

SB

218

**SENATE COMMITTEE REPORT
First Committee of Referral**

DATE: 1/16/08

FURTHER: State Affairs

Date of 5-Day Notice: _____
(in accordance with Uniform Rule 23)

DATE TURNED
IN TO OFFICE: 2/5/2008

Transportation Committee considered SENATE BILL NO. 218

SB 218 CHILD SAFETY SEATS & SEAT BELTS

"An Act relating to use of child safety seats and seat belts."

and recommends:

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

SENATE BILL:
<input type="checkbox"/> Same Title
<input type="checkbox"/> New Title
HOUSE BILL:
<input type="checkbox"/> Same Title
<input type="checkbox"/> Technical Title Change
<input type="checkbox"/> New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
ADM	1/28	✓			
DOT					

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Wilken			✓	
	Kocher	✓			
	Olson			✓	
	Wielechowski	✓			
CHAIR:					



1) A child under one year, or over one year but under 20 pounds shall be secured in a rear facing child safety seat

2) A child one to four years of age who is over 20 pounds shall be properly secured in a child restraint device.

3) A child over four years, but under eight years who is less than 57 inches and under 80 pounds shall be secured in a booster seat secured by a belt system.

4) A child over four years of age who exceeds the height and weight requirements of 3) shall be secured in a seat belt.

5) A child between the ages of eight and sixteen who does not meet the height and weight requirements of 3) shall be secured in a child safety device or a seat belt, whichever is appropriate.



AS 28.05.098 - A person may not sell, offer for sale, or install a child safety device that does not meet federal standards

Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use

On June 1, 2006, Wisconsin enacted a child passenger safety law requiring children between 4 and 8 years old or who weigh between 40 and 79 pounds and are no taller than 4 feet 9 inches to be restrained in booster seats. The law does not require the booster seat to be placed in a back seat. During a six-month grace period, police issued written warnings instead of citations for first-time violations. Beginning January 1, 2007, police issued citations for violations.

Prior to June 1, 2006, Wisconsin law required all children under 4 to be in child restraints, and children between 4 and 8 years old to be in child restraints or safety belts. While Wisconsin's child passenger safety (CPS) law is a primary enforcement law, meaning police can write tickets to parents and caregivers of improperly restrained children, Wisconsin's adult seat belt law is a secondary enforcement law. Police can only give an adult seat belt violation if a driver is pulled over for another violation.

The Wisconsin Department of Transportation developed a one-page information sheet and card to provide details of the new law for law enforcement personnel and the public. The Wisconsin Bureau of Transportation Safety also ran an article on the new law in its May newsletter. The American Automobile Association (AAA) of Wisconsin and Safe Kids Worldwide (SKW) held a news conference in Madison on June 1 in conjunction with SKW car seat checks around the State.

In order to examine the effectiveness of this law to increase booster seat use among children of booster seat age, the National Highway Traffic Safety Administration contracted with TransAnalytics, LLC, and its subcontractor, Program Professionals, Inc., to conduct an observational survey of booster seat use in Wisconsin before and after the law changed.

Method

Booster seat observation sites were located in urban and suburban areas and based on site permission, high numbers of target vehicles entering the site, safety, and location. The most common sites were shopping centers with retail stores that attract the target vehicle group (e.g., Wal-Mart,

Toys"R"Us); elementary schools and child care centers; health care centers; and recreational sites. A convenience sampling approach was used.

To obtain control/comparison data, booster seat observations were also conducted in Michigan, a neighboring State that had no legislative action for enacting a booster seat law. Under Michigan's law, all children under the age of 4 must be in a child restraint system, and children between 4 and 16 must wear a seat belt. All front-seat occupants must wear seat belts. However, in Michigan, both CPS and seat belt laws are primary enforcement laws.

Baseline data was collected in the Milwaukee, Wisconsin, area May 9-11, 2006, and in the Detroit, Michigan, area May 18-24, 2006. Post-intervention data was collected in Wisconsin September 6-23, 2006, and in Michigan September 11 to October 3, 2006.

Data collectors stationed in parking lots and targeted drivers who were (a) parking their cars; and, (b) transporting at least one child passenger appearing to be 4 to 8 years old. Upon receiving the driver's permission to participate in the study, data collectors noted the vehicle type, number of passengers, seating positions, sex, and restraint use.

Results

Overall, the driver and vehicle characteristics (e.g., percentage of female versus male, race, vehicle types, and number of occupants) were similar in Wisconsin and Michigan during the pre- and post-intervention periods.

Although booster seat use among children 4 to 8 years old increased from 40 to 45.9 percent in Wisconsin and from 38.6 to 40.2 percent in Michigan during this same period, these increases were not statistically significant (see Table 1).

However, during the pre- and post-booster-seat-law period, the overall patterns of restraint use (safety belt, child safety seat [CSS], booster, and unrestrained) for children 4 to 8 changed significantly in Wisconsin ($p < .02$) and in Michigan ($p < .01$). In both States, the number of children in child safety seats and booster seats increased, and the number of children

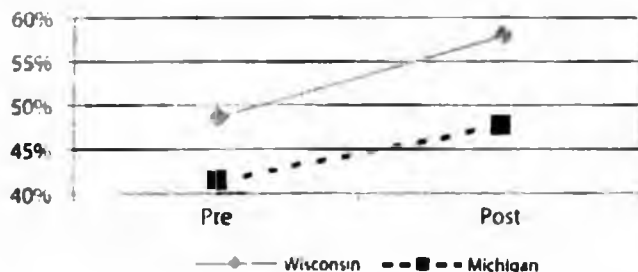
in seat belts decreased. However, in Wisconsin, the number of unrestrained children remained relatively stable, while the number in Michigan increased.

