong public information and education program.

- Inviting the media to visit the zones to fully inform them why, when, and where the zones are being conducted.
- Stopping only those vehicles in which an officer observes a violation.

Buckle Up New York (BUNY)

Another successful BUNY enforcement wave took place during the *Click It Or Ticket* mobilization in May. All of New York's 572 enforcement agencies committed to participate in the campaign; of the 367 reporting agencies, 275 received funding from the Governor's Traffic Safety Committee and 92 agencies participated and reported even though they received no special funding.

Informal surveys conducted by the New York State Police showed an increase in belt use from a pre-mobilization rate of 85.9 percent to 91.4 percent—the highest use rate ever recorded by the State Police. The State's statewide observation survey (fully compliant with NHTSA's Uniform National Criteria and the Section 157 program) showed belt use increasing from 80 percent to 84.6 percent. In all, 763 checkpoints were conducted statewide, with 3,049 officers working 3,963 hours to support this effort, and 56,554 occupant restraint summonses were issued.

The BUNY campaign used a variety of public information program activities to raise the level of awareness among New Yorkers and increase the perception among motorists that unbelted drivers will be ticketed. These included the influential New York State Broadcasters Association's non-commercial sustaining advertisement (NCSA) program and a limited paid media buy directed at Hispanic cable stations. Another important part of the State's public information outreach was an aggressive earned media campaign that included a press release from the Governor and a tri-State kickoff event at the Empire State Building.

As in the past, in 2002, BUNY promoted safety belt messages to all communities. The campaign was featured at the *African American Family Day* celebration in the capital region, the Hispanic legislators' *Somos El Futuro* conference, and at the many bilingual child safety seat clinics in the State.

Other Implementation States - Four States: Colorado, Michigan, Ohio, and Rhode Island conducted campaigns similar to the full implementation States; however, they had limited paid advertisement placement. Among these States, the amount spent on paid advertising ranged from a low of \$27,000 in Rhode Island to a high of \$650,000 in Michigan.

Comparison States - Four States: Iowa, New York, Oregon, and western Massachusetts. These States conducted campaigns similar to the full implementation States; however, they did not purchase any advertising.

Safety belt use increased 8.6 percentage points averaged across the 10 *Click It or Ticket* model States. There was a 2.7 point increase averaged across the limited paid media States and only 0.5 point safety belt use increase averaged across the States not using direct advertisement placement. Among the Full Implementation group, increases in safety belt use occurred in all 10 States (both primary and secondary with either high- or low-safety-belt-use baselines). Safety belt use increased in three of the four States that had limited paid media and in two of the four comparison States.

¹ The Texas program centered around the 10 largest cities in the state. An estimated 80 percent of the state's population was covered.

Among the 18 study States, approximately 250,000 safety belt citations were reported during the enforcement period. As Table 4 indicates, the rate of ticketing per resident ranged widely in all three study groups: 9 to 40 per 10,000 residents in Full-implementation States; 5 to 19 in Other-implementation States; and 10 to 36 in Comparison States. Generally, the States with primary safety belt

use laws (AL, IA IN, MI, NY, OR, TX) issued tickets at a greater per-resident rate. Highest ticketing rates included Alabama (31), Indiana (40), and Texas (40) among the Full-implementation States; in Comparison States, New York (36) had the highest ticketing rate.

Table 4 — sTEP Wave Enforcement Summary

	Safety Belt Citations	Tickets per 10,000 Residents
Full Implementation		
AL	13,664	31
FL	37,063	23
IL	22,073	18
IN	24,697	40
MS	2,486	9
NV	3,570	17
TX (Ten Largest Cities)	27,260	40
VT	1,304	21
WA	5,505	9
WV	3,104	17
Other Implementation		
CO	3,026	7
MI	5,463	5
OH	21,790	19
RI	1,301	12
Comparison		
IA	3,033	10
NY	9,034	36
OR	5,745	17
West MA	818	24

**Additional Federal Agencies
Supporting the *Buckle Up America*
Campaign**

NHTSA continues to work with Federal agencies in addition to the Department of Transportation to promote the *Buckle Up America* campaign. The following agencies continued to support the campaign during 2002:

Department of Defense (DOD)—DCD continues to work with NHTSA on all aspects of motor vehicle safety. DOD safety office distributed information about BUA Week and *Click It or Ticket* to the safety offices of each branch of the military.

Department of Labor (DOL)—DOL set up a BUA Week display in its Headquarters lobby.

Department of Housing and Urban Development (HUD)—At the request of HUD Secretary Martinez, NHTSA staff conducted a child passenger safety presentation and exhibited materials at HUD's 4th National Conference on Resident Involvement in Crime Prevention in San Francisco, California. (This request stemmed from the need to educate residents in public housing about child passenger safety.)

Occupational Safety and Health Administration (OSHA)—OSHA began working with NHTSA on the development of a model safety belt program for businesses. NHTSA provided OSHA staff with an overview of CIOT, a safety belt fact sheet, sample safety belt policy, employer checklist for traffic safety, sample employer materials, and information about NETS. As part of the program, OSHA plans to establish a link to the NHTSA web site, co-publish employer traffic safety materials, and post these materials and other information about key traffic safety initiatives on the OSHA web site.

Also participating:

- Centers for Disease Control and Prevention
- Central Intelligence Agency
- Department of Health and Human Services
- Department of the Air Force
- Department of the Army
- Department of Labor
- Department of the Navy
- Department of State
- Department of Veterans Affairs
- Export-Import Bank
- Indian Health Service
- National Aeronautics and Space Administration
- Nuclear Regulatory Commission
- Office of Personnel Management
- Smithsonian Institution
- Social Security Administration
- Tennessee Valley Authority
- The Undersecretary of Defense
- United States Marine Corps
- United States Soldiers' and Airmen's Home
- United States Agency for International Development

Activities Of Health-Related Organizations

Ongoing Child Passenger Safety Inspections

Members of the Air Surface Transport Nurses Association (ASTNA) in Charlottesville, VA - partnering with local police, firefighters, EMS workers and the University of Virginia Health System - established an on-going program to conduct monthly child passenger safety inspections. Funds from a NHTSA mini-grant, along with private funding, allowed the nurses to purchase a trailer to store the supplies and materials necessary for conducting the checkpoints. At their first checkpoint event on February 16, 2002, during National Child Passenger Safety Week, they installed 164 seats, noted an 85 percent misuse rate of child safety seats, and gave away 22 new seats.

Healthy Mothers and Babies Buckle Up

In 2002, the National Healthy Mothers Healthy Babies Coalition adopted child passenger safety as one of its core focus areas for the next five years.

Permanent Inspection Stations at Hospitals

The American Hospital Association's Society for Hospital Strategy and Market Development received over 50 applications for 10-15 mini-grants to establish CPS fitting stations at hospitals. Awardees were announced during CPS week. Grant recipients include the following organizations: Adirondack Medical Center, Saranac Lake, NY; Baystate Medical Center, Springfield, MA; Grinnell Regional Medical Center, Grinnell, IA; Hennepin County Medical Center, Minneapolis, MN; Jefferson Regional Medical Center, Pine Bluff, AR; Lutheran Children's Hospital, Fort Wayne, IN; Mercy San Juan Medical Center / Catholic Health Care West, Carmichael, CA; Mount Clemens General Hospital, Mt. Clemens, MI; Northeast Alabama Regional

Medical Center, Anniston, AL; Peninsula Regional Medical Center, Salisbury, MD; Pleasant Valley Hospital, Point Pleasant, WV; St. Vincent Hospital, Center for Childhood Safety, Green Bay, WI; Vanderbilt Children's Hospital, Nashville, TN; Wake Forest University Baptist Medical Center, Winston-Salem, NC; and Watertown Area Health Services, Watertown, WI. The total amount to be awarded - \$37,795. Individual grants range from \$500 to \$3,500.

Emergency Nurse Association (ENA) and Emergency Nurses CARE, Inc. (ENCARE) Support ABC Mobilizations

ENA/ENCARE nurses helped conduct car seat checkpoints and educated parents about the use of child safety restraints during both ABC mobilizations. They also presented information in schools and partnered with law enforcement to educate communities on the dangers of drinking and driving.

Spanish-Speaking Spokespersons for Child Passenger Safety Week

During CPS Week, the National Hispanic Medical Association (NHMA) provided media-markets for Spanish-speaking audiences.

