

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

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HJUD

HB 167

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

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 [Repealed, § 6 ch 178 SLA 1978.]

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

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

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

(b) Subsection (a) does not apply to

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

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

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

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

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE TROOPERS

BILL SHEFFIELD, GOVERNOR
Robert J. Sundberg
Commissioner

5700 E. TUDOR ROAD
ANCHORAGE, ALASKA 99507

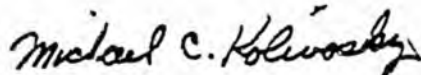
March 3, 1986

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

Dear Mr. Bickford:

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

Sincerely,



Colonel Michael C. Kolivosky
Director
Alaska State Troopers

MCK/ln

cc: Rep. M. Mike Miller

BILL NO: HB 167

DATE: March 10, 1987

TITLE: An Act relating to mandatory use of safety devices

CONTACT: Ellen ~~Moore~~

DEPARTMENT OF PUBLIC SAFETY / POSITION

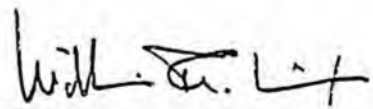
As many as 50% of traffic deaths and 65% of the injuries could be prevented if all motorists wore the safety belt that has been required equipment in every passenger vehicle manufactured since 1968.

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

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

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

The Department of Public Safety supports passage of this bill.


William R. Nix
Acting Commissioner

Position Paper

House Bill No. 167

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

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

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

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

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

Background

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

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

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

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

burden which is shared by all citizens.

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

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

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

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

Position

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

Recommended by:

Elizabeth Ward
Elizabeth Ward, M.N.
Director
Division of Public Health

Date:

March 18, 87

Approved by:

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

Date:

March 19, 1987

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

3/10/87

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

R- RESOLUTION
L - LETTER

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



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Legislative Update 3/11/87

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

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

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

SAFETY BELT USE LAW NOTES -

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

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



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

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

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

EXCERPT FROM RECENT LETTER TO THE EDITOR -

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

COMPLIANCE RATE NEARS 70 PERCENT IN THREE

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

ALASKA SAFETY BELT USE COALITION

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ALASKA PUBLIC OPINION RESEARCH SURVEY

Prepared For

ALASKA SAFETY BELT USE COALITION

January, 1987

By Hellenthal and Associates, Inc.

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

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

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

STATE WIDE RESULTS

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

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

Response - For : 65.1%, Against : 34.9%

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

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

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

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

March 9, 1987

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

Briefly, the NHTSA report highlights the following:

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

SAFETY BELT USE LAWS FACT SHEET

January 1987

SAFETY BELT USE LAWS

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

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

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

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

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

ESTIMATES OF SAFETY BELT USE LAW PERFORMANCE

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

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

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

LIVES SAVED DUE TO SAFETY BELT USE LAWS

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

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

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

SAFETY BELT USE LAW PERFORMANCE IN 1985

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

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

MANDATORY USE LAW PERFORMANCE IN 1986

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

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

MANDATORY USE LAW LEGISLATION

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

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

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

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

September 24, 1986

SUBJECT: Analysis of NTSB Study

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

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

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

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

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

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

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

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

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

One vehicle had 14 occupants

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

One vehicle had 7 occupants

Three vehicles had 6 occupants each

Two vehicles had 5 occupants each

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

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

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

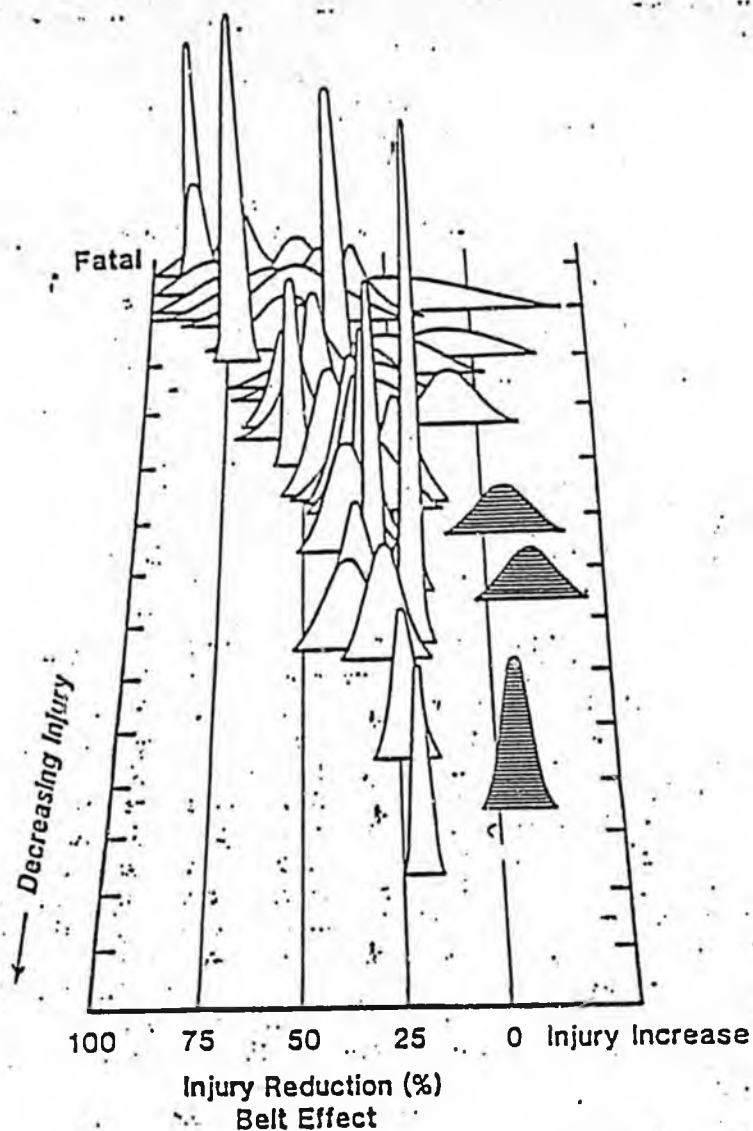
Despite the hundreds of well designed studies that document the benefits of seatbelts in saving lives, and of lap-harness combinations in saving lives and reducing injury severity, the NTSB study not only suggested that lap belts were less protective than being totally unrestrained; it also suggested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

What Can One Conclude?

1. For the reasons noted above no conclusions of any sort can be reached from the NTSB study because the study design and the sample size do not meet scientific criteria for valid research. One does not set public policy based on 26 crashes, much less 8 crashes, all of which were carefully chosen so that they would be severe.
2. Based on many other studies, it does seem appropriate to conclude that:
 - a) lap-shoulder combinations are useful both in reducing frequency and severity of injury while lap belts alone reduce frequency of fatality but not of injury,

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

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



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

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

Figure 7-1 shows how the size of samples affects the conclusion reached in studies of the effectiveness of occupant restraints in reducing injury and death.⁸ The high peaks represent highly believable results involving large samples that have a very narrow margin of error. The low flat peaks involve small samples and consequently have a much greater margin of error. This difference in sample size is one reason why studies have described seatbelts as anywhere from totally ineffective to over 75 percent effective in reducing injury. Another reason, apparent from this figure, is that seatbelts are more effective in reducing serious and fatal injuries than in reducing minor ones. Thus, the conclusion of "success" or "failure" depends on the care taken in initially defining the program goals and objectives. If the sought-after end point is to reduce *all* injuries, the effectiveness of seatbelts will be less (25 percent) than if the goal is defined as reducing *serious and fatal* injury (50 percent reduction) or *fatal injury only* (65 percent decrease).

ABBREVIATED INJURY SCALE

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

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

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

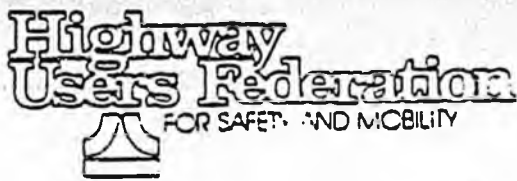
NTSB/SS-80/03

TABLE 1

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

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

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



OFFICE OF THE PRESIDENT

August 19, 1986

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

Dear Jim:

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

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

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

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

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

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

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

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

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

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

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

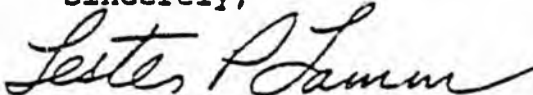
o The Board states that the cases "investigated in this project are not representative of the range of real-world accidents and, therefore, the findings are not necessarily representative of overall lap belt performance."