Table 1. Restraint Use for Booster-Seat-Age Children

	Wisconsin		Michigan	
	Pre N=407	Post N=355	Pre N=472	Post N=465
Safety Belt	30.7%	20%	45.6%	35.7%
CSS	8.6%	11.8%	3.0%	7.3%
Booster	40.0%	45.9%	38.6%	40.2%
Unrestrained	20.6%	21%	12.9%	16.8%
Total	100.0%	100.0%	100.0%	100.0%

Since there is a large variation in children's sizes between 4 to 8 years old, smaller children would be appropriately restrained in CSSs with internal harnesses while larger children would be appropriately restrained in booster seats. There is also some variation in upper weight limits for forward-facing CSSs with internal harnesses (e.g., from 40 to 80 pounds), so a child 40 pounds or over may still be appropriately restrained in a CSS.

Figure 1. Children Ages 4 to 8 Appropriately Restrained in Child Passenger Seats or Booster Seats



A chi-square test was performed to determine if there was a significant difference from the pre- to post-booster-law period in the number of children who were appropriately restrained, without regard to the type of child restraint system. Thus, an appropriately restrained child could be riding in a booster seat or in a CSS. In Wisconsin, significantly more children were appropriately restrained from before to after the law ($p < .02$) while the results for Michigan were not significant. The combination of CSS and booster seat use in Wisconsin

showed an increase of 9.1% (48.6% to 57.7%) and the same combination yielded an increase in Michigan of 5.9% (41.6% to 47.5%, see Figure 1).

There was also a trend for children inappropriately restrained for their age (e.g., in seat belts or completely unrestrained). In Wisconsin, the number of children in seat belts and the number of children who were completely unrestrained decreased 9.1% (51.3% before the law; 42.2% after the law). In Michigan during this same period the number of children in seat belts and the number of children who were unrestrained decreased 6% (58.5% before the law; 52.5% after the law).

For both States, over half of the booster seats were the backless type in the pre- and post-intervention periods. Over one-third of the booster seats were belt-positioning, high-back models in the pre- and post-intervention periods. About 10% were combination seats and only about 2% were shield boosters in each period.

Conclusions

These findings offer the first indications that Wisconsin's Booster Seat Law had the effect of increasing child restraint system use (CSS or booster seats) for children 4 to 8 years old. However, this study has limitations because it used a convenience sample. While not necessarily representative of the State, the study findings show a significant change in the direction of safer practices from pre- to post- Wisconsin's booster seat law change.

It can be inferred that the booster seat law motivated parents and caregivers to move their children into some type of restraint that was appropriate for the child's age and weight. Since there was no concomitant change in the comparison State from pre- to post-intervention (no child booster seat law was implemented in Michigan), it may be inferred that the increase in appropriately restrained children in Wisconsin was the result of the new law.

How to Order

The report for **Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use** prepared by TransAnalytics, LLC, will be available in the next few months by writing to the Office of Behavioral Safety Research, NHTSA, NTI-130, 1200 New Jersey Avenue SE., Washington, DC 20590, fax 202-366-7096, or download from www.nhtsa.dot.gov. John Siegler, Ph.D., was the Task Order Manager for this project.



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

1200 New Jersey Avenue SE., NTI-130
Washington, DC 20590

TRAFFIC TECH is a publication to disseminate information about traffic safety programs, including evaluations, innovative programs, and new publications. Feel free to copy it as you wish. If you would like to receive a copy, contact Patricia Ellison-Potter, Ph.D., Editor, fax 202-366-7096, e-mail: trafficechb@dot.gov



Safe Kids

Alaska

January 30, 2008

The Honorable Senator Hollis French and Members of the State of Alaska Legislature
Transportation Committee

Dear Senator French and Transportation Committee Members,

On behalf of Safe Kids Alaska, I urge you to support Senate Bill 218, the proposed upgrade to Alaska's child passenger safety law. I strongly urge you to approve this legislation in its entirety during the current legislative session.

As you may know, motor vehicle crashes remain the leading cause of unintentional injury-related death among children ages 14 and under. Each year, nearly 1,600 child occupants ages 14 and under die in motor vehicle crashes and close to 228,000 are injured as occupants in motor vehicles. Unrestrained children are more likely to be injured, to suffer more severe injuries, and to die in motor vehicle crashes than children who are restrained.

We know that strong occupant protection laws that are consistently enforced are one of the best ways to prevent injuries and save children's lives. Senate Bill 218, if enacted into law, would close a significant gap in Alaska's child occupant protection law by clearly requiring some older children to ride properly restrained in a booster seat or high-weight-harness child restraint, secured by the motor vehicle's safety belt system.

If Safe Kids Alaska can be of any assistance to you regarding Senate Bill 218, please do not hesitate to contact me. Thank you for your leadership on this important safety initiative for Alaska's children!

Sincerely,

Sara L. Penisten, RN, BSNS, CPSTI
Safe Kids Alaska State Coalition Coordinator
Child Passenger Safety Technician Instructor
The Children's Hospital at Providence
Telephone: (907) 261-3194
Email: safekidsak@providence.org

Safe Kids Alaska: Preventing Childhood Injury in The Last Frontier

Alaska State Legislature



Senator Hollis French

Sponsor Statement

SB 218 - Child Safety Seats and Seat Belts

Booster seats save lives. Of the sixty one children under the age of eight injured in auto accidents in recent years, only five were properly restrained in the recommended child safety seat. Nearly two thirds of the sixty one injured were children ages four to eight. At this age, many children are too large for a child's car seat but too small for an adult seat belt. The National Highway Traffic Safety Administration recommends that children under 80 pounds and under 57" use a child safety seat or a belt positioning booster seat.

