

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6615 SENATE STATE AFFAIRS

1219

In addition to these fundamental concerns, this report also contains some exploratory analyses of the correlates of safety belt use, of the impact of differing levels of enforcement activity on aggregate and individual level safety belt use, and of the sources for cues received by the public for the encouragement of seatbelt use. These several analyses were undertaken to provide the Washington Traffic Safety Commission with information required to plan the most proper use of its resources in future efforts to increase the level of compliance with the MUL across the state.

FINDINGS ON MUL OUTCOMES AND ACCEPTANCE

On the matter of rates of safety belt use, a combination of three distinct methods of analysis were employed: 1) direct observation of vehicles in the field; 2) analysis of collision reports; and 3) self-reports of safety belt use obtained in a state-wide survey of the public. All three methods of analysis indicate the same outcome -- namely, the MUL has indeed resulted in a higher rate of use of safety belts than obtained prior to the enactment of the law.

With respect to the level of acceptance of the MUL among those who are charged with the law's enforcement, surveys of the Troopers and administrative officers of the law enforcement agency that writes the vast majority of citations for violation of the MUL -- the Washington State Patrol -- indicate clearly that the MUL is supported and enforced with vigor. Similarly, county and municipal law enforcement officers who enforce traffic

laws and their administrative leadership also report a high level of support and enforcement within their jurisdictions. On balance, the law enforcement agencies contacted report that they view the MUL as an effective tool in the on-going fight to enhance traffic safety and reduce roadway fatalities in Washington. Much the same sentiment, moreover, is voiced by the judges surveyed; they too tend to share the view that the MUL represents an important tool for the state in its effort to promote a safer driving environment for the people of Washington.

As for the level of acceptance of the MUL among the public, there is clear evidence from a state-wide survey of the general adult citizenry that public support for the MUL is high -- on the order of nearly eight in ten citizens expressing the opinion that they favored the MUL. The public tends to view the law as both a proper enactment, and one which is quite effective in accomplishing its stated purpose.

Finally, as to the outcome of societal benefits to be attributed to the impact of the MUL, the analyses presented in this report document the savings in lives and severe injuries, and the concomitant savings in monetary terms, which have accrued to the state as a result of the implementation of the MUL. Using time series analyses and trend line extrapolation, it is estimated that, during 1986 and 1987, some 35 fewer fatalities, 822 fewer non-fatal disabling injuries and 1,745 fewer minor injuries than were predicted in the absence of the MUL actually occurred. These figures translate into a savings in the range of \$16 to \$24 million. These figures represent savings calculated on the basis of standardized formulae developed by the National

Safety Council and the National Highway Traffic Safety Administration with respect to losses resulting from fatal or non-fatal disabling injury collisions such as lost wages, medical expenses, property damage, insurance administrative costs, etc.

CONCLUSIONS

Washington's MUL would appear to have been generally successful in accomplishing its express purpose of motivating citizens to make use of their safety belts. The public is supportive of the law, the agencies of law enforcement and the judicial authorities judge the law to be proper and efficacious, and the indicators of public compliance and amount of losses resulting from fatal and non-fatal disabling injury collisions suggest that positive outcomes are attributable to the MUL. While this generally positive outlook on the MUL is clearly appropriate, it is also necessary to note that higher levels of compliance are being reported in other countries with similar laws. It is also likely that the rate of use of safety belts and the level of societal benefits might be greater yet if more youth-oriented, school-age programs were initiated and the MUL was a primary enforcement offense as opposed to a secondary enforcement offense. In sum, the results and findings reported herein indicate a positive start for the MUL, and they also indicate that more progress yet is to be expected in this important area of public policy.



HIGHWAY USERS FEDERATION OF ALASKA

P.O. BOX 92665

ANCHORAGE, ALASKA 99509-2665

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Wilder Construction

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Alaska Chapter, AGC

January 13, 1989

Senator Arliss Sturgulewski
Alaska State Legislature
P. O. Box V (MS3100)
Juneau, Alaska 99811

Dear Senator Sturgulewski:

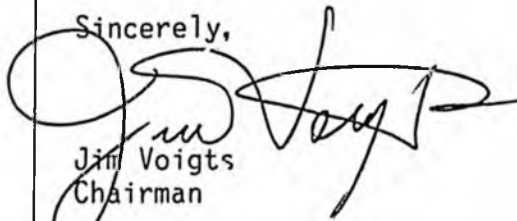
HUFA is writing in support of your legislation for a mandatory seat belt law. Safety is all of our responsibilities and to insure safe automobile travel in Alaska, passage of this measure is necessary. To support your position, I have included our last publication of "At Issue", page two, for your knowledge.

Other issues for your attention are the two resolutions enclosed. Senator Jones and his staff, through the Transportation Committee, are preparing these items for legislation.

As last year, the eight cent gas tax for Alaska is a positive idea, but not without dedication to a trust fund. Also, if passed, the inequity that would then exist between the trucking industry and the Alaska Railroad must be resolved first.

Thank you for your time and consideration and I look forward to seeing you in Juneau soon.

Sincerely,



Jim Voigts
Chairman

Enclosure

Tuesday, January 17, 1989

Make it mandatory

The Legislature could do a simple thing that would save lives, reduce injuries and save money. It could pass a law making the use of safety belts in vehicles mandatory.

Many people don't like the idea of mandatory safety belt laws. The use of safety belts should be a personal choice, they say. The government has no business dictating personal choices.

It's a compelling argument, but not so compelling as the harm that is done by not wearing safety belts. According to a 1987 study, mandatory use of safety belts in Alaska would save 35 lives a year, reduce injuries to more than 600 persons, save \$5 million worth of lost labor and decrease other economic losses associated with highway death and injury by \$13 million. Not just the victims, but everyone pays the cost of not wearing safety belts in terms of increased taxes, insurance premiums and health care costs.

Thirty-one states and the District of Columbia have passed mandatory safety belt laws. In every state, use of safety belts has increased substantially.

Educational programs promoting safety belt use fail to provide the incentive to buckle up that a law requiring it does. We reluctantly move from a position of advocating voluntary compliances to urging the Legislature to make safety belts mandatory. They should, however, avoid some of the problems that Washington state encountered when they initially failed to provide for exemptions for certain types of delivery vehicles.

FAIRBANKS

Daily News - Miner

Robert B. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

Editorials

You buckle up in Canada

IN THE for-what-it's-worth department, all the provinces of Canada now have laws making mandatory the use of seat belts by motorists.

Prince Edward Island was the last to join the national movement, putting its mandatory seat belt law into effect this past January.

British Columbia was an early member of the buckle-up brigade, enacting its mandatory law in October 1977. Alberta, among the Western provinces, joined the flock last July.

The reason, of course, is that seat belts save lives — even though their use is a habit that many motorists find hard to adopt.

Arguments that it infringes on personal rights to make it illegal to drive without seat belts are no more valid than saying that requiring a motorist to have a driver's license is an attack on one's liberties.

A bill to make it illegal to

drive in Alaska without seat belts snapped into place was killed in the last legislative session. It died in committee, despite indications that it would have passed given the chance to reach the floor.

ONCE AGAIN, the argument was that it's none of the state's business whether a person buckles up — and that without the requirement, independent Alaskans will do what's right and they don't need the state telling them what to do.

The same Alaskans, however, apparently have no reluctance to fasten their seat belts when they board an airplane — something that also is mandated by the long arm of the law.

And the fact remains that there is more danger of a fatal accident on the highway than there is in the air.

So what's the problem, anyway?

FACT SHEET:

UNIVERSITY OF MICHIGAN

"Effects Of Mandatory Safety Belt Use On Hospital Admissions"

August 1988

This study assessed the effects of Michigan's safety-belt-use law on more than 8,000 motor-vehicle injuries which resulted in hospitalizations at 14 area hospitals.

It was conducted by the University of Michigan School of Public Health from data collected through the Michigan Inpatient Database from January 1980 through October 1986. Major findings of this study include:

- The Michigan safety-belt-use law passed in July 1985 has resulted in a 19-percent reduction in hospitalizations due to automobile accidents.
- There were 20 percent fewer injuries to body extremities following the passage of Michigan's belt-use law.
- Hospitalizations lasting more than one week decreased nearly 25 percent after the law went into effect.
- After the state safety-belt-use law went into effect, minorities experienced 22 percent fewer injuries.
- A 32-percent decline in injuries occurred among patients using public-health insurance after passage of the state law.
- With regard to the contention that safety belts may cause injuries, researchers concluded "the benefits of restraints far exceed the risks associated with them."

* * *

SAFETY-BELT FACTS: JUDICIAL DECISIONS

TEXAS

- The Texas First Court of Appeals ruled that the legislature can regulate highways. The judgment was in response to a suit which claimed front-seat occupants should be exempt from safety-belt-use laws because the law excludes postal workers. (Richards v. Texas, 1987)
- The Texas Court of Criminal Appeals refused to review an appeal of the state's belt law by attorney R. D. Richards, who claimed the mandate infringed on his personal liberties.

ILLINOIS

- Elizabeth Kohrig of Illinois was convicted of failing to wear her safety belt. She appealed, claiming a safety-belt-use law violates a motorist's right to privacy. The case went through several courts in Illinois. Kohrig's claim lost at every level, including the United States Supreme Court which said safety-belt-use laws do not pose a "substantial federal question."

HAWAII

- The Hawaii Intermediate Court of Appeals rejected Diana Darnell's challenge to a citation for driving without a safety belt. The court said the "enormous social cost of unnecessary death and injury" justifies the safety-belt-use law. (Darnell v. Hawaii, 1987)

NEW JERSEY

- The New Jersey Supreme Court ruled defendants in accident litigation can resort to a "seat-belt defense" to reduce their financial responsibility. Juries are given a formula by which they can reduce a financial award if the plaintiff was not buckled up when involved in an accident. (Waterson v. General Motors, 1988)

Robert B. Atwood
President and Publisher

Elaine Atwood
Assistant Publisher

William J. Tobin
Vice-President, Editor-in-Chief

Editorials

The Anchorage Times

May 3, 1988

Buckle up, and do it now

IN THESE closing days of the lawmaking session, it would be good if the ladies and gentlemen of the legislature would quit fiddling around with lives and buckle up — and make the rest of us do it, too.

None of us complain about wearing seat belts when in airplanes. We're required to do it there.

So what's the big deal about requiring us to do the same when we drive around town or on the highway?

More people are killed on the roads than in airplane crashes. And a lot of those who are weren't wearing safety belts.

For three years now the legislature has had before it bills to make it illegal for drivers and passengers to ride without safety belts fashioned. Each year the effort has died on the sword of individual rights and argu-

ments that the state shouldn't legislate against the risks a person is willing to take with his or her own life.

Baloney.

SEAT BELTS save lives when properly used. It's as simple as that.

And no big felony charge would be involved for those who don't, under this proposed legislation.

All that would be involved is a \$15 fine for offenders.

And even that can be donated to a good cause. At the option of the guilty driver, the fine would go to emergency medical service units — the ambulance drivers and crews who speed to the scene and try to keep alive those injured in accidents.

Enough talk is enough. Pass it and let's get on with adopting a simple new habit.

opinion

Tuesday, May 3, 1988
d-10

Anchorage Daily News



Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Gerald E. Grilly
Publisher

Howard Weaver
Managing Editor

Michael Carey
Editorial Page Editor

Katherine Fanning, Editor and Publisher 1971 to 1983

Lawrence Fanning, Editor and Publisher 1967 to 1971

Founded in 1946 by Norman C. Brown

A reasonable request

Have you ever stopped to think what happens in a high-speed car accident when you're not wearing a seat belt?

As the impact propels you from your seat, the first thing you hit is the steering wheel. As it crushes your chest, ribs break, tissue rips, and blood seeps inside your body. Next the windshield delivers a knockout blow to your head. The shattering glass slices your scalp and body as you are thrown from the car.

That grim scenario ought to be enough to persuade every automobile passenger to use seat belts. Unfortunately, it's not.

If the harm from not wearing seat belts were limited to the individual victim, wearing one might be strictly a personal decision. But the consequences of that choice inflict a toll on society too. Fellow citizens help pay the bills through higher costs for health care, insurance, and emergency services.

Given those costs, a coalition of health groups and safety-conscious citizens have proposed a bill to make seat belt use mandatory in Alaska. It's hardly a draconian measure. Passengers could be cited only if the car were stopped for other violations. The fine is a mere \$15, which could be donated to emergency medical services.

But the bill, which has already passed the House, is locked in the crypt known as the Senate State Affairs Committee. The bill is a prisoner of those who say Alaskans have the right to ruin their lives without state interference.

It's true the measure can be considered paternalistic, because it tries to force Alaskans to do what's good for them. But driving public roads is a privilege, not some sacred individual right. A mandatory seat belt law is a reasonable way for the state to make its highways safer and cut the cost of not-so-inevitable bloodshed.



Alaska Dental Society

3400 Spenard Road, Suite 10
Anchorage, Alaska 99503
(907) 277-4675

December 14, 1988

Frank Bickford, Executive Director
Alaska Safety Belt Use Coalition
3331 Wiley Post Loop
Anchorage, Alaska 99517

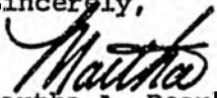
Dear Frank:

Enclosed is the resolution you sent for us to sign off on...

The entire text of the resolution and the motion for approval is included in the regular minutes for the ADS executive council meeting held November 11th. Our next executive council meeting will be on January 13, 1989.

I am now representing the dental society on the Alaska Health Care Coalition, and this issue is one of our primary goals - probably THE primary goal in the immediate future.

Sincerely,


Martha A. Dearborn
Executive Director/Secretary
Alaska Dental Society

cc: Sam Kito
ADS Lobbyist

RESOLUTION

MANDATORY SAFETY BELT USE LEGISLATION

Whereas, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies, and

Whereas, in jurisdictions where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses, and

Whereas, public health and safety legislation has been enacted at the state and federal levels; be it therefore resolved

That the Alaska Dental Society strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

November 11, 1988

Please return this resolution to: Alaska Safety Belt Use Coalition,
3331 Wiley Post Loop, Anchorage, Ak 99517. Phone number is -
907-248-0372.



ALASKA COUNCIL ON PREVENTION OF ALCOHOL AND DRUG ABUSE, INC.

MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies, and

WHEREAS, in jurisdictions where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses, and

WHEREAS, public health and safety legislation has been enacted at the state and federal levels; be it therefore

RESOLVED that the Alaska Council on Prevention of Alcohol and Drug Abuse, Inc., strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

Alaska Academy of Physician Assistants



AKAPA
19819 Fairmount Circle
Eagle River, Ak. 99577

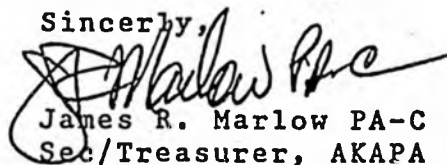
1 November 1986

Alaska Safety Belt Use Coalition
319 Seward St #1
Juneau, Alaska 99801

Sirs/Madam

The Alaska Academy of Physician Assistants, Officers and Board have voted to support the Alaska Safety Belt Use Coalition in their campaign to mandate the usage of seat belts. Please add our organization to your list of supporters.