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

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

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

Sincerely,



Lester P. Lamm

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

Belt laws spark U.S. health trend

Safety belts save lives

Continued from page 1

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

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

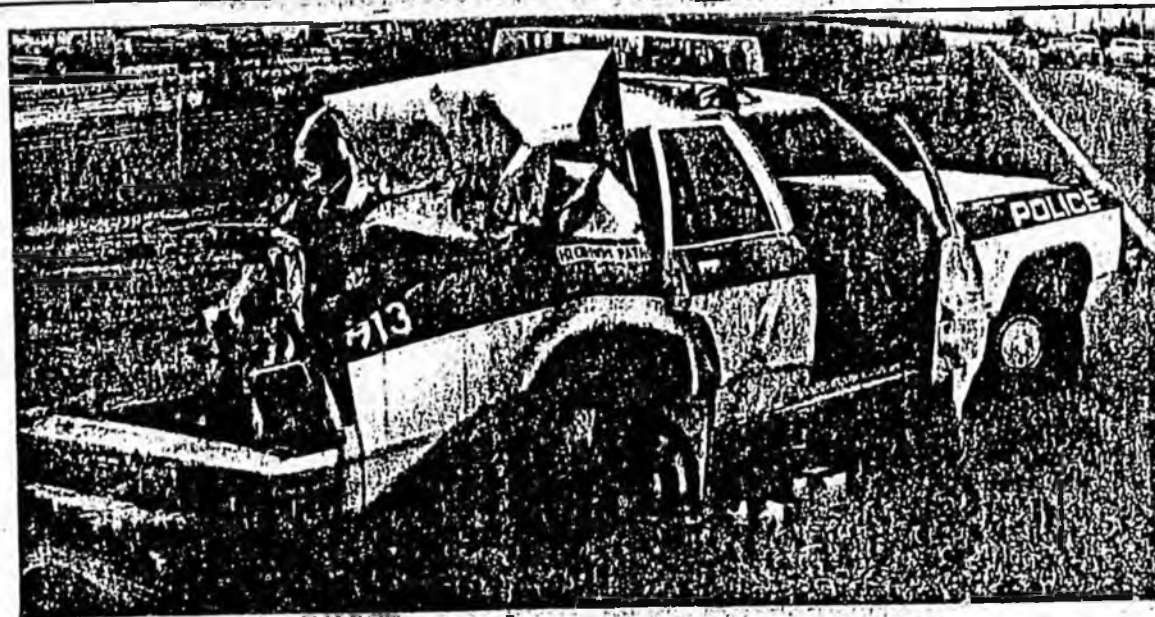
Dr. B.J. Campbell, director of the Highway Safety Research Center at the University of North Carolina, says that, in 1985, 400 Americans in eight states owed their lives to safety-belt laws during the first few months those laws were in force in their states.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Please see next page

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

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

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

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

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

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

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

Safety laws succeed outside U.S.

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

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

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

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

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

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

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

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

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

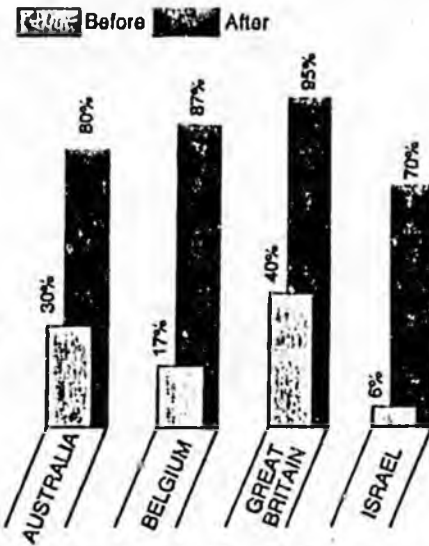
Should the U.S. choose to follow the example of its sister nations and all 50 states pass safety belt legislation, 9,140 lives could be saved and 327,000 disabling injuries prevented, according to U.S. Department of Transportation estimates based on a belt use rate of 70 percent.