Outreach to African American Communities

The National Medical Association developed and distributed community outreach kits on safety belts and child passenger safety to its members. The Association also continued its work with the International Center for Injury Prevention, Heart to Heart, and the National Football League by providing speakers at events directed at African American youth.

Outreach To Diverse Populations

Give Kids a Head Start

Meharry Medical College pilot-tested its occupant protection project with the Head Start Program in Nashville, TN. The purpose of the project is to measure the effectiveness of an occupant protection educational intervention designed for parents of Head Start children. The educational intervention includes workshops on the proper use of child passenger and adult occupant restraints. Based on the success of the pilot program, Meharry plans to expand the project nationally with the National Head Start Association.

Continued Council Support for BUA

At its national convention, the National Council of Negro Women (NCNW) passed a resolution supporting the *Buckle Up America* and Impaired Driving Prevention campaigns. The resolution asked all NCNW sections and chapters of its national affiliates to become involved in safety belt and child safety seat activities in their local communities. After attending the Buckle Up workshop during the convention, representatives from California, New Jersey, Mississippi, and other affiliates expressed interest in working with NHTSA to improve safety belt and child safety seat use within the African American community.

BUA at the Local Level

The Alpha Kappa Alpha Sorority (AKA) received a \$50,000 grant to continue the promotion of safety belt use in the African American community. The sorority will use most of the grant monies to provide \$200 mini-grants to its 200 chapters. The purpose of the mini-grants is to generate enthusiasm and creativity in customizing BUA campaign materials and activities for local community outreach programs.

Strap It On!

Black Entertainment Television (BET) and Jack & Jill of America (JJA), with support from NHTSA, conducted a series of high school and college traffic safety forums across the country. The forums were aired live on BET's *Teen Summit* program before an estimated 6 million teen viewers. BET's celebrity talk show hosts, along with youth leaders, facilitated the forums, which included special panels of experts from the fields of law enforcement and emergency medicine. The forums were taped and an educational video, titled *Strap It On*, was developed.

Community Coalitions for BUA

The National Conference of Black Mayors (NCBM), with support from NHTSA, launched a new initiative—the Community Involvement Project to Increase Safety Belt Use in High-Risk Populations. The purpose of the initiative is to develop community coalitions that will reach high-risk populations with effective measures to increase safety belt use. The initiative was implemented through the provision of mini-grants to local organizations in selected cities.

More Support for CPS

The National Black Child Development Institute (NBCDI) became a new BUA partner in 2002. To support its emphasis on young children, it implemented a community-based Child Passenger Safety Training Initiative. The initiative provided training and awareness activities on occupant protection to daycare providers, elementary school educators, physicians, and parents in 23 States, as part of November's *Buckle Up America* mobilization.

Funds Supporting The *Buckle Up America* Campaign

The Transportation Equity Act for the 21st Century (TEA-21) (Public Law 105-178) was signed into law on June 9, 1998. In addition to providing funding for improving America's roadways, bridges, and transit systems, this comprehensive legislation provides funding for increasing safety belt and child safety seat use.

SECTION 402: Section 402 of TEA-21 provides funds to States and communities to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds must be used to address local traffic safety problems, including restraint use.

A State is eligible for Section 402 grants by submitting a Performance Plan, which establishes goals and performance measures to improve highway safety in the State, and a Highway Safety Plan, which describes activities to achieve those goals. Section 402 grants are calculated by using the following formula:

1. Seventy-five percent of the grant amount is based on the ratio of the State's population in the latest Federal census to the total population in all States.
2. Twenty-five percent of the grant amount is based on the ratio of the public road miles in the State to the total public road miles in all States.

SECTION 403: Section 403 under 23 U.S.C. funds demonstration grants (in addition to other programs) to develop new approaches and strategies to reduce motor-vehicle-related deaths and injuries (see Table 5).

Under Section 403 during FY 2002, NHTSA provided continued funding for a variety of ongoing, previously-awarded grant programs to reach high-risk groups who continue to ride unbuckled, including young drivers, rural residents, sport utility vehicle (SUV) drivers, pickup truck drivers, and ethnically diverse populations. Section 403 funds were also used to target occupant protection

messages and activities to teens, rural populations, diverse populations, children, parents, and caregivers.

SECTION 405: Section 405 of TEA-21 created a new incentive grant program to increase the use of safety belts and child safety seats by encouraging States to adopt more effective laws, stronger penalties, and highly visible enforcement and education programs. To qualify for a Section 405 occupant protection incentive grant, a State must demonstrate that it has implemented at least four of the following six criteria:

1. A safety belt law that applies to:
 - a. All front-seat passengers in all passenger motor vehicles (including cars, pickups, vans, minivans, and SUVs) in FYs 1999 and 2000.
 - b. All passengers in all passenger motor vehicles beginning in FY 2001.
2. A standard safety belt law, which allows police to stop vehicles and issue citations based solely on noncompliance with the State's safety belt use law.
3. A minimum fine of \$25 or one or more penalty points on the driver's license of an individual for a violation of the State's safety belt use and child passenger protection laws.
4. A Selective Traffic Enforcement Program (STEP) that covers at least 70 percent of the State's population and combines intensified enforcement, public education, and publicity efforts to increase safety belt and child safety seat use.
5. A comprehensive statewide child passenger protection education program that includes:
 - a. Public information efforts about seating children correctly in airbag-equipped vehicles, the importance of restraint use, and instruction on how to reduce the improper use of child restraint systems. These efforts must reach at least 70 percent of the State's population.

Table 5 — TEA-21 Highway Safety Funding, FY 2002

State	Section 402 Formula	Section 157 Seat Belt Use Incentive	Section 157 Seat Belt Use Innovative	Section 2003b Child OP Education	Section 405 Occupant Protection	TOTAL FY 2002
Alabama	2,585,517	1,346,400	752,147	129,120	363,822	5,177,005
Alaska	760,000	6,000	365,250	37,954	104,725	1,273,929
Arizona	2,490,055	402,300	534,178	124,353	0	3,550,886
Arkansas	1,930,364	0	488,522	96,402	0	2,515,288
California	14,634,213	14,855,900	3,918,588	730,829	2,017,390	36,156,920
Colorado	2,447,411	0	566,137	122,223	0	3,135,771
Connecticut	1,507,648	616,200	410,906	75,292	224,982	2,835,028
Delaware	760,000	42,500	365,250	37,954	0	1,205,704
D.C.	760,000	182,000	365,250	37,954	104,723	1,449,927
Florida	7,248,495	1,255,600	2,832,544	361,988	928,064	12,626,691
Georgia	4,218,235	344,200	986,175	210,658	534,203	6,293,471
Hawaii	760,000	257,800	365,250	37,954	104,723	1,525,727
Idaho	927,137	24,200	365,250	46,301	0	1,362,888
Illinois	6,071,318	2,023,700	1,713,403	303,200	867,072	10,978,693
Indiana	3,210,260	58,300	1,550,509	160,320	454,036	5,433,425
Iowa	2,173,149	571,600	570,703	108,527	312,266	3,736,245
Kansas	2,276,174	0	588,966	113,672	0	2,978,812
Kentucky	2,290,596	174,500	584,400	114,392	316,317	3,480,205
Louisiana	2,286,059	238,400	611,794	114,165	332,124	3,582,542
Maine	760,000	0	0	37,954	104,723	902,677
Maryland	2,327,082	2,754,400	602,662	116,214	327,080	6,127,438
Massachusetts	2,778,109	0	748,762	138,738	403,116	4,068,725
Michigan	4,961,927	5,205,900	1,514,900	247,798	712,627	12,643,152
Minnesota	3,116,900	113,600	794,419	155,657	0	4,180,576
Mississippi	1,774,969	0	456,562	88,642	0	2,320,173
Missouri	3,293,322	1,320,700	858,337	164,468	0	5,636,827
Montana	988,214	89,400	365,250	49,351	137,405	1,629,620
Nebraska	1,514,189	205,800	392,644	75,618	214,263	2,402,514
Nevada	1,120,667	440,800	630,250	55,966	0	2,247,683
New Hampshire	760,000	0	365,250	37,954	0	1,163,204
New Jersey	3,582,701	4,237,200	940,519	178,919	512,985	9,452,324
New Mexico	1,253,867	977,900	365,250	62,618	170,119	2,829,754
New York	8,369,932	2,929,800	2,259,984	417,993	1,231,333	15,209,042
North Carolina	4,027,888	3,198,600	967,912	201,152	524,760	8,920,312
North Dakota	1,044,422	0	365,250	52,158	0	1,461,830
Ohio	5,462,510	256,100	1,629,262	272,797	0	7,620,669