Sincerely,


James R. Marlow PA-C
Sec/Treasurer, AKAPA

694-6766



Official Business

Alaska State Legislature

P.O. Box V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Senate State Affairs Committee Members
FROM: Senator Pat Pourchot, Chairman *Pat*
RE: February 1 Committee Hearing
DATE: January 30, 1989

On Wednesday, February 1 at 1:30 p.m. in the Beltz Room the State Affairs Committee will hear the following bills:

SB 23, An Act relating to the recording and collection of crime statistics.

SB 23 would authorize the Department of Public Safety to require the use of standardized methods of collecting and recording crime statistics by local police departments statewide.

This authorization was recommended in a March 1985 legislative audit conducted because of a dispute over juvenile crime statistics reported by the Department of Health and Social Services. The audit determined that inconsistencies in the way police departments throughout the state report crime statistics DPS was a possible reason for the dispute.

The Department of Public Safety acts as the primary collector and reporter of arrest data for the FBI under the terms of the Uniform Criminal Reporting code (UCR). The data is also organized into a state report that is published annually. In 1987, 27 of Alaska's 58 law enforcement agencies submitted data for the UCR.

The bill has a zero fiscal note.

SB 59, An Act relating to mandatory use of safety devices in motor vehicles.

SB 59 would make failure to wear a seatbelt an infraction carrying a fine of up to \$15, and would provide for the fine to be waived in lieu of a contribution to the local Emergency Medical Services entity. The bill exempts passengers in an

*Removes existing exemption
for child safety devices.*

emergency vehicle, persons delivering mail or newspapers, persons in vehicles that are not equipped with seatbelts, and other persons as determined by regulation.

Under the bill, enforcement would occur secondary to other offenses. Peace officers would be prohibited from stopping a vehicle simply to determine if seatbelts are being worn; the officer must have probable cause to stop the vehicle for some other violation of law.

Current law regarding safety devices applies only to children under age seven. SB 59 would not substantively change these provisions. The bill has a zero fiscal note.

SB 85. An Act relating to the issuance of private activity bonds.

SB 85 would provide permanent authority for the state bond committee to allocate the private activity bond volume limit for Alaska. The 1987 law that assigned this responsibility to the bond committee expires January 1, 1990. If SB 85 is not enacted, the allocation authority will revert to federal law on that date.

The private activity bond limit for Alaska under federal law is \$150 million annually. This is the limit on the amount of certain types of debt that can be issued as tax exempt. Federal law mandates a fixed percentage of the limit to municipalities, a percentage it is unlikely municipalities will ever fully use. Continuing the state authorization will allow flexibility in the allocation of the tax exempt limit.

The language of SB 85 is identical to that of the temporary law enacted in 1987. The bill has a zero fiscal note.

ALASKA ACTION TRUST

805 WEST THIRD AVENUE, SUITE A
ANCHORAGE, ALASKA 99501
(907) 258-4040

SB 59 MANDATORY SEAT BELT USE

A multitude of studies have shown that wearing seat belts saves lives. The second leading cause of death in Alaska is accidental injuries, with many of these deaths occurring in motor vehicles. Ninety percent of the persons killed in the last three years in auto accidents were not wearing seat belts.

Despite the statistics concerning seat belt use, many people resist wearing seat belts, citing freedom of choice. The choices they make, however, cost all of us a great deal through increased costs for emergency services, health care and insurance.

A mandatory seat belt bill would have the following benefits:

- * Reduce the number of deaths on our highways.
- * Reduce the extent of injuries suffered in auto accidents.
- * Provide an incentive to establish a safety habit.
- * Afford more protection to innocent victims.
- * Inform the public of what is already common law.

A 1986 ruling in Alaska by the Supreme Court stated that if an accident victim was not wearing a seat belt, and the lack of a seat belt contributed to the injuries suffered, then the victim maintains a certain amount of liability for the personal injuries that occur as a result of the accident. This is true even if the victim was not at all responsible for the accident. Thus the court has ruled that we have a seat belt law in Alaska. Now it's time to include it in our statutes.

The Alaska Action Trust, an affiliate of the Alaska Academy of Trial Lawyers, strongly supports SB 59 as a reasonable way to convince people to use safety devices.

Prepared 2/7/89

TO: PAT
FROM: SANDRA
DATE: 2/3/89

Spoke to Bill Brown, DMV, regarding citations issued for violation of the baby seat law.

In 1988, 190 citations were issued. Of these,

35	guilty
49	no contest
2	not guilty
57	dismissed
47	pending

For each guilty/no contest, DMV assesses two demerit points and the court, in its wisdom, fines. According to Melissa Fouse in Senator Sturgulewski's office, the court's current bail schedule sets the baby seat fine at \$50. There is evidence that in some cases the fine is a lesser amount.

current statute

§ 28.05.090

ALASKA STATUTES

§ 28.05.096

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). road not

(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)

connected to state highway system, on ADTV less than 500

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

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

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

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

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

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

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

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

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

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

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

Sec. 28.05.098. Sale of child safety devices. [Effective June 8, 1985.] A person may not sell, offer for sale, or install in any motor vehicle a child safety device that does not conform to all applicable federal standards for the device on the date of the sale, offering, or installation. (§ 1 ch 99 SLA 1984)

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

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

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

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

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

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

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

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

Article 3. Subpoenas, Notices and Hearings.

<p>Section 111. Subpoenas; witnesses and documents 121. Giving of notice</p>	<p>Section 131. Opportunity for hearing required 141. Hearings and appeals</p>
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Collateral references. — Necessity before revocation of driver's license, 10 and sufficiency of notice and hearing ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

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

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

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

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

12/27/88

WHY ALASKA NEEDS A SAFETY BELT USE LAW

By Frank Bickford, Executive Director
Alaska Safety Belt Use Coalition, 360 W.
Benson #101, Anchorage, Ak 99503, 907-
561-7525.

One thing alone can save 35 lives a year, reduce the 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 (Estimates from The Alaska Highway Users Study, 1987): Wearing The Safety Belts Already In Our Cars.

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

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

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

Belt use laws that have been passed in 31 States and D.C. motivate people to buckle up. Those states found that voluntary use was low and through legislating the use of safety belts the incentives to use them have resulted in significant numbers of lives saved and costs reduced.

Educational campaigns promoting safety belt use have been launched here and across the country. Safety belt usage increases temporarily during the campaign and then returns to a low percentage. The amount of money spent is great and the residual impact slight. Safety belt use laws and an aggressive educational campaign must be combined to achieve maximum use. In the absence of a law even with an educational campaign, less than 32% of the population will buckle up. However, a Hellenthal statewide poll (Alaska) last year showed that 81% of Alaskans would wear safety belts if required by law.

A safety belt use law is the incentive to establish the safety habit in those who otherwise wouldn't buckle up.

If a person is killed or injured, it affects more people than the victim. Persons are not allowed a "freedom to choose" to pay the health care costs of those who "choose" not to wear their safety belts.

The cost of needless fatalities and serious injuries are paid by all persons - not simply the victim- in increased taxes, insurance premiums and health care costs.

Unbelted occupants cause injuries to other occupants by becoming "unguided missiles." Thus, the "freedom to choose" to wear the belt does affect others directly.

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.

Traffic accidents do not happen on personal highways and streets ---- the costs to society in terms of medical, rehabilitation, unemployment and welfare services supercede the "right" of people to seriously or fatally injure themselves or others by not buckling up.

As a citizen and taxpayer, your rights are infringed upon by those who aren't responsible enough to buckle-up voluntarily; they leave you to pick up the tab for increased costs.

Ninety percent of those persons killed in motor vehicle accidents in Alaska during 1985, 1986, and 1987 were not wearing safety belts.

The proposed safety belt use law in Alaska is a secondary offense - requiring that a motorist be stopped for another offense before a \$15 ticket (which may be donated to Emergency medical services) can be issued for not using safety belts.

Secondary enforcement will not impose additional burdens on law enforcement officers responsible for citing motorists under this act. Safety belts reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. In fact, officers would have more time to concentrate on other traffic enforcement programs.

In the past three years Hellenthal & Associates (Polling Firm) have conducted extensive Statewide & Local polls that show over 65% of Alaskans supporting a safety belt use law.

In the past three years over 8,000 Alaskans have signed letters of support for the proposed safety belt use law and over 50 businesses have passed supportive resolutions.

The Alaska State House in 1987 passed the safety belt use law with bipartisan support. The Senate in 1988 failed to act on the legislation but 1989 looks a lot more favorable for passage - Reasons; The Speaker of the House for '89 is Sam Cotten who was the author of the safety belt use bill in 1987. The President of the Senate Tim Kelly has been a supporter of the proposed law and in December of '88 at the Eagle River Valley Community Council again stated his support. The Governor has also stated support for the proposed law and this year's sponsor of the safety belt use bill is State Senator Arliss Sturjelowski - Chairman of the Rules Committee.

The statistics, the public support, the editorial support (Anchorage Times, Anchorage Daily News, Frontiersman, Valley Sun, Juneau Empire), and legislative support shows that the proposed safety belt use law is one that Alaska can live with.

Backing seat belts for profit

Safety isn't the only issue for automakers

By DAVID POSTMAN
Daily News reporter

JUNEAU — A bill to require all Alaskans to wear seat belts — strictly a safety issue according to its sponsor — is backed by the American automobile industry as a way to get around more stringent and expensive safety measures.

Since 1985, the Big Three automakers — General Motors, Ford and Chrysler — have spent about a quarter of a million dollars and enlisted political heavies to get the Alaska Legislature to pass a law requiring seat belt use. This year former House Speaker Joe Hayes is lobbying for the law. He is being paid by Traffic Safety Now Inc., an auto industry lobbying group.

Supporters of a mandatory seat-belt law say it would save public dollars as well as lives, because of the high cost of emergency medical services and health care associated with car accidents. State law already requires that children younger than 7 years old must use seat belts or a child's car seat.

"My interest strictly comes from safety and the view that I think it has been demonstrated that seat belts save lives," said Sen. Arliss Sturgulewski, R-Anchorage, who introduced the bill this year. Sturgulewski said her concern about safety also

Please see Back Page, SEAT BELTS

SEAT BELTS: Laws may allow auto industry to forego air bags

Continued from Page A-1
lead her to sponsor a boating safety bill this year.

Her bill would levy a \$15 fine — which could be donated to emergency medical services — for a violation. Police would not be able to stop people to check for seat-belt use, but could ticket those stopped for another reason who were not wearing belts. But what's not talked about much is that if the bill becomes law it could, along with similar laws already passed in 31 states, suspend a federal requirement that all cars be equipped with air bags beginning next year. The auto industry is opposed to the requirement. Auto safety advocates, such as Ralph Nader, say the auto industry's airbag opposition sacrifices safety to save money.

"I think we all know this but I don't think the public does," said Sen. Pat Pouchot, D-Anchorage and chairman of the State Affairs Committee, the first committee scheduled to consider the bill this session.

Said Sturgulewski, "I think it's a positive thing for the industry to be involved in and I'm not in a position to know their deepest, darkest secrets. I simply don't see hidden motives or undue influence."

The group that is pushing the bill, the Alaska Safety Belt Use Coalition, makes no mention of auto industry-funding or air bags in its public relations material. But when asked, executive director Frank Bickford is forthcoming with details of the group's Detroit connections.

"Our money comes from Detroit. It's from the auto industry," Bickford said. "But all these other groups that support it in Alaska, they don't want to be just a tool, and if they thought they were, they wouldn't be involved."

The coalition lists 51 organizations and businesses that have passed resolutions in support of an Alaska seat belt law. The lists includes associations of doctors, nurses, police officers and Mothers Against Drunk Drivers. But it also lists tire and oil companies and automobile-related businesses that are traditional supporters of Detroit.

Clarence Dittlow III, director of the Washington, D.C.-based Center for Auto Safety, said the auto industry has kept a low profile in the campaigns for state seat belt laws. The center is an automobile consumer lobby-ing group which wants to see mandatory air bags.

"They adopt nice citizen-sounding names and you don't see the car companies," Dittlow said. "But it's the car companies that are paying all the money."

"The car companies have given lip service to mandatory seat belt laws for years and years but haven't put any money or political muscle into getting them passed — until (the federal government) said they would have to install air bags."

That happened in 1984, when the federal Department of Transportation ruled that automakers would have to put passive restraints — either air bags or automatically closing seat belts — in all cars by model year 1990. But there was a loophole built in.

The requirement would be dropped if mandatory seat-belt laws were passed by states containing two-thirds of the nation's population. The deadline for that to happen is April 1 of this year.

The two-thirds goal has been reached. But not all the states have laws that comply with the federal guidelines, usually because their fines are below \$25. Dittlow said the automakers want a waiver of that requirement, and others, and are trying to get as many laws on the books as possible by April.

Bickford said the auto industry now sees the seat-belt issue as good public relations. He said some of the coalition's money has been spent just spreading the word about seat-belt use with state fair booths and TV such. And even if the bill is passed, he said the group will stay alive to tell people to buckle up.

But if the bill makes such good sense, why hasn't it become law? Bickford said, "I don't really know." Bickford said, "When I first got involved in this I was told the weird stuff will happen and it will take four or five years to pass."

In 1987 the bill passed the House, but then-Senate President Jan Fausk sent it to five committees to keep it from reaching a floor vote. The next year it went to the State Affairs Committee. There, Chairman Mitch Abood, now retired, kept it until the session ended.

Abood said this week that he killed the bill because, "There were so many things that didn't make sense." There were law-

maker: that opposed it on personal liberty grounds — the government-can't-tell-me-what-to-do argument.

"It was also, 'let's pull the heartstrings now and motherhood and apple pie and let's pass a stupid bill,'" Abood said. He said he was also suspicious of the auto industry's involvement.

Sen. Joe Josephson, a State Affairs member who is also now retired, said he was aware of the auto industry's motivation. But he said he would have voted against the bill if doing so would have maintained the national air bag requirement.

Perhaps the biggest critic of the bill was not a Libertarian, or even a less-government-is-good-government Republican, but Democrat Al Adams, who moved from the House to the Senate this year.

Lawmakers say Adams hates the bill and worked hard to stop it when he was in the House. Pouchot said Adams wanted the bill referred to his Community and Regional Affairs Committee, but Senate President Tim Kelly said no.

Adams didn't return a telephone call to discuss the issue.

This year may be the year Alaska gets a seat-belt law, with support from House Speaker Sam Cotten, Kelly, Gov. Steve Cowper and the committee chairman who will consider the bill.

"I don't want to say anything, really, but it just feels better this year," said Bickford. "It's silly that we had to go through these four years of trying to get the bill passed because a lot of people's lives would have been saved."



Alaska State Legislature

SENATE

SB 59

Official Business

STATE AFFAIRS COMMITTEE

P.O. Box 7
State Capitol
Juneau, Alaska 99811

January 13, 1989

Keith Hediger
413 Cedar
Kodiak, AK 99615

Dear Keith:

Just a short note to thank you for your POM opposing mandatory seat belt legislation.

The bill has not yet been scheduled for a hearing in the State Affairs Committee which I chair. However, it is likely that the bill will be heard sometime within the next few weeks. As the Committee begins its deliberations, I will keep your comments in mind.

Again, Keith, thanks for letting me know your concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pat".

Senator Pat Pourchot, Chair
Senate State Affairs Committee

file SB 59

Southern Region
EMERGENCY
Medical Services Council, Inc.