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

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

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



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

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

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

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

COUNTRIES WITH SAFETY BELT USE LAWS

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

1985-86
DATA

1985 ESTIMATES

TEN GOOD REASONS
WHY WE NEED A
SEATBELT LAW
IN
ALASKA

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



IN ALASKA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A -- The estimated cost savings are:

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

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

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

NOTES

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

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

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

DATE: January 8, 1987

TO: FRANK BICKFORD
~~FRANK BICKFORD~~
FROM: ~~FRANK BICKFORD~~ *MB*
SUBJECT: Fatality Statistics

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

MICHIGAN

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

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

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

ILLINOIS

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

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

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

TEXAS

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

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

LOUISIANA

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

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

NEW YORK

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

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

NEW JERSEY

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

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

CALIFORNIA

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

NATIONAL

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

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

Here's some more information:

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

STATE OF ALASKA THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907.465.3800

LEGISLATIVE AFFAIRS AGENCY LEGISLATIVE REFERENCE LIBRARY

May, 1988

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

Mary Van Nimwegen

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

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/23/87

FURTHER REFERRALS:

4-14-87

DATE: ~~4-13-87~~

The Judiciary Committee has considered HB 167

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

RECOMMENDS:

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

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

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

SIGNING DO PASS:

Jan. C. Galt

Mr. L. Gumbert

John W. Miller

SIGNING OTHER RECOMMENDATIONS:

Wm. L. Taylor NOBC

Mike Spaul no rec

Tanera B. Brees no rec

[Signature]

Chairman's signature

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/6/87

FURTHER REFERRALS: Judiciary

DATE: 3-20-87

The State Affairs Committee has considered HB 167

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

RECOMMENDS:

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

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

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

SIGNING DO PASS:

[Signature]

Cliff Davidson

[Signature]

[Signature]

SIGNING OTHER RECOMMENDATIONS:

Terry Hunter - No Pass

[Signature]

Chairman's signature

A



Telegram

09012 TDA KETCHIKAN ALASKA 9 04-30 340P ADT

T
PMS

REF JOHN SUND

709

JUNEAU

THANK YOU FOR SUPPORTING CSHB167 WHICH PASSED TODAY.

KETCHIKAN SAFETY BELT USE COALITION

Good

HOUSE AMENDMENT

TO: CSHB167 Jud

BY: # 15
Hoffman

Page 2 Line 9

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

~~filed~~ filed

18-21

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

AMENDMENT

am to
am # ~~15~~ 15

OFFERED IN THE HOUSE:

By: Collins

To: _____ HOUSE BILL No. _____

SENATE BILL No. _____

PAGE: _____

LINE: _____

Add After 28.05.095:

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

11-28

filed
~~with~~

HOUSE AMENDMENT

14

TO: CSIB 167 (J40)

BY: HOFFMAN

Page 2 Line 9

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

Withdrawn

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

AMENDMENT

#13

OFFERED IN THE HOUSE:

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

SENATE BILL No. _____

PAGE: 3LINE: 19

Add a new section as follows:

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

Filed
17-21

HOUSE AMENDMENT

Am # 12

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

filed
11-29

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

HOUSE AMENDMENT

#11

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

failed
12-27

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

HOUSE AMENDMENT #10

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

*Filed
9-4-25*

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

HOUSE AMENDMENT

#9

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

failed
16-23

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

HOUSE AMENDMENT

#8

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

failed
A
15-24

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

HOUSE AMENDMENT

#7

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 9

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

~~16-24~~

17-22

failed.

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

HOUSE AMENDMENT # 6

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / Avims

Page 2 Line # 23

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

14-25
~~ret.~~
~~4/23-23~~

failed

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

AMENDMENT #

5

5

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

By Gruenberg

Page 1, line 12:

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

adopted

HOUSE AMENDMENT

4

SHULTZ/ADAMS

TO: CSHB 167 (JUDICIARY)

BY: _____

Page 2 Line 9

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

failed.
1/6-23

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

HOUSE AMENDMENT 3

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 8

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

failed

18-21

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

HOUSE AMENDMENT *2*

TO: CSHB 167 (JUDICIARY)

BY: SHULTZ / ADAMS

Page 2 Line 27

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

adopted 36-3

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

5-0659L
Ford
4/13/87

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

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

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

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

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

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

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

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

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

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

1 under AS 28.05.096; or

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

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

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

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

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

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

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

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

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

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

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

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

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

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

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7 in motor vehicles."

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

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

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

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

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

26 (1) passengers in an emergency vehicle;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 IN THE HOUSE

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

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

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

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

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

1 under AS 28.05.096; or

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

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

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

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15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

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

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

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

Seatbelt
Child safety
device

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

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8 failing to provide a child safety device or safety belt [SEATBELT];

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

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

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7 in motor vehicles."

