

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11088 HOUSE TRANSPORTATION

Anchorage, AK  
Anchorage Daily News

(Cir. D. 54,710)

(Cir. S. 67,750)

NOV - 6 2003

Allen's P.C.B. Est. 1888

— THE ASSOCIATED PRESS

NIKISKI (3) A-43

### **Man dies after pickup rolls; driver had been fleeing trooper**

A 40-year-old man was killed Tuesday in an automobile accident near Nikiski, Alaska State Troopers said.

Troopers say that around 11 p.m., a 1990 Chevrolet pickup left the Forelands Bar in Nikiski and turned onto Kenai Spur Road. The driver did not use a turn signal and accelerated rapidly, they said.

A nearby trooper saw him and pursued. The pickup was at times driving in excess of 100 mph, troopers said.

The trooper lost the pickup, which had gone off the road on Douglas Lane and rolled several times.

The trooper eventually found the truck off the side of the roadway, against a building, troopers said. The driver, Kelly McLay, of Nikiski, was found partially ejected from the truck and dead from massive head injuries, troopers said. He was not wearing a seat belt, troopers said.

The pickup was impounded by troopers for inspection. An autopsy has been requested by the state medical examiners office.

— Anchorage Daily News

Anchorage, AK  
Anchorage Daily News

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DEC 3 - 2003

Allen's P.C.B. Est. 1888

KODIAK A-43

### **Man is crushed and killed when dump truck rolls out of control**

A 69-year-old Kodiak man was killed over the weekend in an industrial accident in Kodiak, Alaska State Troopers said Tuesday.

Troopers say Duaine Johnson was working alone Saturday on a hill, using a backhoe to fill

a dump truck with dirt. The dump truck rolled down the hill and crushed Johnson, troopers said.

Johnson's body was discovered about 75 feet away from the backhoe, in the path that the dump truck rolled. Troopers believe Johnson tried to climb inside the dump truck to stop it from moving but fell off the vehicle and was run over by its rear driver's side tires.

The dump truck continued off a 20-foot embankment, across a highway and smashed into a large fuel tank near a dock, troopers said. The impact dented the fuel tank, but did not cause any fuel to leak, said troopers spokesman Tim DeSpain. Absorbent pads were put on the ground as a precaution, he said.

— Anchorage Daily News

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Anchorage, AK  
Anchorage Daily News

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(Cir. S. 67,750)

DEC 3 - 2003

Allen's P.C.B. Est. 1888

ANCHORAGE A-43

### **Officer who fatally struck woman with car cleared of wrongdoing**

An Anchorage police officer who struck an 85-year-old woman last month as she was crossing the Old Glenn Highway in Eagle River has been cleared of wrongdoing in the accident, police said Tuesday.

Mary Kirkland was struck by officer Bryan Herrera on Nov. 5 while walking home from church. She died from her injuries on Nov. 17.

Police spokeswoman Anita Shell said Tuesday that an investigation into the accident showed it was not Herrera's fault. Kirkland was not in a marked crosswalk and stepped out in front of the officer, she said. It was dark, drizzling and foggy on the night of the accident, according to police and witnesses.

Many people at the Eagle River Church of God knew Kirkland as "Grandma Mary." Friends and relatives surrounded Kirkland during her 17 days in the hospital. Her family said in November that Herrera visited them to express his sympathy.

"It was an accident. The whole thing was," Kirkland's daughter Lorraine Bance said in November.

Shell said Tuesday that Herrera, a 10-year veteran of the department, "was very traumatized" by the accident.

— Anchorage Daily News

Allen's P.C.B. Est. 1888

## Colony football team touched by their manager's example

**T**he toughest player on the Colony High football team was not surly linebacker David Craig, nor was it speedy quarterback Rhett Magner.

The toughest player for Colony High never wore the black jersey with forest green trim, nor did she ever wear a helmet. But she washed untold numbers of those jerseys and fixed who knows how many helmets.



Badillo

The toughest player on the Colony High football team was the manager, 17-year-old Sharday Badillo. Badillo died Nov. 23 from injuries suffered in a car wreck along icy Trunk Road. As a measure of just how much the short girl with long dark hair meant to the team, most of the players attended her funeral Friday at Wasilla Assembly of God Church. Badillo's teammates served as ushers and pallbearers, and they spoke of what she did for them.

**RON WILMOT**

SPORTS



Badillo cleaned up after a horde of sweaty, bloody, dirty football players. She washed their uniforms and jock straps. She handed out ice packs and water bottles, did paperwork and helped inventory equipment. Twice a day at practices she filled and lugged a water cooler up and down a hill along with another manager. She stood on the sidelines, day after day, for every practice and every game, to be there for whatever the players might need.

Sometimes, they needed a cheer-

See Prep Page C-3, WILMOT

## WILMOT: Badillo didn't cut Colony players any slack

Continued from C-1

ader, and Badillo performed that role too, though not always in a rah-rah way. Once, when a few players were complaining about the rigors of practice and were considering quitting, Badillo challenged them to tick it out. They did.

"She looked at them and said, 'You don't have a clue what toughness is,'" her mother, Sherry Badillo, said. "The players were saying that was one of the things they loved about her. She cut them no slack."

Young Sharday was broken up over her parents' divorce, and Sherry said performing the duties of a manager helped her daughter heal.

"She had a lot of her own troubles," Sherry said. "That turned her around. Football probably saved that child's life. It gave her focus, and she had to pull her weight."

Badillo even pulled her weight

when an earlier car wreck left her with an arm in a cast and a bum knee that forced her to walk with crutches. If the players played hurt, so would she.

"She was really a different manager than ones in the past," said senior Kyle Van Sant. "She did a lot of the paperwork, and she did anything the players asked of her, and she did it with a smile. After a loss or a bad play she'd cheer us up and remind us it's about football and having fun. She had a lot of heart. She was something special. She didn't let anything stop her. She loved it."

Badillo's older sister Brittany was also a Colony football manager. She introduced Sharday to it and showed her the ropes.

"Their family has been with us a long time," said head coach Randy Magner. "She was a typical football manager; she did everything.

A lot of times they start working in the winter, helping me with inventory. They're there before the players are ready, doing laundry or sitting on the sideline in case a player needs an ice bag or helmet fixed. They put in more hours than the players do. I've never quite figured out why they do it. Nothing can pay them adequately for what they do."

Badillo was also a published poet. Badillo wrote "Cherished Moments" when she was 14 after Brittany was nearly killed in a car accident involving a black bear on the Glenn Highway. Badillo recited the poem at a national writing convention, Sherry said. The poem was also recited at the funeral.

"It just talks about cherishing the people in your life," Sherry said. "Sharday was ready to go to college and her writing was going well. Ev-

erything was just going great. In a flash, it's over."

After Friday's services, a group of players spent the night together to talk and remember Badillo. Senior Mike Benson heard about wreck from his girlfriend, who witnessed the accident and called he said.

"It was pretty shocking. It put in perspective how quickly things can change," he said.

Van Sant said Badillo seemed above the petty attitudes so common in high school.

"She was one of those types of people," he said, then stopped. "At Colony, there are a lot of people who really care about whatever people think. Sharday didn't really care. If no one else liked her, she didn't really care."

"She was something else," he said. "I'm going to miss her a lot."

(1)

Fairbanks, AK  
Daily News-Miner  
(Cir. D. 21,800)  
(Cir. S. 25,500)

DEC 12 2003

*Allen's* P. C. B. Est. 1888

**Palmer man dies in  
snowmachine crash**

PALMER—A Palmer man died Thursday when he lost control of his snowmachine and struck his head on a parked boat, Alaska State Troopers said.

Alan Scott Ensley, 29, died of an apparent skull fracture, troopers said.

Ensley was riding his 1990 Polaris 600 along a driveway near his home on the Old Glenn Highway at about 2 a.m. when the snowmachine overturned, troopers said.

Ensley's body was found at 10:30 a.m., about 200 feet from his home.

Investigators said that Ensley's helmet was damaged, apparently from striking a 16-foot boat parked near his home.

Alcohol is believed to have been a factor in the accident, troopers said.

DEC 19 2003

Allen's P. C. B. Est. 1898

# Snowmachine A43 accident kills Nulato man

By BETH IPSEN  
Staff Writer

A 21-year-old University of Alaska Anchorage student home for the holidays died in a snow-machine accident in Nulato early Thursday morning, Alaska State Troopers said.

Trooper said Arvin Ekada, 21, died of injuries from a snowmachine accident just days after he returned home from college.

Ekada's uncle, Adolph, said Ekada drove into a cabin in Old Nulato. His passenger, Eddie George, jumped free before the snowmachine hit the cabin.

"From what I understand, he just came upon it, just too suddenly, going at a high speed and he couldn't turn in time," Adolph Ekada said.

Ekada said his nephew had just started going to college in hopes of earning his degree before entering a career in law enforcement.

"He's just a young kid, he's

just starting life," Adolph Ekada said. "He was a good kid."

Ekada said the man's mother, Shelly Agnes, a health aid in Nulato, was in Fairbanks at the time of the boy's death and returned to Nulato Thursday afternoon.

Trooper spokesman Greg Wilkinson said Robert Ruzika, 55, of Nulato called Fairbanks troopers at 3:38 a.m. to report finding Ekada dead in the road. A trooper flew from Galena, about 50 miles upriver, to the small Koyukon Athabaskan village on the north bank of the Yukon River.

Wilkinson didn't have any additional information regarding the accident.

According to Wilkinson's records, Ekada is the fifth person to die in a snowmachine accident in Alaska this year.

Reporter Beth Ipsen can be reached at [bipsen@newsminer.com](mailto:bipsen@newsminer.com) or 459-7545.

Anchorage, AK  
Anchorage Daily News

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JAN - 8 2004

Allen's P.C.B. Est. 1888

## Woman dies in fiery head-on collision

### ■ GLENN HIGHWAY:

Minivan veered into oncoming lane, hit semi.

By ZAZ HOLLANDER  
Anchorage Daily News

SUTTON — A woman died in a fiery head-on collision with a tractor-trailer that closed the Glenn High-

way for several hours Friday evening.

The woman, whose name was not available Friday night, was driving a Windstar minivan north on the Glenn just outside Sutton when she veered into the southbound lane and hit the truck, Alaska State Troopers said.

The truck driver, who was not in-

jured, told troopers he saw the woman go around some vehicles as she drove down a long hill that leads into town, said trooper Ron Hayes. The stretch of highway is marked with a double yellow line for northbound drivers; southbound drivers headed up the hill have a pass-

See Page B-9, CRASH

## CRASH: Woman perishes in accident near Sutton

Continued from B-1

ing lane.

It wasn't clear whether the woman was passing the vehicles or skidding out of control, Hayes said. The roads were mostly clear, with a few patches of black ice, he said.

There is no indication that either vehicle was speeding, Hayes said. "We don't really know why she came into the oncoming lane."

The truck driver tried to avoid the collision by steering to the right — he couldn't go left because of the oncoming traffic — but couldn't get out of the way, he said. The van collided with the truck, which burst into flames.

The truck driver scrambled out of his cab and ran to the van. The van did not catch fire.

"He actually came to check on her and could see right away she was deceased," Hayes said.

The van belongs to Valley Hospital, said Patsy Crofford, vice president of human resources at the hospital. Crofford said Friday evening that she was still waiting for the troopers to confirm the identification of the driver.

The company that owns the truck, K & L Distributors Inc. in Anchorage, had no comment, said general manager Don Grasse.

The truck and van remained at the

scene of the wreck Friday night, and debris littered the roadway, slick with frozen water left after firefighters doused the flames. The fire destroyed the cab, leaving a charred metal skeleton with melted tires. The trailer, bearing images of Corona beer bottles, was scorched but salvageable.

The van, its hood crumpled and air bag deployed, was a total loss, Hayes said.

Troopers said the highway was reopened about 6:30 p.m.

■ Daily News reporter Zaz Hollander can be reached at zhollander@adn.com.