Table 7 — FY 2000 Section 403 Occupant Protection Budget

Site Location by NHISA Region	Award Amounts	Site Location by NHISA Region	Award Amounts
Region 1 Rutland, VT	\$50,000	Region 6 Lake Charles, LA	\$50,000
Region 2 Atlantic, NJ	\$50,000	Region 7 Overland Park, KS	\$50,000
Region 3 Allentown, PA	\$50,000	Region 8 Pueblo, CO Greeley, CO (continuation) Minot, ND Aberdeen, SD	\$49,666 \$25,000 \$49,932 \$50,000
Region 4 Albany, GA	\$50,000	Region 9 Wailuku, HI Hilo, HI	\$50,000 \$50,000
Region 5 Chicago Heights, IL Bellwood, IL Moorhead, MI	\$50,000 \$50,000 \$50,000	Region 10 Twin Falls, ID	\$50,000



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For Immediate Release, November 17, 2003
Contact: John Chambers at 202.338.8700 or 202.285.0448 (cell)

AS NATIONWIDE SEAT BELT CRACKDOWN BEGINS, NEW DATA UNDERSCORES DEADLY IMPACT OF FAILURE TO ADOPT PRIMARY SEAT BELT LAWS

More than 12,000 Deaths Since 1995 Because States Have Failed To Enact Primary Enforcement Seat Belt Laws Proven To Increase Belt Use

Washington, D.C. - As more than 12,000 law enforcement agencies begin a nationwide crackdown to enforce seat belt and child passenger safety laws this Thanksgiving holiday, a new study shows that more than 12,000 people have needlessly died due to the failure of states to follow a 1995 National Transportation Safety Board recommendation to enact primary enforcement seat belt use laws. Today, the NTSB reissued that call to states.

"A primary seat belt law is likely to save more lives than possibly any single piece of legislation a state will consider," said NTSB Chairman Ellen G. Engleman. "It is why the Safety Board recommended states adopt these laws in 1995, and why we continue to urge enactment of these laws as a safety priority. It is tragic that 30 states have failed to act to implement this safety countermeasure that costs nothing, but could save so many."

Also see:

- [Lost Lives by States'](#)
(pdf; 182kb)
- [Participating Law Enforcement Agencies](#)
(MS Word; 135kb)

Primary seat belt laws enable law enforcement officers to ticket motorists based solely on an observed seat belt violation, just as they do any other motor vehicle law. Primary laws cover 60 percent of the U.S. population. Currently, 29 states have secondary laws (New Hampshire does not have an adult seat belt law), which means officers can only enforce the seat belt law if the motorist is first stopped for some other violation such as speeding.

According to the study released today by the National Safety Council, states that have enacted primary laws since 1995 on average experienced a 15-percentage point increase in belt use. Seat belts are proven to reduce the risk of serious injury or death in a crash by 45 percent, and the study shows 12,177 lives have been lost since 1995 because 30 states have failed to enact the stronger laws.

"We have a vaccine for the leading cause of death for Americans from ages two through 33 - safety belts. Primary safety belt laws are our most effective public policy tool," said Jeffrey W. Runge, M.D., Administrator for the National Highway Traffic Safety Administration. "If all states moved right now to enact them, 1,400 more lives could be saved next year alone in preventable traffic injury."

On November 13, 2003, Chairman Engleman on behalf of the NTSB sent a letter to the governors and legislative leadership of the 29 states with secondary laws and New Hampshire, reminding them of the Safety Board's recommendation and encouraging them to step-up their efforts to enact a primary law in their state.

The national Click It or Ticket Mobilization, which runs from November 17 - 30, is based on a public health model proven to increase belt use, and places specific emphasis on teens and young adults who are least likely to buckle up and most likely to die in a traffic crash.

According to NHTSA, nearly 4,530 teens and young adults, ages 16-19, died in traffic crashes last year and thousands more were injured. Of the 32,519 people killed in crashes in 2002, nearly 60 percent were not wearing a safety belt.

in transportation and in homes and communities.

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November 25, 2003

LEGISLATIVE RESEARCH REPORT

FEBRUARY 11, 2005



REPORT NUMBER 05.145

VEHICLE ACCIDENT STATISTICS AND SAFETY BELT USE

PREPARED FOR SENATOR CON BUNDE

BY CHERIE NIENHUIS, LEGISLATIVE ANALYST

ALASKA VEHICLE ACCIDENT STATISTICS AND SAFETY BELT USE 1

Figure 1: Safety Restraint Use by Occupants in Vehicle Crashes 2

Table 1: Number of Fatalities and Safety Belt Use in Alaska Vehicle Crashes, 2000-2004..... 2

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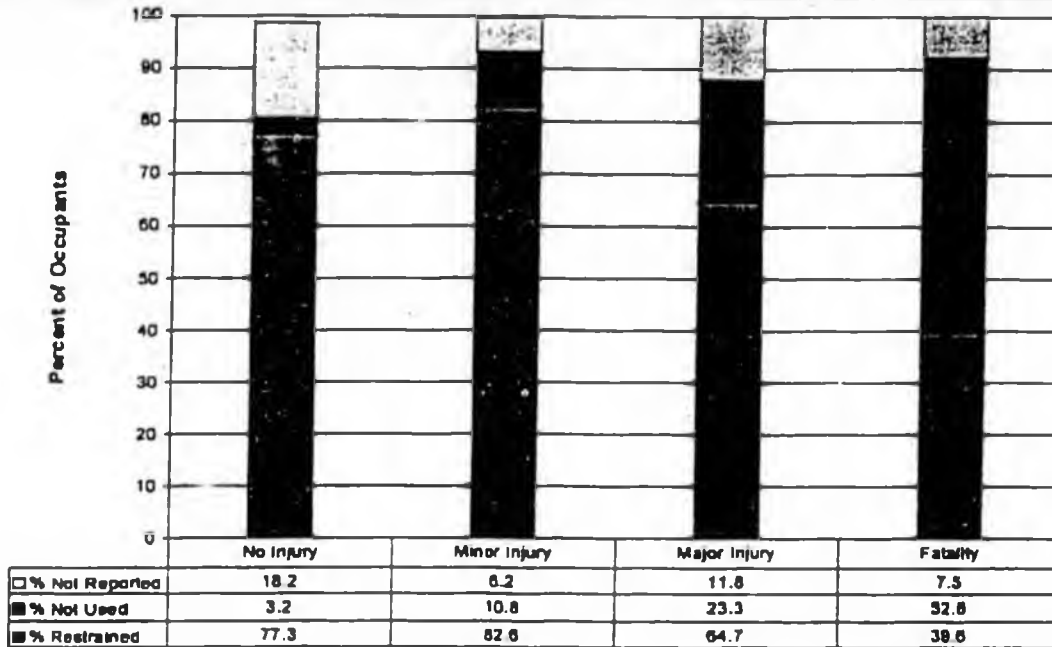
You asked for information about accident statistics and safety belt use. Specifically, you asked for data on vehicle crashes in Alaska and nationwide, and information linking safety belt use to highway fatality rates. You also requested information about primary safety belt laws in other states. A safety belt law is considered a primary law when it allows law enforcement officers to stop vehicles solely for safety belt violations. These laws contrast with secondary safety belt laws, which allow officers to cite safety belt violations only after stopping vehicles for other infractions.

ALASKA VEHICLE ACCIDENT STATISTICS AND SAFETY BELT USE

The Department of Transportation and Public Facilities (DOTPF) collects and compiles data on highway and roadway accidents in Alaska. The department provides annual reports on traffic collisions, including the incidence of injury or fatality, and the use of safety belts. The DOTPF's latest report, which covers vehicle crashes in 2002, shows that of those crashes in which safety belt use or non-use was determined, restraint use did not necessarily prevent major injury, but it could have been a factor in preventing fatalities. According to the DOTPF, 65% of vehicle occupants that were wearing safety belts sustained major injuries, while only 23% of those unrestrained suffered major injuries. With regard to fatalities, however, 40% of fatalities occurred

among those reported to be wearing safety restraints, whereas 53% of unbelted occupants were fatally injured. Although it is difficult to draw any conclusions based on these data, we note that the majority of accidents in which there was no injury or only minor injury involved occupants who were using some type of safety restraint. We include the DOTPF's graphic illustration of these statistics below.