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

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

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

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

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

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

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

29 (1) passengers in an emergency vehicle;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

New CS

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

1 IN THE HOUSE

BY THE JUDICIARY COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (Judiciary)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

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

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

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

25 (1) passengers in an emergency vehicle;

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

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

Amend Bill

1 under AS 28.05.096;

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

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

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

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

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

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

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

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

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

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

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

A M E N D M E N T

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167 (Jud)

Page 2, line 9:

Delete "or (b)"

Page 2, line 10:

Delete "or (b)"

Page 2, lines 11-12:

Delete "or (b)"

Page 2, line 21:

Delete "(b),"

Page 2, lines 22-23:

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

Insert "A"

After "AS 28.05.095(b)":

Insert "is guilty of a violation and"

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

A M E N D M E N T

#1

Offered in the HOUSE

By Gruenberg

TO: CSHB 167(Judiciary)

Page 1, line 11:

Delete ", "

Insert "(1)"

After "person":

Insert "16 years of age or older"

Page 1, lines 12 - 13:

Delete "or child safety device"

Insert "; and

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

69669

Failed

insert "being driven"

Strike "in operation"

p 1 & 12 following "white"

to CSMB 167 SA
By Greenberg

Amendment

A M E N D M E N T

#1

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167(Jud)

Page 2, line 4:

Delete "."

Insert "; or

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

Failed

A M E N D M E N T

Offered in the HOUSE

By the Judiciary Committee

TO: CSHB 167(Jud)

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

Insert "and (d)"

Page 2, after line 4:

Insert a new subsection to read:

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

Reletter the following subsections accordingly.

Page 2, line 21:

Delete "(d)"

Insert "(e)"



Frank Bickford
EXECUTIVE DIRECTOR

ALASKA SAFETY BELT USE COALITION

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

Representative Sund,

FYI,

FB

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

by

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APR. 3 1985

FREDRIC C. TAUSEND

800 Waterfront Place
1011 Western Avenue,
Seattle, Washington 98104

April 1, 1985

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

Dear Jeanette:

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

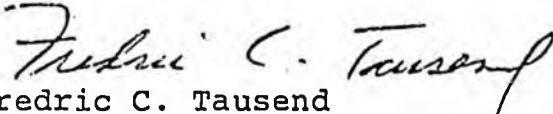
Whenever a person is in a car with one or more passengers, the failure of any one of them to wear a seat belt makes that person a potential danger to the others in the event of an accident. Further there is evidence that use of a belt can assure better driver control of the vehicle at the time of an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

800 Waterfront Place
1011 Western Avenue
Seattle, Washington 98104

Page Two

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

Sincerely,


Fredric C. Tausend

FCT:MBH

HB 167 MANDATORY USE OF SAFETY DEVICES

WITNESSES:

MARK JOHNSON

MIKE LEWIS, DIVISION OF PUBLIC SAFETY.

MIKE MILLER, JUNEAU

REPRESENTATIVE FROM JUNEAU CHAPTER, MADD.

FRANK BICKFORD, ALASKA SAFETY BELT USE COALITION.

JUNEAU AREA HIGH SCHOOL STUDENT

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

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

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

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

HOW WILL THIS AFFECT CHILD SAFETY DEVICES?

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

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

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

June 10, 1986

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

JOHN SUND, REPRESENTATIVE

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

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

February 2, 1988

Clifford Purvis
Box 586
Wrangell, Alaska 99929

Dear Mr. Purvis:

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

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

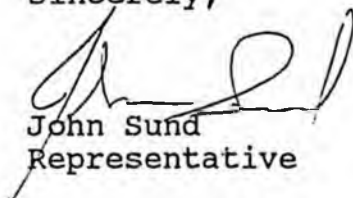
This secondary enforcement means that the police will not be allowed to stop vehicles in order to check on seat belt use - it is only when the police are stopping a vehicle for another reason. The maximum fine is fifteen dollars, there is no other penalty.

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

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

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

Sincerely,


John Sund
Representative

JAN 29 1988

January 25, 1988

Rep. John Sund,

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

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

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

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

Sincerely,

Clifford Purvis

Clifford Purvis
Box 586
Wrangell AK 99929

1985 ESTIMATES

TEN GOOD REASONS
WHY WE NEED A
SEATBELT LAW
IN
ALASKA

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



IN ALASKA

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

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

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

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

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

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

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

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

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