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Anchorage, AK  
Anchorage Daily News  
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(Cir. S. 67,750)

JAN - 5 2004

Allen's P.C.B. Est. 1888

MAT-SU

**Woman dies, man injured in  
Parks Highway head-on collision**

A two-vehicle crash Saturday on the Parks Highway killed a Houston woman and hurt a man, Alaska State Troopers said Sunday.

Anna Rose Carter, 21, was pronounced dead at the scene, near Mile 56, troopers said. Jeremy Rein, 25, of Anchorage was injured and is in stable condition at Valley Hospital, troopers said.

Carter was northbound on the Parks sometime before 3:30 p.m. when her car apparently crossed the center line and struck Rein's truck head-on, troopers said.

Both drivers were wearing seat belts, troopers said.

— The Associated Press.

Anchorage, AK  
Anchorage Daily News

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JAN - 7 2004

Allen's P.C.B. Est. 1888

# Motorist dies after crash with moose

2 A-43  
■ **COLLISION:** Impact kills Trapper Creek man on Parks Highway.

By S.J. KOMARNITSKY  
Anchorage Daily News

WASILLA — A 30-year-old Trapper Creek man was killed Monday after hitting a moose on the Parks Highway while headed home from work, Alaska State Troopers said.

The collision was the worst of many moose encounters on Mat-Su roads in recent days as snow and cold weather have driven the animals down from

the hills and onto area streets.

John J. High died shortly after the collision about 6:25 p.m. near Mile 105 of the Parks Highway, troopers said.

Trooper Rod Johnson said that judging from skid marks, High, who was headed home from a construction job in Wasilla, didn't see the moose until just before he hit it. The moose was lifted onto the hood of the Subaru Legacy where it smashed through the windshield. The impact bent the door frame and pushed up the

See Back Page, MOOSE

# MOOSE: More animals turning up on highways

Continued from A-1

roof, Johnson said.

"It looked like the moose just landed in this guy's lap," he said.

High's death appears to be the first fatality from a moose-car collision this winter, although a teenage snowmachiner died last month in Sterling after hitting a moose on a roadside path. There have been many more close encounters.

Nine moose were hit in the Valley on Sunday and Monday, bringing the total killed in vehicle collisions in Mat-Su this winter to 156, nearly a record-setting pace.

The Glenn Highway on Sunday evening was particularly nasty with three moose reported hit within a five-minute period, including two -- a cow and bull -- in one collision.

David R. Spear hit the two moose about 5:45 p.m. near Buffalo Mine Road while headed north on the highway, troopers said.

Roland Bolduc, a tow truck driver with Matanuska Towing & Recovery who responded to the accident, said Spear was shaken but otherwise unhurt.

His 1994 Dodge pickup, on the other hand, was mangled, Bolduc said.

The tow truck driver said Spear hit the cow and then a bull right behind it.

Less than eight miles up the highway, Ingrid Ling, 27, was having her own moose encounter. A lifelong resident of Sutton, she'd bought a used 1999 Ford Expedition last year specifically because she was concerned about moose collisions, she said.

Ling was headed home to Wasilla with her three young children when she hit a bull moose just south of Sutton. She said she didn't see the animal until it was right in front of her.

"It was like a Bev Doolittle painting," she said. "You look at it and didn't see anything. Then you see it."

She hit the brakes and swerved to the right, but the moose hit the front driver side bumper and flipped onto the hood. It then slid snout first through the windshield, nearly hitting her 4-year-old daughter, Emily.

The bull then started to slip off the side of the truck, smash-

ing its antler through the driver's side window. Ling said she avoided being hit by the antler only because she had leaned over to shield her daughter.

She didn't suffer any major injuries, but got glass in her face, as did her daughter. Ling also got some glass in her eyes, which a doctor had to remove. There was also moose hair everywhere; her kids took some to school this week for show and tell, Ling said.

Ling said she doesn't know why she didn't see the moose sooner, but joked that she certainly had warning. She'd passed two moose and a state moose crossing sign just before the accident. She also knew there were three bulls that like to hang out in a field near where her collision occurred and suspects it was one of those that she hit.

After the accident, Ling borrowed her mother's vehicle and continued on to Wasilla. On the way, she saw three more dead moose -- the two Spear hit and another just north of Palmer.

Anchorage also has seen an increase in moose hits lately and the ungulates have cer-

tainly become more visible recent weeks, said Jessy C

trane, a state wildlife biologist. She's received more calls about moose in people's backyards, but none as strange as the person who called police Tuesday to report a dead moose walking down Dowling Road. The official note in the computer as read by a dispatch supervisor states: "Moose wrapped in packed snow on its head is staggering and confused, walking slowly between Dowling and Tidor on Brayton."

On the Kenai Peninsula, 21 moose have been killed in collisions so far this winter, a pace nearly on par with the record year of 1989-90 when 366 moose were killed, said state area wildlife biologist Jeff Selinger.

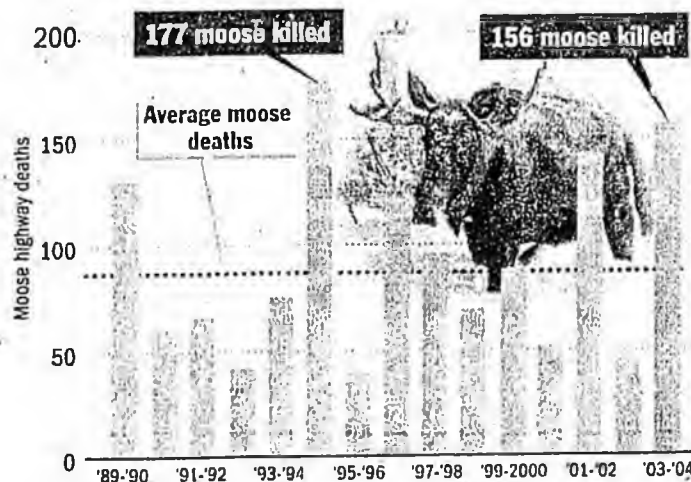
The area has also seen its share of moose antics, he said. Although none has managed to get tangled up in Christmas lights so far this year, biologists recently had to dart a young bull that had been running around for a month with a metal-anvil wood bar stool stuck on its antlers, he said.

"We figured he'd been doing silly bar tricks for drinks

Page 2  
Moose  
1/7/04

## Highway carnage

Moose deaths in the Mat-Su due to collisions with vehicles are at their second highest during the last 15 years. Only 1994-95 was worse. September to January only.



Source: Alaska department of Fish and Game

CHARLES ATKINS / Anchorage Daily News

he said.

Selinger said people are seeing more moose because the colder, snowier weather tends to drive the animals out of the hills in search of easier paths and more accessible food.

December is typically a bad time for moose collisions be-

the lack of light, and statistics show that many of the accidents occur around dusk and dawn. Selinger's advice for those looking to avoid moose encounters on the roadways: Slow down.

Reporter S.J. Komaritsky can be reached at skomaritsky@adn.com or 273-8744

GIRDWOOD A-43

**Michael Brose, 43**

Girdwood resident Michael Xavier Brose, 43, died Feb. 6, 2004, after rolling his pickup on the Seward Highway.

A celebration of his life was Tuesday at Anchorage Funeral Home.

Born March 8, 1960, in Columbia, Mo., he grew up and lived around the world including Liverpool, England; Mexico City; British Columbia; Arizona and Missouri. He graduated from high school in Seattle, where he played football.

He spent more than 10 years working and living in Alaska.

A friend wrote: "Brose, or 'Bro' to his friends, was an ironworker and bon vivant who traveled the world collecting friends and constructing buildings, stadiums and bridges used by millions of people throughout North America.

"He was a gregarious, inquisitive and gentle soul. He lived his life with enthusiasm and energy. A professional ironworker since the age of 20 and affiliated with Ironworkers Local Union No. 751 in Anchorage, he worked on many familiar landmarks including the Anchorage International Airport, numerous buildings in Seattle including the new Seahawks Stadium, and large projects in every major city on the West Coast.

"Michael Brose knew and was loved by an enormous group of people. His friendly nature, insightful character and ability to converse with people from many walks of life allowed him to gather a large and ever-growing circle of loving friends. He lived his life to the fullest, enjoying barbecues, movies, literature, travel and sharing the world with friends and family. A dedicated and astute observer of human nature, Brose's often witty, insightful and clever remarks are the stuff of legend among his friends. Brose was intensely proud of working iron and loved his family and friends with that same sense of loyalty and devotion."

Mr. Brose is survived by his mother, Mary Lou Brose of Snohomish, Wash.; sister, Anne and husband Brian Hendrickson of Mill Creek, Wash., and their children, Katie and Julia; nieces, Marcie Kugzruk of Perysville and Shawnelle Damon of Mesa, Ariz.

He was preceded in death by his father, Thomas Brose Sr., and brother, Thomas Brose Jr.

*Anch Daily News  
FEB 11, 2004*

Petersburg, AK  
Petersburg Pilot  
(Cir. W. 1,800)

FEB 12 2004

*Allen's* P. C. B. Est. 1888



### *Alcohol a factor in Mitkof Hwy accident*

According to Petersburg Police Chief Dale Stone, blood tests performed in the wake of the January 25 accident on Mitkof Highway show that driver John Eide, 62, had a .139 blood alcohol level at the time of the Sunday morning crash. Eide, who was driving a full-size '95 Ford Pickup, crossed the center line and collided with a smaller pickup driven by Reed Carr, 35. Eide was pronounced dead at Petersburg Medical Center. Stone said this week that the blood alcohol results will be listed as a factor in the crash, but added that the police department will take no further action.

Carr, who was injured in the accident, did not return a phone call from the Pilot.

# Wasilla man dies in crash

WASILLA A-43

34-year-old Wasilla man died Friday from injuries sustained in a two-car collision.

Steven Porter was pronounced dead at Valley Hospital shortly after the 7:33 p.m. incident at Knik-Goose Bay and Edlund roads, Alaska State Troopers said.

Porter was a passenger in a 1987 Chevrolet pickup truck being driven south by David Stone, 35, of Palmer. Stone turned his truck in front of a 2000 Toyota van driven north by Paul Bartschi, 32, of

Anchorage and the van struck Stone's vehicle on the passenger door, troopers said.

Neither Bartschi nor his pregnant wife, Carma, 26, were injured. They wore seat belts, troopers said, and continued to Valley Hospital where she went into labor.

Stone was treated for undisclosed injuries at Valley Hospital. No charges had been filed as of Saturday morning, trooper spokesman Greg Wilkinson said.

Anchorage, AK  
Anchorage Daily News

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FEB 26 2004

Allen's P.C.B. Est. 1888

## Driver who killed pedestrian hunted

A-43

**APPEAL:** Investigators believe members of the public can help them.

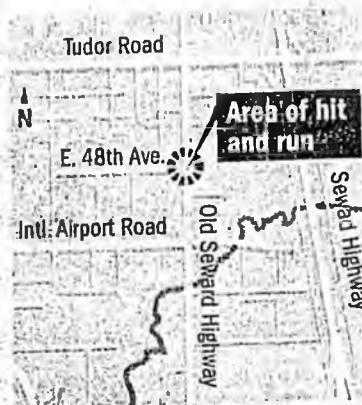
By PETER PORCO  
Anchorage Daily News

A Barrow man was killed on the Old Seward Highway by a hit-and-run driver early Wednesday, and Anchorage police are asking for the public's help in finding the vehicle and driver involved.

Joseph Okakok, 53, was on foot when he was struck sometime before 1 a.m. on Old Seward Highway near East 48th Avenue, according to police.

Dispatchers received a call at that time about a man on the ground. Officers who arrived determined quickly, police said, that the evidence at the scene indicated that Okakok was the victim of a hit-and-run.

No witnesses to the crash



RON ENGSTROM / Anchorage Daily News

have been found. The driver left the area without contacting police or Anchorage Fire Department paramedics, the APD said.

Investigators believe members of the public can help them, said spokesman Ron McGee.