Figure 1: Safety Restraint Use by Occupants in Alaska Vehicle* Crashes, 2002



*Includes occupants of automobiles, trucks, and buses only.

Source: Figure 19, 2002 Alaska Traffic Collisions, Alaska Department of Transportation and Public Facilities

The Alaska Highway Safety Office has more up-to-date information regarding traffic-related fatalities and safety belt use. Documentation maintained by the office shows that while the number of fatalities in the state has fluctuated over recent years, the number of deaths attributable to vehicle crashes in which people are not using safety belts has decreased slightly. The Alaska Highway Safety Office reports the following with regard to vehicle crashes and fatalities.

Table 1: Number of Fatalities and Safety Belt Use in Alaska Vehicle Crashes, 2000-2004

Year	Fatalities in Highway Accidents	Fatally-Injured Occupants Not Using Restraints	Percent of Fatally-Injured Occupants Not Using Restraints
2000	106	63	59%
2001	89	55	62%
2002	89	54	61%
2003	100	52	52%
2004	93	53	57%

Notes: The above information reflects the number of fatalities occurring on public roads within the state, including those involving snow machines, bicycles, pedestrians, etc.

Source: Don Smith, Administrator, Alaska Highway Safety Office, Department of Transportation and Public Facilities, 465-4374.

The Highway Safety Office also tracks safety belt use, independent of crashes, on Alaska's highways. According to Don Smith, Administrator, the "Click It or Ticket" campaign that his office has been involved with has been very successful in getting people to buckle up. Mr. Smith told us that observed safety belt usage more than doubled between 2000 and 2004, with usage rates increasing from 38% in 2000, to 77% in 2004.

The National Highway Traffic Safety Administration also reports that the number of fatalities occurring as a result of vehicle crashes in Alaska has decreased significantly since 1985. A publication produced annually by NHTSA, *Traffic Safety Facts* (2003) shows that the state had 127 fatalities in 1985, and 95 in 2003, a 25% reduction over the 18-year period.¹

NATIONWIDE VEHICLE ACCIDENT STATISTICS AND SAFETY BELT USE

The National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation, has a mission to "save lives, prevent injuries and reduce traffic-related health care and other economic costs."² The agency is also responsible for collecting and analyzing motor vehicle crash data nationwide, including the effects of safety belt usage. Since project magnitudes often cause the organization to be one or more years behind in its reports, information provided by the NHTSA may not be current. The NHTSA, however, is an internationally recognized organization known for providing thorough research and well-documented reports on traffic-related issues. As such, recommendations provided by the NHTSA to the Department of Transportation and to Congress in the context of vehicle safety are often adopted.

The NHTSA fully supports legislation changing safety belt laws from secondary to primary. As the agency's "Initiatives to Address Safety Belt Use," unequivocally states,

Safety belt use is the single most effective strategy a person can employ to prevent deaths and injuries and reduce the costs associated with motor vehicle crashes.³

The same publication cites data gathered from the Fatality Analysis Reporting System—vehicle crash information as contained in police reports, also the system used by Alaska's DOTPF and other states—to make its point. These data suggest that the largest demographic group to lose lives from not using safety belts is that of males (no age demographic was mentioned). According to the NHTSA, approximately 5,700 males lose their lives each year because they are not wearing safety belts. Second to males in traffic-related fatalities are vehicle occupants in states where secondary laws are in effect. The NHTSA reports that about 4,600 people die each year in traffic accidents in states where a secondary law is in place.

¹ The number of fatalities reported by the NHTSA does not exactly coincide with the numbers reported by the Alaska Office of Highway Safety because the NHTSA excludes some types of vehicles from its analysis.

² NHTSA website, <http://www.nhtsa.dot.gov/>.

³ National Highway Traffic Safety Administration, "Initiatives to Address Safety Belt Use," July 2003; we include a copy of this report as Attachment A.

In the area of vehicle restraint use, recent documentation by the NHTSA shows that safety belt use is on the rise in most states. In November 2004, U.S. Transportation Secretary Norman Mineta announced that two states, Arizona and Hawaii, had for the first time broken the "95 percent belt use barrier."⁴ Nationwide, safety belt use rates have hit a department milestone of 80 percent, Secretary Mineta added. Dr. Jeffrey Runge, head of the NHTSA, credits national organizations and their high visibility "Click It or Ticket" campaigns for much of the recent success.

The Insurance Institute for Highway Safety (IIHS), a non-profit research and communications organization funded by automobile insurance agencies, studies and prepares reports on the effectiveness of safety devices, including safety belts, in vehicle accidents. In January 2005, the IIHS released the results of a study that examined the driver fatality data of nine states and the District of Columbia from 1989 through 2003, during which secondary safety belt laws were replaced by primary laws. These data were compared with the data of 14 states where the laws remained secondary over the same time period.

Published accounts of this study indicate that, although the annual rate of vehicle driver deaths per mile of travel declined in both groups, it declined more in the states that changed to primary enforcement. The IIHS goes on to conclude that after taking into account the timing of the change in each state, as well as other factors that could have affected crash rates, primary laws were associated with a 7 percent reduction in death rates. Applying this conclusion to the actual passenger driver death count of 77,084 in the 28 states that had secondary safety belt laws from 1996 to 2003, the IIHS estimates that 5,390 lives could have been saved. In Alaska alone, where 326 fatalities occurred between 1996 and 2003, the IIHS estimates that 23 lives could have been saved, had Alaska had a primary safety belt law in place.⁵

In another report, released in November 2003, the Preusser Research Group, Inc., commissioned by the National Safety Council, estimates the number of lives lost in states that had a secondary safety belt law instead of a primary one. To arrive at their estimates, the researchers used a methodology that included three data elements: observed safety belt use in states that have primary versus secondary laws; NHTSA's estimate that safety belts are 45 percent effective in reducing fatalities in passenger cars and 60 percent effect for light pickup trucks; and a comparison of safety belt use rates in states before and after the laws changed from secondary to primary. Based on this analysis, the group concluded that since 1995, an estimated 12,177 motorists died because of their state's "failure to implement a primary safety belt law." In Alaska, it was estimated that 43 lives were lost over the seven-year period in which a secondary law was in place.⁶

⁴ "New Data Show Rising Safety Belt Use Rates in Most States," *Regulatory Intelligence Data*, 11/23/2004.

⁵ Stephen L. Oesch, "Statement before the Virginia Senate Transportation Committee: Effectiveness of Primary Belt Laws," Insurance Institute for Highway Safety, January 27, 2005; we include a copy of this document, as well as the press release summarizing the study's results, as Attachment B.

⁶ Neil K. Chaudhary, PhD, David F. Preusser, PhD, and the Preusser Research Group, Inc., "Lives Lost by States' Failure to Implement Primary Safety Belt Laws," for the National Safety Council, November 5, 2003. We include a copy of this report as Attachment C.

PRIMARY AND SECONDARY SAFETY BELT LAWS

Alaska is one of 28 states whose safety belt laws are secondary. In 2004, Tennessee became the 21st state to change its safety belt law from secondary to primary. Primary laws are in place in the following states: Alabama, California, Connecticut, Delaware, Georgia, Hawaii, Illinois, Indiana, Iowa, Louisiana, Maryland, Michigan, New Jersey, New Mexico, New York, North Carolina, Oklahoma, Oregon, Tennessee, Texas, and Washington. The District of Columbia, and Puerto Rico also have primary safety belt laws. New Hampshire is the only state with no mandatory safety belt law in place. We include details about these laws and penalties for violating them as Attachment D.

Information reported by the National Conference of State Legislatures (NCSL) indicates that lawmakers in most states with secondary safety belt laws have considered legislation to change their laws to primary. In 2004, NCSL documents show that 19 states—Alaska, Arizona, Florida, Kansas, Kentucky, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Rhode Island, South Carolina, Tennessee, Utah, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming considered legislation to change their laws to primary (the measure passed in Tennessee). In 2005, the NCSL lists nine states as having already introduced legislation to change secondary safety belt laws to primary laws.⁷

I hope you find this information useful. Please do not hesitate to contact us if you have questions or need additional information.