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation. SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

SB 218 states that:

- Children under one year of age or older but under 20 pounds, shall be secured in a rear facing child safety seat.
- Children one to four years old who weigh over 20 pounds shall be secured in a child restraint device or seat.
- Children ages four to eight who are under 57" in height and under 80 pounds shall be secured in a booster seat or a child restraint system.
- Children over 4 who are taller than 57" and weigh over 80 pounds shall be properly secured in a seat belt, just like adults.
- Children over eight but under 16 years of age who are under 57" and 80 pounds shall be restrained by the proper safety device or a seat belt, whichever is appropriate.

All safety devices, boosters and child seats must meet or exceed the standards set out by the United States Department of Transportation.

At this time, thirty nine other states mandate booster seat use. While any restraint is better than no restraint, national studies have shown booster seats are sixty percent safer than seat belts alone.

The cost of booster seats range from approximately \$25 to \$100, depending on the model.

Please join me in promoting passenger safety by supporting this legislation.

Senator Hollis French


Capitol Room 417
465-3892
465-6595 fax



MEMORANDUM

Date: January 25, 2008

To: Senator Albert Kookesh, Chair
Transportation Committee

From: Senator Hollis French 

RE: Request for Hearing -- SB 218 Child Safety Seats and Seat Belts

This is a request that you schedule a hearing on SB 218 "Child Safety Seats and Seat Belts" at the earliest possible date.

I have attached a copy of the bill, and a sponsor statement for your use. I appreciate your consideration.

Attachments

25-LS1273\C
Luckhaupt
1/23/08

CS FOR SENATE BILL NO. 218()

**IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION**

BY

**Offered:
Referred:**

Sponsor(s): SENATOR FRENCH

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to use of child safety seats and seat belts."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 *** Section 1.** AS 28.05.095(b) is amended to read:

4 (b) Except as provided in (c) of this section, a driver may not transport a child
5 under the age of 16 in a motor vehicle unless the driver has provided the required
6 safety device and properly secured each child as described in this subsection. A [IF
7 THE] child

8 (1) less than one year of age or a child one year of age or older who
9 weighs less than 20 pounds shall be properly secured in a rear-facing child safety
10 seat that meets or exceeds [IS LESS THAN FOUR YEARS OF AGE, THE CHILD
11 SHALL BE PROPERLY SECURED IN A CHILD SAFETY DEVICE MEETING
12 THE] standards of the United States Department of Transportation and is used in
13 accordance with the manufacturer's instructions;

14 (2) one or more years of age but less than five years of age who
15 weighs over 20 pounds shall be properly secured in a child restraint device that

1 meets or exceeds the standards of the United States Department of
2 Transportation and is used in accordance with the manufacturer's instructions;

3 (3) over four years of age but less than eight years of age who is
4 less than 57 inches in height and weighs 20 or more pounds but less than 80
5 pounds shall be properly secured in a booster seat that is secured by a seat belt
6 system or by another child passenger restraint system that meets or exceeds the
7 standards of the United States Department of Transportation and is used in
8 accordance with the manufacturer's instructions;

9 (4) over four years of age who exceeds the height and weight
10 requirements in (3) of this subsection shall be properly secured in a seat belt;

11 (5) eight years of age [FOR A CHILD SAFETY DEVICE FOR
12 INFANTS. IF THE CHILD IS FOUR] but not yet 16 years of age who does not
13 exceed the height and weight requirements in (3) of this subsection [, THE
14 CHILD] shall be properly secured in a child safety device approved for a child of that
15 [AGE AND] size by the United States Department of Transportation or in a safety
16 belt, whichever is appropriate for the particular child.



Primary and Secondary Laws

■ Primary (AK, AL, CA, CT, DC, DE, GA, HI, IA, IL, IN, KY, LA, MD, MI, MS, NC, NJ, NM, NY, OK, OR, SC, TN, TX, WA)

▨ Secondary (AR, AZ, CO, FL, ID, KS, MA, ME, MN, MO, MT, ND, NE, NV, OH, PA, RI, SD, UT, VA, VT, WI, WV, WY)

□ No adult safety belt law (NH)

★ States Mandating Booster Seat Use

Report from the Alaska Trauma Registry on Motor Vehicle Injuries to Children

A query of the Alaska Trauma Registry data for the most recent years available, 2001-2005, identifies 61 children, from birth through eight years of age, seriously injured in a motor vehicle crash on the highway. The National Highway Traffic Safety Administration recommends that children be restrained in a child safety seat or belt positioning booster seat up through age eight.

All of these injuries required admission to the hospital, three died, and one two-year-old's injuries resulted in quadriplegia. **Only five of the 61 injured children were recorded to have been restrained properly in the recommended child safety seat at the time of injury** – and none of the four mentioned above was properly restrained. There was one additional injury, not included in the 55, which involved a fetus who was subsequently delivered by C-section.

A further breakdown of age groups and safety equipment use is as follows:

< 1 year:	7 injured	3 restrained in child safety seats; 4 unrestrained
1 year old:	4 injured	1 restrained in a child safety seat; 1 unrestrained ; 2 unrecorded
2 years old:	5 injured	2 in child safety seat (1 child seat failed-was ejected); 2 with safety belt/harness; 1 unrestrained
3 years old:	6 injured	1 lap belt only; 5 unrestrained
4-8 years old:	39 injured	15 with safety belt/harness; 9 lap belt only; 11 unrestrained; 4 unrecorded

Total: 61

Clearly the incidence of not using restraints is very high among the injured population in this study. However, also remarkable, is the incidence of improper restraint, especially among children ages 4 through 8. Without belt positioning booster seats, this group is not adequately protected during a motor vehicle crash.

Source:

Tariq Ali & Martha Moore
Alaska Trauma Registry, Dept. of Health & Social Services (HSS)
Section of Injury Prevention & EMS (IPEMS)
Division of Public Health

FOR YOUR family

Belt-positioning Booster Seats: *Easy to Use, Affordable and Safe*

When your child reaches the top weight or height for his child safety seat, his shoulders are above the harness slots or his ears have reached the top of his child safety seat, he needs a booster seat. A booster seat raises your child up so that the vehicle's lap/shoulder belt fits him correctly.