"It's important ... that if anyone sees new front-end damage

See Page B-2, CLUES

Wasilla, AK.  
Matanuska Valley  
Frontiersman  
(Cir. BI-W. 8,800)

MAR 2 - 2004

*Allen's* P. C. B. Est. 1888

## Wasilla man dies in crash

③ WASILLA — A 44-year-old Wasilla man died Friday from injuries sustained in a two-car collision.

Steven Porter was pronounced dead at Valley Hospital shortly after the 7:33 p.m. incident at Knik-Goose Bay and Edlund roads, Alaska State Troopers said.

Porter was a passenger in a 1987 Chevrolet pickup truck being driven south by David Stone, 35, of Palmer. Stone turned his truck in front of a 2000 Toyota van driven north by Paul Bartschi, 32, of

Anchorage and the van struck Stone's vehicle on the passenger door, troopers said.

Neither Bartschi nor his pregnant wife, Carma, 26, were injured. They wore seat belts, troopers said, and continued to Valley Hospital where she went into labor.

Stone was treated for undisclosed injuries at Valley Hospital.

No charges had been filed as of Saturday morning, trooper spokesman Greg Wilkinson said.

MAR 4 - 2004

Allen's P. C. B. Est. 1888

## Accident claims Kenai man

Highway a mess following  
two simultaneous accidents

By Nancy Erickson

Seward Phoenix LOG

Two simultaneous tractor-trailer accidents six miles apart on the highway north of Seward Tuesday morning claimed the life of a Kenai man. Keven Hall, 25, of Kenai was hauling steel I-

See Fatality, page 3



Photo courtesy of Alaska State Troopers

Emergency personnel overlook the wreckage of a fatal semi tractor-trailer accident Tuesday morning.

## Fatality ...

From page 1

beams north on the Seward Highway when he lost control of his Carlile Transportation tractor-trailer on a curve at Mile 15, according to Alaska State Trooper, Sgt. Brandon Anderson.

The rig struck a guard rail, starting a weaving chain reaction on the slush-covered highway that broke the I-beams loose from the flatbed trailer, Anderson said.

The tractor and trailer rolled on to its top, crushing Hall. He was pronounced dead at the scene.

Two seconds before reports

of the fatality, Seward police dispatchers received word of a south bound tractor-trailer jackknifed across the highway at Mile 9.

The driver, Gene Shadle, 66, of Anchorage, escaped unharmed, but a ruptured fuel tank kept cleanup crews busy most of the day. Shadle was issued a citation for basic speed.

Drivers of the two fated semis had met each other on the highway only minutes before the two accidents, Anderson said.

Anderson reported road conditions as slushy with snow flurries and temperatures just above freezing.

"The highway is a mess," Anderson said during a break early Tuesday afternoon.

A Carlile crew from Anchorage and Kenai responded with heavy equipment to remove Hall's tractor-trailer and its displaced load.

According to Carlile's owner Harry McDonald, Hall had been working for the company for about six months. He was transporting material that had been off-loaded earlier from a barge in

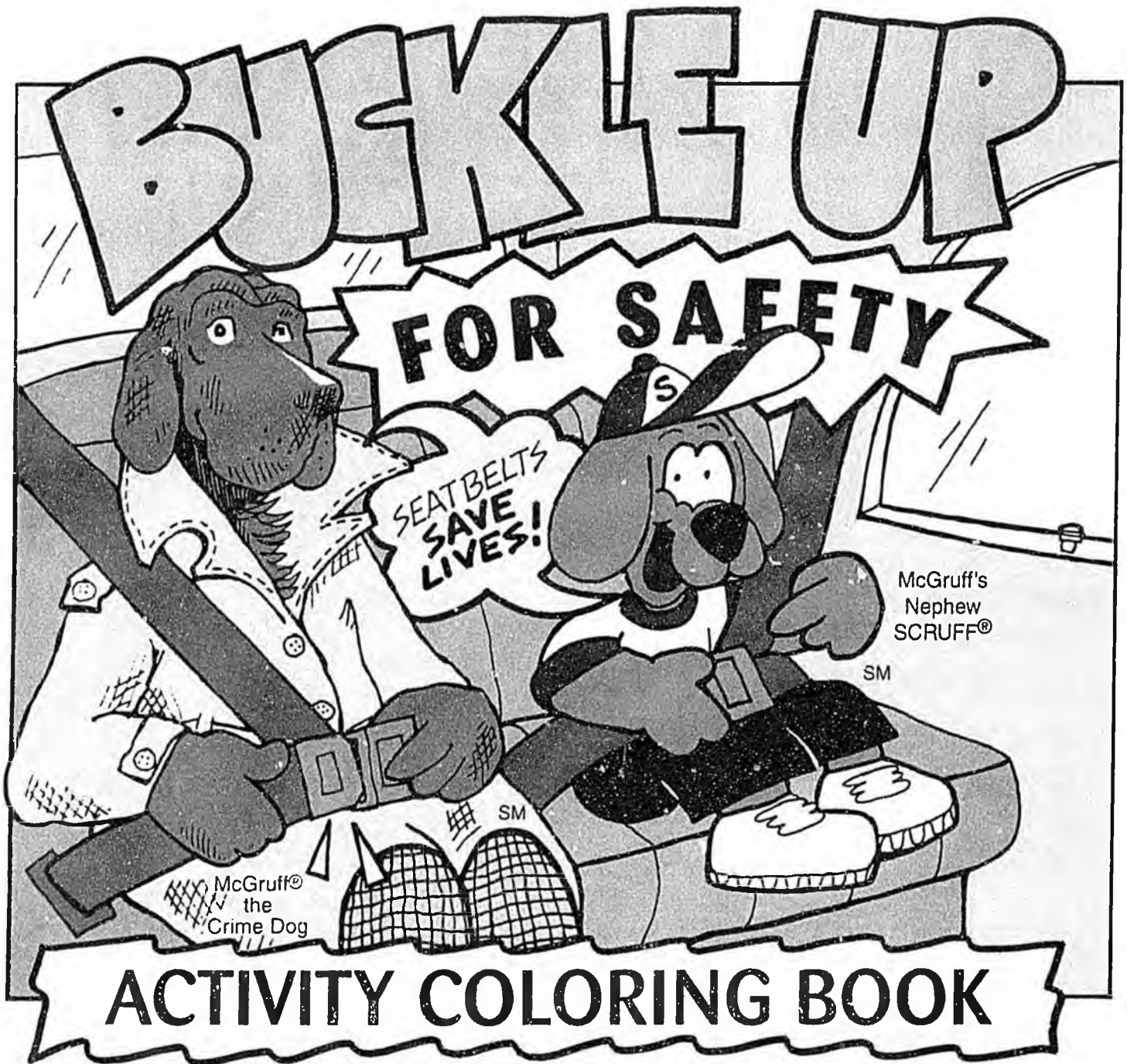
Seward.

Hall's brother is overseeing operations of the Seward terminal and responded to the scene, according to the trooper.

McDonald said there will be an extensive investigation into the accident.

Hall is survived by his wife and three small children, according to Anderson.

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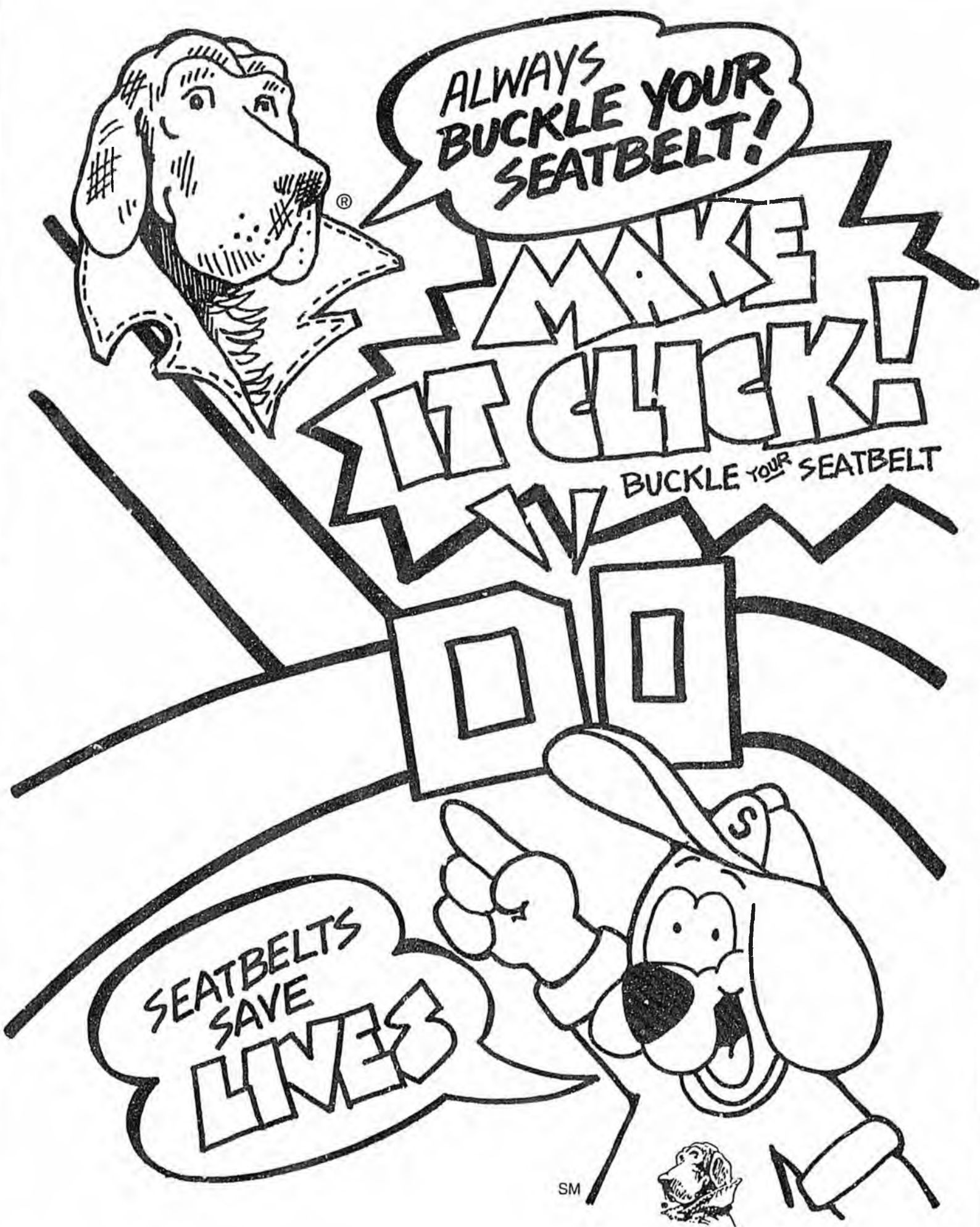
## **Alaska Highway Safety Office**

3132 Channel Drive, #145

Juneau, Alaska 99801

Tel: 907-465-4371, Fax: 907-465-4030

[www.alaska.gov/highwaysafety](http://www.alaska.gov/highwaysafety)



ALWAYS  
BUCKLE YOUR  
SEATBELT!

MAKE  
IT CLICK!

BUCKLE YOUR SEATBELT

SEATBELTS  
SAVE  
LIVES

SM





BUCKLE YOUR  
SEATBELT

**FIRST**

WHEN  
YOU GET IN  
THE CAR!

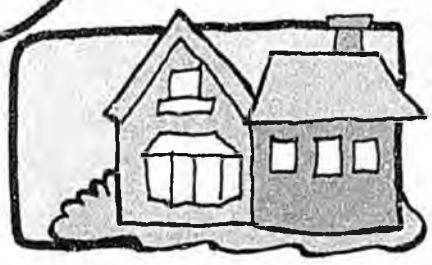
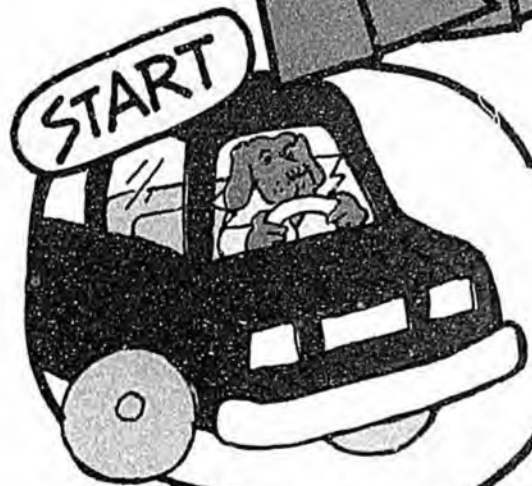


REMINDE FAMILY AND FRIENDS TO  
BUCKLE THEIR SEATBELTS, TOO!