⁷ The NCSL Legislative Tracking Database does not include Alaska in its list of states having introduced such legislation in 2005, which leads us to conclude that there may be other states that have not yet been added to the list. We include the NCSL legislative tracking database results pertaining to safety belts for 2004 and 2005 as Attachment E.

Brian Hove

From: Sen. Con Bunde
Sent: Wednesday, February 23, 2005 12:15 PM
To: Brian Hove
Cc: Lauren Wickersham
Subject: FW: Seat Belts

Brian,

I am forwarding this to you to include in the bill packet for SB 87.

Thanks,
Suzanne Mullen, Staff for Senator Bunde

From: Alan C. Trawver [mailto:tlsak@gci.net]
Sent: Tuesday, February 22, 2005 2:58 AM
To: Sen. Con Bunde
Subject: Re: Seat Belts

When the current seat belt law was approved, as a part of the selling argument to pass it was that the police would not actively stop people for not having a seat belt on. I know that seat belts save lives in most cases (not all) but an adult should be able to make that decision and not have government force it on them. It is like the helmet law for motorcycles. The driver doesn't have to wear one but passengers do.

In this day and age especially after 911 using the police to spend their time to stop law abiding good citizens that you represent because they don't have a seat belt on is a terrible terrible waste of police time and un-necessary. I understand that passengers and children should have a seat belt but I object to your bill to force it on the public.

Even though the police committed to not actively stop people for not wearing seat belts, last fall there was a big campaign on TV that police would stop you for not having a seat belt on. No matter what they may say this time around, if it is passed, Police will spend time to just ticket those without seat belts rather than spending that time on crime. It will be looked at as a revenue source as well. Again I think it is a terrible waste of police staff and a further invasion of government trying to save us all and think for us. Please reconsider requiring drivers to wear seat belts.

Let the public make their own decisions when they get in a vehicle. It's not that I am against wearing a seat belt, it is just excess un-needed legislation, and a waste of the police to enforce it. Think of the law abiding citizens that will be stopped and ticketed because they forgot to wear a seatbelt. Please see that my comments are provided the the committee that is considering this bill and I hope you will rethink the issue.

Sincerely,

Alan Trawver
7900 Upper OMalley Road
Anchorage, AK 99507
346-2433

35 year resident of Anchorage & a Super Voter

February 2005 ALASKA HIGHWAY FATALITIES

#1 CRASH DETAIL TO BE ENTERED LATER.....

NS = Not Wearing Seat Belt A = Alcohol Involved

6 YEAR STATISTICS as of 2/10/05

	38% 59% / 63	42% 62% / 55	50% 61% / 54	79% 52% / 52	77% 54% / 53	Overall Seat Belt Use % of deaths not using SB/Deaths
Month	2000	2001	2002	2003	2004	2005
Total Injury Crashes	4,245	4,570	4,249			
January	12	11	9	9	8	2
February	7	6	2	5	3	2
March	3	12	6	8	3	
April	6	4	3	5	7	
May	7	3	6	6	9	
June	13	11	7	8	12	
July	14	11	8	14	10	
August	10	7	6	12	12	
September	8	6	6	8	14	
October	8	5	11	8	5	
November	5	6	14	9	6	
December	13	7	11	8	10	
TOTAL	106	89	89	100	99	4
% alcohol	53%	53%	41%	33%	% not calculated yet	

* The reported numbers do change from month to month due to late accident reports....

Seat Belts Save Lives.....

Since 1964 – 3,791 Alaskans Have Lost Their Lives in Highway Accidents

Alaska Highway Safety Office – 3132 Channel Drive #145 – Juneau, Alaska 99801
 Phone 907-465-4374 Fax 907-465-4030 Email Don_Smith@dot.state.ak.us
 Don Smith - Administrator

ALASKA HIGHWAY STATISTICS

AS OF 2/10/2005

Year	Population	Drivers Lic	Reg. Veh.	Million Miles Traveled	Accidents	Injuries	Fatalities	Fatality Rate	% Alcohol	Total Belt Use
1964	255,607	113,400	93,525	7.50	_____	_____	42	5.60	_____	_____
1965	262,253	119,021	101,249	8.17	_____	_____	51	6.20	_____	_____
1966	271,505	116,981	107,600	8.55	_____	_____	68	8.00	_____	_____
1967	277,806	124,266	112,055	9.13	_____	_____	46	5.00	_____	_____
1968	284,880	128,080	119,327	10.28	_____	_____	78	7.60	_____	_____
1969	294,560	135,169	134,914	11.52	_____	_____	72	6.30	_____	_____
1970	302,173	149,957	143,100	13.87	_____	_____	101	7.30	_____	_____
1971	313,000	165,118	153,500	14.70	_____	_____	60	4.10	_____	_____
1972	324,000	153,631	153,500	15.28	_____	_____	59	3.90	_____	_____
1973	330,365	185,704	162,000	16.28	_____	2,752	74	4.60	_____	_____
1974	351,159	192,906	220,866	20.95	_____	3,108	85	4.10	_____	_____
1975	404,634	222,471	235,749	25.60	_____	3,918	119	4.60	_____	_____
1976	413,289	216,079	259,615	30.67	18,154	5,765	124	4.10	60.4%	_____
1977	411,211	194,926	283,793	30.34	15,086	5,085	136	4.50	49.2%	_____
1978	411,600	283,733	276,918	27.50	12,971	4,695	127	4.68	46.5%	_____
1979	413,700	299,818	262,549	26.40	13,519	4,560	91	3.61	75.8%	_____
1980	419,800	272,427	257,491	28.10	13,162	4,992	88	3.23	72.7%	_____
1981	433,800	293,733	299,700	29.11	14,100	5,783	100	3.76	76.0%	_____
1982	463,400	316,797	359,792	34.67	16,743	6,047	107	3.21	50.5%	_____
1983	497,600	349,703	418,241	33.58	18,120	6,705	150	3.67	42.7%	_____
1984	522,000	394,530	455,388	38.50	19,365	6,852	137	3.69	51.1%	_____
1985	541,300	385,401	464,184	40.10	17,700	6,038	127	3.69	54.3%	22.7%
1986	547,600	385,186	470,735	40.08	14,358	5,424	101	3.07	49.5%	30.3%
1987	537,800	376,873	455,440	39.00	13,290	4,984	76	2.55	57.9%	35.1%
1988	531,000	372,419	452,327	38.41	13,300	5,215	97	2.33	49.5%	37.9%
1989	534,400	364,989	465,035	38.87	14,364	5,550	84	2.21	54.8%	39.2%
1990	553,600	365,000	486,443	39.11	16,290	5,859	98	2.40	49.0%	46.4%
1991	570,300	391,672	494,477	40.21	15,890	5,669	101	2.39	49.5%	54.1%
1992	586,900	393,821	512,661	38.31	15,601	5,561	108	2.61	56.5%	52.8%
1993	599,200	393,931	523,158	39.19	14,509	5,706	118	2.78	41.5%	53.0%
1994	600,622	436,000	545,000	41.48	15,395	_____	85	2.05	_____	_____
1995	601,581	435,000	630,000	44.03	15,244	6,059	87	2.10	54.0%	52.0%
1996	605,212	430,000	629,000	42.20	14,962	5,851	81	1.87	53.1%	56.0%
1997	609,655	464,000	652,000	41.20	13,804	6,257	77	1.86	53.2%	59.6%
1998	617,082	474,000	676,000	45.15	13,499	6,163	70	1.58	44.3%	61.0%
1999	622,000	478,000	712,000	45.46	14,691	6,081	79	1.69	50.6%	60.6%
2000	627,571	477,787	737,377	_____	14,127	6,120	106	2.20	52.8%	61.3%
2001	632,643	483,385	747,822	_____	_____	6,543	89	1.80	52.8%	62.6%
2002	641,482	490,586	775,223	_____	_____	_____	89	1.82	40.2%	65.8%
2003	648,818	497,842	801,339	_____	_____	_____	100	_____	33%	78.9%
2004	_____	500,153	_____	_____	_____	_____	99	_____	_____	77.0%
2005	_____	_____	_____	_____	_____	_____	4	_____	_____	_____

3,791

ALASKA PUBLIC OPINION RESEARCH SURVEY

February 5th to 23rd, 2005

Sample size = 586; margin of error \pm 4.05%

HELLENTHAL AND ASSOCIATES
2200 Vanderbilt Circle
Anchorage, Alaska 99508
(907) 276-1001 or
277-2315 (fax)
hellenthal@gci.net (e-mail)

Hello, I am _____ from Hellenthal and Associates. We are conducting a public opinion research survey of Alaskans. Your telephone number was randomly selected. The questions I need to ask will only take a couple of minutes. All of your responses will be completely confidential.