February 17, 1989

Honorable Pat Pourchot
Alaska State Senate
PO Box V
Juneau, AK 99811

Dear Representative Pourchot:

For your information, the Board of Directors of the Southern Region EMS Council passed the enclosed resolution in favor of a mandatory safety belt law for Alaska.

The people who passed this resolution have first-hand knowledge of the effects of safety belts in saving lives and reducing injuries. They know that the majority of deaths in automobile crashes are the result of being ejected from the vehicle. They have also witnessed the miraculous effects of safety belts. On many occasions they have arrived at the scene of an accident where the vehicle has been demolished only to find the occupants walking around because they were wearing their safety belt.

These people have also suffered the emotional pain of caring for those who chose not to wear their safety belts. Recent research has shown that it is a myth that public safety responders "get used to" blood and gore. In fact, like any other human being, they react to it with abhorrence. The only difference is that they suppress the feelings at the time in order to do their job. Those feelings surface later in the form of nightmares, stress and premature job burnout. Every unnecessary death or debilitating injury an EMT, police officer or firefighter comes in contact with takes a little bit out of that responder. Add this to the other financial and emotional costs to society of the unnecessary deaths from automobile crashes and the reasons seem to be sufficient to justify this piece of legislation.

Thomas Jefferson once said, "The care of human life and happiness, and not their destruction, is the first and only legitimate object of good government." Please consider these words when you reflect on this issue.

Sincerely,

Joan Minks

Joan Minks, R.N.
Chairman

Southern Region
EMERGENCY
Medical Services Council, Inc.

RESOLUTION

WHEREAS, the motor vehicle death rate in Alaska for 1983 was 50% greater than that of the rate for the United States as a whole; and,

WHEREAS, eighty-one percent of the motor vehicle deaths in Alaska in 1983 were people in the age group of 15-44, the most productive segment of Alaska's citizens; and,

WHEREAS, Alaskan passenger car accidents involving fatalities and injuries in 1983 cost society \$47 million; and

WHEREAS, well over 90% of the cars and trucks in Alaska are equipped with safety belts which when properly used will reduce both the fatalities and the injuries from accidents as much as 50%; and,

WHEREAS, 90% of the Alaska population knows that safety belts do save lives but less than 40% use their safety belt; and,

WHEREAS, had a mandatory safety belt law been in effect in 1983 it is estimated that at least 20 lives would have been saved, there would have been 700 fewer injuries, and there would have been a \$20 million savings to society; and,

WHEREAS, almost two-thirds of the Alaska population favor passage of a mandatory safety belt law; and,

WHEREAS, those of us who work in Emergency Medical Services have witnessed first hand the lifesaving characteristics of safety belts; and,

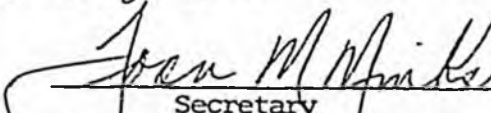
WHEREAS, safety belts will save more lives than the best emergency medical services systems, and Alaska has one of the best.

RESOLVED, the Board of Directors of the Southern Region Emergency Medical Services Council, Inc. supports the passage of a law requiring the use of safety belts by all occupants of passenger cars and trucks.

I hereby certify that the foregoing is a full true and correct copy of the resolution adopted by the Board of Directors of the Southern Region Emergency Medical Services Council, Inc. at a meeting of said Board duly and regularly called and held on the 2nd day of November 1988, at which a quorum was present and voting and that said resolution has been spread upon the minutes of said meeting and are now in full force and effect.

WITNESS my hand and the seal of said Corporation this

2nd day of November 1988.


Secretary
WORKING TOGETHER TO SAVE LIVES

Alaska State Legislature



2957 SHELDON JACKSON STREET
ANCHORAGE, ALASKA 99508

SENATOR
ARLISS STURGULEWSKI
Senate President Pro Tempore
Chairman, Senate Rules Committee

While in Juneau
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-3818

Senate

M E M O R A N D U M

08 February 1989

TO: Senator Pat Pourchot, Chairman
Senate State Affairs Committee

FROM: Senator Arliss Sturgulewski

*Distributed by
Sturgulewski
11:45 am 2/8/89*

Attached is supplemental information regarding Senate Bill 59.

1. A letter from the Department of Public Safety, Highway Safety Planning Agency outlining the National Highway Traffic Safety Administration, United States Department of Transportation determination of compliance with the requirement to equip cars with passive restraint systems.

2. A letter from the State Department of Health and Social Services outlining their statistics on motor vehicle related injuries in rural communities not connected with the major state highway system.

3. A chart prepared using National Highway Traffic Safety Administration Statistics showing total highway deaths in Alaska in 1986 compared by area.

4. A compilation of 1987 data prepared for Mr. Joe Hayes of the Alaska Safety Belt Coalition using National Highway Traffic Safety Administration information regarding highway deaths nationally and in Alaska.

5. A letter and draft work plan from the Alaska Safety Belt Use Coalition. This letter addresses the question of child safety devices in rural Alaska.

6. A resolution from the Kodiak Chamber of Commerce supporting mandatory safety belt legislation.

7. A resolution from Kodiak Crimestoppers Inc. supporting mandatory safety belt legislation.

8. A letter from the Department of Public Safety ~~outlining the actions they will take to begin a child safety device education and loan program if this legislation passes.~~

*saying it will cost \$10,000/yr. GF for 4 yrs.
to purchase necessary child safety seats*

*Bickford says
they'll put
in \$10,000
for child
safety
seats.*

MEMORANDUM

State of Alaska

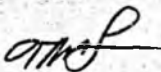
DEPARTMENT OF PUBLIC SAFETY

TO: Senator Arliss Sturgulewski
Sixteenth Alaska State Legislature

DATE: February 2, 1989

FILE NO:

TELEPHONE NO:

FROM: 
T. Michael Lewis
Governor's Highway Safety Representative
Highway Safety Planning Agency

SUBJECT: 465-4371
Determination of
Mandatory Seatbelt Law
Compliance

In response to questions concerning the determination of compliance by the Secretary of Transportation on the criteria of the State mandatory seatbelt laws, I offer the following information:

Section 4.1.5.1 of Motor Vehicle Safety Standard No. 208 (copy attached) requires that the Secretary of Transportation shall determine, no later than April 1, 1989, that state mandatory safety belt use laws have been enacted that meet the criteria specified in S4.1.5.2 and are applicable to not less than two-thirds of the total population of the fifty states and the District of Columbia.

In order to ascertain the current status of this determination, I called the Regional Office of the National Highway Traffic Safety Administration, Department of Transportation. I was told by that office that:

1. The due date of that determination is not until April 1, 1989, and that no determination has been made at this time.
2. Because of the common knowledge that only one, of the thirty-one states that have enacted mandatory seatbelt laws, is in full compliance with S4.1.5.2, it is highly doubtful if the Secretary will issue a determination of compliance statement.
3. As a result of the failure of the states to fully comply with the criteria of S4.1.5.2, all passenger vehicles manufactured after September 1, 1989 must be equipped with approved passive restraint systems.

If you require any additional information, please do not hesitate to give me a call at 465-4374.

cc: Arthur A. English, Commissioner
Department of Public Safety

Attachment

TML:cg

S4.1.3.1.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.1.1 equal to not less than 10 percent of the average annual production of passenger cars manufactured on or after September 1, 1983, and before September 1, 1986, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.2 Passenger cars manufactured on or after September 1, 1987, and before September 1, 1988.

S4.1.3.2.1 Subject to S4.1.3.2.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1987, and before September 1, 1988, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.2.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.2.1 equal to not less than 25 percent of the average production of passenger cars manufactured on or after September 1, 1984, and before September 1, 1987, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.3 Passenger cars manufactured on or after September 1, 1988, and before September 1, 1989.

S4.1.3.3.1 Subject to S4.1.3.3.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1988, and before September 1, 1989, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

S4.1.3.3.2 Subject to S4.1.5, an amount of the cars specified in S4.1.3.3.1 equal to not less than 40 percent of the average annual production of passenger cars manufactured on or after September 1, 1985, and before September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

S4.1.3.4 For the purposes of calculating the numbers of cars manufactured under S4.1.3.1.2, S4.1.3.2.2 or S4.1.3.3.2 to comply with S4.1.2.1, each car whose driver's seating position will comply with these requirements by means other than any type of seat belt is counted as 1.5 vehicles.

3. Standard No. 208 is amended by adding the following new sections:

S4.1.4 Passenger cars manufactured on or after September 1, 1989. Except as provided in S4.1.5, each passenger car manufactured on or after September 1, 1989, shall comply with the requirements of S4.1.2.1.

S4.1.5 Mandatory seatbelt use laws.

S4.1.5.1 If the Secretary of Transportation determines, by not later than April 1, 1989, that

state mandatory safety belt usage laws have been enacted that meet the criteria specified in S4.1.5.2 and that are applicable to not less than two-thirds of the total population of the 50 states and the District of Columbia (based on the most recent Estimates of the Resident Population of States, by Age, Current Population Reports, Series P-25, Bureau of the Census), each passenger car manufactured under S4.1.3 or S4.1.4 on or after the date of that determination shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3.

S4.1.5.2 The minimum criteria for state mandatory safety belt usage laws are:

(a) Require that each front seat occupant of a passenger car equipped with safety belts under Standard No. 208 has a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion.

(b) If waivers from the safety belt usage requirement are to be provided, permit them for medical reasons only.

(c) Provide for the following enforcement measures:

(1) A penalty of not less than \$25.00 (which may include court costs) for each occupant of a car who violates the belt usage requirement.

(2) A provision specifying that the violation of the belt usage requirement may be used to mitigate damages with respect to any person who is involved in a passenger car accident while violating the belt usage requirement and who seeks in any subsequent action to recover damages for injuries sustained in the accident. This requirement is satisfied if there is a rule of law in the State permitting such mitigation.

(3) A program to encourage compliance with the belt usage requirement.

(d) An effective date of not later than September 1, 1989. (49 F.R. 28962—July 17, 1984. Effective: August 16, 1984)]

S4.2 Trucks and multipurpose passenger vehicles with GVWR of 10,000 pounds or less.

S4.2.1 Trucks and multipurpose passenger vehicles with GVWR of 10,000 pounds or less, manufactured from January 1, 1972, to December 31, 1975. Each truck and multipurpose passenger vehicle with a gross vehicle weight rating of 10,000 pounds or less, manufactured from January 1,

STATE OF ALASKA

DEPT. OF HEALTH AND SOCIAL SERVICES

DIVISION OF PUBLIC HEALTH EMERGENCY MEDICAL SERVICES SECTION

STEVE COWPER, GOVERNOR

P.O. BOX H-06C
JUNEAU, ALASKA 99811-0600
(907) 465-3027

February 7, 1989

The Honorable Senator
Arliss Sturgulewski
Alaska State Senate
Pouch V, Capitol 447
Juneau, AK 99811

Dear Senator Sturgulewski,

In response to your request, I am sending you statistics on motor vehicle related injuries in rural communities not connected with the major state highway system. Tables 1 and 2, enclosed, show total ambulance calls in remote rural communities and the numbers and percentages of calls related to motor vehicle accidents for calendar years 1987 and 1986 respectively. This data is incomplete because many smaller villages do not have formally organized ambulance services.

Table 3 shows data on off-highway motor vehicle related trauma from our pilot trauma registry study involving seven hospitals in southcentral Alaska for a six month period in 1988- April through October. Participating hospitals include Kakanak Hospital in Dillingham; South Peninsula Hospital in Homer; Central Peninsula Hospital in Soldotna; Providence, Humana, and ANMC Hospitals in Anchorage; and Valley Hospital in Palmer.

To be included in the trauma registry, an injured person must be admitted to a hospital, die in a hospital emergency department, or be transferred to another hospital for admission. From this incomplete data source, there were seven off-highway, rural, motor vehicle related trauma victims.

Finally, Table 4 shows the number of motor vehicle related deaths in off-highway, rural communities in 1987.

Senator Arlis Sturgulewski

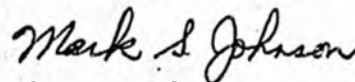
- 2 -

February 7, 1989

Hopefully, some day we will have a statewide trauma registry involving all hospitals, and we will be able to provide complete data on serious traumatic injuries throughout Alaska.

Please let me know if you need any additional information.

Sincerely,



Mark S. Johnson
EMS Coordinator
Emergency Medical Services Section

Enclosure(s)

cc: Jay Livey
Acting Deputy Commissioner
Dept. of Health & Social Services

Elizabeth Ward, MN
Director
Division of Public Health

Table 1

Ambulance Runs in Bush Communities - 1987

<u>Community</u>	<u>Total Patients</u>	<u>Motor Vehicle Accidents</u>	<u>Per Cent</u>
St. Paul	19	4	21.05
Tyonek	58	0	0.00
Sand Point	17	0	0.00
Barrow	254	9	16.13
Naknek	62	10	16.13
Cordova	103	10	9.71
Metlakatla	11	3	27.27
Fort Yukon	1	0	0.00
Edna Bay	7	1	14.29
Port Alexander	8	0	0.00
Whale Pass	1	1	100.00
Chignik	27	0	00.00
Port Graham	31	0	00.00
Dillingham	78	11	14.10
Kotzebue	268	10	3.73
TOTAL	940	59	6.28

Table 2

Ambulance Runs in Bush Communities - 1986

<u>Community</u>	<u>Total Patients</u>	<u>Motor Vehicle Accidents</u>	<u>Per Cent</u>
Tyonek	40	4	10.00
Aniak	4	0	0.00
Naknek	62	10	16.13
Port Graham	10	0	0.00
Cordova	53	4	7.55
Chignik	46	0	0.00
Sand Point	21	0	0.00
Dillingham	165	16	9.70
Cold Bay	9	2	22.22
Kotzebue	114	0	0.00
Ruby	9	2	22.22
Fort Yukon	8	0	0.00
Galena	21	1	4.76
McGrath	29	0	0.00
Barrow	160	9	5.63
TOTAL	751	48	6.39

Table 3

Off-Highway, Rural, Motor Vehicle Trauma Victims
April, 1988 - October, 1988

<u>Community</u>	<u>No. of Trauma Victims</u>	<u>Summary Data</u>
Kotzebue	one	C-spine fracture
Kodiak	one	Broken arm
Nome	three	Jeep rollover-multiple, one person thrown from vehicle - another had serious head injuries.
Dutch Harbor	one	Fell out of moving car - broken arm
Cordova	one	Vehicle went off road into the water - neck injury

NOTE: None of the above persons was wearing a safety belt.
Participating Hospitals: Kanakanak (Dillingham), South Peninsula (Homer), Central Peninsula (Soldotna), Providence (Anchorage), Humana (Anchorage), ANMC (Anchorage), and Valley (Palmer).
N = 1200 records.