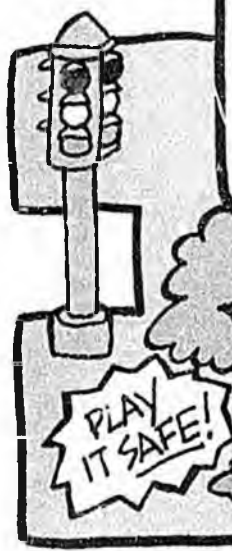
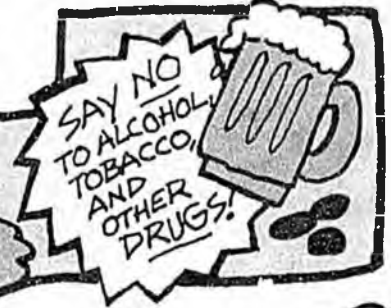
Wear your seatbelt every time you ride in the car.

# AMAZING RIDE

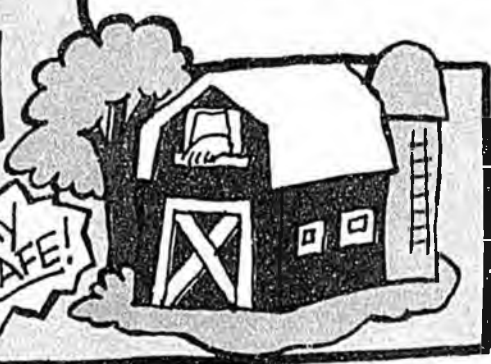
HELP McGRUFF® FIND HIS WAY HOME SAFELY.



STOP



PLAY IT SAFE!



# WORD FIND

FIND AND CIRCLE  
THESE WORDS:

- STOP
- SIGN
- BUCKLE
- UP
- SAFETY
- TREE
- WATER
- SUN
- CLOUD
- PEOPLE
- DRIVE
- HOUSE
- McGRUFF
- SCRUFF
- BOAT

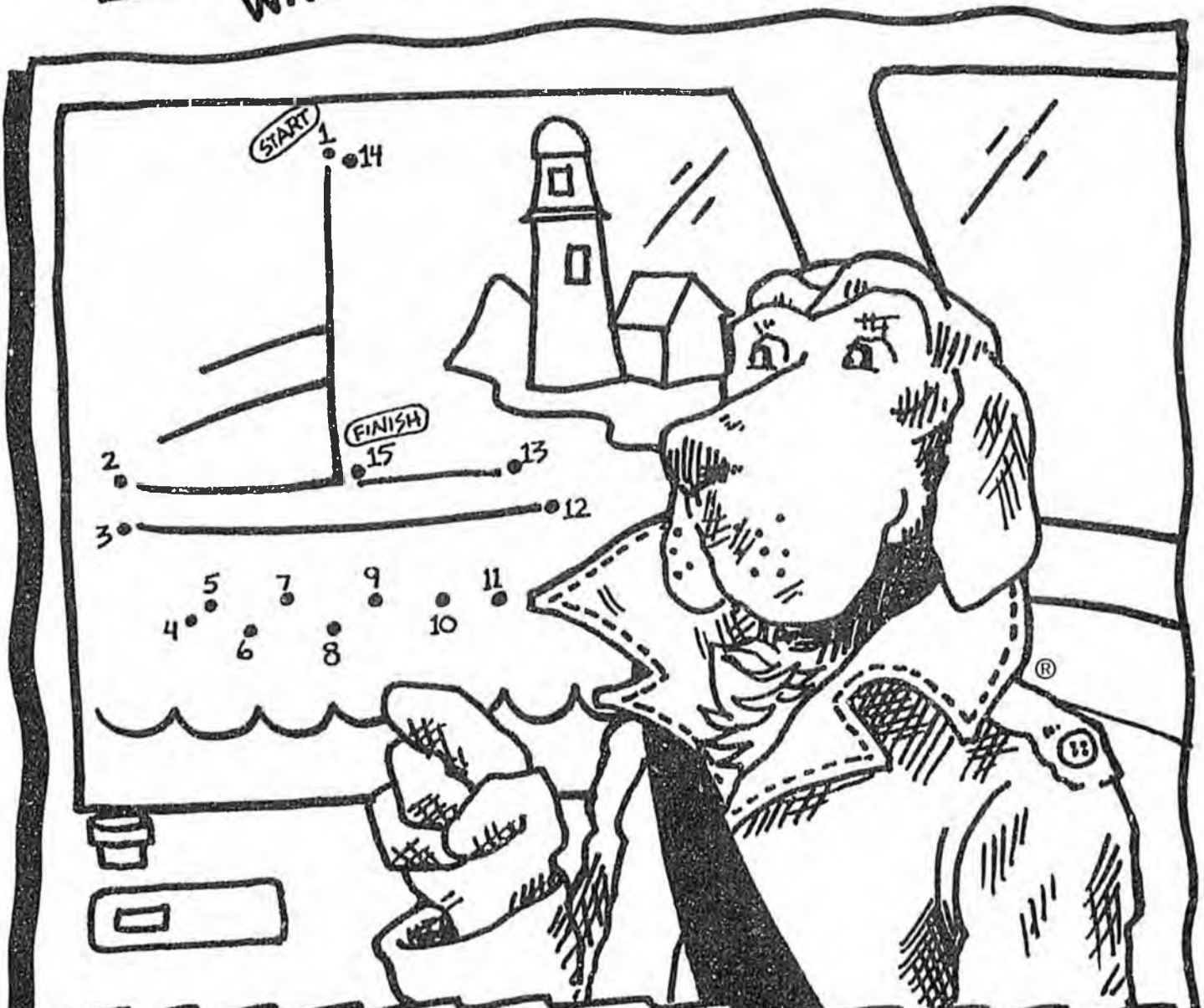


T	M	H	G	M	L	B	O	A	T	J
K	J	S	C	R	U	F	F	M	R	T
H	I	T	X	X	A	B	C	N	Q	S
G	L	O	O	F	Q	D	E	O	P	U
B	U	C	K	L	E	X	U	P	Q	T
T	O	X	S	A	F	E	T	Y	R	S
Q	M	B	T	E	S	D	R	I	V	E
S	C	L	O	U	D	B	E	Q	B	N
E	G	O	P	O	X	X	E	B	L	S
S	R	W	A	T	E	R	P	T	V	X
I	U	R	S	U	N	O	E	B	L	S
J	F	S	I	X	Y	H	O	U	S	E
K	F	T	G	R	U	O	P	W	B	E
A	Z	U	N	B	O	X	L	S	M	O
L	M	V	Q	W	N	R	E	H	K	J



# What does McGruff see?

WHAT DOES McGRUFF SEE OUT THE WINDOW?



CONNECT THE DOTS AND COLOR IN THE PICTURE.

**SAFETY BELTS SAVE LIVES.**

We are all special and unique.

# DRAWING FUN

**DRAW A  
PICTURE OF  
YOURSELF  
BUCKLING  
UP!**



DECODE THE

# SECRET MESSAGE

"Remember,  
HNMHCV  
EXQFNT CBXY  
WTHKETNK!"

ON THE  
SIGN



WRITE  
YOUR  
ANSWER  
BELOW  
↓

## CODE

A=N	H=A	O=H	V=Z
B=O	I=G	P=Q	W=S
C=Y	J=M	Q=C	X=U
D=J	K=T	R=D	Y=R
E=B	L=I	S=V	Z=F
F=K	M=W	T=E	
G=P	N=L	U=X	

"Remember,

-----  
-----

SM

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
DIVISION OF STATEWIDE PLANNING

FRANK H. MURKOWSKI, GOVERNOR

3132 CHANNEL DRIVE  
JUNEAU, ALASKA 99801-7898

PHONE: (907) 465-4070  
TTY/TDD: (907) 465-3652  
FAX: (907) 465-6984

March 10, 2004

Representative Jim Holm, Chairman  
Transportation Committee  
Alaska State House Of Representatives  
Alaska State Capitol – Room 416  
Juneau, Alaska 99801-1182

Dear Jim,

On Tuesday, March 16<sup>th</sup>, you will be considering House Bill 392 – the Primary Seat Belt Law.

I'm writing to ask that you allow this bill to pass out of House Transportation. This is a very important piece of legislation and it deserves a chance to be heard by the full membership of the Alaska State House of Representatives. A similar bill – SB 316 – is successfully working it's way through the State Senate.

A Primary Seat Belt Law in Alaska will save a dozen or more Alaskan lives. It will also spare hundreds and hundreds of Alaskans significant major injuries. Millions upon millions of dollars will be saved by not having to treat injuries or have Alaskan's away from their means of employment.

Passage of a Primary Seat Belt Law will also entitle the State of Alaska to a federal incentive grant of over \$3.9 million.

I know that several on the Transportation Committee are concerned that this law will cause a significant enforcement activity. With our limited State and Municipal budgets, I doubt that this will occur. Passage of a Primary Seat Belt Law will basically notice Alaskans that it is illegal to drive un-belted and as a consequence, thousands of Alaskans will "Click-It". Our seat belt usage should grow from the current 78.9% to around 90% after this legislation becomes law.

I've heard suggestions that there should be an amendment that specifically notices Alaskan Public Safety Officials to NOT use this law as a harassment tool – and I agree! We would have no problem if such an amendment were to be offered and added to the bill.

Page Two

I hope that you can see your way to allow HB 392 to move out of committee on Tuesday. Thousand of Alaskans will thank you for allowing this bill to have a chance to be heard by the full membership of the Alaska State House of Representatives.

Sincerely,

A handwritten signature in black ink, appearing to be 'Don Smith', written in a cursive style.

Don Smith, Administrator  
Alaska Highway Safety Office

cc: Governor Frank Murkowski

Keep our state clean.



# ALASKA



MOTTO: *"North To The Future"*

TREE: *Sitka Spruce*

FLOWER: *Forget-Me-Not*

BIRD: *Willow Ptarmigan*

*Thanks*

**FOR BUCKLING UP**

ALASKA HIGHWAY

SAFETY PLANNING AGENCY  
(907) 485-4371



Subject:  
Alaska "Digest" Email News  
Date:  
Tue, 9 Mar 2004 20:48:12 -0900  
From:  
"Don Smith" <alaskareg@ak.net>  
To:  
"barbara\_cotting@legis.state.ak.us" <barbara\_cotting@legis.state.ak.us>

## ALASKA DIGEST EMAIL NEWS

March 9, 2004

### PRIMARY SEAT BELT LAW. ACTION ALERT!!!!!!!!!!

Legislation that would establish a Primary Seat Belt Law for Alaska will be considered by two committees over the next few days. Both hearings will be teleconferenced.

Friday - March 12th - the Senate Judiciary Committee will be hearing SB 316. The meeting will start at 8:00 am.

Tuesday - March 16th - The House Transportation Committee will consider HB 392. The committee has already held a hearing on the bill and will decide if the committee wants to report out the bill to the next committee - House Judiciary. The committee will not take testimony - so you need to call, fax, email or write to members of the committee.

Currently Alaska has a Secondary Seat Belt Law. That means that you cannot be stopped by a police officer for not wearing a seat belt unless you have committed another violation. States that went from secondary to primary have generally experienced a 10% to 15% increase in seat belt usage.

An Alaskan PRIMARY Seat Belt law would probably save the

lives of 10 to 15 Alaskans each year. Hundreds of other Alaskans suffer massive injuries each year because they were not belted. The average cost for someone in an automobile accident that results in a head injury is looking at a bill of \$1.3 million. A large percentage of the medical expenses incurred because of automobile accidents are paid for by governmental agencies.