- S1. Is this telephone number _____ ?
S2. Is this a residential telephone?
S3. Are you registered to vote in the State of Alaska?

IF YES, THEN PROCEED TO QUESTION #1

IF NO, THEN ASK...

Is there anyone home who is registered to vote in the State of Alaska?

IF YES THEN ASK...

May I speak with them?

IF NO, THEN ASK...

When will someone be home who is registered to vote?

THE FOLLOWING VARIABLE IS CALCULATED USING THE TELEPHONE PREFIX

AREAS OF ALASKA	UNWEIGHTED FREQUENCY	WEIGHTED PERCENT	MARGIN OF ERROR
Southeast.....	55.....	15.3%.....	\pm 13.2%
Kenai Peninsula..	101.....	6.9%.....	\pm 9.8%
Anchorage.....	169.....	43.0%.....	\pm 7.5%
Matsu.....	102.....	9.1%.....	\pm 9.7%
Greater Fairbanks....	108.....	13.6%.....	\pm 9.4%
Rural/Bush.....	51.....	12.1%.....	\pm 13.7%
TOTALS.....	586.....	100.0%.....	\pm 4.05%

1. Do you wear your seat belt all of the time, some of the time, not often, or never?

WEAR SEAT BELT	FREQUENCY	PERCENT
All of the time.....	492.....	84.0%
Some of the time.....	66.....	11.3%
Not often.....	22.....	3.7%
Never.....	6.....	0.9%

2. Why don't you wear a seat belt all of the time?

WHY DON'T WEAR SEAT BELT	FREQUENCY	PERCENT
000 Wear seat belt all of the time.....	492.....	84.0%
003 Forgetful.....	17.....	3.0%
002 Freedom of choice.....	16.....	2.8%
006 Short Trips.....	16.....	2.8%
009 Live in a rural area.....	14.....	2.5%
005 Get in a hurry.....	4.....	0.7%
018 Uncomfortable.....	4.....	0.6%
008 Just a bad habit.....	3.....	0.6%
015 Superstitious.....	3.....	0.5%
010 Not required in Barrow.....	2.....	0.3%
013 My dogs are always jumping around.....	2.....	0.4%
001 Does not like Govn't forcing their hand.....	1.....	0.2%
004 Hurts my back, doctor says not to wear it.....	1.....	0.1%
011 The village speed limit is 10 mph.....	1.....	0.2%
012 Truck driver, jinxing himself.....	1.....	0.1%
014 It is nobody's business.....	1.....	0.1%
016 Knows a person who died because they had their seatbelt on.....	1.....	0.2%
017 Faulty seatbelt.....	1.....	0.2%
007 Social Protest.....	0.....	0.1%
019 Been in an accident involving a seat belt.....	0.....	0.1%
998 Don't Know.....	4.....	0.7%

3. Do you favor or oppose laws requiring seat belt use?

LAWS REQUIRING SEAT BELT USE	FREQUENCY	PERCENT
Favor.....	467.....	79.6%
Oppose.....	111.....	18.9%
Don't know.....	9.....	1.5%

4. Have you ever received a ticket for driving while not wearing a seat belt?

TICKET NOT WEARING SEAT BELT	FREQUENCY	PERCENT
Yes.....	32.....	5.4%
No.....	554.....	94.6%

5. Have you seen or watched the "Click it or Ticket" media campaign on Alaska TV "educating people about the seat belt law"?

SEEN "CLICK IT OR TICKET"	FREQUENCY	PERCENT
Yes.....	475.....	81.1%
No.....	111.....	18.9%

6. Do you think the "Click it or Ticket" media campaign has helped or hurt in getting Alaska Drivers to buckle up their seat belts?

"CLICK IT OR TICKET" HELPED/HURT	FREQUENCY	PERCENT
Have not seen ads.....	111.....	18.9%
Helped.....	367.....	62.7%
Hurt.....	26.....	4.4%
Don't know.....	82.....	14.0%

7. Has anyone in your family or one of your close friends ever been hurt, injured or killed in a motor vehicle accident (wreck)?

ANYONE HURT, INJURED, KILLED	FREQUENCY	PERCENT
Yes.....	356.....	60.8%
No.....	230.....	39.2%

The last few questions are being collected purely for statistical purposes

8. What is your political party affiliation? ("What are you registered as?")

PARTY AFFILIATION	FREQUENCY	PERCENT
Republican Party.....	201.....	34.3%
Democratic Party.....	98.....	16.8%
Green Party.....	5.....	0.8%
Alaska Independent Party.....	2.....	0.3%
Libertarian Party.....	4.....	0.7%
No Party Affiliation/Independent...	276.....	47.1%

9. When it comes to politics, do you consider yourself to be very liberal, somewhat liberal, somewhat conservative or very conservative?

IDEOLOGY OF RESPONDENT	FREQUENCY	PERCENT
1. Very liberal.....	34.....	5.8%
2. Somewhat liberal.....	151.....	25.7%
3. Moderate.....	100.....	17.0%
4. Somewhat conservative.....	238.....	40.6%
5. Very conservative.....	64.....	10.9%

(Mean = 3.250)

10. Does anyone in your household work for the State government? Federal government? City government?

HOUSEHOLD TYPE	YES
Federal government.....	13.4%
State government.....	13.1%
City government.....	9.6%

11. Are you, or any person presently living in your household, a veteran?

VETERAN HOUSEHOLD	FREQUENCY	PERCENT
Yes.....	180.....	30.7%
No.....	406.....	69.3%

12. Are you, or any person presently living in your household, a member of a labor union?

LABOR UNION HOUSEHOLD	FREQUENCY	PERCENT
Yes.....	164.....	28.0%
No.....	422.....	72.0%

13. Of the people living in your household, how many are children or adolescents under 18 years old?

CHILDREN	FREQUENCY	PERCENT
None.....	318.....	54.2%
One.....	111.....	19.0%
Two.....	100.....	17.1%
Three or more.....	57.....	9.7%
(Households with children mean = 1.911)		
(All households mean = 0.875)		

14. In what year were you born? (COMPUTED TO AGE BY SUBTRACTING FROM 105)

AGE OF RESPONDENT	FREQUENCY	PERCENT
18 to 30.....	58.....	9.9%
31 to 40.....	98.....	16.7%
41 to 50.....	163.....	27.8%
51 to 60.....	145.....	24.7%
61 or older.....	123.....	20.9%
(Mean = 49.191 years)		

15. Are you married or single?

MARITAL STATUS	FREQUENCY	PERCENT
Married.....	382.....	65.3%
Single.....	204.....	34.7%

16. GENDER (USUALLY DO NOT NEED TO ASK).....

GENDER	FREQUENCY	PERCENT
Male.....	293.....	50.0%
Female.....	293.....	50.0%

THE FOLLOWING VARIABLES ARE CALCULATED USING THE CHILDREN,
YEAR BORN, MARITAL AND GENDER VARIABLES

MARITAL BY GENDER	FREQUENCY	PERCENT
Married Males.....	191.....	32.6%
Married Females.....	191.....	32.6%
Single Males.....	102.....	17.4%
Single Females.....	102.....	17.4%

FAMILY STATUS	FREQUENCY	PERCENT
Young Single (18-44).....	35.....	5.9%
Adult Single (45+).....	100.....	17.0%
Single Parent.....	69.....	11.8%
Young Couple (18-44).....	34.....	5.7%
Mature Couple (45+).....	150.....	25.6%
Young Family (18-44).....	105.....	17.9%
Mature Family (45+).....	94.....	16.1%