How do you use a booster seat?

- Read the booster seat and vehicle user manuals.
- Place the booster seat in the back seat in a position with a lap/shoulder belt. Never use a booster seat if there is only a lap belt.
- After your child sits in the booster, pull the lap/shoulder belt across him and buckle the seat belt.
- Check to see if the belt crosses the shoulder between the neck and arm and that the lap belt is low and snug on the hips, just touching the thighs.



What type of booster is best?

- Use a backless booster seat if the back seat of your car has head rests or a high seat back. Otherwise, choose a high-back booster seat.
- Prices start at \$20 for a backless booster. More expensive seats are not necessarily safer.

How effective are boosters? Why aren't seat belts good enough?

- Belt-positioning boosters are safest for your school-age child in a crash. Any restraint is better than no restraint, but boosters are 60 percent safer than seat belts alone. In a crash, poor-fitting seat belts can result in serious injury to a child's abdomen, neck and head.
- Seat belts are made to fit adults. Until your child is big enough, he needs a boost.

What to do if your child says, "But I'm a big kid now!"

- Tell your child that the car will not move until everybody is buckled up correctly.
- Let your child select his booster seat, and teach him how to buckle himself up.
- Show your child that the booster will let him see out the window better and help make the seat belt comfortable.
- Tell your child that boosters are for "big kids." Don't call a booster seat a child's seat.

When is it safe to move my child from his booster seat to an adult seat belt?

Your child should stay in a booster seat until the adult seat belt fits — usually when he is about 4'9" in height and is 8 to 12 years old. The seat belt fits properly when:

- The shoulder belt lies across the chest, not the neck or face.
- The lap belt is low and snug across the thighs, not across the stomach; and
- The child is tall enough to sit against the vehicle seat back with his legs bent at the knees and feet hanging down.



The information contained in this publication should not be used as a substitute for the medical care and advice of your pediatrician. There may be variations in treatment that your pediatrician may recommend based on individual facts and circumstances.

American Academy
of Pediatrics



DEDICATED TO THE HEALTH OF ALL CHILDREN™

Partners for
Child Passenger Safety

State Farm Insurance Companies
The Children's Hospital of Philadelphia
Neighbors working together



For more information visit www.chop.edu/carseat

This page may be reproduced exclusively
for not-for-profit patient education use.

Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use

On June 1, 2006, Wisconsin enacted a child passenger safety law requiring children between 4 and 8 years old or who weigh between 40 and 79 pounds and are no taller than 4 feet 9 inches to be restrained in booster seats. The law does not require the booster seat to be placed in a back seat. During a six-month grace period, police issued written warnings instead of citations for first-time violations. Beginning January 1, 2007, police issued citations for violations.

Prior to June 1, 2006, Wisconsin law required all children under 4 to be in child restraints, and children between 4 and 8 years old to be in child restraints or safety belts. While Wisconsin's child passenger safety (CPS) law is a primary enforcement law, meaning police can write tickets to parents and caregivers of improperly restrained children, Wisconsin's adult seat belt law is a secondary enforcement law. Police can only give an adult seat belt violation if a driver is pulled over for another violation.

The Wisconsin Department of Transportation developed a one-page information sheet and card to provide details of the new law for law enforcement personnel and the public. The Wisconsin Bureau of Transportation Safety also ran an article on the new law in its May newsletter. The American Automobile Association (AAA) of Wisconsin and Safe Kids Worldwide (SKW) held a news conference in Madison on June 1 in conjunction with SKW car seat checks around the State.

In order to examine the effectiveness of this law to increase booster seat use among children of booster seat age, the National Highway Traffic Safety Administration contracted with TransAnalytics, LLC, and its subcontractor, Program Professionals, Inc., to conduct an observational survey of booster seat use in Wisconsin before and after the law changed.

Method

Booster seat observation sites were located in urban and suburban areas and based on site permission, high numbers of target vehicles entering the site, safety, and location. The most common sites were shopping centers with retail stores that attract the target vehicle group (e.g., Wal-Mart,

Toys"R"Us); elementary schools and child care centers; health care centers, and recreational sites. A convenience sampling approach was used.

To obtain control/comparison data, booster seat observations were also conducted in Michigan, a neighboring State that had no legislative action for enacting a booster seat law. Under Michigan's law, all children under the age of 4 must be in a child restraint system, and children between 4 and 16 must wear a seat belt. All front-seat occupants must wear seat belts. However, in Michigan, both CPS and seat belt laws are primary enforcement laws.

Baseline data was collected in the Milwaukee, Wisconsin, area May 9-11, 2006, and in the Detroit, Michigan, area May 18-24, 2006. Post-intervention data was collected in Wisconsin September 6-23, 2006, and in Michigan September 11 to October 3, 2006.

Data collectors stationed in parking lots and targeted drivers who were (a) parking their cars; and, (b) transporting at least one child passenger appearing to be 4 to 8 years old. Upon receiving the driver's permission to participate in the study, data collectors noted the vehicle type, number of passengers, seating positions, sex, and restraint use.

Results

Overall, the driver and vehicle characteristics (e.g., percentage of female versus male, race, vehicle types, and number of occupants) were similar in Wisconsin and Michigan during the pre- and post-intervention periods.

Although booster seat use among children 4 to 8 years old increased from 40 to 45.9 percent in Wisconsin and from 38.6 to 40.2 percent in Michigan during this same period, these increases were not statistically significant (see Table 1).