Let your legislator know how you feel about these bills!

**ALASKA HIGHWAY SAFETY OFFICE**

YEAR	TOTAL	PROGRAM	ASHO SHARE	Total by Year
2004	\$ 63,834	<i>North Pole Police</i>	\$ 31,917	
2004	\$ 140,500	<i>Fairbanks Safe Rider</i>	\$ 70,000	
2004	\$ 58,346	<i>Fbks School Dist Drivers Ed</i>	\$ 28,768	
2004	\$ 22,000	<i>Volunteers in Policing</i>	\$ 18,000	2004 \$ 148,685
2003	\$ 64,076	<i>North Pole Police</i>	\$ 46,440	
2003	\$ 59,498	<i>Fairbanks Safe Kids</i>	\$ 14,999	
2003	\$ 73,288	<i>Fairbanks Police</i>	\$ 66,626	
2003	\$ 117,996	<i>Volunteers in Policing</i>	\$ 60,330	
2003	\$ 58,348	<i>Fbks School - Behind the Wheel</i>	\$ 28,769	2003 \$ 217,164
	\$ 657,886	Fairbanks Total		2003-04 \$ 365,849

*From Don Smith 3/8/5*

*From Don Smith 3/8/5*

**ORAL TESTIMONY  
CURT WINSTON, REGIONAL ADMINISTRATOR,  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION, SEATTLE, WASHINGTON  
BEFORE THE ALASKA  
SENATE JUDICIARY COMMITTEE**

**March 10/12, 2004**

Good afternoon. My name is Curt Winston. I am the Regional Administrator for Region X, of the National Highway Traffic Safety Administration--also known as NHTSA--an agency of the U.S. Department of Transportation.

I would like to thank Senator Con Bunde for inviting me to testify on the proposed safety belt legislation. This legislation, if enacted, will save the lives of 12 to 15 people in Alaska in the first year.

NHTSA is the agency charged with reducing the devastating toll that traffic crashes take each year in our country. We do this by regulating the automotive industry and by careful scientific analysis of where the fatality problems are and how to address them.

Traffic crashes killed nearly 43,000 people and caused about 3 million injuries in 2002. Largely preventable...these injuries not

only impact the lives and livelihood of the crash victims and their families...but also cost the Nation about \$230 billion each year in medical expense, lost productivity, property damage, and related costs.

Alaska pays more than \$475 million of these costs each year. That is nearly \$758 for every Alaskan, each year. And 75% of that cost is paid by citizens not involved in the crashes.

Motor vehicle crashes are the leading cause of death for children in Alaska--indeed in all of America--and for adults up to age 34.

Our data clearly show that upgrading Alaska's safety belt law from secondary to primary enforcement is the most effective way for you to reduce traffic deaths, injuries, and their costs...more than vehicle improvements...more than road and intersection improvements...more than any other piece of legislation you might consider.

The Bush Administration recognizes there are those who have a philosophical argument against government mandates. But we clearly have the need for science-based actions to protect our citizens and blunt our economic loss. Our Administration cannot

condone the sacrifice of the lives of our citizens on an altar of political philosophy. This law is about our core value of human life. In Alaska, it's 12 to 15 human lives in the first year; lives that are disproportionately young.

Your Department of Transportation Office of Highway Safety, State Troopers, and local Law Enforcement are doing the best they can with your secondary law. They have increased usage by about 13 percent in 2003, to 78.9%. But they need the same tools as your neighboring States of Washington and Oregon. Washington saved 76 lives with their primary law in its first full year.

Even with their hard work, more than a fifth of Alaska's population--about 130 thousand people--are still not buckling up. Our research indicates that most of these are males aged 16 to 36, driving pickup trucks.

Alaska's safety belt use rate is 78.9%. In comparison, your neighboring States Washington and Oregon, with their primary safety belt laws, have use rates of 94.8% and 90.4%, respectively.

If Alaska enacts this legislation and attains the predicted increase in safety belt use, you will not only save 12 to 15 lives, but you

will also prevent nearly 300 serious injuries that would clog your trauma centers. You could save \$20 million in costs each year.

In 2002, 54 people died in Alaska while riding in cars and trucks. Of these, 25 (46%) died while not wearing their safety belts. If those people had been belted, 13 would be alive and well today. Of the 54 who died in cars and trucks, 14 were between 14 to 24 years of age. 50% (7) of these young occupants were not wearing safety belts. If these young people had been belted, about 3-4 would be with their families today.

Our studies and our experience make it clear that young people do not respond to isolated educational messages about belt use, but they do change their habits with the threat of a ticket and fine.

Most of the business community also understands and supports primary laws. Unbelted motorists are a burden on your State's employers. A recent NHTSA study of 1998-2000 data shows that motor vehicle crashes--both on and off the job--cost employers \$60 billion each year. More than \$6 billion of this total is due to nonuse of safety belts.

This occurs because of lost work time, lower productivity due to injury and replacement employees, and provisions of increasingly expensive health insurance.

Here in Alaska, crashes cost employers more than \$38 million annually. That amounts to \$320 per employee in the State. In an era of dwindling resources, reducing the costs...however we can...is good government.

In addition to saving money, this legislation could earn a large amount of money for Alaska. The President's Highway Bill, SAFETEA--now pending before Congress--would entitle the State to an incentive grant of over \$3.9 million, if it upgrades its belt law to primary enforcement or reaches 90% belt use. To date, no State has come close to 90% without a primary law.

Even in low velocity crashes, you are safer wearing your safety belt. Considering all types of crashes, safety belts cut your risk of death in half. And in rollover crashes, safety belts reduce the risk of death by 80%, meaning 4 out of 5 unbelted rollover deaths would not have happened if the occupants had been belted.

While my boss U.S. Secretary of Transportation Norman Mineta continually reminds me that safety is our number one priority, he also asked me to ensure that enactment of primary safety belt laws does not result in profiling of any sort. Secretary Mineta has a deep and personal understanding of what it means to be singled out and he understands why profiling has no place in our society. He also understands that a primary safety belt law has not, and must not, lead to profiling. And he is not alone.

Legislators, law enforcement officers, political and social leaders support primary safety belt laws. The Congressional Black Caucus, the National Organization of Black Law Enforcement Executives, the Hispanic American Police Command Officers Association, the National Conference of Black Mayors, the National Council of Negro Women, and other organizations are vocal supporters of the laws. These groups know that primary safety belt laws help reduce deaths and injuries among minorities and they do not discriminate.

NHTSA and the U.S. Department of Justice are working closely with law enforcement leaders, providing training and educational materials to ensure that officers on the road understand and practice only appropriate and respectful traffic stops.

Finally, enactment of this legislation will also save the lives of your children. Our research shows that when the driver buckles up, 92% of the time the children in the vehicle are wearing belts or are in child safety seats. However, when the driver is not wearing a safety belt, only 62% of the children are wearing belts or are in safety seats.

You have the power to turn “if only he’d worn his safety belt” into “thank God he was wearing his safety belt.” Every family of a crash victim wishes they could have prevented that tragedy.

You have the power, and hopefully the discretion, to make it happen.

Thank you for the opportunity to testify today. I would be glad to answer any questions.

HB 392 Testimony

Alaska Department of Health and Social Services

Martha Moore, Trauma Registry Coordinator

2/4/04

The Department supports HB 392.

There were about 43,000 (42,931) Alaskans involved in a car, truck or bus crash in 2001 according to the Department of Transportation's Traffic Accidents Report. (In about 3/4 of these crashes we know seatbelt usage.) The unbelted occupants were 19 times more likely to die than those restrained in safety belts, and 12 times more likely to sustain a major injury. Eighty-four percent (84%) of the belted occupants in crashes walked away uninjured, compared with only 60% of the unbelted occupants.

A very revealing statistic from the 1998 Traffic Accident Report, which is the most recent published report that talks about ejections from the vehicle during a crash, is that there were 20 crash victims who were ejected from the vehicle that year, and 19 of them died.

The Alaska Trauma Registry records all hospitalized injuries. In the last decade there were about 3,500 (3315) Alaskans were admitted to a hospital due to a car crash injury. Over half of these victims were not restrained at the time of the crash and they were almost twice as likely to sustain a serious head injury and one and a half times more likely to be discharged with a permanent disability, than the restrained crash victims.

Among the 1,765 patients who were not restrained:

- there were 90 fatalities
- 606 traumatic brain injuries
- 274 permanent disabilities
- 148 were discharged from the hospital to a rehabilitation or skilled nursing facility.

The trauma registry also records hospital costs associated with injury. The data show that the cost of hospitalization alone for an unbelted person injured in a motor vehicle crash is on average about \$22,000 per patient, compared with \$17,000 for someone who used a seat belt and harness. The trauma registry also shows that about 22% of the unbelted victims were uninsured and 31% billed a government program for their hospital care (including 172 billing Medicaid). So for over 50%, the cost of hospitalization is passed directly on to the public.

\*\*\*\*\*

By enacting primary safety belt enforcement legislation, we could expect to see the safety belt wear rate to increase just as it has in other states. For every two percentage points that the wear rate increases, the National Highway Traffic Safety Administration tells us we can expect one-two lives saved. So for example if usage rate increased 10 percentage points in the first year, we could expect to see about 7 lives saved, the prevention of 72 major injuries, 50 minor injuries, and a savings of \$14,000,000 in economic costs, for medical care, funerals, rehabilitation, and lost productivity.

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# Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION  
committee name

Committee on HB 392 Date, FEBRUARY 15, 2004  
bill # / subject

Transportation Chair Representative Holm,  
Transportation Members: Masek, Kohring,  
Ogg, Stepovich, Kapsner, and Kookesh:

I am opposed to repealing AS 28.05.095 (e) from the Alaska Statutes

There is no need to repeal section (e), if it's repealed, Police Officers & Alaska State Troopers will randomly be stopping vehicles without having any valid reasons for pulling over vehicles. There are older cars/trucks/vans driving on our roads with lap seat belt for backseat passengers. To allow officers to pull over a vehicle, simply because the officer can't see somebody wearing a seatbelt is completely unreasonable. This repeal will cost Alaska a huge increase in overtime pay, because officers will not be taking care of their duties. Officers will waste countless hours chasing down SUSPECTED seatbelt violators. This would become a huge waste of tax dollars.

I urge all of our legislative representatives to Please VOTE NO ON HB 392

AS 28.05.095. Use of Seat Belts and Child Safety Devices Required.

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

Signed: LAURIE CHURCHILL  
Testifier

SELF  
Representing (optional)

PO BOX 7043 NIKISKI, AK 99635 MY NEW EMAIL ACCOUNT: ak501c3@yahoo.com  
Address

907-776-3499  
Phone number



# Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION  
committee name

Committee on HB 392 Date, FEBRUARY 15, 2004  
bill # / subject

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Transportation Members: Masek, Kohring,  
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Representing (optional)

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Phone number

## **Alaska Civil Liberties Union**

*An Affiliate of the American Civil Liberties Union*

P. O. Box 201844, Anchorage, AK 99520-1844

Phone: (907) 258-0044 Fax: (907) 258 0288 Email: akclu@alaska.net

To: House Transportation Committee  
CC: Rep. Cheryll Heinze  
From: Jennifer Rudinger, Executive Director  
Date: February 17, 2004

Re: Statement in Opposition to House Bill 392, Making Failure to Wear a Seat Belt a Primary Offense

As an organization with approximately 1,800 members and supporters throughout the State of Alaska dedicated to preserving the guarantees of individual liberty, privacy and equality found in the Alaska Constitution and the US Bill of Rights, the Alaska Civil Liberties Union (AkCLU) is very concerned about any attempt to pass a "primary seat belt law" without the inclusion of meaningful language to prevent its use as a tool for harassment.

First of all, we wish to point out that Alaskans value their privacy very highly, so much so that we are one of only a handful of states with an explicit right to privacy guaranteed in our state constitution. The spirit of Alaska is "live and let live," that we have the right to make our own decisions as long as we are not placing anyone else in jeopardy. It is one thing for police to pull people over who are posing a danger to others on the road or who give rise to probable cause to believe that criminal activity is taking place. It is quite another for police to start pulling people over who pose no threat to anyone else and enforcing laws that the State says are "for their own good."