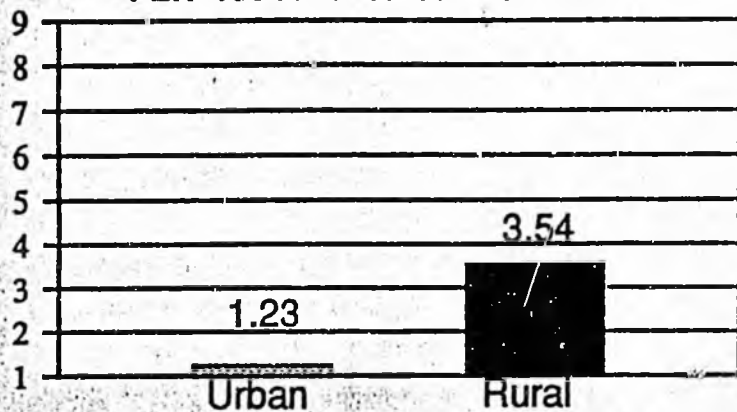
Table 4

Off-Highway, Rural, Motor Vehicle Fatalities
(excluding ATV's, motorcycles, and snow machines & pedestrians)
1987

<u>Community</u>	<u>Fatal Age</u>	<u>Seat Belts</u>	<u>Related Factors</u>
Nome	39	No	Passenger jumped from vehicle
Craig	18	No	Unsafe speed - lost control
Craig	19	No	Unsafe speed - lost control

ALASKA

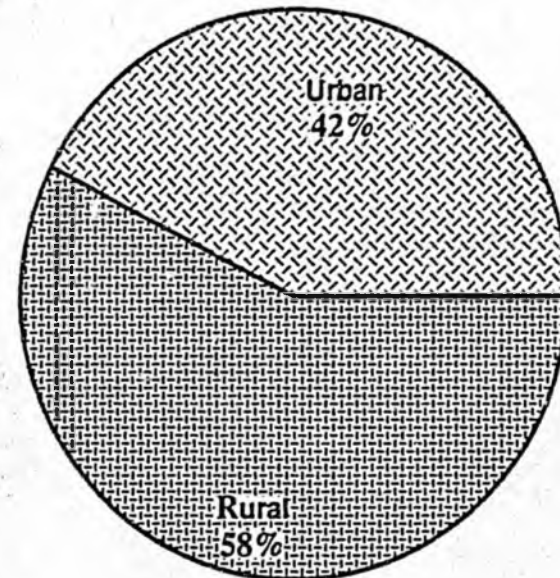
NUMBER OF DEATHS
PER 100 MILLION MILES DRIVEN



National Highway Traffic Safety Administration Statistics

NATIONALLY

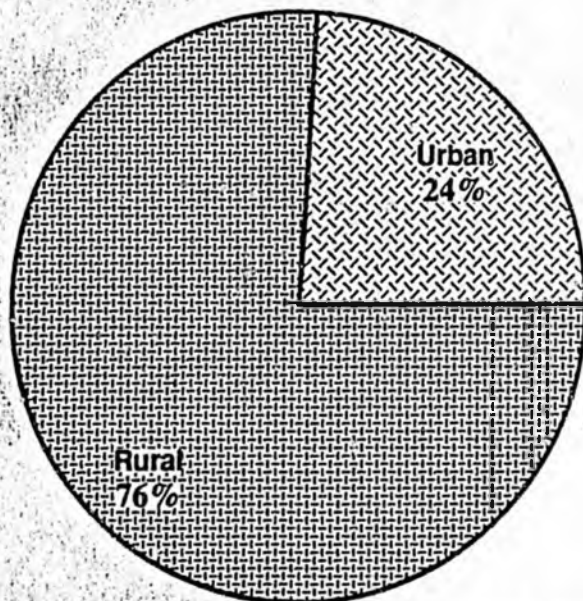
46,020 MOTOR VEHICLE
DEATHS IN 1986



National Highway Traffic Safety Administration Statistics

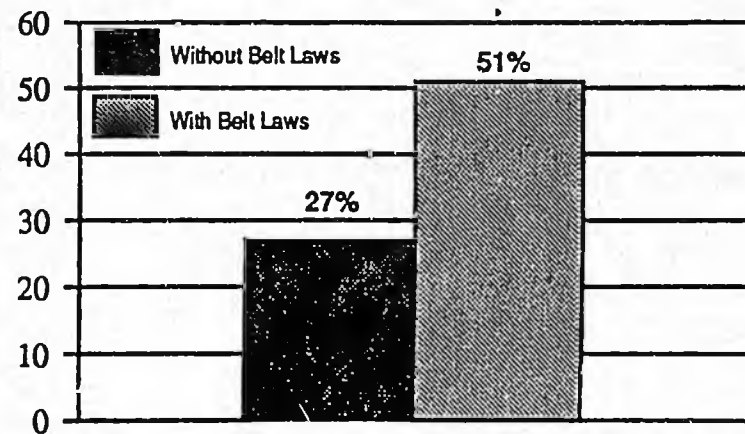
ALASKA

101 MOTOR VEHICLE
DEATHS IN 1986



National Highway Traffic Safety Administration Statistics

BELT-USE NATIONALLY



NHTSA 19 City Survey Conducted During First Half of 1987

CASEY COMMUNICATIONS MANAGEMENT, INC.

Counselors in Public Relations • Public Affairs

February 2, 1989

TO: Joe Hayes
FROM: Ray Carson
SUBJECT: 1986/1987 Fatality Data

Chuck Busse requested we send you the attached information comparing urban and rural fatality rates. Please note, the data contained in this release and chart is based on 1986 figures.

We have contacted the National Highway Traffic Safety Administration (NHTSA) to obtain the most up-to-date information regarding urban and rural fatalities. Following is a synopsis of these figures:

1987 National Data

• Total Deaths	46,386
- Rate per 100 million miles driven	2.40
• Total Rural Deaths	27,147 (59%)
- Rate per 100 million miles driven	3.50
• Total Urban Deaths	19,179 (41%)
- Rate per 100 million miles driven	1.10

1987 Alaska Data

• Total Deaths	76
- Rate per 100 million miles driven	1.90
• Total Rural Deaths	56 (74%)
- Rate per 100 million miles driven	2.60
• Total Urban Deaths	20 (26%)
- Rate per 100 million miles driven	1.10

Please contact me if you have any questions. My card is enclosed for your convenience.

cc: Chuck Busse

February 8, 1989

Senator Arliss Sturgulowski
P.O. Box V
Juneau, AK 99811

Dear Senator Sturgulewski,

Enclosed is draft work plan put together by the Alaska Safety Belt Use Coalition. Since the legislation SB59 removes the rural exemption for child safety devices, the Alaska Safety Belt Use Coalition is prepared to incorporate into it's work plan an educational program to include insofar as needed for safety belts and child safety devices.

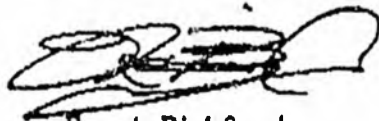
The Alaska Department of Public Safety will also have an educational and fund-raising program and we are prepared to assist them in their efforts.

I received indication of support from the National Highway Traffic Safety Administration's regional office located in Seattle for additional funds to the Alaska Department of Public Safety for child safety device loaner programs.

The Alaska Safety Belt Use Coalition is proud to say that we are going to provide the amount of \$10,000 seed money for infant child seats in the rural areas.

Sincerely,

ALASKA SAFETY BELT USE COALITION



Frank Bickford
Executive Director

FB:tp

DRAFT

**EDUCATIONAL CAMPAIGN
BY
ALASKA SAFETY BELT USE COALITION
FOR
ALASKA'S SAFETY BELT USE LAW**

The Alaska Safety Belt Use Coalition will help implement a 12 month public relations campaign, consisting of:

- 1) Travel throughout the state to coordinate public awareness meetings.
- 2) Direct mail campaign, TV and radio PSA's.
- 3) Educational forums held throughout the state through school districts, organizations and special interest groups to inform the public of the new law.

This project is committed to a \$70,000 budget. The Alaska Safety Belt Use Coalition is already operating and will continue to do so until 12/31/89 on it's own resources. When the law goes into effect, the Coalition will then convert it's remaining budget allowances entirely into the safety belt use law educational campaign. This could result in approximately \$10,000 per month in addition to the \$70,000 budget already mentioned for educational purposes.

The Alaska Safety Belt Use Coalition has the assistance of coordinators already placed in key communities throughout the state, including Fairbanks, Kodiak, Sitka, Juneau, Anchorage, Sand Point and the Mat-Su Valley.

A preliminary outline of the educational campaign we will implement is attached.

For purposes of discussion, we have divided our preliminary thoughts into four main segments:

General Adult

Youth

Corporate/Coalition Development

Law Enforcement

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

For purposes of discussion, we have divided our preliminary thoughts into four main segments:

General Adult

Youth

Corporate/Coalition Development

Law Enforcement

General Adult

1) News Conference - Organize a kick-off news conference within 2-4 weeks after legislative approval of the seat belt use law. If possible, "Buckle Up Alaska" proclamations by the governor and key mayors throughout the state would coincide with the news conference. A press kit with fact sheets, coalition goals, personal seat belt stories and other collateral materials would be distributed to the media.

2) Television PSA's - Two Alaskan oriented television PSA's would be produced. One targeted at adults age 30 and up would revolve around the notion of "Buckle Up the One You Love." The spot would be light in nature and would show various types of people being asked to buckle up by family and/or friends. We might try to get the rights to the music for the song entitled "Button Up Your Overcoat" and write lyrics specific to our subject. A nostalgic television spot incorporating family themes would target the 30 plus adult perfectly.

The second PSA would target late teens/young adults. The spot would revolve around the theme of "Some Mistakes You Don't Live To Regret." Young adults have been raised on rapidly changing video technology and are regularly exposed to a barrage of powerful media messages. For this reason a harder and more direct sell would be necessary to effectively reach this target group.

3) Radio PSA's - Two radio PSA's will be developed for this public information effort. Following the thoughts expressed above, the first PSA would be targeted toward adults over 30. It would communicate the need for seat belt use by using messages provided by victim's parents. Our attempt would be to sway parents to think about their family and the repercussions that would follow a death or major injury. The other PSA, directed at young adults/late teens, would revolve around discussions of other teens and survivors. We would incorporate a dramatic approach to both PSA's.

4) Media Promotions

A. We will approach drive time disc jockeys around the state to promote the seat belt themes and encourage their listeners to "Buckle Up." Also, airborne traffic reporters will be encouraged to sign off their transmissions with the "Buckle Up Alaska" theme.

B. We will attempt to get key radio stations in various Alaskan communities to sponsor either essays or poster contests based on seat belt use themes. Local merchants such as auto dealers would be asked to contribute to a scholarship fund that would go to the winner.

C. We will negotiate with community newspapers to include a monthly update column that communicates number of lives saved by seat belt use, new coalition members, etc.

5) Logo - develop a clear and descriptive logo that can be used in all media and collateral materials. Focus will be on instant communication of benefits derived by seat belt use.

6) Poster - Two posters for distribution at post offices, grocery stores, clinics and hospitals, government buildings and school facilities will be produced. The theme of "Buckle Up The One You Love" would be used for the general purpose poster. Visual would follow from the television PSA. Ideas include having a nun buckling up a priest, a child buckling up a teddy bear, or a child putting a seat belt on his/her father. The young adult poster would focus on what might happen in an accident if the seat belt isn't used.

7) Print Ads - A series of humorous yet informative print ads will be developed for placement during key holidays. Ideas include Lincoln with a seatbelt and Cupid with same during Valentines Day. A format print ad for heavy traffic holidays such as Memorial Day, Fourth of July and Labor Day will be developed also.

8) Media Relations - will attempt to place between two and three media stories in key Alaskan publications or broadcast outlets each month of our contract. A number of different possibilities exist for media stories, including "Saved By The Belt" stories, contests, corporate assistance, and statistical goals met by seat belt coasition. We will work with key native media people to insure that this very important segment of the population is given information in a manner relevant to their lifestyle.

9) Misc. Collateral - Ideas for collateral materials include bumper stickers to be placed on on state and municipal vehicles and to be used in corporate promotions. We will also investigate having our message imprinted on Carrs Supermarkets' grocery bags, Matanuska Maid milk cartons, and various utilities monthly statments. We would also develop a road sign to mechanical stage with your logo and theme for use by municipalities and the state.

Youth Segment

We feel that children in elementary and junior high school should be given special emphasis during this effort. The birth rate in Alaska has grown tremendously over the past ten years and children, if the subject matter is communicated clearly, can have tremendous influence on both their peers and parents. For our in-school effort, we would create an uniquely Alaskan character which would entertain the children while also teaching them about seat belt use and other safety matters. We might have our character escorted by the state trooper who went to Washington D.C. on behalf of the coalition. Other elements of our in-school program include:

Teachers Guide - Would provide outlines and background information necessary for ongoing education in this area.

Coloring Book - Would provide an element for the teachers to use in follow-up work with the students. The book would incorporate scenes from the "Buckle Up The Ones You Love" television spot and other collateral materials.

Poster - An inexpensive poster utilizing our Alaskan character would be developed to reemphasize the basic safety belt message.

Buttons - A cartoon button incorporating our character would be produced and provided to school children.

Video - As part of the in-school presentation, a short video incorporating both national footage and local shots would be developed to clearly communicate the the reasons for using seat belts. Video might close with "Buckle Up The Ones You Love" television spot with music.

We would also organize and coordinate an in-school poster contest where children in different age groups would be able to compete for prizes such as free movie passes, ski weekends, dinners and trips. Corporate sponsors would be obtained, and in so doing, develop corporate awareness of coalition efforts.

Other efforts would focus on organizing awareness efforts in scouting and other group activities.

Corporate/Coalition

The key to the success of the awareness program will rest in large part upon our ability to involve diverse segments of the population. No segment of the population is more crucial to this outcome than the business community. Involvement at all levels will carry the program on well after general public attention has shifted.

1) A group such as Rotary might sponsor an automobile safety event for teenage drivers. Such a contest might allow young drivers to compete for scholarship money or prizes. A format similar to the television game show Jeopardy might be appropriate for high-school aged young adults statewide. It could be orchestrated in such a way as to allow the final tournament to be broadcast statewide.

2) Publication of statistical information concerning automobile accidents and seatbelt usage in business/corporate newsletters or periodicals would be helpful in promoting awareness. A theme such as "We Do It For Life" might be adopted to promote support of the law by individuals within the business community.

3) Round robin promotions in support of safety belt use will be encouraged, especially by companies related to the auto industry such as auto dealers and parts stores. We might also print up litter bags that are included with each car or part sold.

4) As stated earlier, Alaskan products such as Matanuska Maid milk cartons and Carrs shopping bags would be targeted for promotion of coalition themes.

5) institute a means of recognizing individuals or groups that contribute to the coalition efforts to increase seat belt use. A "Golden Buckle Award" could perhaps be awarded at a yearly banquet.

6) We would develop a brochure targeted for general information dissemination. It would also be an important tool for informing potential business supporters of your efforts.

Law Enforcement

1) Within the first month after the law is passed, we will develop a newsletter for distribution to law enforcement officials. We would then attempt to set up meetings/speaking engagements to explain the new law and its importance.

2) We will develop buttons for law enforcement officers to wear and distribute to offenders of the new law. We propose that only warnings and button distribution take place for a short period after the law is implemented. Button might say "Get It Together Alaska."

3) We propose to develop a print ad designed to cast law enforcement officials as concerned citizens - not in the usual "its the law, obey it or else" manner. The ad would show a police officer and a doctor together in an emergency room. The tone would communicate that the new law was designed to save lives...your life.