However, during the pre- and post-booster-seat-law period, the overall patterns of restraint use (safety belt, child safety seat [CSS], booster, and unrestrained) for children 4 to 8 changed significantly in Wisconsin ($p < .02$) and in Michigan ($p < .01$). In both States, the number of children in child safety seats and booster seats increased, and the number of children

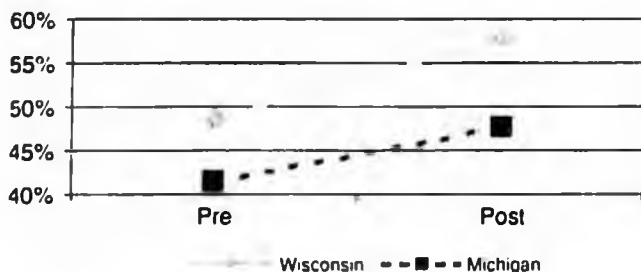
in seat belts decreased. However, in Wisconsin, the number of unrestrained children remained relatively stable, while the number in Michigan increased.

Table 1. Restraint Use for Booster-Seat-Age Children

	Wisconsin		Michigan	
	Pre N=407	Post N=355	Pre N=472	Post N=465
Safety Belt	30.7%	21.1%	45.6%	35.7%
CSS	8.6%	11.8%	3.0%	7.3%
Booster	40.0%	45.9%	38.6%	40.2%
Unrestrained	20.6%	21.1%	12.9%	16.8%
Total	100.0%	100.0%	100.0%	100.0%

Since there is a large variation in children's sizes between 4 to 8 years old, smaller children would be appropriately restrained in CSSs with internal harnesses while larger children would be appropriately restrained in booster seats. There is also some variation in upper weight limits for forward-facing CSSs with internal harnesses (e.g., from 40 to 80 pounds), so a child 40 pounds or over may still be appropriately restrained in a CSS.

Figure 1. Children Ages 4 to 8 Appropriately Restrained in Child Passenger Seats or Booster Seats



A chi-square test was performed to determine if there was a significant difference from the pre- to post-booster-law period in the number of children who were appropriately restrained, without regard to the type of child restraint system. Thus, an appropriately restrained child could be riding in a booster seat or in a CSS. In Wisconsin, significantly more children were appropriately restrained from before to after the law ($p < .02$) while the results for Michigan were not significant. The combination of CSS and booster seat use in Wisconsin

showed an increase of 9.1% (48.6% to 57.7%) and the same combination yielded an increase in Michigan of 5.9% (41.6% to 47.5%, see Figure 1).

There was also a trend for children inappropriately restrained for their age (e.g., in seat belts or completely unrestrained). In Wisconsin, the number of children in seat belts and the number of children who were completely unrestrained decreased 9.1% (51.3% before the law; 42.2% after the law). In Michigan during this same period the number of children in seat belts and the number of children who were unrestrained decreased 6% (58.5% before the law; 52.5% after the law).

For both States, over half of the booster seats were the backless type in the pre- and post-intervention periods. Over one-third of the booster seats were belt-positioning, high-back models in the pre- and post-intervention periods. About 10% were combination seats and only about 2% were shield boosters in each period.

Conclusions

These findings offer the first indications that Wisconsin's Booster Seat Law had the effect of increasing child restraint system use (CSS or booster seats) for children 4 to 8 years old. However, this study has limitations because it used a convenience sample. While not necessarily representative of the State, the study findings show a significant change in the direction of safer practices from pre- to post- Wisconsin's booster seat law change.

It can be inferred that the booster seat law motivated parents and caregivers to move their children into some type of restraint that was appropriate for the child's age and weight. Since there was no concomitant change in the comparison State from pre- to post-intervention (no child booster seat law was implemented in Michigan), it may be inferred that the increase in appropriately restrained children in Wisconsin was the result of the new law.

How to Order

The report for *Preliminary Data Indicate That Booster Seat Laws Increase Child Safety Seat Use* prepared by TransAnalytics, LLC, will be available in the next few months by writing to the Office of Behavioral Safety Research, NHTSA, NTI-130, 1200 New Jersey Avenue SE., Washington, DC 20590, fax 202-366-7096, or download from www.nhtsa.dot.gov. John Siegler, Ph.D., was the Task Order Manager for this project.



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

1200 New Jersey Avenue SE., NTI-130
Washington, DC 20590

TRAFFIC TECH is a publication to disseminate information about traffic safety programs, including evaluations, innovative programs, and new publications. Feel free to copy it as you wish. If you would like to receive a copy, contact Patricia Ellison-Potter, Ph.D., Editor, fax 202-366-7096, e-mail: traffic.tech@dot.gov.

Children who should use a booster seat

- For maximum protection, keep a child in a forward-facing child safety seat with full harness as long as the child fits in this seat. (See the instructions for your child safety seat for best fit.)
- A child who weighs between about 35 and 80 lbs
- A child who has outgrown a convertible child safety seat
- Usually a child who is about 4 to 8 years old and is at least 35" tall
- A child who cannot sit with his or her back straight against the vehicle seat back cushion or who cannot sit with knees bent over a vehicle's seat edge without slouching

Reasons to use a booster seat

- Generally, a child who is 4 to 8 years old is not big enough for lap and shoulder belts alone.
- A booster seat fills the gap between a convertible child safety seat and the vehicle lap and shoulder belt.
- The booster seat raises the child so the vehicle lap and shoulder belt fits well: the lap belt rests low across the upper thighs, and the shoulder belt rests snugly on the shoulder across the chest.
- Properly fitting lap and shoulder belts reduce the potential for belt-induced injury which can occur when a lap belt is a child's only restraint.

Installing a booster seat

- Read the booster seat instructions and your vehicle owner's manual before installing the booster seat.
- If the vehicle has only lap belts in the back seat, you may want to consider having shoulder belts installed by a dealer or repair facility. Most vehicle manufacturers offer retrofit shoulder belt kits for this purpose

Remember

- All children ages 12 and under should sit properly restrained in the back seat whenever possible. It's safer!
- Never use just a lap belt across a child sitting in a belt-positioning booster.
- Never put the shoulder belt behind a child's arm or back because it eliminates the protection for the upper part of the body and increases the risk of severe injury in a crash.
- Never use pillows, books, or towels to boost a child. They can slide around.
- State child passenger safety laws apply to infant, convertible, and booster child safety seats.