Second, aside from invading innocent people's privacy unnecessarily, HB 392 would be a poor use of law enforcement's limited resources. Our police are already understaffed, and our law enforcement resources would best be spent catching the real criminals, not pulling over innocent people on the roads.

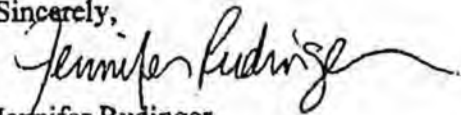
Finally, passage of a "primary" seat belt law will give police an enormous expansion of discretion in deciding whom to pull over for traffic stops. Statistics show that, even with passage of a primary law, many people will not be wearing a seat belt. The AkCLU has been hearing an increasing number of serious complaints that police in various parts of the state -- using current traffic laws -- disproportionately stop and search people of color. If that is happening now, as many of us have reason to believe, we are especially wary of giving police even greater discretionary powers for traffic stops. Obviously, the police are not going to be able to stop all of the cars in which a driver or passenger is violating the seat belt law. How will they pick and choose which of these many violators to pull over?

We fully recognize the sponsor's public health and safety concerns that are prompting this bill. If the Legislature sees fit to make failure to wear a seat belt a primary offense, we believe that an amendment to HB 392 (which is attached to this letter) is a reasonable compromise: the state will have primary seat belt enforcement power, but police will not be able to use seat belt violations as a pretext for pulling people over for other reasons and then seeking consent to search their cars.

We are hopeful that the supporters of this bill will also support the proposed amendment. From our perspective, there can be only one reason *not* to accept this amendment: to, in fact, give police the power to use a "seat belt law" to pull cars over for other reasons in order to search vehicles that they otherwise have no legitimate basis for stopping or searching.

We urge you to oppose this bill unless the enclosed amendment is adopted. Thank you for your attention to this important matter.

Sincerely,



Jennifer Rudinger  
Executive Director

**PROPOSED AMENDMENT TO HB 392**

"No law enforcement officer shall use AS 28.05.095 as the basis for stopping a motor vehicle for other reasons, and no operator of a motor vehicle shall be requested to consent to a search by a law enforcement officer of his or her motor vehicle which is stopped solely for a violation of AS 28.05.095. Any evidence obtained as a result of a search prohibited by this subsection shall be inadmissible in any judicial proceeding. A person may not be placed under arrest solely for a violation of AS 28.05.095. Nothing herein shall be construed to preclude a search based upon any legally sufficient cause to believe that a search will uncover contraband or evidence of a crime."

## EXPLANATION OF AMENDMENT

1. "No law enforcement officer shall use AS 28.05.095 as the basis for stopping a motor vehicle for other reasons, and no operator of a motor vehicle shall be requested to consent to a search by a law enforcement officer of his or her motor vehicle which is stopped solely for a violation of AS 28.05.095." This sentence prohibits what should be prohibited: use of the seat belt law to pull people over for other reasons and to use the stop as an excuse for obtaining consent to search a vehicle.

2. "Any evidence obtained as a result of a search prohibited by this section shall be inadmissible in any judicial proceeding." This sentence, by providing a remedy for illegal searches, is designed to deter any violations of the ban contained in the first sentence. Without it, the ban on pretext stops is virtually meaningless.

3. "A person may not be placed under arrest solely for a violation of AS 28.05.095." This sentence ensures that no one will be placed under arrest solely for failure to wear a seat belt.

4. "Nothing herein shall be construed to preclude a search based upon any legally sufficient cause to believe that a search will uncover contraband or evidence of a crime." This final sentence ensures that the ban on pretext stops and searches will not be interpreted to ban legitimate searches when the officer finds grounds for a search after pulling the car over.

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DIVISION OF PROGRAM DEVELOPMENT  
February 20, 2004

FRANK H. MURKOWSKI, GOVERNOR

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Representative Jim Holm  
Alaska State House  
Room 416 State Capitol  
Juneau, Alaska 99801-1182

Dear Representative Holm,

Enclosed is a publication produced by the National Highway Traffic Safety Administration that you might find interesting.

As Administrator of the Alaska Highway Safety Office, I am following with great interest the two bills, (HB 392 & SB 316), which would establish primary enforcement of seat belt use in Alaska.

Last year 95 Alaskans lost their lives in automobile accidents in our state. Of those, 37 were not buckled and many of them could have survived. National statistics show that states with a primary seat belt law have upwards of 90% of the drivers and passengers using their seat belts. Alaska currently has a 78.9% seat belt use rate.

A primary seat belt law will not only save lives and reduce injuries in Alaska, but it will also save Alaska's citizens substantial amounts of money in associated health care costs. Primary safety belt laws also help save the lives of children. Citizens are much more likely to buckle up and place their children in child safety seats when there is the possibility of receiving a citation for not doing so.

Please feel free to contact me if you have any questions or would like some additional information.

Sincerely,

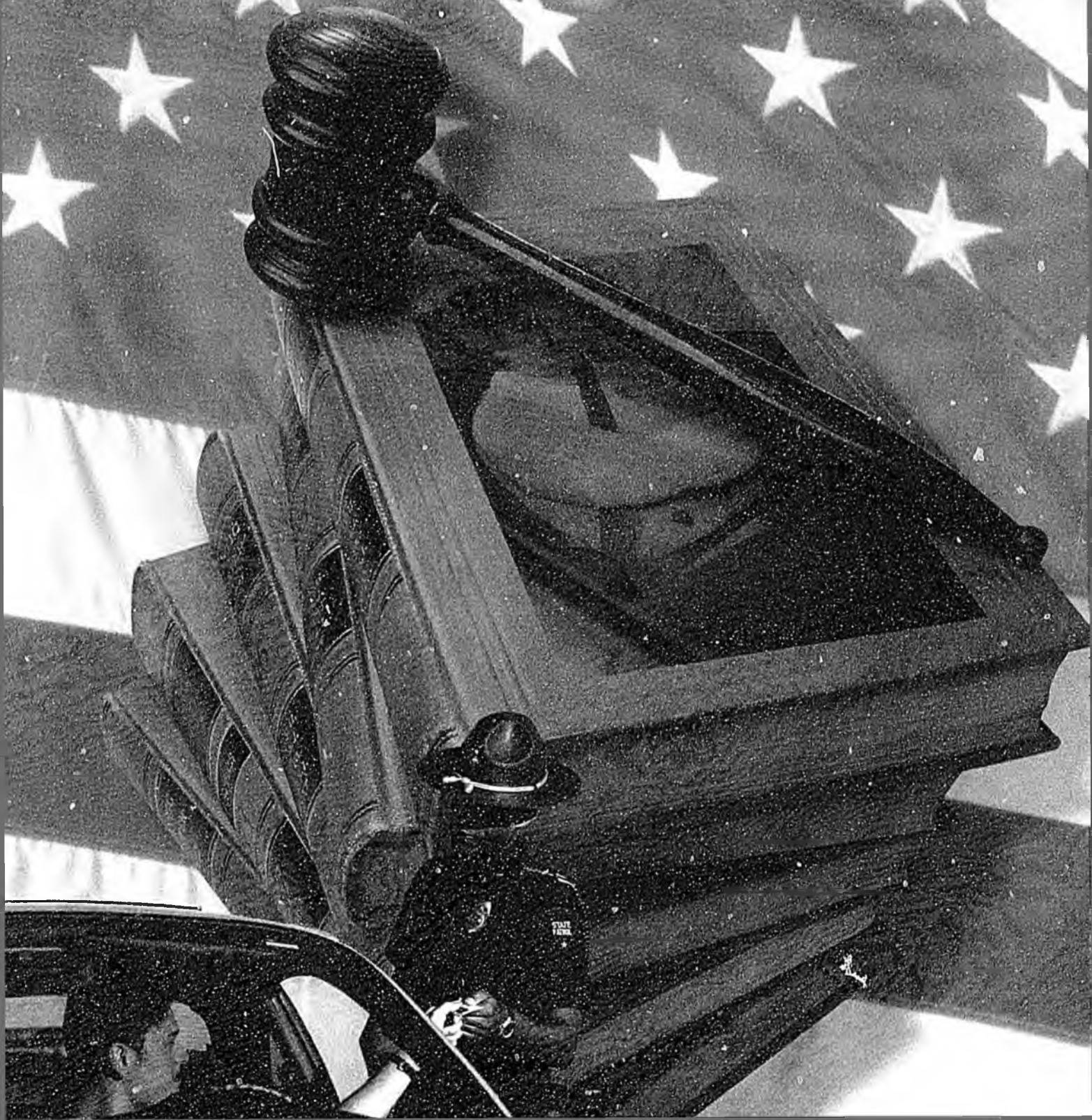


Don Smith  
Administrator  
Alaska Highway Safety Office

Enclosure

# PRIMARY ENFORCEMENT SAVES LIVES:

*The Case for Strong Seat Belt Laws*



• S A V E L I V E S •



# Primary Enforcement Saves Lives:

*The Case for Strong Seat Belt Laws*





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## SECTION I

# The Case for Buckling Up

### *Seat Belts Save Lives*

Carolyn Hanig is an Oklahoma Life Flight nurse who was called to a mass-casualty incident involving several motor vehicles. As the helicopter flew over the crash scene, the flight crew could see several victims lying about, already receiving medical attention. Carolyn and her partner went to assist a badly injured young man who was receiving CPR in an ambulance. As she moved in to help, Carolyn froze as she recognized the young man's shoes. They belonged to her 17-year-old son, Nik, who was an unbelted back seat passenger in one of the vehicles. His injuries were grave and he did not survive.

Based on her firsthand experience at the site of many terrible crashes, Carolyn had done everything she could think of to teach Nik the importance of wearing a seat belt—she had even made him visit the hospital room of a young man who became a paraplegic after a crash in which he wasn't wearing a belt. With all that knowledge, however, Nik still wasn't wearing his seat belt on that day. A front-seat passenger who was wearing a seat belt walked away with only minor cuts and bruises.

Carolyn joined with the local coalition supporting a primary enforcement bill that faced vocal opposition. She took her story to lawmakers and to Governor Frank Keating, who promised Carolyn she would make a difference. At the end of Oklahoma's 1997 legislative session, the legislature sent the Governor a primary enforcement bill. When he signed it, Oklahoma became the 13th State (plus the District of Columbia) to have a primary enforcement seat belt use law.

### *The Highway Safety Problem*

It's a fact: on average, someone is killed every 13 minutes and someone is injured every 10 seconds on America's roadways.<sup>1</sup>

It takes only a few seconds to fasten a seat belt. Yet this simple action, repeated every time you get into a motor vehicle, may be the most significant driving-related behavior change you can make to extend your life. The "buckle up" habit dramatically increases your chance of surviving a crash. It's your best weapon against a drunk, drowsy, or aggressive driver.

Despite recent advances—safer highway design, new auto safety devices, reductions in impaired driving, and improved seat belt use rates—traffic crashes are still the leading cause of unintentional death in the United States. In fact, motor vehicle crashes are the leading cause of death for persons of every age from 4 through 33 years old.<sup>2</sup> Each year, approximately 42,000 Americans die in traffic crashes and another three million are injured. Sadly, many of these deaths and injuries could have been prevented if the victims had been wearing seat belts or were properly restrained in child safety seats.

Over the past decade, highway fatalities and injuries have declined. One vital reason for this decline is that more motorists are wearing their seat belts. Research has found that lap/shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent (for occupants of light trucks, 60 percent and 65 percent, respectively).<sup>3</sup> Despite the effectiveness of seat belts in saving lives and preventing injuries, however, the national seat belt use rate in June 2001 was only 73 percent.<sup>4</sup>

**S**eat belts are the most effective means of reducing fatalities and serious injuries in traffic crashes. Seat belts are estimated to save over 11,000 lives in America each year.