KODIAK CHAMBER OF COMMERCE
01-01-89

RESOLUTION SUPPORTING MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, the BOARD OF DIRECTORS OF THE KODIAK CHAMBER OF COMMERCE believes the State should enact a mandatory seat belt law; and

WHEREAS, the effectiveness of safety belts in reducing deaths and injury severity in motor vehicle crashes has been documented in numerous studies; and

WHEREAS, in jurisdiction where mandatory safety belt laws have been in effect, there has been a significant reduction in injuries, deaths and economic losses; and

WHEREAS, public health and safety legislation has been enacted at the state and federal levels;

NOW, THEREFORE BE IT RESOLVED that the BOARD OF DIRECTORS OF THE KODIAK CHAMBER OF COMMERCE strongly supports state mandatory safety belt use laws to reduce human suffering and impairments due to motor vehicle crashes.

Signed this 24th day of January, 1989



KODIAK CHAMBER OF COMMERCE

Edward F. Randolph
Edward F. Randolph

Jeri D. Jensen
Jeri D. Jensen
Secretary to the Board

RESOLUTION

MANDATORY SAFETY BELT USE LEGISLATION

WHEREAS, THE EFFECTIVENESS OF SAFETY BELTS IN REDUCING DEATHS AND INJURY SEVERITY IN MOTOR VEHICLE CRASHES HAS BEEN DOCUMENTED IN NUMEROUS STUDIES, AND

WHEREAS, IN JURISDICTION WHERE MANDATORY SAFETY BELT LAWS HAVE BEEN IN EFFECT, THERE HAS BEEN A SIGNIFICANT REDUCTION IN INJURIES, DEATHS AND ECONOMIC LOSSES, AND

WHEREAS, PUBLIC HEALTH AND SAFETY LEGISLATION HAS BEEN ENACTED AT THE STATE AND FEDERAL LEVELS; BE IT THEREFORE RESOLVED

THAT Kodiak Crimestoppers Inc. (name)
Box 1329 (address)
Kodiak, AK 99615 (city,zip)
486-3113 work 486-3113 home (phone)
1/24/89 date

STRONGLY SUPPORTS STATE MANDATORY SAFETY BELT USE LAWS TO REDUCE HUMAN SUFFERING AND IMPAIRMENTS DUE TO MOTOR VEHICLE CRASHES.

Edward J. Nelson, President

Please return this resolution to:

Alaska Safety Belt Use Coalition
360 W. Benson, Suite 101
Anchorage, AK 99503
(907) 561-7525

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

February 7, 1989

STEVE COWPER, GOVERNOR

P.O. BOX N
JUNEAU, ALASKA 99811-1200
PHONE: 465-4322

The Honorable Arliss Sturgulewski
Alaska State Senator
P.O. Box V
Juneau, Alaska 99811

Dear Senator Sturgulewski:

It has been brought to my attention that you are concerned that the Department of Public Safety has submitted a zero fiscal note for Senate Bill 59. It is our position that SB 59 as it is now written, does not require any new funding. As we interpret the bill, there is no requirement that the State provide child restraints to the prospective users. Existing statute calls for the Highway Safety Planning Agency to "...work in conjunction with private and federal programs...[to] provide to every hospital and birthing center in the state, subject to the availability of funds, child safety devices for infants and children to be loaned to the public at nominal fees..." Certainly, if SB 59 does become law, the Highway Safety Planning Agency will take steps to secure federal funding to establish child restraint loan programs in rural communities similar to those that were implemented in some highway-system communities prior to 1985, when the original child restraint law took effect.

Loan/rental programs may not be as cost effective for remote locations as for urban areas. If this were the case, an alternative might be to purchase seats for outright distribution through hospitals and birthing centers that service rural populations. Unfortunately, federal funds cannot be used for outright purchase and distribution; appropriation from the general fund would be necessary. We estimate that \$10.0 per year for each of the next four years (FY 1990 - FY 1993) would fund the purchase of approximately 200 seats each year. These seats would be suitable for children from birth through approximately 30-35 pounds.

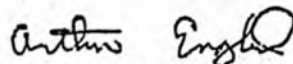
The Honorable
Senator Sturgulewski

-2-

February 7, 1989

After the initial distribution, it is likely that the seats purchased with these funds will be circulated, on an informal basis, much like those purchased with federal funds for the loaner programs were circulated.

Sincerely,



Arthur English
Commissioner

Alaska State Legislature

SENATOR
ARLISS STURGULEWSKI



2957 SHELDON JACKSON STREET
ANCHORAGE, ALASKA 99508

While in Juneau
P. O. BOX V
JUNEAU, ALASKA 99811
(907) 465-3818

Senate

M E M O R A N D U M

18 January 1988

TO: Senator Pat Pourchot
FROM: Senator Arliss Sturgulewski *AS*

I respectfully request that Senate Bill 59 be scheduled for a hearing before the Senate State Affairs Committee as soon as is practicable.

It has been conclusively demonstrated that seatbelt use results in a savings of both lives and money. Study after study shows that persons injured in automobile accidents have less severe injuries and spend far less on health care if they are using a seat belt at the time of the accident. It has been estimated that on a national basis, each 10 percent increase in safety-belt use results in 30,000 less serious and moderate injuries and a savings of \$800 million in direct costs to society.

Without question, Alaskans can be healthier and safer if strongly encouraged to use safety devices in motor vehicles. This proposed law is designed to encourage compliance rather than punish those who don't wear safety belts. That is the reason behind making non-compliance a secondary offense.

Attached are a number of editorials from newspapers statewide encouraging us to pass this legislation. In addition, I have attached a sectional analysis, extracts of studies done, and statistical information about compliance rates.

Fiscal notes have been requested from the Department of Public Safety and the Alaska Court System.

prepared by Sen.
Sturgulewski

SECTIONAL ANALYSIS
SENATE BILL 59
19 January 1988

SECTION ONE:

Repeals and reenacts AS 28.05.095, adding a new (a) requiring a person 16 years of age or older to be restrained by a safety belt in a motor vehicle when either a passenger or the driver.

Subsection (b) is current language with the exception of line 22, after "is" [BETWEEN FOUR AND SIX] is deleted and "is four but not yet 16" is added.

Subsection (c):

(1) [A SCHOOL BUS OR AN EMERGENCY VEHICLE] is changed to (1) passengers in an emergency vehicle.

(2) new

(3) "child" is changed to "person"

(4) "child is changed to "person" and "or (b)" is added after "(a)".

Subsection (d) is the old subsection (c)

Subsection (e) is new. This section provides that a peace officer may not stop a motor vehicle to determine if the passenger or driver is wearing a safety device, nor may a peace officer issue a citation unless the peace officer stopped the motor vehicle for another reason. This section makes the violation a secondary offence.

SECTION 2:

This is a technical change - "child" is changed to "person" and "safety belt" is added.

SECTION 3:

Subsection (a) allows the court to fine a person who is not wearing a safety belt in a motor vehicle or who removes a safety belt from a motor vehicle so as to be exempted from the requirement to wear a safety belt. The \$15 fine may be waived by the court if \$15 is donated to the Emergency Medical Services entity in the area where the violation occurred.

Subsection (b) adds the penalty for violating the requirement that a child be in a child safety device that was deleted from subsection (a).

1 IN THE SENATE

BY STURGULEWSKI, UEHLING
AND DUNCAN

2

SENATE BILL NO. 59

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH 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

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

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

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

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

28 (1) passengers in an emergency vehicle;

29 (2) vehicle operator acting in the course of employment

1 THE PROVISIONS OF AS 28.15.231(b)].

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

14 (1) been convicted previously for violating AS 28.05.095
15 [THAT SECTION] by failing to provide a child safety device or safety
16 belt [SEATBELT];

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

20 (3) provided [THE] proof under [REQUIRED BY] this sub-
21 section on a prior occasion.

Position Paper

SB 59

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

SB 59 repeals and reenacts AS 28.05.095 to require that "a person 16 years of age or older may not occupy a motor vehicle while being driven 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 sixteen must be in an approved safety device or secured by a safety belt.

This bill would exempt emergency vehicles from the requirement, vehicle operators engaged in the delivery of mail and others as determined by regulation.

The bill would establish a penalty of up to \$15 in fines which could be waived in lieu of a contribution to the local Emergency Medical Service (EMS).

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

- 1) Motor vehicle crashes are a leading cause of death, injury and long-term disability;
- 2) Numerous studies have shown that safety 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 safety belts have failed to convince the majority of vehicle occupants to use their safety belts.
- 4) Motor vehicle crashes are the single most frequently mentioned cause of injury responded to by EMS ambulances. The proposed donation in lieu of a fine would help to defray the cost of these services.

Background

Nationally, motor vehicle crashes are the leading cause of death to persons between 1 and 35 years of age. For teenagers, car crash fatalities out-number the next five causes of death combined. Over the past decade more than 450,000 person's 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 1985, unintentional injuries (accidents) have been the leading cause of death for all ages. 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 Highway Safety Planning Agency, property damage from motor vehicle crashes amounted to over \$40,000,000 in 1986. This does not include bodily injury claims payments for private passenger non-fleet automobile liability in Alaska which 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 safety 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 safety 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 up to 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-seven states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Safety belt 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 safety belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory safety belt use law would go far to achieve this goal and complement existing traffic safety

Position Paper, SB 59, pg. 3

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 significant 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:

1/19/89

Approved by:

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

Date:

January 30, 1989

FISCAL NOTE

REQUEST:

Revision Date: 1/19/89
 Title: "An Act relating to use of mandatory use of safety devices."
 Sponsor: Sturgulewski
 Requestor: _____

Agency Affected: Health & Social Services
 BRU: State Health Services
 Components: Emergency Medical Svc.

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
----------------	------------	------------	------------	------------	------------	------------

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
----------------	------------	------------	------------	------------	------------	------------

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Elizabeth Ward, Director *E. Ward* Phone: 465-3090
 Division: Public Health Date: 1-19-89

Approved by Commissioner: Myra M. Munson *Myra M. Munson* Date: 1/30/89
 Agency: Department of Health & Social Services

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

BILL NO: Senate Bill 59

DATE: January 19, 1989

TITLE: "An act relating to mandatory use of safety devices in motor vehicles."
CONTACT: Ellen Moore

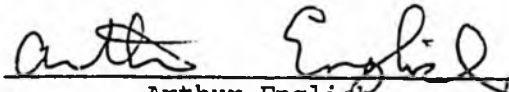
DEPARTMENT OF PUBLIC SAFETY

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

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

Senate Bill 59 has the potential to save as many as 35 lives in Alaska each year. This figure assumes a 70% compliance rate and a 50% effectiveness rate. Because the bill allows only "secondary" enforcement, it may be difficult to achieve this level of use; however, surveys conducted since 1985 by Hellenthal and Associates indicate that approximately 80% of the Alaskans surveyed will wear safety belts simply because such a law exists.

We recommend passage of SB 59 as written.


Arthur English
Commissioner



FISCAL NOTE

REQUEST: _____

Revision Date: _____ Agency Affected: PUBLIC SAFETY
 Title: "An act relating to the mandatory use of safety devices in motor vehicles." BRU: Highway Safety Planning Agency
 Sponsor: Sturgelewski Components: _____
 Requestor: Sturgelewski

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

No fiscal impact is anticipated. Revenue generated will be negligible. Sec. 3 provides for judicial waiving of the \$15.00 fine if a donation is made to the Emergency Medical Services entity serving the locale where the violation occurred.

Prepared by: Ellen Moore, Program Coordinator Phone: 465-4375
 Division: Highway Safety Planning Agency Date: January 19, 1989

Approved by Commissioner: Arthur English Date: 1-24-89
 Agency: Department of Public Safety

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

**STATE OF ALASKA 1989 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: Bill Version: SB 59
Publish Date: 1/9/89

Revision Date: Agency Affected: Alaska Court System
Title: An act relating to mandatory BRU: Trial Courts
use of safety devices in motor vehicles
Sponsor: Sturgulewski, Uehling, Duncan Components:
Requestor:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
Personal Services
Travel
Contractual
Supplies
Equipment
Land & Structures
Grants & Claims
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL:

REVENUE:

FUNDING: (Thousands of Dollars)

General Funds	0.0	0.0	0.0	0.0	0.0	0.0
Federal Funds	.	.	.	.	.	.
Other	.	.	.	.	.	.
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

Full-time	.	.	.	.	.	.
Part-time	.	.	.	.	.	.
Temporary	.	.	.	.	.	.

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact.

Prepared by: *Jan Strandberg* Jan Strandberg, General Counsel Phone: 264-8228
Division: Alaska Court System Date: 01/24/89

Approved by: *Arthur H. Snowden, II* Arthur H. Snowden, II, Administrative Director Date: 01/24/89
Agency: Alaska Court System

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management & Budget
 - Impacted Agency(ies)
 - State Secretary

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). road not

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

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

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

connected to state
highway
system, on
ADTV less
than 500

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

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

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

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

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

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

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

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

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

Sec. 28.05.098. Sale of child safety devices. [Effective June 8, 1985.] A person may not sell, offer for sale, or install in any motor vehicle a child safety device that does not conform to all applicable federal standards for the device on the date of the sale, offering, or installation. (§ 1 ch 99 SLA 1984)

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

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

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

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

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

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

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

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

Article 3. Subpoenas, Notices and Hearings.

<p>Section 111. Subpoenas; witnesses and documents 121. Giving of notice</p>	<p>Section 131. Opportunity for hearing required 141. Hearings and appeals</p>
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Collateral references. — Necessity before revocation of driver's license, 10 and sufficiency of notice and hearing ALR2d 833, 60 ALR3d 361, 60 ALR3d 427.

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

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

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

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


RESOLUTIONS & LETTERS OF SUPPORT FOR A SAFETY BELT USE LAW (CSHB 167/jud.am)
As of December 20, 1988

AAA Alaska
Alaska Academy of Physicians Assistants
Alaska Avis Rent-A-Car
Alaska Branch/3 M
Alaska Chiefs of Police Association
Alaska Dental Society
Alaska Health Education Consortium
Alaska Nurses Association
Alaska Peace Officers Association
Alaska Review Board on Alcoholism
Alaska Medical Association
Alaska Medical Association Auxiliary
Alaska Treatment Center
Alpine Associates
American Society of Safety Engineers/AK Chapter
Anchorage Obstetrics & Gynecology
Anchorage Sand & Gravel
Anchorage Gymnastics
Arco Alaska
B & C Supply
Blue Cross of Washington and Alaska
Chevron USA
Chuck E. Cheese, Inc.
Consolidated Freightways
Denali Transportatoin dba Pacific Movers
Director's Federal Safety & Health Council/Southcentral Alaska
Eastwind, Inc.
FBI National Academy Associates
Firestone Stores
Goodyear Tire & Rubber, Co.
Harold's Rent-A-Truck
Health Association of Alaska
Highway Users Federation of Alaska
Humana Hospital/Executive Committee
Jackovich Industrial & Construction Supply
Joy E. Rosston-Zimmerman, R.N.C., A.N.P. (Humana Medical Plaza)
Juneau Retired Teachers Association
Junior Towne
Mammoth of Alaska
Mark J. Zimmerman, M.D., F.A.C.O.G. (Humana Medical Plaza)
Morrison-Knudsen, Co.
Mothers Against Drunk Driving/Juneau & Anchorage Chapters
North Star Council on Aging
Peratovich, Nottingham & Drage, Inc.
Pioneer Honda
Pool Arctic, Inc.
Sea-Land Service, Inc.
Sourdough Adventures
State Advisory Council on Emergency Medical Services
Wlisyk Alaska, Inc.