A Parent's Guide to Booster Seats



U.S. Department of Transportation

DOT HS 808 671
February 1998

different kinds of

Booster Seats



High back booster with 5-point harness

- For a child about 35 to 80 lbs
- This booster seat provides head and neck protection in back seats without head restraints. The 5-point harness provides full body protection. The harness can be used until a child reaches 40 lbs. The removable harness converts the booster seat to a belt-positioning booster in which a child uses the vehicle lap and shoulder belts for restraint.



Child seats improve continually. Visit the NHTSA Web site at www.nhtsa.dot.gov or call the DOT Auto Safety Hotline toll free at 1-888-DASH-2-DOT (1-888-327-4236) for the most current information.



Belt-positioning booster

- For a child 40 to 80 lbs
- The child sits in the booster seat and uses the vehicle lap and shoulder belts for restraint. Lap and shoulder belts together offer better protection than lap belts only



Shield booster

- Some of these boosters have removable shields. When the shield is removed, the booster seat becomes a belt-positioning booster using the vehicle lap and shoulder belts for restraint. Never allow a child to sit in the booster seat without the shield while using only the lap belt. (Without shield for a child from 40 to 80 lbs)
- A shield booster seat, with the shield in place, is recommended for use when only a lap belt exists in the back seat. (For a child with maximum weight of 40 lbs)



Buying a booster seat

- All booster seats are required by law to comply with the same standards and guidelines as child safety seats.
- When buying a booster seat make sure that it has a label stating: This child restraint system conforms to all applicable U.S. Federal Motor Vehicle Safety Standards
- Never use a booster seat that has been in a crash. The seat may have defects that are not visible

All children ages 12 and under should sit in the back seat, properly restrained whenever possible. It's safer!



FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB 218
 () Publish Date: _____

Identifier (file name): SB218-DOT-PD-01-28-08 Dept. Affected: DOT&PF
 Title: An Act relating to use of child safety seats and seat belts. RDU: Planning
 Component: Program Development
 Sponsor: Senator Hollis French
 Requester: Senate Transportation Component Number: 2762

Expenditures/Revenues estimated \$194,235 additional federal funding in FFY09

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
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	0.0

CAPITAL EXPENDITURES		194.2	194.2					
-----------------------------	--	--------------	--------------	--	--	--	--	--

CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	------------	------------	------------	------------	------------	------------	------------	------------

FUND SOURCE

1002 Federal Receipts		194.2	194.2					
1003 GF Match								
1004 GF								
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other Interagency Receipts								
TOTAL	0.0	194.2	194.2	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: 0.0

POSITIONS

Full-time								
Part-time								
Temporary								

ANALYSIS: (Attach a separate page if necessary)

Federal DOT Chief Counsel has confirmed that the passage of SB218 will qualify Alaska for additional federal funds. Alaska would be eligible to receive an estimated \$194,235 in FFY09 and \$194,235 in FFY10. The exact funding amount will be based on the number of states that qualify and apply for funding.

CHILD SAFETY AND BOOSTER SEAT INCENTIVE GRANTS provide funds to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirement prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat.2772), for an appropriate child safety seat or booster seat. States become eligible for these funds when specific weight and height of children are included in statute.

Prepared by: Mary Siroky Legislative Liaison
 Division: Commissioner's Office
 Approved by: Nancy Slagle
Director Division of Administrative Services

Phone 907 465-4772
 Date/Time 1/28/08 2:00 PM
 Date 1/28/2008

FISCAL NOTE

**STATE OF ALASKA
2008 LEGISLATIVE SESSION**

BILL NO. SB 218

ANALYSIS CONTINUATION

To qualify for a grant under this program, a State child restraint law must not leave any gaps in coverage for children under 8 years old (e.g., gaps between coverage by a child safety seat and a booster seat.)

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation, but does not include which safety device must be used based on a child's age, height and weight.

SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

Up to 50 percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs, including: enforcement of child restraint laws; training of child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints; and educating the public concerning the proper use and installation of child safety seats and child restraints.

DOT&PF would receive these federal funds through federal transportation funding via the capital budget.

25-LS1273\C
Luckhaupt
1/23/08

CS FOR SENATE BILL NO. 218()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): SENATOR FRENCH

A BILL
FOR AN ACT ENTITLED

1 **"An Act relating to use of child safety seats and seat belts."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 *** Section 1. AS 28.05.095(b) is amended to read:**

4 (b) Except as provided in (c) of this section, a driver may not transport a child
5 under the age of 16 in a motor vehicle unless the driver has provided the required
6 safety device and properly secured each child as described in this subsection. A [IF
7 THE] child

8 (1) less than one year of age or a child one year of age or older who
9 weighs less than 20 pounds shall be properly secured in a rear-facing child safety
10 seat that meets or exceeds [IS LESS THAN FOUR YEARS OF AGE, THE CHILD
11 SHALL BE PROPERLY SECURED IN A CHILD SAFETY DEVICE MEETING
12 THE] standards of the United States Department of Transportation and is used in
13 accordance with the manufacturer's instructions;

14 (2) one or more years of age but less than five years of age who
15 weighs over 20 pounds shall be properly secured in a child restraint device that

1 meets or exceeds the standards of the United States Department of
2 Transportation and is used in accordance with the manufacturer's instructions:

3 (3) over four years of age but less than eight years of age who is
4 less than 57 inches in height and weighs 20 or more pounds but less than 80
5 pounds shall be properly secured in a booster seat that is secured by a seat belt
6 system or by another child passenger restraint system that meets or exceeds the
7 standards of the United States Department of Transportation and is used in
8 accordance with the manufacturer's instructions:

9 (4) over four years of age who exceeds the height and weight
10 requirements in (3) of this subsection shall be properly secured in a seat belt:

11 (5) eight years of age [FOR A CHILD SAFETY DEVICE FOR
12 INFANTS. IF THE CHILD IS FOUR] but not yet 16 years of age who does not
13 exceed the height and weight requirements in (3) of this subsection [, THE
14 CHILD] shall be properly secured in a child safety device approved for a child of that
15 [AGE AND] size by the United States Department of Transportation or in a safety
16 belt, whichever is appropriate for the particular child.