### Trends in Seat Belt Use

Seat belt use was very low, only 10-15 percent nationwide, until the early 1980s. Due in part to the passage of seat belt use laws in 31 States, belt use increased from 14 percent to 42 percent from 1984 through 1987. From 1990 through 1992, belt use rose from 49 percent to 62 percent, attributable, in part, to a national effort of highly visible seat belt law enforcement and public education.

Since that time, belt use has risen only slowly, and some States still struggle to maintain seat belt use at current levels. One key factor in increasing seat belt use is the enactment of primary seat belt laws. Seventeen States, the District of Columbia, and Puerto Rico had primary seat belt laws as of December 31, 2001. The

remaining States, except New Hampshire, had secondary laws. New Hampshire continues to have no adult seat belt law. A *primary* seat belt law is a law which allows a citation to be issued if a law enforcement officer simply observes an unbelted driver or passenger. A *secondary* seat belt law requires an officer to stop or cite a violator for another infraction before being able to issue a citation for not buckling up. Primary seat belt laws are extremely effective in increasing seat belt use because the general public is much more likely to buckle up and place their children in child restraint systems when there is the possibility of receiving a citation for not doing so.

The importance of primary laws in increasing seat belt use cannot be overemphasized. In June 2001, the seat belt use rate in States with

**Seat belts and child safety seats help prevent injury five different ways:**

1. Preventing ejection.
2. Shifting crash forces to the strongest parts of the body's structure.
3. Spreading forces over a wide area of the body.
4. Allowing the body to slow down gradually.
5. Protecting the head and spinal cord.

### How Motor Vehicle Crash Figures Compare with Crime

#### CRIME

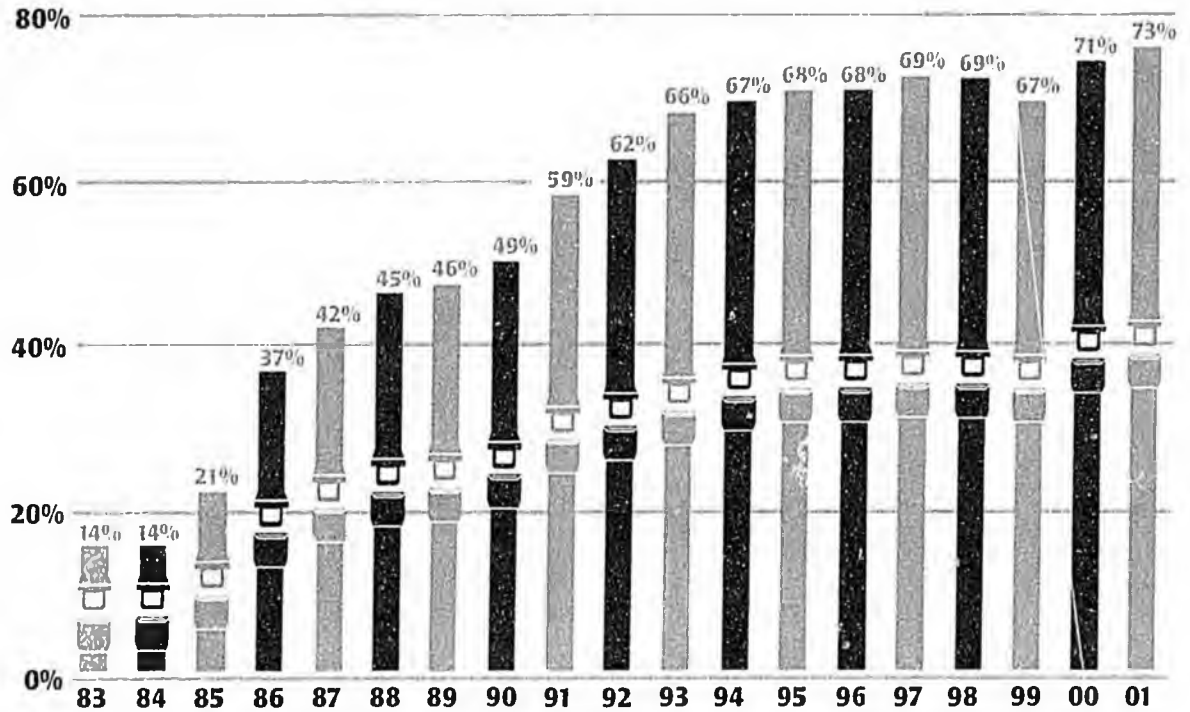
- One murder every 34 minutes
- One aggravated assault every 35 seconds
- One violent crime every 22 seconds
- One property crime every 3 seconds
- One crime every 3 seconds

#### MOTOR VEHICLE CRASHES

- One fatality every 13 minutes
- One injury every 10 seconds
- One crash causing property damage every 7 seconds
- One crash every 5 seconds

Source: NHTSA Traffic Safety Facts, 2000, U.S. Department of Transportation and Uniform Crime Report, 2000, U.S. Department of Justice

U.S. Seat Belt Use Rates 1983-2001



1983-1990 from 19-city surveys  
 1991-1997 from State surveys  
 1998-2001 from NOPUS and NOPUS surveys

The Transportation Equity Act for the 21st Century, passed by Congress in June 1998, authorized an incentive grant program to help States increase seat belt and child safety seat use. The program reinforces the *Buckle Up America* strategy and provides grants to States that adopt and strengthen seat belt and child safety seat use laws, conduct high visibility enforcement, and establish education programs.

primary seat belt laws was 78 percent compared to 67 percent in States without primary enforcement laws.<sup>5</sup> NHTSA provides information and technical assistance to support the efforts of States and national organizations to strengthen State laws regarding seat belt and child restraint use. Two excellent publications on primary enforcement are listed on page 23 in this booklet.

*Buckle Up America*

In 1997, NHTSA developed the *Buckle Up America* Campaign, a massive public health and safety campaign designed to increase seat belt use nationwide. Increasing the national seat belt use rate has tremendous potential for saving lives, preventing injuries, and reducing the economic costs associated with crashes. For

example, increasing the national seat belt use rate from 68 percent (the rate measured in 1996 before the *Buckle Up America* Campaign began) to 90 percent would:

- Prevent an estimated 5,536 fatalities annually
- Prevent an estimated 132,670 injuries annually
- Save approximately \$8.8 billion annually

These economic cost savings result from reduced productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, emergency services costs, insurance administration costs, funeral costs, traffic delay, and costs to employers.



*We Know What Works:  
The Four Strategies*

The *Buckle Up America* Campaign consists of the following four-point strategy:

*Point 1 - Enact strong legislation.*

It is imperative to adopt primary enforcement seat belt use laws (also referred to as "standard" enforcement laws—see box on this page, "Terminology") and to close the gaps in child passenger safety laws in all States. Police officers should be able to write a citation whenever a seat belt violation is observed, whether or not the driver has committed any other traffic infraction. Child passenger safety laws should cover all children up to age 16 in every seating position.

**Savings Resulting From 90% Seat Belt Use**

- **5,536 lives saved annually**
- **132,670 injuries prevented annually**
- **\$8.8 billion saved annually**

*Point 2 - Build public-private partnerships at the local, State and Federal level.*

The goal of increasing safety belt use is too big for any one group or agency to accomplish alone. But, working together, the Nation can achieve higher use through stronger laws, visible enforcement and public education and information. Partnerships or coalitions can set the tone in a community, workplace or organization, and the media can help spread the message that healthy, safe families are properly buckled up. There are many successful coalitions and partnerships to use as role models; the agencies and organizations listed as resources in Appendix D can provide help.

*Point 3 - Conduct active, high-visibility enforcement.*

Experience has shown that, after seat belt use laws are passed, belt use increases quickly. But without active, high-visibility enforcement, it soon drops again. Belt laws must be visibly enforced the way other traffic laws are (red light running, speeding, etc.). In addition to increasing belt use and reducing crash injuries, high-visibility enforcement results in a measurable reduction in crime (one-third of criminal apprehensions occur as part of traffic stops).

*Point 4 - Expand effective public education.*

It is critical to educate the public about the benefits of seat belt and child safety seat use. Public education may include a broad range of activities such as enforcement campaigns, promotional events and community-based initiatives. These efforts are most effective when they are well planned and coordinated and use a simple message that is repeated many times in different ways.

**Terminology**

Different terms are often used to mean the same or similar things. Here are the definitions used by the National Highway Traffic Safety Administration:

**Primary enforcement and standard enforcement**

both mean the same thing—that a seat belt or child passenger safety citation can be written whenever a law enforcement officer simply observes an unbelted driver or passenger.

**Secondary enforcement**

means a citation can be written only after a law enforcement officer stops or cites an individual for another traffic violation.

**Seat belts and safety belts**

both refer to the lap belt or lap-shoulder belt occupant restraint device.





gains are possible when a primary law works in conjunction with enforcement, education, and partnership efforts. Passing primary seat belt use laws in every State is absolutely essential to saving thousands of lives and preventing tens of thousands of injuries each year.

Increasing adult belt use also has a significant impact on child safety. Research shows that when drivers wear seat belts, children are restrained significantly more often than when the drivers are unbuckled.

### *How Can a Primary Seat Belt Use Law Increase Use Rates?*

A primary seat belt use law is much more enforceable than a secondary law. When combined with education and adjudication, an upgrade to primary enforcement will significantly raise belt use rates.

### *Enforcement*

Allowing for primary enforcement procedures enhances the perceived importance of the seat belt law with both the public and the police. Ultimately, this leads to greater compliance. Primary enforcement sends a clear message that the State views seat belt use (and the seat belt law) as essential for the safe operation of a motor vehicle. Primary seat belt use laws enhance law enforcement in other ways. When police officers stop vehicles for traffic law violations, such as failure to use a seat belt, they often discover additional traffic or criminal violations that otherwise would have gone undetected. A minor traffic violation was the reason Timothy McVeigh, later convicted of the Oklahoma City bombing, was initially stopped by police.

### *Education*

In order for primary seat belt use laws to bring compliance up significantly, enforcement must be highly visible and combined with extensive public education efforts. Those not in the buckle-up habit must be informed of the law and its consequences, persuaded of the value of seat belt use, and convinced that authorities are serious about enforcement.

Whenever possible, public education messages should support and call attention to the law and ongoing enforcement efforts. However, other messages can also be used to complement the program. For example, some messages may focus on costs:

*Our children and young people are paying the price.* Traffic-related injuries are the leading cause of death for children and young adults of every age from 4 through 33 years old. Research also shows that minority youth are at even greater risk because they are less likely to be buckled up.<sup>6</sup> And adult behavior affects children; properly belted adults are positive role models for children who will soon be making buckle-up decisions themselves.

*Society is paying the price.* Traffic crashes result in \$150 billion in economic costs, including \$17 billion in medical care and emergency services expenses, and \$107 billion in lost productivity and property loss. Such costs are passed on to consumers so that every person in America shares the economic costs of motor vehicle crashes, on average \$580 per person per year. Eighty-five percent of all medical costs of crash victims fall on society, not the individuals involved. Medicare, Medicaid and other taxpayer-funded sources pay 24 percent of those costs. When crash victims are unbuckled, their medical treatment costs are 50 percent higher.

**F**amilies are paying the price. Every 10 seconds someone is injured in a traffic crash. Every 13 minutes someone is killed.

*Businesses are paying the price.*

Employers are hit especially hard. The Bureau of Labor Statistics reported that highway crashes continued as the leading cause of on-the-job fatalities in 1999, accounting for 22 percent of the total occupational fatalities that year.<sup>7</sup> NHTSA estimates that crashes on and off the job cost American businesses an estimated \$55 billion through lost productivity and other costs; NHTSA further estimated that work-related crashes cost employers \$22,000 per crash and \$110,000 per injury.

**Experience has demonstrated that there simply is no way to achieve high (above 85 percent) seat belt use rates without strongly enforced laws that are widely publicized.**

Some States across the country have demonstrated use rate gains of 10-20 percentage points following highly visible enforcement and publicity campaigns. Such campaigns, called special Traffic Enforcement Programs (STEPS), have been implemented across the country with impressive results. For example, in Michigan, an increase in seat belt use resulted from a combination of enacting a new primary seat belt law and implementing a "Click It or Ticket" media and enforcement campaign, which raised Michigan's seat belt use from 70 percent in September 1999 to 84 percent in March 2000.