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A way to prevent needless deaths

This year, the legislature has a chance to help fight one of the most serious health problems in the state — and it can do so with very little money or effort.

The health problem is accidental injuries: They are the second leading cause of death for all Alaskans — and the leading cause among young Alaskans. Too many of these deaths come in motor vehicle accidents — some 231 over the past three years.

There's a simple way to cut this carnage on the state's highways: Require people to wear seat belts. Of those 231 victims, 201 were not belted in.

A bill to mandate seat belt use passed the state House last year but never made it to the Senate floor for a vote. This year, with new legislative leadership, prospects for a seat belt law look much better.

In the past, some people have resisted a seat belt law because they see it as an infringement on their personal freedom. Why they object is a mystery. The resulting "intrusion" into people's lives is on a par with a parking ticket — and has considerably more justification. When a parked car overstays its welcome, there's just one less parking space available. When car passengers fail to buckle up, they invite serious injury and death, and increase the costs we all pay for emergency services, insurance and health care.

Alaska's proposed seat belt law offers us all a gentle reminder to do what's good for everyone. The violation would be a secondary offense, meaning that drivers cannot be cited unless they are stopped for some other violation. The fine would be a mere \$15: If violators don't want to send their checks to the government, they can donate the \$15 to emergency medical services.

Seat belts save lives — but only if people wear them. A mandatory seat belt law is a reasonable way to get more people to buckle up.



ANCHORAGE TIMES

1-25-89

A matter of safety *Kim*

THERE IS truly only one basic question to be answered when it comes to trying to decide whether Alaska should adopt a law which requires motorists to buckle up their seat belts when they get behind the wheel.

Do seat belts save lives?

And the overwhelming evidence — from all kinds of national statistics down to the doctors in the emergency rooms of Anchorage hospitals — is that they do.

It also is evident that without a law some people will not buckle up. So the law is necessary.

It is necessary in the same way that everyone who boards an airplane is required to fasten his or her seat belt.

And it is no more onerous a requirement than making it a law that motorists must halt at stop signs and red lights, yield to emergency vehicles or obey speed limits.

THIS ISN'T a debate over the infringement of personal liberties, as some opponents attempt to make it.

If you think your freedom would be abridged by a mandatory seat belt law, you no doubt are in a simmering fit right now because the state requires you to have a driver's license before you can legally operate a motor vehicle.

What's the difference?

Both items, as a matter of fact, are life-saving ingredients to making our streets and highways safer. You don't want to be on the same road with drivers who are not licensed. That's a law that looks after your own safety. So, too, would one requiring you to do what you may now forget to do when you slip behind the wheel — and that's to snap the seat belt in place.

Opponents argue that the lobbying for enactment of the seat belt law is nothing more than a deceitful ploy by the auto industry to try to avoid eventually providing

air bags in all vehicles.

But so what if auto makers support the use of seat belts? So do a lot of other people, including the insurance industry, various medical societies and individual doctors, and every other motorist whose life has been saved because a seat belt was secure at the time of an accident.

Sen. Arliss Sturgulewski, the Anchorage Republican who is a prime sponsor of the seat belt law in this session of the legislature, is correct.

It's simply a matter of safety, pure and simple. Forget all the extraneous arguments. Stick to the basic reason why.

JUST THE other day, new statistics proved the point.

A study of all traffic accidents in North Carolina from 1983 to 1987 showed a dramatic drop in the number of deaths and serious injuries after a mandatory seat belt law was enacted. This report estimated that North Carolina may have 1,100 fewer severe and fatal highway injuries every year as a result of mandatory seat belt use.

A second study of 1,384 accident victims taken to trauma units of four Chicago-area hospitals showed that hospital admissions decreased by nearly 65 percent and related costs dropped 66 percent for those who were wearing seat belts. This study said the average cost of treating accident victims who were wearing seat belts was \$534, compared to \$1,583 for victims who didn't wear belts.

The Journal of the American Medical Association, reporting on the new studies, said this: "Safety belts turn out to be an economical way of trying to reduce that health-care dollar."

Thirty-one states and the District of Columbia have seat belt laws.

Alaska should become the 32nd state to get on this safety bandwagon.

Tuesday, January 17, 1989

Make it mandatory

The Legislature could do a simple thing that would save lives, reduce injuries and save money. It could pass a law making the use of safety belts in vehicles mandatory.

Many people don't like the idea of mandatory safety belt laws. The use of safety belts should be a personal choice, they say. The government has no business dictating personal choices.

It's a compelling argument, but not so compelling as the harm that is done by not wearing safety belts. According to a 1987 study, mandatory use of safety belts in Alaska would save 35 lives a year, reduce injuries to more than 600 persons, save \$5 million worth of lost labor and decrease other economic losses associated with highway death and injury by \$13 million. Not just the victims, but everyone pays the cost of not wearing safety belts in terms of increased taxes, insurance premiums and health care costs.

Thirty-one states and the District of Columbia have passed mandatory safety belt laws. In every state, use of safety belts has increased substantially.

Educational programs promoting safety belt use fail to provide the incentive to buckle up that a law requiring it does. We reluctantly move from a position of advocating voluntary compliances to urging the Legislature to make safety belts mandatory. They should, however, avoid some of the problems that Washington state encountered when they initially failed to provide for exemptions for certain types of delivery vehicles.

FAIRBANKS

Daily News - Miner

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5-4-88

Seatbelt bill should be passed

Lodged within the bowels of the Alaska Legislature is a bill that, plain and simple, would save lives. It is the seatbelt bill.

Opponents say any law requiring Alaskans to buckle their seatbelt is an infringement on their "civil liberties." They say that if they want to increase the likelihood of being injured or killed in an automobile accident by 15 to 25 percent, then that's their business.

Wrong. In fact, all of us pay the price of those individuals who cherish their "civil liberties" more than their lives. According to U.S. Secretary of Transportation Jim Burnley, seatbelt laws save more than the human suffering a serious traffic accident leaves in its wake.

"Belt laws are helping to reduce the staggering societal costs of motor vehicle crashes,

currently estimated to be \$74 billion a year," he wrote in USA Today. That includes medical, municipal and state services, increased insurance expenses and other public expenditures.

The cost of not having a seatbelt law can be estimated in blood, too. If all 50 states had seatbelt laws, Secretary Burnley estimates 3,100 lives would have been saved last year alone. That is more than the population of Wrangell killed because of the lack of seatbelt laws.

What is this "threat" to our "civil liberties" that the Alaska Senate is protecting us from? The bill now bottled up in the Senate State Affairs Committee would make driving without wearing a seatbelt a secondary offense. That means you could not be stopped by a police officer solely for not wearing a seatbelt. But if you were stopped for another traffic offense and didn't have your seatbelt fastened, you would have to pay a \$15 fine or donate that amount to emergency medical services.

Pardon us, but that is hardly an infringement on anyone's civil liberties. All it would do is heighten public awareness of the need to wear seatbelts.

Thirty-two states and Washington, D.C., have seatbelt laws. Obviously, those lawmakers know that any law that saves so many lives makes good sense.

Hopefully, Alaska's lawmakers would agree - if they ever got a chance to vote on the bill.

What happens if Alaska's legislators don't pass a seatbelt law this year? More people will die, more people will be injured, and the next legislature will have to do what this one refused to.

Pass a seatbelt law.
Please.

ISSUE: Should
Alaska have a seat-
belt use law?

USA
TODAY

Life

FRIDAY, DECEMBER 23, 1988

The big benefits of buckling up

By Dan Sperling
USA TODAY

Wearing seat belts reduces car-crash victims' injuries by 60 percent and cuts their hospital costs by more than \$1,000, a new study suggests.

Dr. Elizabeth Mueller Orsay, assistant professor of emergency medicine at the University of Illinois School of Medicine in Chicago, and colleagues studied 1,364 emergency-room patients who had been in auto accidents.

Fifty-eight percent wore a safety belt when the accident occurred; 42 percent didn't.

Seat-belt wearers had a 60 percent reduction in injury severity, a 65 percent decrease in hospital admissions and a 66 percent reduction in hospital costs compared with those who wore no seat belt.

How seat-belt wearers fared compared with those who didn't:

► Seven percent of the seat-belt wearers had to remain in the hospital overnight, compared with 19 percent of the other patients.

► The average hospital charge for seat-belt wearers was \$534, compared with \$1,583 for those not wearing a seat belt.

"This study very strongly shows the benefits of buckling up, both for the individual and for society as a whole," says Orsay, whose study is reported in today's *Journal of the American Medical Association*.

Car accidents are the USA's leading cause of death among people age 5 to 34, and cost the country an estimated \$57 billion a year, says Orsay.

About 3.2 million people are injured each year in car accidents. Though the government estimates that if everyone used seat belts, traffic fatalities would be cut in half and injuries reduced by 65 percent, only 31 states and the District of Columbia have laws requiring their use.

Another report, in the same issue, estimates that North Carolina's mandatory seat-belt law, enacted last year, has resulted in 1,100 fewer severe and fatal highway injuries annually.

FORUM

Alaskans can live with proposed safety belt law

By FRANK BICKFORD

One thing alone can save 35 Alaskan 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

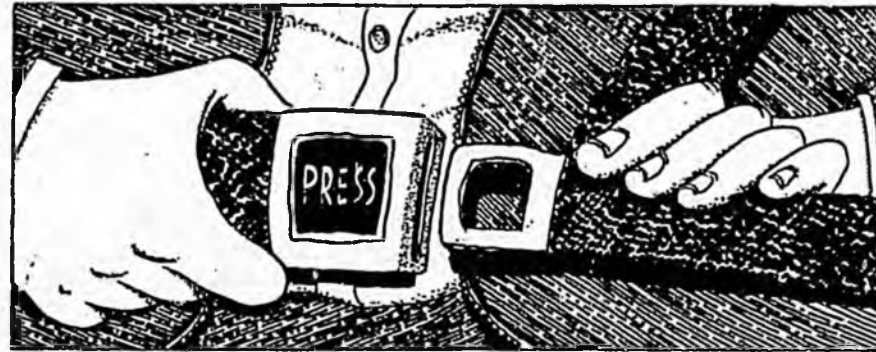


as much as \$13 million, according to estimates from The Alaska Highway Users Study. That one thing is wearing the safety belts already in our cars.

These facts are just four of the reasons Alaska needs a law requiring safety belt use. Although a major purpose of the Alaska Safety Belt Use Law would be to promote the safety of drivers and passengers using their safety belts, such a law would also promote the safety of other street and highway travelers, and promote the public welfare by reducing public expenditures.

In other words, if Alaska requires safety belts to be worn — everyone can benefit! Belt-use laws that have been passed in 31 states and D.C. motivate people to buckle up. Those states found that voluntary use is low. Legislating the use of safety belts saved significant numbers of lives and reduced costs.

Educational campaigns promoting safety belt use have been launched here and across the country. Use of safety belts increases temporarily during the campaign and then returns to a low percentage. The amount of



money spent is great and the residual impact slight.

Safety belt use laws and an aggressive educational campaign must be combined to achieve maximum use. In the absence of a law even with an educational campaign, less than 32 percent of the population will buckle up. However, a Hellenthal statewide poll last year showed that 81 percent of Alaskans would wear safety belts if required by law.

A safety belt use law is the incentive to establish the safety habit in those who otherwise wouldn't buckle up.

If a person is killed or injured, it affects more people than the victim. Persons are not allowed a "freedom to choose" to pay the health care costs of those who "choose" not to wear their safety belts.

The cost of needless fatalities and serious injuries are paid by all persons — not simply the victim. Taxes, insurance premi-

ums and health care costs increase for us all. Unbelted occupants cause injuries to other occupants by becoming "unguided missiles." Thus, the "freedom to choose" to wear the belt does affect others directly.

The costs to society for medical care, rehabilitation, unemployment and welfare services supercede the "right" of people to seriously or fatally injure themselves or others by not buckling up. As a citizen and taxpayer, your rights are infringed upon by those who aren't responsible enough to buckle-up voluntarily; they leave you to pick up the tab for increased costs.

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.

Ninety percent of those persons killed in motor vehicle accidents in Alaska during 1985, 1986, and 1987 were not wearing safety belts.

The proposed safety belt use law in Alaska is a secondary offense requiring that a motorist be stopped for another offense before a \$15 ticket (which may be donated to emergency medical services) can be issued for not using safety belts.

Secondary enforcement will not impose additional burdens on law enforcement officers responsible for citing motorists under this act. Safety belts reduce traffic fatalities, which are eight times as expensive to investigate as non-injury accidents. In fact, officers would have more time to concentrate on other traffic enforcement programs.

In the past three years Hellenthal Associates has conducted extensive statewide and local polls that show more than 80 percent of Alaskans supporting a safety belt use law.

In the past three years more than 80,000 Alaskans have signed letters of support for the proposed safety belt use law and over 100 businesses have passed supportive resolutions.

The Alaska State House in 1987 passed the safety belt use law with bipartisan support. The Senate in 1988 failed to act on the legislation but 1989 looks more favorable for passage. Supporters of the law include Speaker of the House, Sam Colt, Senate President Tim Kelly, and the Governor Steve Cowper.

The statistics, the public support, and editorial support of many newspapers and legislative support show that the proposed safety belt use law is one that Alaskans can live with.

Frank Bickford is executive director of the Alaska Safety Belt Use Coalition.