THIS COMPLETES THE SURVEY, THANK YOU FOR HELPING US -- GOODBYE

AREAS OF ALASKA AMONG REGISTERED VOTERS
BY
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

CCLUMN PERCENTS

FEBRUARY 5TH THROUGH 23RD, 2005
SAMPLE SIZE = 586; MARGIN OF ERROR = + OR - 4.05%

	AREAS OF ALASKA:						TOTAL COL %
	South- east + or - 13.2%	Kenai Penin- sula + or - 9.8%	Anchor- age + or - 7.5%	MatSu + or - 9.7%	Fair- banks Area + or - 9.4%	Rural Alaska + or - 13.7%	
WEAR SEAT BELTS -- HOW OFTEN:							
All of the time.....	85.0%	76.1%	87.0%	84.7%	82.0%	78.5%	84.0%
Some of the time.....	11.8%	17.6%	10.1%	15.3%	15.3%	4.0%	11.3%
Not often.....	3.2%	1.3%	2.9%		2.7%	12.7%	3.7%
Never.....		5.0%				4.9%	.9%
WHY DON'T YOU WEAR A SEAT BELT ALL OF THE TIME:							
Wear seat belts all of the time.....	85.0%	76.1%	87.0%	84.7%	82.0%	78.5%	84.0%
Forgetful.....	1.7%	2.1%	4.1%	5.1%	.8%	2.2%	3.0%
Just don't want to, freedom of choice.....		3.8%	4.0%	2.0%	3.0%	1.8%	2.8%
Short trips.....	3.4%	5.7%	1.7%	.8%	3.7%	4.6%	2.8%
Live in rural area.....	6.6%	1.6%			1.6%	9.1%	2.5%
Get in a hurry.....	1.7%			.8%	2.7%		.7%
A bad habit.....			.5%	2.5%	.8%		.6%
Uncomfortable.....		2.5%		2.1%	1.9%		.6%
Superstitious, it can be dangerous.....			.8%	1.3%			.5%
My dogs and children are always hopping around....			.8%	.7%			.4%
Not required in Barrow.....						2.2%	.3%
The village speed limit is 10 mph.....						1.6%	.2%
Know person who died because they had seat belt on Faulty seatbelt.....	1.5%		.5%				.2%
Don't like the gov'n't forcing my hand.....		.8%			.8%		.2%
Hurts my back, doctor says not to wear it.....					.8%		.1%
Social protest.....		1.1%					.1%
Truck driver, jinxing himself.....		1.3%					.1%
It is none of their business.....		1.3%					.1%
Been in an accident involving a seatbelt.....		.8%					.1%
Don't know.....		2.9%	.7%		1.9%		.7%
LAWS REQUIRING SEAT BELT USE:							
Favor.....	88.1%	73.0%	75.0%	75.2%	83.3%	88.4%	79.6%
Oppose.....	11.9%	22.3%	23.7%	21.5%	14.8%	11.6%	18.9%
Don't know.....		4.7%	1.4%	3.3%	1.9%		1.5%
RECEIVED TICKET FOR NOT WEARING SEAT BELT?							
Yes.....	5.4%	10.7%	4.1%	7.0%	7.0%	4.1%	5.4%
No.....	94.6%	83.3%	95.9%	93.0%	93.0%	95.9%	94.6%
SEEN CLICK IT OR TICKET?							
Yes.....	71.1%	83.5%	86.7%	83.3%	70.5%	78.9%	81.1%
No.....	25.9%	16.5%	13.3%	16.7%	29.5%	21.1%	18.9%
CLICK IT OR TICKET HELPED OR HURT:							
Have not seen ads.....	25.9%	16.5%	13.3%	16.7%	29.5%	21.1%	18.9%
Helped.....	58.9%	61.1%	67.7%	61.0%	51.1%	64.9%	62.7%
Hurt.....		6.3%	5.2%	.8%	8.6%	4.3%	4.4%
Don't know.....	15.2%	16.1%	13.8%	21.6%	10.8%	9.7%	14.0%
FAMILY/CLOSE FRIEND HURT IN MOTOR VEHICLE ACCIDENT							
Yes.....	57.0%	55.9%	67.1%	60.6%	54.9%	52.5%	60.8%
No.....	43.0%	44.1%	32.9%	39.4%	45.1%	47.5%	39.2%
TOTAL ROW PERCENT.....	15.3%	6.9%	43.0%	9.1%	13.6%	12.1%	100.0%

AREAS OF ALASKA AMONG REGISTERED VOTERS

BY

POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS

VERY LIBERAL=1; VERY CONSERVATIVE=5

FEBRUARY 5TH THROUGH 23RD, 2005

SAMPLE SIZE = 586; MARGIN OF ERROR = + OR - 4.05%

	AREAS OF ALASKA:						TOTAL COL %
	South- east + or - 13.2%	Kenai Penin- sula + or - 9.8%	Anchor- age + or - 7.5%	MatSu + or - 9.7%	Fair- banks Area + or - 9.4%	Rural Alaska + or - 13.7%	
PARTY AFFILIATION:							
Republican Party.....	39.3%	32.7%	34.7%	41.2%	32.4%	24.5%	34.3%
Democratic Party.....	20.9%	9.4%	15.3%	7.3%	16.3%	28.6%	16.8%
Green Party.....		1.6%		3.7%	2.7%		.8%
Alaska Independent Party.....		1.3%			1.6%		.3%
Libertarian Party.....		1.3%	.7%		2.2%		.7%
No Party Affiliation/Independent.....	39.8%	53.8%	49.4%	47.7%	44.9%	46.9%	47.1%
IDEOLOGY OF RESPONDENT:							
Liberal.....	38.9%	29.3%	31.6%	20.9%	36.1%	26.1%	31.5%
Moderate.....	13.7%	11.9%	18.2%	25.9%	14.9%	15.6%	17.0%
Conservative.....	47.5%	58.9%	50.2%	53.2%	49.0%	58.3%	51.5%
Ideology of respondent mean							
Very liberal.....	1.7	8.2%	5.5%	4.5%	11.1%	5.6%	5.8%
Somewhat liberal.....	37.1	21.0%	26.1%	16.4%	25.0%	20.5%	25.7%
Moderate.....	13.7%	11.9%	18.2%	25.9%	14.9%	15.6%	17.0%
Somewhat conservative.....	41.5%	39.7%	41.2%	38.7%	37.1%	43.1%	40.6%
Very conservative.....	6.0%	19.2%	9.0%	14.5%	11.9%	15.2%	10.9%
Ideology of respondent mean.....	3.13	3.41	3.22	3.42	3.14	3.42	3.25
STATE GOVERNMENT HOUSEHOLD:							
Yes.....	19.2%	13.2%	10.3%	7.3%	14.0%	20.7%	13.4%
No.....	80.8%	86.8%	89.7%	92.7%	86.0%	79.3%	86.6%
FEDERAL GOVERNMENT HOUSEHOLD:							
Yes.....	16.9%	5.8%	12.7%	10.5%	13.8%	15.3%	13.1%
No.....	83.1%	94.2%	87.3%	89.5%	86.2%	84.7%	86.9%
CITY GOVERNMENT HOUSEHOLD:							
Yes.....	13.5%	7.2%	7.2%	5.6%	9.7%	17.6%	9.6%
No.....	86.5%	92.8%	92.8%	94.4%	90.3%	82.4%	90.4%
VETERAN HOUSEHOLD:							
Yes.....	18.2%	34.1%	34.2%	40.6%	40.7%	13.6%	30.7%
No.....	81.8%	65.9%	65.8%	59.4%	59.3%	86.4%	69.3%
LABOR UNION HOUSEHOLD:							
Yes.....	2.8%	23.9%	29.4%	22.2%	31.3%	31.5%	28.0%
No.....	76.2%	76.1%	70.6%	77.8%	68.7%	68.5%	72.0%
TOTAL ROW PERCENT.....	15.3%	6.9%	43.0%	9.1%	13.6%	12.1%	100.0%