ALASKA STATE LEGISLATURE
SENATE BILL NO. 218

HISTORY IN THE SENATE

2008
1/16

Read first time and referred to:

TRA, STA

____ RPT CS() ____ New Title
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN
To: _____

____ RPT CS() ____ New Title
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN
To: _____

____ RPT CS() ____ New Title
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN
To: _____

Read second time

[] CS() Adopted [] New Title
[] Amended _____
[] _____ Advanced / 3rd Rdg. _____

Read third time

[] Title Amendment
[] Return to 2nd & amended _____

[] Passed Y ____ N ____ E ____ A ____
[] EFD same or Y ____ N ____ E ____ A ____
[] CBR same or Y ____ N ____ E ____ A ____
[] CRT same or Y ____ N ____ E ____ A ____
[] _____

Reconsideration

Reconsideration not taken up

[] Title Amendment
[] Return to 2nd & amended _____

[] Passed/Rec Y ____ N ____ E ____ A ____
[] EFD same or Y ____ N ____ E ____ A ____
[] CBR same or Y ____ N ____ E ____ A ____
[] CRT same or Y ____ N ____ E ____ A ____
[] _____

Engrossed, signed by the President
Transmitted to the House

Secretary of the Senate

HISTORY IN THE HOUSE

20

Read first time and referred to:

____ RPT HCS() ____ NT: HCR ____
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN

____ RPT HCS() ____ NT: HCR ____
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN

____ RPT HCS() ____ NT: HCR ____
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN

____ RPT HCS() ____ NT: HCR ____
____ DP ____ DNP ____ NR ____ AM
____ FN ____ OFN / Prev: ____ FN ____ OFN

Read second time

[] HCS() Adopted [] New Title
HCR No. ____
[] Amended _____
[] _____ Advanced / 3rd Rdg. _____

Read third time

[] Title Amendment
[] Return to 2nd & amended _____

[] Passed Y ____ N ____ E ____ A ____
[] EFD same or Y ____ N ____ E ____ A ____
[] CBR same or Y ____ N ____ E ____ A ____
[] CRT same or Y ____ N ____ E ____ A ____
[] _____

Reconsideration

Reconsideration not taken up

[] Title Amendment
[] Return to 2nd & amended _____

[] Passed/Rec Y ____ N ____ E ____ A ____
[] EFD same or Y ____ N ____ E ____ A ____
[] CBR same or Y ____ N ____ E ____ A ____
[] CRT same or Y ____ N ____ E ____ A ____
[] _____

Engrossed, signed by the Speaker
Returned to the Senate

Chief Clerk of the House

SENATE-HOUSE HISTORY (continued)

20

Version Received from the House:

Concur in House Amendment

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

[] CBR same or Y ___ N ___ E ___ A ___

[] CRT same or Y ___ N ___ E ___ A ___

Failed concur in House amd., ask House recede

Y ___ N ___ E ___ A ___

House failed to recede from amendment

Y ___ N ___ E ___ A ___

CC appointed by Senate _____ Chair

CC appointed by House _____ Chair

(S) Granted Limited Powers of Free Conference

(H) Granted Limited Powers of Free Conference

20

(S) Adopted CC Rpt _____

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

[] CBR same or Y ___ N ___ E ___ A ___

[] CRT same or Y ___ N ___ E ___ A ___

(H) Adopted CC Rpt _____

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

[] CBR same or Y ___ N ___ E ___ A ___

[] CRT same or Y ___ N ___ E ___ A ___

Sent to enrolling

Received from Enrolling _____ Manifest Error

Sent to Governor

By Governor

Chapter Number _____

Filed with Lieutenant Governor _____

Alaska State Legislature



Senator Hollis French

Sponsor Statement

SB 218 - Child Safety Seats and Seat Belts

Booster seats save lives. Of the sixty one children under the age of eight injured in auto accidents in recent years, only five were properly restrained in the recommended child safety seat. Nearly two thirds of the sixty one injured were children ages four to eight. At this age, many children are too large for a child's car seat but too small for an adult seat belt. The National Highway Traffic Safety Administration recommends that children under 80 pounds and under 57" use a child safety seat or a belt positioning booster seat.

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation. SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

SB 218 states that:

- Children under one year of age or older but under 20 pounds, shall be secured in a rear facing child safety seat.
- Children one to four years old who weigh over 20 pounds shall be secured in a child restraint device or seat.
- Children ages four to eight who are under 57" in height and under 80 pounds shall be secured in a booster seat or a child restraint system.
- Children over 4 who are taller than 57" and weigh over 80 pounds shall be properly secured in a seat belt, just like adults.
- Children over eight but under 16 years of age who are under 57" and 80 pounds shall be restrained by the proper safety device or a seat belt, whichever is appropriate.

All safety devices, boosters and child seats must meet or exceed the standards set out by the United States Department of Transportation.

At this time, thirty nine other states mandate booster seat use. While any restraint is better than no restraint, national studies have shown booster seats are sixty percent safer than seat belts alone.

The cost of booster seats range from approximately \$25 to \$100, depending on the model.

Please join me in promoting passenger safety by supporting this legislation.