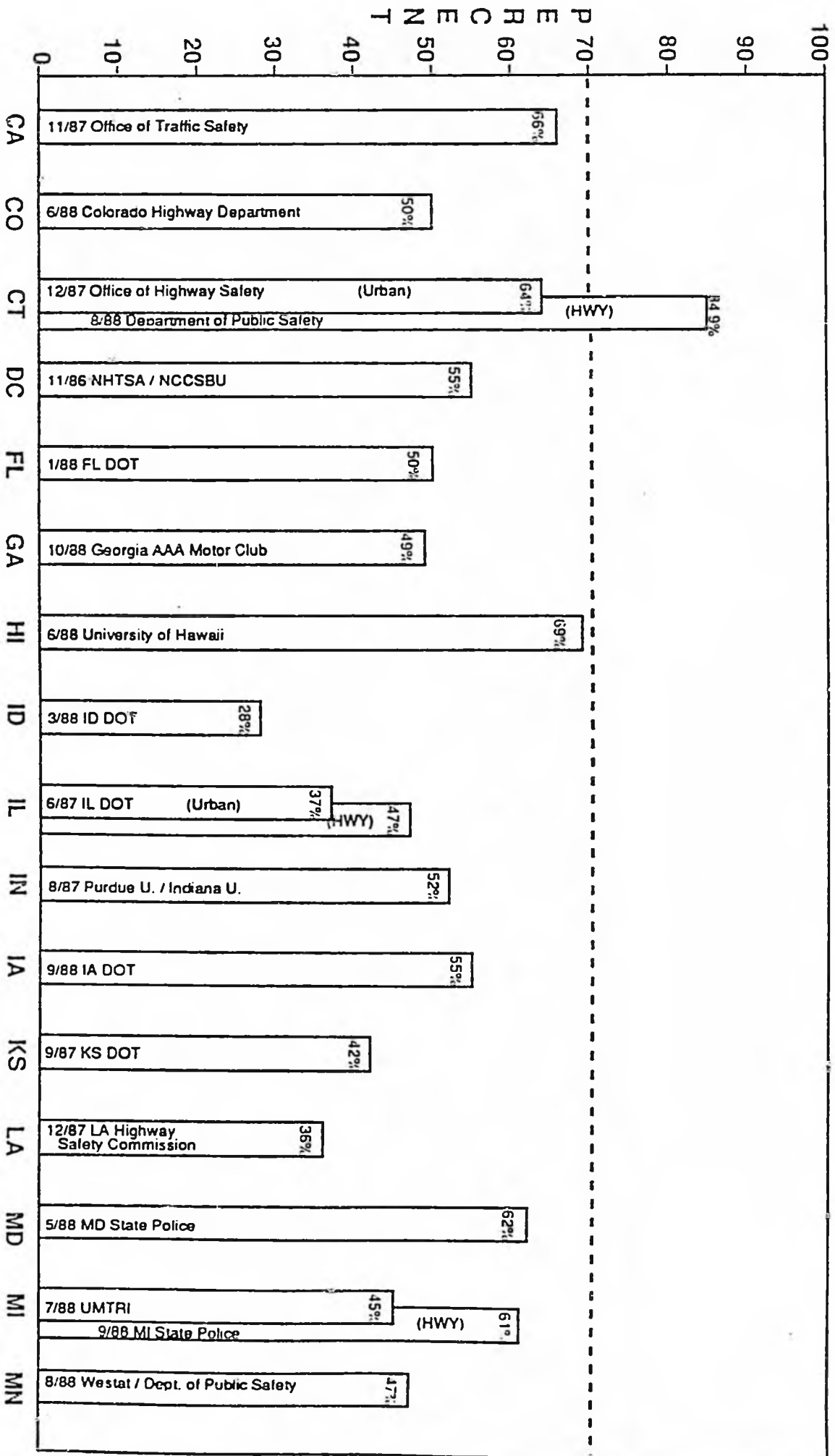
SB 59

COUNTRIES WITH SAFETY BELT USE LAWS

Country	Effective Date	Country	Effective Date
Australia	1/72	United States and Territories	
Austria	7/76	California	1/86
Belgium	6/75	Colorado	7/1/87
Brazil	6/72	Connecticut	1/1/86
Bulgaria	1976	Dist. of Columbia . .	12/12/85
Canadian Provinces		Florida	7/1/86
Alberta	7/87	Hawaii	12/16/85
British Columbia	10/77	Georgia	9/1/88
Manitoba	1/84	Idaho	7/1/86
Newfoundland	8/82	Illinois	7/1/85
New Brunswick	11/83	Indiana	7/1/87
Nova Scotia	1/85	Iowa	7/1/86
Ontario	1/76	Kansas	7/1/86
Quebec	8/76	Louisiana	7/1/86
Saskatchewan	7/77	Maryland	7/1/86
Czechoslovakia	1/69	Michigan	7/1/85
Denmark	1/76	Minnesota	8/1/86
East Germany	1/80	Missouri	9/28/85
Finland	7/75	Montana	10/1/87
France	10/79	Nevada	7/1/87
Greece	12/79	New Jersey	3/1/85
Hong Kong	10/83	New Mexico	1/1/86
Hungary	7/77	New York	12/1/84
Iceland	10/81	North Carolina	10/1/85
Ireland	2/79	Ohio	5/6/86
Israel	7/75	Oklahoma	2/1/87
Ivory Coast	1970	Pennsylvania	11/23/87
Japan	12/71	Puerto Rico	1/1/74
Jordan	12/83	Tennessee	4/21/86
Luxembourg	6/75	Texas	9/1/85
Malaysia	4/79	Utah	4/29/86
Netherlands	6/75	Virginia	1/1/88
New Zealand	6/72	Washington	6/11/86
Norway	9/75	Wisconsin	12/1/87
Poland	1/84	United Kingdom	1/83
Portugal	1/78	USSR	1/76
Singapore	7/81	West Germany	1/76
South Africa	12/77	Yugoslavia	1/85
Spain	10/74	Zimbabwe	7/80
Sweden	1/75		
Switzerland	1/76		
Turkey	10/84		

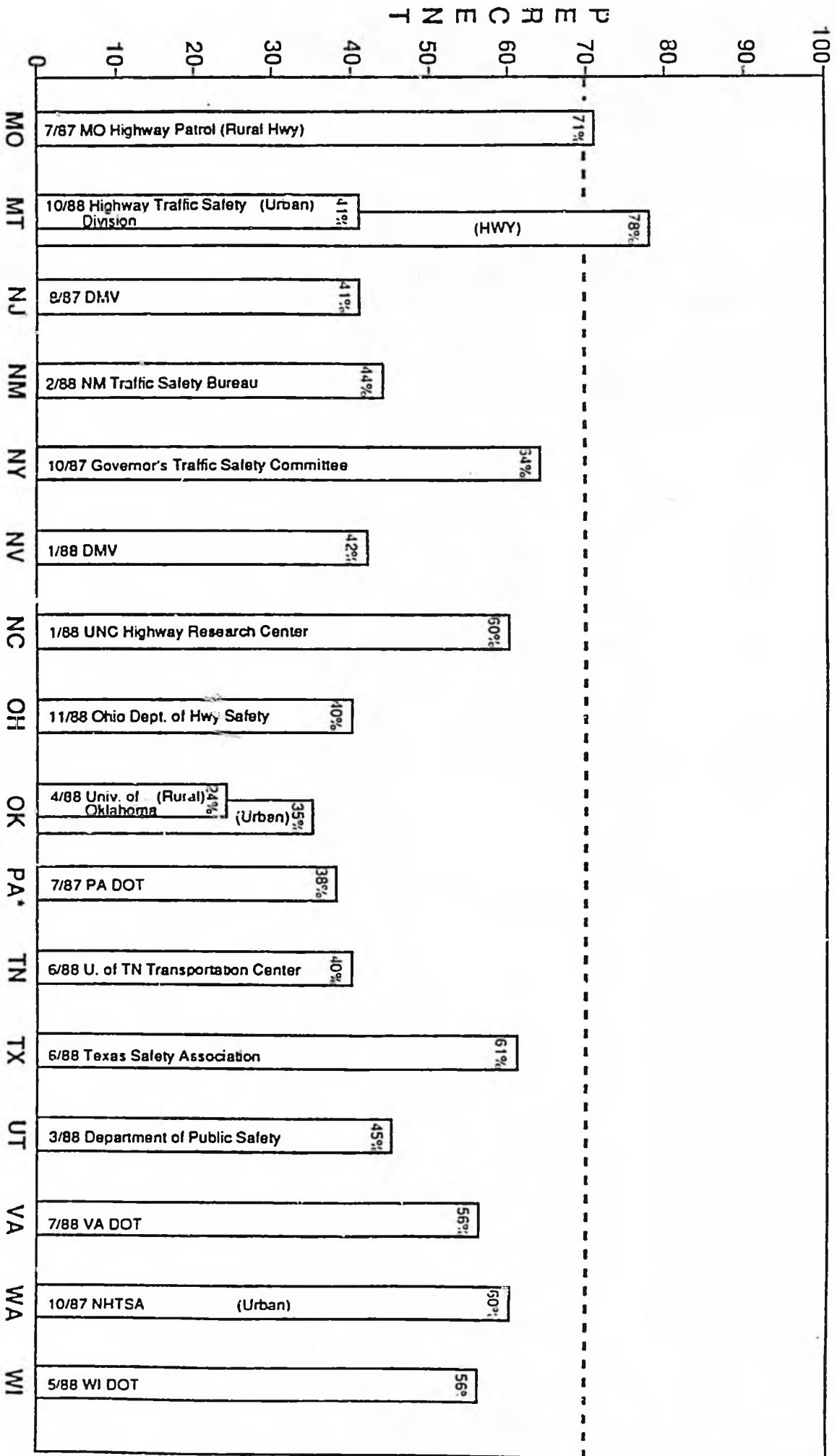
SOURCE: University of Michigan Transportation Research Institute.

COMPLIANCE RATES IN POST-LAW STATES



COMPLIANCE RATES IN POST-LAW STATES

Page 2



* Use rates prior to law taking effect

Facts and Attribution

- * Safety-belt use has saved 10,938 lives since 1983. Of those, state safety-belt-use laws were credited with saving 6,906 lives. National Highway Traffic Safety Administration (NHTSA), 1988
- * The probability of being involved in a motor-vehicle injury accident during a 75-year lifetime is better than 86 percent. NHTSA, 1987
- * There were 41,435 fatal accidents resulting in 46,386 fatalities in 1987. (Includes drivers or passengers in all types of motor vehicles, pedestrians and bicyclists.) NHTSA, 1988
- * There were 25,144 passenger-car fatalities and 8,042 light-truck fatalities in 1987. NHTSA, 1988
- * Approximately 3,896,000 people were injured in traffic crashes in 1986. (2,835,000 in passenger car accidents alone.) NHTSA, 1988
- * The severity of approximately 100,000 injuries is reduced each year as a result of states having passed safety-belt-use laws. University of North Carolina Highway Safety Research Center, 1987
- * In 1986, an average of one person was killed in traffic accidents every 11 minutes. NHTSA, 1988
- * Unrestrained passenger car occupants are twice as likely to receive moderate to critical injuries in the event of a crash as restrained occupants. NHTSA, 1987
- * On a national basis, each 10 percent increase in safety-belt use results in 30,000 less serious and moderate injuries and a savings of approximately \$800 million in direct costs to society. David A. Sleet, San Diego St. University, 1986
- * Traffic crashes rank as the No. 1 killer of Americans ages 1-40. NHTSA, 1988
- * In terms of years of life lost to Americans (based on life expectancy data), injuries as a result of motor vehicle accidents exceed cancer by 1.1 million years and top heart disease and strokes by 900,000 years. Institute of Medicine, National Research Council and the National Academy of Sciences, 1985
- * Of motor vehicle-related deaths, 82 percent occur during normal weather conditions. NHTSA, 1988
- * Less than one half of 1 percent of all injury-producing, passenger-car collisions involve fire or submersion. NHTSA, 1988

- Safety belts reduce the likelihood of fatal or serious injuries by 40 to 55 percent. NHTSA 1988
- Automobile accidents cost employers an average of \$120,000 per death and \$1.9 billion annually. National Highway Users Federation and the American Safety Federation (HUF), 1985
- The cost of all traffic deaths and injuries in the United States during 1986 was about \$74.2 billion, including:
 - \$27.4 billion in property damage
 - \$16.4 billion in lost productivity
 - \$ 4.1 billion in medical costs
 - \$26.3 billion in other costs (such as insurance administration, legal and court costs and emergency services.) NHTSA, 1988
- People thrown from their cars are 25 times more likely to be killed than if they stayed in their vehicle. About three out of four people involved in a fatal crash who were thrown from their vehicles in 1984 were killed. NHTSA, 1986
- Of the total passenger-car fatalities, 92 percent occur in the front seat. NHTSA, 1988
- Three out of every four traffic accidents happen within 25 miles of the home. National Safety Council, 1986
- The overall fatality risk of back-seat passengers is reduced by 24 to 40 percent through lap-belt use. NHTSA, June 1988
- Safety-belt-use legislation has been passed in 31 states; and the District of Columbia, covering nearly 207,000,000 persons. Traffic Safety Now, Inc., 1988
- It is estimated if 70 percent of passenger car occupants regularly wore their safety belts in 1985, 7,400 lives would have been saved and 135,000 moderate to severe injuries would have been avoided. NHTSA, 1986
- NHTSA estimates lap belts in the rear seat could have saved an estimated 660 lives and prevented 10,200 serious injuries in 1987 if use were 100 percent. NHTSA, 1988
- Safety-belt use among drivers has risen from 14 percent in 1984 to more than 43 percent in 1988. Among states with safety-belt-use laws, 51 percent of motorists observed in 1987 wore their safety belts compared to only 27 percent in states without laws. NHTSA, 1988

The Case for Safety Belt Use

Safety belts have been required equipment for automobiles in the United States for 20 years. But it has been only recently that Americans have made extensive use of these effective devices. As recently as 1982, only 11% of American motorists were "buckling up." Today, 31 states and the District of Columbia have safety belt use laws on the books, and overall belt use is estimated to be at an all-time high of 46%.

See also pp 3593 and 3598.

The primary reason for this turnaround has been a refocusing of highway safety efforts, to concentrate more on drivers themselves rather than just on regulating manufacturers. Former Secretary of Transportation Elizabeth Dole settled a 15-year-long battle over air bags in 1984. Her solution: if states representing more than two thirds of the population enacted safety belt laws, manufacturers would not be required to install air bags or automatic safety belts. The auto industry has since lobbied intensively for safety belt laws in the state legislatures. The Department of Transportation and other groups, such as Traffic Safety Now and the American Coalition for Traffic Safety, have also waged a large-scale public information campaign promoting safety belt use.

The results are clear. Increased safety belt use has saved an estimated 11 000 lives since 1984, and tens of thousands of serious injuries have been prevented. The National Highway Traffic Safety Administration estimates that front-seat lap-shoulder belts are highly effective in protecting occupants in a crash, reducing the risk of death by 40% to 50% and the risk of moderate to serious injury by 45% to 55%.¹ These estimates were based on extensive data on crash and injury experience over the past decade.

Physicians and other professionals in the medical and public health fields can also play a key role in increasing safety belt usage. According to national health statistics, not only are motor vehicle crashes the leading cause of death among 5- to 34-year-olds, they account for the greatest number of productive years of life lost and are the most costly source of disability in the United States. Yet, a survey² of 209 Texas family physicians revealed that only 5% said they routinely ask their patients about safety belts. Fifty-eight percent neither advise nor discuss the risk, even when they are aware of nonuse. These physicians ranked nonuse of safety belts as less of a risk factor than smoking, obesity, excessive use of alcohol, high blood pressure, stress, lack of exercise, and a high-fat diet.

However, the American Academy of Family Physicians plans to introduce a continuing medical education course for physicians next year on how motor vehicle trauma can be reduced through patient education on the importance of using safety belts, child safety seats, and the extra protection provided by air bags. There is no doubt that increased safety belt education, especially among school-age children, will prove beneficial. Recent observations of 242 school-age children at a pediatric clinic dramatically demonstrated the influence of a physician's message to his or her young patients and parents on the importance of using safety belts.³ It was found that 38% of the young patients who received counseling were then observed wearing their belts, compared with 5% of those who

did not receive counseling.

Much more remains to be done to increase safety belt use across the country. Currently, surveys indicate that belt use in states with belt laws averages about 50%, but also varies widely from state to state, from 68% in Hawaii to only 27% in Tennessee.⁴ The most dramatic, sustained increases in safety belt use appear to have been in those communities where there is a combination of intensive law enforcement and public information and education. Not surprisingly, belt use is generally lower in states without belt laws, but those states also show substantial variance. And we know that many countries have attained very high safety belt use rates—such as 80% in Australia and parts of Canada and 95% in Great Britain and West Germany. We are therefore convinced that there are great opportunities for further increases in belt use all across America.

Our goal at the Department of Transportation and the goal of a wide spectrum of safety groups across America is to attain a national safety belt usage rate of 70% by 1990.