AREAS OF ALASKA AMONG REGISTERED VOTERS

BY

POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

COLUMN PERCENTS

FEBRUARY 5TH THROUGH 23RD, 2005

SAMPLE SIZE = 586; MARGIN OF ERROR = + OR - 4.05%

	AREAS OF ALASKA:						TOTAL COL %
	South- east + or - 13.2%	Kenai Penin- sula + or - 9.8%	Anchor- age + or - 7.5%	MatSu + or - 9.7%	Fair- banks Area + or - 9.4%	Rural Alaska + or - 13.7%	
CHILDREN IN HOUSEHOLD:							
None.....	59.8%	52.4%	56.0%	44.8%	49.2%	54.7%	54.2%
One.....	10.5%	19.0%	19.8%	21.2%	25.4%	18.0%	19.0%
Two.....	14.3%	19.5%	15.5%	25.0%	17.8%	17.9%	17.1%
Three or more.....	15.4%	9.1%	8.7%	9.0%	7.6%	9.4%	9.7%
Number of children in households with children mean.....	2.22	1.98	1.82	1.83	1.82	2.03	1.91
Children under 18 mean.....	.89	.95	.80	1.01	.92	.92	.87
AGE OF RESPONDENT:							
18 to 30.....	7.9%	11.8%	8.0%	13.6%	10.3%	14.4%	9.9%
31 to 40.....	12.6%	9.1%	18.7%	16.8%	18.1%	17.4%	16.7%
41 to 50.....	28.8%	29.3%	28.3%	22.1%	26.2%	30.3%	27.8%
51 to 60.....	22.5%	27.4%	22.7%	29.1%	32.1%	21.3%	24.7%
61 or older.....	28.2%	22.4%	22.3%	18.5%	13.3%	16.5%	20.9%
Age of respondent mean.....	51.07	50.04	49.46	48.30	48.87	46.40	49.19
MARITAL STATUS:							
Married.....	58.2%	75.2%	66.3%	68.6%	66.7%	60.8%	65.3%
Single.....	41.8%	24.8%	33.7%	31.4%	33.3%	39.2%	34.7%
GENDER:							
Male.....	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Female.....	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MARITAL STATUS BY GENDER (COMPUTED):							
Married Males.....	29.1%	37.6%	33.1%	34.3%	33.3%	30.4%	32.6%
Married Females.....	29.1%	37.6%	33.1%	34.3%	33.3%	30.4%	32.6%
Single Males.....	20.9%	12.4%	16.9%	15.7%	16.7%	19.6%	17.4%
Single Females.....	20.9%	12.4%	16.9%	15.7%	16.7%	19.6%	17.4%
FAMILY STATUS (COMPUTED):							
Young Single (18-44).....	8.3%	4.3%	5.4%	2.0%	7.6%	6.5%	5.9%
Adult Single (45 +).....	20.6%	12.9%	18.3%	17.3%	12.7%	14.7%	17.0%
Single Parent.....	12.9%	7.6%	10.0%	12.0%	13.0%	18.0%	11.8%
Young Couple (18-44).....	9.0%	3.7%	4.5%	5.0%	5.1%	8.3%	5.7%
Mature Couple (45 +).....	21.9%	31.5%	27.7%	20.5%	23.8%	25.2%	25.6%
Young Family (18-44).....	11.0%	19.8%	20.0%	26.2%	17.8%	11.9%	17.9%
Mature Family (45 +).....	16.3%	20.3%	14.1%	17.0%	20.0%	15.5%	16.1%
TOTAL ROW PERCENT.....	15.3%	6.9%	43.0%	9.1%	13.6%	12.1%	100.0%

AREAS OF ALASKA AMONG REGISTERED VOTERS

BY

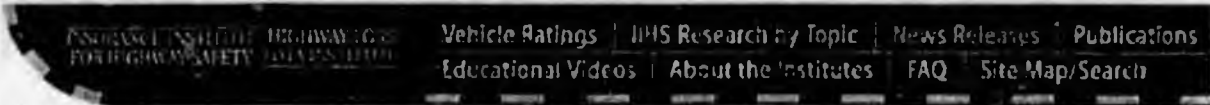
POLITICAL AND GENERAL DEMOGRAPHICS, BEHAVIORS AND PERCEPTIONS

VERY LIBERAL=1; VERY CONSERVATIVE=5

FEBRUARY 5TH THROUGH 23RD, 2005

ANALYSES OF VARIANCES BETWEEN ARITHMETIC MEANS; SAMPLE = 586

	AREAS OF ALASKA:						TOTAL MEAN
	South- east + or - 13.2%	Kenai Penin- sula + or - 9.8%	Anchor- age + or - 7.5%	MatSu + or - 9.7%	Fair- banks Area + or - 9.4%	Rural Alaska + or - 13.7%	
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Age of respondent mean.....	51.07	50.04	49.46	48.30	48.87	46.40	49.19



**INSURANCE INSTITUTE
FOR HIGHWAY SAFETY**

NEWS RELEASE

January 13, 2005

**PRIMARY SAFETY BELT LAWS WOULD SAVE 700 LIVES PER YEAR
28 STATES STILL ALLOW TICKET ONLY IF DRIVER IS STOPPED FOR ANOTHER REASON**

ARLINGTON, VA — Safety belt use laws in only 21 states and the District of Columbia are primary, meaning police may stop vehicles solely for belt law violations. But in most states belt use law enforcement is secondary, so police cannot stop vehicles for this infraction alone (New Hampshire is the only state without a belt use law.) In a new study the Insurance Institute for Highway Safety found that when states strengthen their laws from secondary enforcement to primary, driver death rates decline by an estimated 7 percent.

"In states with primary laws, safety belt use rates are higher. The result is that crash deaths are reduced," says Institute senior vice president Susan Ferguson. "Where primary laws are in effect, drivers are more likely to buckle up because the perception is that they're going to be pulled over if they don't."

The most recent national observational survey conducted in 2004 by the National Highway Traffic Safety Administration shows that belt use rates averaged 84 percent in primary states compared with 73 percent in secondary states. A number of observational studies have shown that shifting from secondary to primary laws boosts safety belt use, but the Institute's is the first study to evaluate the effect of this shift on traffic deaths.

The Institute examined driver fatality data during 1989-2003 in 10 jurisdictions — California, the District of Columbia, Georgia, Indiana, Louisiana, Maryland, Michigan, New Jersey, Oklahoma, and Washington — where secondary laws were amended to primary. Researchers compared these data with data in states where the laws remained secondary.

One indication that the primary laws led to higher belt use comes from rates among fatally injured drivers. In 1989 before any of the laws were changed, belt use rates among fatally injured drivers were similar — about 20 percent — in both groups of states. By 2003 the rates had risen to 47 percent in states that switched to primary laws, compared with 36 percent in the secondary states.

The annual rate of passenger vehicle driver deaths per mile of travel declined in both groups of states, but it declined more in the states that changed to primary enforcement. Taking into account the timing of the change in each state and other factors that could have affected crash rates, primary laws were associated with a 7 percent reduction in death rates.

Ferguson points out that during the study period "many states participated in special 'Click It or Ticket' safety belt enforcement campaigns. The enhanced enforcement began earlier in the primary states so it's important to note that changes in belt use laws along with the increased enforcement led to the decrease in fatalities."

Based on the reduction in driver death rates, it's estimated that 2,990 lives have been saved in the study states because of the tougher safety belt laws.

"If the 28 states that still have secondary laws were to switch to primary enforcement, about 700 lives would be saved each year. And if legislators in these states had enacted primary laws to begin with, more than 5,000 lives could have been saved since 1996," Ferguson says.

**Effects of strengthening safety belt laws:
Lives that could have been saved in secondary
states if belt laws had been primary**

Passenger Lives that

over →

State	vehicle driver deaths 1996-2003	could have been saved since 1996
Alaska	326	23
Arizona	3,347	234
Arkansas	2,914	204
Colorado	2,646	185
Florida	10,889	761
Idaho	1,158	81
Kansas	2,373	166
Kentucky	4,027	282
Maine	838	59
Massachusetts	1,776	124
Minnesota	2,771	194
Mississippi	4,314	302
Missouri	5,459	382
Montana	1,070	75
Nebraska	1,345	94
Nevada	1,226	89
North Dakota	465	33
Ohio	6,309	441
Pennsylvania	6,644	465
Rhode Island	336	23
South Carolina	4,436	310
South Dakota	699	49
Utah	1,216	85
Vermont	372	26
Virginia	4,200	294
West Virginia	1,759	123
Wisconsin	3,454	242
Wyoming	675	47
Total	77,084	5,390

Note: States listed are all those with secondary safety belt use laws.

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 Last modified: 11-Jan-2005