Alaska State Legislature



Senator Hollis French

Sponsor Statement

SB 218 - Child Safety Seats and Seat Belts

Booster seats save lives. Of the sixty one children under the age of eight injured in auto accidents in recent years, only five were properly restrained in the recommended child safety seat. Nearly two thirds of the sixty one injured were children ages four to eight. At this age, many children are too large for a child's car seat but too small for an adult seat belt. The National Highway Traffic Safety Administration recommends that children under 80 pounds and under 57" use a child safety seat or a belt positioning booster seat.

Current Alaska law requires the use of proper safety devices for children under the age of 16 as approved by the US Department of Transportation. SB 218 puts USDOT National Highway Traffic Safety Administration (NHTSA) recommendations in statute, clarifying for law enforcement officials what devices are required for proper child restraint.

SB 218 states that:

- Children under one year of age or older but under 20 pounds, shall be secured in a rear facing child safety seat.
- Children one to four years old who weigh over 20 pounds shall be secured in a child restraint device or seat.
- Children ages four to eight who are under 57" in height and under 80 pounds shall be secured in a booster seat or a child restraint system.
- Children over 4 who are taller than 57" and weigh over 80 pounds shall be properly secured in a seat belt, just like adults.
- Children over eight but under 16 years of age who are under 57" and 80 pounds shall be restrained by the proper safety device or a seat belt, whichever is appropriate.

All safety devices, boosters and child seats must meet or exceed the standards set out by the United States Department of Transportation.

At this time, thirty nine other states mandate booster seat use. While any restraint is better than no restraint, national studies have shown booster seats are sixty percent safer than seat belts alone.

The cost of booster seats range from approximately \$25 to \$100, depending on the model.

Please join me in promoting passenger safety by supporting this legislation.

25-LS1273C
Luckhaupt
1/23/08

CS FOR SENATE BILL NO. 218()

**IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION**

BY

**Offered:
Referred:**

Sponsor(s): SENATOR FRENCH

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to use of child safety seats and seat belts."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 *** Section 1. AS 28.05.095(b) is amended to read:**

4 (b) Except as provided in (c) of this section, a driver may not transport a child
5 under the age of 16 in a motor vehicle unless the driver has provided the required
6 safety device and properly secured each child as described in this subsection. A [IF
7 THE] child

8 (1) less than one year of age or a child one year of age or older who
9 weighs less than 20 pounds shall be properly secured in a rear-facing child safety
10 seat that meets or exceeds [IS LESS THAN FOUR YEARS OF AGE, THE CHILD
11 SHALL BE PROPERLY SECURED IN A CHILD SAFETY DEVICE MEETING
12 THE] standards of the United States Department of Transportation and is used in
13 accordance with the manufacturer's instructions;

14 (2) one or more years of age but less than five years of age who
15 weighs over 20 pounds shall be properly secured in a child restraint device that

1 meets or exceeds the standards of the United States Department of
2 Transportation and is used in accordance with the manufacturer's instructions:

3 (3) over four years of age but less than eight years of age who is
4 less than 57 inches in height and weighs 20 or more pounds but less than 80
5 pounds shall be properly secured in a booster seat that is secured by a seat belt
6 system or by another child passenger restraint system that meets or exceeds the
7 standards of the United States Department of Transportation and is used in
8 accordance with the manufacturer's instructions:

9 (4) over four years of age who exceeds the height and weight
10 requirements in (3) of this subsection shall be properly secured in a seat belt:

11 (5) eight years of age [FOR A CHILD SAFETY DEVICE FOR
12 INFANTS. IF THE CHILD IS FOUR] but not yet 16 years of age who does not
13 exceed the height and weight requirements in (3) of this subsection [, THE
14 CHILD] shall be properly secured in a child safety device approved for a child of that
15 [AGE AND] size by the United States Department of Transportation or in a safety
16 belt, whichever is appropriate for the particular child.

SENATE BILL NO. 218

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY SENATOR FRENCH

Introduced: 1/16/08
Referred: Transportation, State Affairs

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to use of child safety seats and seat belts."

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

3 * Section 1. AS 28.05.095(b) is amended to read:

4 (b) Except as provided in (c) of this section, a driver may not transport a child
5 under the age of 16 in a motor vehicle unless the driver has provided the required
6 safety device and properly secured each child as described in this subsection. A [IF
7 THE] child

8 (1) less than one year of age or a child one year of age or older who
9 weighs less than 20 pounds shall be properly secured in a rear-facing child safety
10 seat that meets or exceeds [IS LESS THAN FOUR YEARS OF AGE, THE CHILD
11 SHALL BE PROPERLY SECURED IN A CHILD SAFETY DEVICE MEETING
12 THE] standards of the United States Department of Transportation and is used in
13 accordance with the manufacturer's instructions;

14 (2) one to four years of age who weighs over 20 pounds shall be
15 properly secured in a child restraint device that meets or exceeds the standards of

1 the United States Department of Transportation and is used in accordance with
2 the manufacturer's instructions;

3 (3) over four years of age who is less than 57 inches in height and
4 weighs less than 80 pounds shall be properly secured in a booster seat that is
5 secured by a seat belt system or by another child passenger restraint system that
6 meets or exceeds the standards of the United States Department of
7 Transportation and is used in accordance with the manufacturer's instructions;

8 (4) over four years of age that is not required to be restrained as
9 provided in (3) of this subsection shall be properly secured in a seat belt [FOR A
10 CHILD SAFETY DEVICE FOR INFANTS. IF THE CHILD IS FOUR BUT NOT
11 YET 16 YEARS OF AGE, THE CHILD SHALL BE PROPERLY SECURED IN A
12 CHILD SAFETY DEVICE APPROVED FOR A CHILD OF THAT AGE AND SIZE
13 BY THE UNITED STATES DEPARTMENT OF TRANSPORTATION OR IN A
14 SAFETY BELT, WHICHEVER IS APPROPRIATE FOR THE PARTICULAR
15 CHILD].