There has never been any question that safety belts and child safety seats are extremely effective in saving lives and reducing injuries. The problem has been convincing motorists to use them every time they get into their cars and trucks. When the National Transportation Safety Board reported in a 1986 study⁵ that use of rear-seat lap belts could cause injury in some crashes, some people mistakenly assumed that they were safer not wearing a belt at all. Nothing could be further from the truth. Our crash data conclusively show that lap-only safety belts are quite effective in reducing the risk of death and injury to occupants compared with wearing no belt at all. Furthermore, car manufacturers are now voluntarily taking the initiative to improve protection for rear-seat occupants even further by installing lap-shoulder belts as standard equipment in virtually all new cars by 1990.

The outlook on safety belt use is encouraging. More and more Americans are buckling up for safety, and each year more lives are being saved on our highways. But more than half of America's motorists are still unprotected. There is still much work for all of us—in government, in the private sector, and for health professionals—in spreading the important life-saving message of safety belt use.

As administrator of the National Highway Traffic Safety Administration, I urge physicians and major health care providers, as part of their daily routine, to advise patients about the importance of safety belts and the use of child safety seats to prevent injuries from motor vehicle crashes.

Diane Steed
National Highway Traffic
Safety Administration
Washington, DC

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Efficacy of Mandatory Seat-Belt Use Legislation

The North Carolina Experience From 1983 Through 1987

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The North Carolina General Assembly approved a law effective in October 1985 that mandated seat-belt use by front-seat occupants of passenger vehicles. In January 1987, a \$25 fine for infractions of this law went into effect. This study examined numbers of car occupants with severe and fatal injuries in crashes in North Carolina, controlling for the amount of vehicle damage as a measure of crash severity. After the law, significant decreasing trends were seen in the percentages of front-seat occupants who had severe or fatal injuries in crashes, although the involvement of alcohol in crashes was still associated with an increased risk of such injury. Projections indicate that a reduction of approximately 1100 severe or fatal injuries per year can be attributed to the seat-belt law in North Carolina. This study supports the hypothesis that the societal burden of crash-associated injury can be reduced by mandating seat-belt use.

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AN ACT to Make the Use of Seat Belts in Motor Vehicles Mandatory, North Carolina Senate bill 39, went into effect on Oct 1, 1985. The act mandated seat-belt use by front-seat occupants of

See also pp 3598 and 3651.

passenger cars, allowed for a 15-month period during which warning tickets would be issued for violations, and provided for a \$25 fine for infractions that occurred after Jan 1, 1987. The act

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permitted vehicles to be stopped for a seat-belt law violation alone (primary enforcement) rather than requiring that a vehicle must first be stopped for some other traffic violation (secondary enforcement).

Because it is important for legislators and voters to know whether a law mandating seat-belt use and imposing a fine can achieve its legislative intent, in this study we attempted to determine if there were reductions in severe and fatal injury that resulted from mandating seat-belt use by front-seat occupants in North Carolina. If so, it would be expected that there would be reductions in morbidity and mortality among targeted front-seat passenger car occupants, and that such reductions would be in excess of those among occupants not covered by the law. This report presents analyses of numbers of per-

sons with severe and fatal injuries by occupant position in car crashes, controlling for the amount of vehicle damage as a measure of crash severity.

EXPERIMENTAL DESIGN AND METHODS

Subjects and Definitions

The study subjects were the drivers and other motor vehicle occupants in North Carolina crashes from January 1983 through September 1987.

The two classes of vehicles principally covered by North Carolina Senate bill 39 are passenger cars and station wagons. *Targeted* vehicles were defined as passenger cars and station wagons, and *nontargeted* vehicles as all other motor vehicles. *Targeted* occupants were persons to whom the act pertained (in targeted vehicles), viz, drivers and front-seat occupants 6 years of age or older. Car occupants 5 years of age or younger were covered by the North Carolina child-restraint law, not by Senate bill 39, and, hence, they were not a targeted group. *Nontargeted* occupants were persons to whom the act did not pertain; eg, rear-seat occupants of passenger cars, all occupants 5 years of age or younger, and occupants of motor vehicles other than passenger cars or station wagons.

Study Design and Statistical Methodology

The study design was a separate-sample pretest-posttest design¹ that examined crash data over three periods:

(1) before the belt law was in effect; (2) after the law was in effect but before implementation of a \$25 fine for violations, ie, during the warning period; and (3) after implementation of the \$25 fine. Included were analyses of belt use during the three periods and analyses of morbidity and mortality data from crashes by period and by quarter-year, stratified for various factors, including use and nonuse of seat belts, degree of vehicle damage, and alcohol involvement. Because data for only the first nine months of 1987 were available at the time of this study and because of the possibility that seasonality affected the data, data were also compared for the first nine months of 1983 through 1987.

Pearson χ^2 analysis¹ was used to examine aggregated vehicle damage data with respect to severe and fatal injuries. For drivers and passengers in the right front seat, 2×2 tables were constructed to compare the numbers of occupants with or without severe or fatal injuries in crashes by aggregated levels of vehicle damage (levels 1 and 2, mild crash; levels 3 and 4, moderate crash; and levels 5 through 7, severe crash). For each aggregated level of vehicle damage, occupants before the seat-belt law were compared with occupants during the warning period and after the \$25 fine.

For targeted and nontargeted vehicle occupants, the relation of severe and fatal injuries to year or to quarter-year was evaluated using the test for linear trends in proportions.² To examine vehicle damage and driver injury data with respect to driver alcohol involvement, we used ridit analysis.³ To evaluate the statistical significance of ridit scores across several intervals, we used Mantel-Haenszel χ^2 analysis.⁴

The significance level for all statistical analyses was $P < .05$.

Data Sources, Collection Procedures, and Analysis

The University of North Carolina Highway Safety Research Center (HSRC) crash data tapes were created from tapes of the North Carolina Division of Motor Vehicles and were produced in Raleigh, NC. We used HSRC tapes that included all reportable motor vehicle crashes that occurred in North Carolina from January 1983 through September 1987, and from these we created a 10% systematic sample, choosing every tenth report in chronological order. Crashes were defined as any collision involving a motor vehicle(s) resulting in injury to or death of any person or in total apparent property damage equivalent to or in excess of \$500. Crash report forms were filled out by an investigating officer (highway pa-

trolman, municipal police officer, etc), not by persons involved in the crash. All reporting agencies used the same standard report form. For this study, data from these tapes were used for assessments of injury, vehicle damage, and alcohol involvement. These assessments were performed as follows.

Injury Assessment.—The severity of personal injury and vehicular damage was scored by the investigating officer at the scene of the crash. Personal injury categories included the following: (1) fatality, (2) severe (incapacitating—obviously serious enough to prevent carrying on normal activities for at least 24 hours, eg, massive loss of blood or broken bone), (3) moderate (not incapacitating—injury other than severe injury or fatality evident at the scene), (4) mild (no visible sign of injury but complaint of pain or momentary unconsciousness), and (5) no injury. The validity of these assessments has been measured⁵; an overall rate of 74.7% agreement was found when injury judgments (severe or fatal vs not severe) of police were compared with those of emergency medical service personnel.

Vehicle Damage Assessment.—Damage sustained by motor vehicles was assessed in terms of a seven-point damage severity rating scale from least severe (level 1) to most severe (level 7) that has been standardized using photographs of damaged automobiles. These photographs were published in a small booklet⁶ and were provided to all reporting agencies for dissemination to all investigating officers in North Carolina.

Alcohol Involvement Assessment.—Analyses of alcohol involvement were based only on cases for which the investigating officer made a definite judgment of drinking or not drinking; ie, drivers classified as "unknown" or "not stated" were omitted. Drivers with involvement of alcohol included those classified as either "drinking—impaired" or "drinking—impairment unknown." The accuracy of such judgments of driver alcohol involvement in these reports has been measured by Waller et al⁷; 79.1% of arrested drivers classified by the investigating officer as drinking had measured blood alcohol concentrations (BACs) of 0.10% or higher, 90.5% had BACs of 0.05% or higher, and only 2.05% had BACs of 0.00%.

Data from the HSRC tapes were also used to quantify reported restraint use or nonuse.

For different periods, the numbers of severely or fatally injured occupants were compared with the total numbers of occupants involved in crashes for all occupants of motor vehicles, front-seat and rear-seat occupants, targeted occu-

pants, and nontargeted occupants of targeted and nontargeted motor vehicles. For drivers and occupants of the right front seat, injuries among persons wearing lap and shoulder belts and unrestrained persons were examined by the degree of vehicle damage in crashes with front-end impacts and non-front-end impacts during the three periods to determine the relative distributions of injury among occupants by reported belt use. Injuries among drivers involved and not involved with alcohol were also examined by the degree of vehicle damage.

Observed belt-use data in the population at risk were obtained by the HSRC under a grant from the Governor's Highway Safety Program; general seat-belt use was measured at 72 intersections around the state by four trained observers. Frequencies of observed use on the highway and reported use of restraints by drivers and other front-seat occupants involved in crashes were compared, as were the frequencies of different levels of injury associated with the reported use or nonuse of belts for vehicle occupants involved in crashes in each of the three periods: (1) before the belt law (January 1983 through September 1985), (2) during the warning period (October 1985 through December 1986), and (3) after implementation of the fine (January through September 1987).

RESULTS

Crash investigators submitted crash reports on 203 000 passenger cars or station wagons for 1983, 207 000 for 1984, 211 000 for 1985, 227 000 for 1986, and 172 000 for the first nine months of 1987. Of these reports, 62.7% were submitted by municipal police; 36.6% by the state highway patrol; and 0.7% by local sheriffs, rural or county police, and other traffic investigating agencies. From January 1983 through September 1987, approximately 55% of drivers involved in crashes were male, 74% were white, and 53% were 30 years old or younger. Forty-five percent of the crashes occurred on local streets, 52% occurred on primary or secondary roads, and less than 3% occurred on interstate highways. Of passenger vehicles involved in crashes, 61% had mild damage (level 1 or 2), 29% had moderate damage (level 3 or 4), and 10% had severe damage (levels 5 through 7). The distributions of these characteristics and measures of driver alcohol involvement showed no appreciable trends over the periods studied.

In examining the severity of injury for drivers and occupants of the right front seat in front-end and non-front-end crashes, lack of belt use was consis-

tently associated with distributions of injury skewed toward more severe degrees of injury. Data for drivers in front-end crashes are presented in Table 1. Drivers in crashes reportedly wore seat belts more frequently than did occupants of the right front seat (Table 2); this is consistent with observations of the population at risk.

Decreases were observed in the percentages of targeted occupants who had severe injuries and deaths in crashes in 1986 compared with 1985 and in 1987 compared with each of the four previous years (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for targeted occupants ($R^2=0.47$, $P=.019$). When examined by quarter-year from the third quarter of 1985 (just before the warning period) through the third quarter of 1987, a significant decreasing trend was observed in the percentages of targeted occupants who had severe injuries and deaths in crashes ($R^2=0.38$, $P=.044$). In the first quarter of 1987 (just after implementation of the fine), a marked decrease was found in the percentage (3.50%) of targeted occupants of passenger vehicles who had severe or fatal injuries compared with data (5.06%) for the first quarter of 1985 (odds ratio [OR]=1.47 [95% confidence interval (CI), 1.23 to 1.76], $P<.0001$).

There was a decrease in the percentages of both drivers and occupants of the right front seat who had severe or fatal injuries in the first nine months of the year in 1986 compared with 1985 and in 1987 compared with each of the previous three years (Table 4). These decreases in percentages were principally observed among targeted front-seat occupants (Table 3). When examined by quarter-year from the first quarter of 1983 through the first quarter of 1985, a significant increasing trend in the proportions of severe injuries and deaths was observed for drivers of targeted vehicles ($R^2=0.58$, $P=.007$). Although an increasing trend in proportions was also observed among occupants of the right front seat who were severely injured or killed during the same time, the trend was not statistically significant. However, when examined by quarter-year from the third quarter of 1985 through the third quarter of 1987, significant decreasing trends in the proportions of severe injuries and deaths were observed for drivers of targeted vehicles ($R^2=0.52$, $P=.029$) and for occupants of the right front seat of targeted vehicles ($R^2=0.48$, $P=.038$). No discernible trends in the proportions of

Table 1.—Distribution of Injury for Drivers of Targeted Vehicles in Front-End Crashes by Injury Severity, Time Period, and Reported Seat-Belt Use*

Injury	Distribution of Injury, %					
	Belt Use Before Law (1/83-9/85)		Belt Use During Warning Period (10/85-12/86)		Belt Use After \$25 Fine (1/87-9/87)	
	Yes (N=2605)	No (N=1358)	Yes (N=5030)	No (N=2820)	Yes (N=4289)	No (N=474)
None	84.1	75.6	80.7	65.5	79.7	58.7
Mild	10.0	10.9	11.3	14.8	12.0	12.2
Moderate	4.5	8.7	5.9	12.3	5.8	17.5
Severe	1.4	4.5	2.1	6.6	2.4	9.1
Fatal	0.0	0.3	0.1	0.7	0.1	2.5

*10% sample; data are aggregated for drivers who wore shoulder and lap belts and those who wore only lap belts.

Table 2.—Observed and Reported Use of Seat Belts by Drivers and Occupants of Right Front Seat by Time Period and Seat Position

Time Period	Month	Seat Position	Observed Use		Reported Use*	
			No. Observed	% Belted	No. Reported	% Belted
Before the law	9/85	Driver	18 212	25.4	1518	32.7
		Right front	6872	20.6	570	29.8
During warning period	11/86	Driver	21 859	43.8	2048	65.2
		Right front	8123	37.2	719	60.5
After \$25 fine	1/87	Driver	13 847	77.7	1689	91.2
		Right front	5828	70.6	531	89.3

*Persons in crashes.

Table 3.—Motor-Vehicle Occupants in Crashes in Targeted Vehicles With Severe or Fatal Injuries by Seat Position*

Motor-Vehicle Occupants	Year				
	1983	1984	1985	1986	1987
Targeted front-seat occupants					
All					
No. in crashes	18 874	19 269	19 385	20 603	21 752
% severely or fatally injured	3.90	4.51	4.67	4.39	3.78
Drivers					
No. in crashes	13 849	14 306	14 404	15 318	16 371
% severely or fatally injured	3.87	4.34	4.58	4.20	3.63
Occupants of right front seat					
No. in crashes	4711	4697	4749	5086	5224
% severely or fatally injured	4.14	4.94	4.86	4.76	4.19
Rear-seat occupants					
No. in crashes	2008	2169	2233	2313	2490
% severely or fatally injured	3.14	3.41	2.78	3.50	2.49

*10% sample during first 9 mo of year. Persons <6 years old were covered by the child-restraint law and are excluded from these data.

severe injuries and deaths were observed for rear-seat occupants.

Ridit analyses revealed the persistence over all three periods of significant differences between distributions of injury for drivers involved and not involved with alcohol for all levels of vehicle damage; this is consistent with the hypothesis that the risk of death or severe injury in a crash is increased by alcohol involvement.⁷ Even for mild

crashes in the first nine months of 1987, drivers who had been drinking sustained more severe injuries than those who had not been drinking (ridit = 0.560, Mantel-Haenszel $\chi^2=32.1$, $P<.001$). For severe crashes in the same period, the odds were almost 2:1 that drivers who had been drinking sustained more severe injuries than those who had not been drinking (ridit = 0.652, Mantel-Haenszel $\chi^2=55.5$, $P<.001$).