*Adjudication*

The third critical element of a primary seat belt use law is adjudication; a seat belt law must have "teeth" to be effective. The language of the law must be clear, and penalties must be strong enough to have a deterrent effect (see box on page 11 for "Other Key Provisions Every State Seat Belt Law Needs").

*Support for Primary Seat Belt Use Laws*

Support for upgrading to primary enforcement can be found throughout the community, both from traditional safety, law enforcement, and health organizations and from nontraditional groups in such fields as education and business (see box on page 11). This support will increase as statewide usage increases, particularly after primary enforcement legislation has been enacted.



**Other Key Provisions Every State Seat Belt Law Needs**

*In addition to being enforced on a primary basis, a strong seat belt use law should include the following:*

*Coverage of All Occupants in All Seating Positions*—The driver should be responsible for seeing that everyone in the vehicle is properly buckled. Currently, some child passenger safety laws only cover children through age three. Most seat belt use laws only cover front seat occupants. Therefore, in these States, a child over three legally can ride in the back seat without being secured because the child is not covered by either the child passenger safety law or the (front seat-only) seat belt use law.

*Coverage of All Vehicles*—Seat belt use laws should apply to all passenger vehicle types—vans, light trucks, sport utility vehicles, and cars—in the State in which they are traveling.

*Penalties*—Fines for seat belt use law violations should be significant enough to deter non-compliance. Evidence suggests that fines greater than \$25 lead to higher seat belt use rates. Penalty points on the driver's license are another way to deter noncompliance. In general, as the severity of the penalty increases, so will compliance.

**Potential Supporters of Primary Enforcement**

**STATE GOVERNMENT OFFICIALS**

- Highway safety office/Governor's Representative
- Insurance commissioner's office
- State police or highway patrol

**LOCAL GOVERNMENT OFFICIALS**

- Municipal police chiefs and police departments
- County sheriffs and sheriffs' offices
- City and county health agencies
- Childcare agencies

**EDUCATION OFFICIALS, INCLUDING:**

- Administrators and other school officials
- School boards
- Principals
- PTAs

**BUSINESS LEADERS**

- Chambers of commerce
- Leading local companies/major employers
- Insurance companies
- Sports teams
- Civic groups

**MEDICAL AND SAFETY COMMUNITY**

- Doctors, nurses and other health care professionals
- State associations representing health care professionals
- Emergency medical squads/fire and rescue departments
- State and local highway safety groups



**Local Ordinances**

If passing a Statewide primary enforcement seat belt use law is not possible, do not overlook the opportunity to enact a local ordinance. In several communities across the country, local primary seat belt use ordinances already have been adopted, and many other communities actively are pursuing them.

**State Highway Safety Laws—Key Provisions of Seat Belt Use (as of December 31, 2001)**

STATE	LAW	PENALTY		COVERAGE		VEHICLE EXEMPTED
		FINE	PTS.	SEAT	AGE	
AL	Primary	\$25		Front	6+	Designed for > 10 passengers, manufactured before 1965. Exemptions for medical reasons, rural mail carriers, and paper delivery
AK	Secondary	\$15		All	16+	School bus
AZ	Secondary	\$10		Front	5+	Designed for > 10 passengers, manufactured before 1972
AR	Secondary	\$25		Front	15+	School, church, or public bus, manufactured before 1968
CA	Primary	\$20		All	16+	None
CO	Secondary*	\$15		Front*	16+	Passenger bus, school bus
CT	Primary	\$37		Front	4+ (<16 all)	Truck or bus >15,000 lbs.
DE	Secondary	\$20		Front	All	Postal Service Vehicles
DC	Primary	\$50	2	All	16+	Seating > 8 people
FL	Secondary	\$30		Front	6+; 6-17 in rear	School bus, public bus, truck > 5,000 lbs.
GA	Primary	\$15		Front	4+; 4-17 in rear	Designed for > 10 passengers, pickup
HI	Primary	\$20		Front	rear; under 18	Bus or school bus > 10,000 lbs.
ID	Secondary	\$5		Front	4+	Weighing > 8,000 lbs.
IL	Secondary	\$25		Front	6+	None
IN	Primary	\$25		Front	4+; 4-11 in rear	Truck, tractor, RV
IA	Primary	\$25		Front	6+	None
KS	Secondary	\$10		Front	14+	Designed for >10 people, truck >12,000 lbs
KY	Secondary	\$25		All	Over 40 in. tall	Designed for > 10 people
LA	Primary	\$25		Front	13+	Manufactured before 1981; vehicles designed for > 10 people
ME	Secondary	\$60		All	4+	Manufactured without seat belts
MD	Primary	\$25		Front	16+	Historic Vehicle
MA	Secondary	\$25		All	16+	Truck > 18,000 lbs., bus and taxi operators
MI	Primary	\$25		Front	4+; 4-15 in rear	Taxi, bus, school bus
MN	Secondary	\$25		Front	All; 3-10 in rear	Farm pickup truck
MS	Secondary	\$25		Front	4+; 4-7 in rear	Farm vehicle, bus; exemptions for medical reasons and letter carriers
MO	Secondary	\$10		Front	4+; 4-15 in rear	Designed for >10 people, truck >12,000 lbs
MT	Secondary	\$20		All	4+	None
NE	Secondary	\$25		Front	5+	Manufactured before 1973
NV	Secondary	\$25		All	6+	Taxi, bus, school bus
NH	No adult law	\$25		All	Under 18 only—Primary Law	School bus, vehicles for hire, manufactured before 1968
NJ	Primary	\$42		Front	8+; <18 in rear seat	None
NM	Primary	\$25	2	All	11+	Vehicle > 10,000 lbs.
NY	Primary	\$50		Front	4+; <16 in rear seat	Bus, school bus, taxi, emergency vehicles
NC	Primary	\$25		Front	16+	Designed for > 10 people
ND	Secondary+	\$20		Front	18+	Designed for > 10 people
OH	Secondary	\$25		Front	4+	None
OK	Primary	\$20		Front	All	Farm vehicle, truck, truck-tractor, RV
OR	Primary	\$75		All	16+	Newspaper/mail/meter/transit vehicles**
PA	Secondary	\$10		Front	4+	Truck > 7,000 lbs.
RI	Secondary	\$50		All	>12;<6 must ride in rear	None
SC	Secondary	\$10		All	6+	School bus, public bus, vehicles with no belts in rear seating areas
SD	Secondary+	\$20		Front	5+	Passenger bus, school bus
TN	Secondary	\$10		Front	13+	Vehicle > 8,500 lbs.
TX	Primary	\$50		Front	4+; 4-14 in rear	Designed for >10 people, truck >15,000 lbs
UT	Secondary#	\$45		All	19+	None
VT	Secondary	\$10		All	13+	Bus, taxi
VA	Secondary	\$25		Front	16+	Designed for > 10 people, taxi
WA	Secondary	\$71		All	All	Designed for > 10 people
WV	Secondary	\$25		Front	9+; 9-17 in rear	Designed for > 10 people
WI	Secondary	\$10		All	4+; 4-15 in rear	Taxi, farm truck
WY	Secondary	\$25^		All	5+	Designed for > 11 people, bus
PR	Primary	\$50		All	All passengers	None

\*Primary enforcement for all seating positions if driver is under 17 years      ^ Driver fine is \$25; passenger fine >12 yrs is \$10  
 +Primary enforcement for all seating positions if occupant is under 18 years (SD law effective 7/1/01; currently SB use required for >5yrs)  
 #Primary enforcement for all seating positions if occupant is under 19 years      \*\*Police/emergency vehicles exempted in some situations



SECTION III

# The Effect of a Primary Seat Belt Use Law

**Primary seat belt use laws, coupled with highly visible enforcement and public education, result in:**

- *Higher use rates*
- *Economic savings*

### Higher Use Rates

Seat belt use rates are higher in States with primary seat belt use laws. The average seat belt use rate in States with primary enforcement laws is 11 percentage points higher than in States without primary enforcement laws. With only a few exceptions, the States with primary seat belt use laws have the highest seat belt use rates.

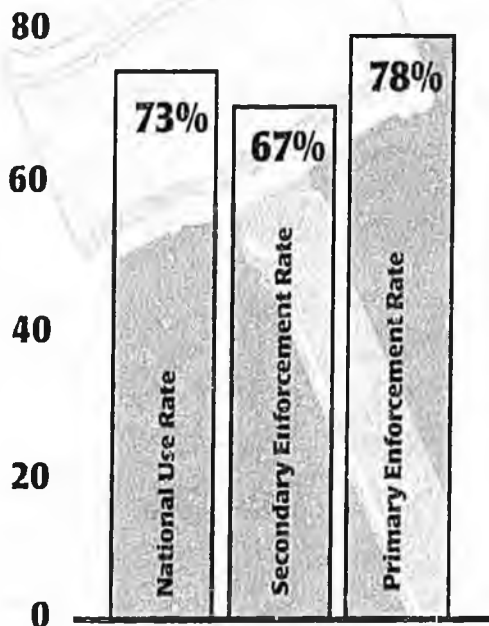
Higher seat belt use rates also help reduce the risk of air bag-related injury. Seat belts and air bags together are very effective at reducing injury in moderate to severe crashes. However, riding unrestrained and coming into close proximity of the air bag just prior to a crash can be dangerous, especially for children. Well enforced, primary seat belt use laws will mean that more people will be buckled up and in position to receive the full safety benefit of both the seat belt and the air bag.

### Economic Savings

The chart on the following page illustrates the potential for lives saved, injuries prevented and dollars saved by upgrading the current secondary enforcement laws to primary enforcement. These are annual estimates in 1998

Seat Belt Use Rates in Primary and Secondary Enforcement States in 2001

### By Enforcement Type



dollars and are based on an estimated 14 percentage point increase in seat belt use, a realistic expected increase based upon observational surveys after States have upgraded their secondary laws to primary laws.



**Estimated Cost Savings Among Secondary Law States if Their Laws Were Upgraded to Primary Laws (as of 2/21/01)**  
Assuming a 14 Percentage Point Increase in Current Belt Use Rates

State	Increased Usage Rate	Fatalities Prevented	Injuries Prevented	Total Savings	Estimated Federal Budget Savings (Rounded)	Estimated State Budget Savings (Rounded)
Alaska	75%	5	73	\$8,336,426	\$843,600	\$385,100
Arizona	85%	78	1,470	\$113,263,426	\$11,462,300	\$5,232,800
Arkansas	71%	50	937	\$63,264,383	\$6,402,400	\$2,922,800
Colorado	79%	52	1,061	\$91,186,931	\$9,228,100	\$4,212,800
Delaware	78%	8	143	\$12,983,123	\$1,313,900	\$599,800
Florida	73%	191	4,652	\$344,485,541	\$34,861,900	\$15,915,200
Idaho	72%	22	305	\$26,511,464	\$2,683,000	\$1,224,800
Illinois	80%	115	3,517	\$256,644,253	\$25,972,400	\$11,857,000
Kansas	77%	49	993	\$79,720,935	\$8,067,800	\$3,683,100
Kentucky	73%	66	1,241	\$87,707,887	\$8,876,000	\$4,052,100
Maine	78%	15	355	\$24,340,500	\$2,463,300	\$1,124,500
Massachusetts	66%	24	1,444	\$84,937,455	\$8,595,700	\$3,974,100
Minnesota	86%	61	1,206	\$104,362,796	\$10,561,500	\$4,821,600
Mississippi	68%	72	930	\$72,936,155	\$7,381,100	\$3,369,700
Missouri	75%	95	2,064	\$154,545,103	\$15,640,000	\$7,140,000
Montana	88%	26	282	\$29,305,059	\$2,965,700	\$1,353,900
Nebraska	82%	27	652	\$47,093,761	\$4,765,900	\$2,175,700
Nevada	94%	32	584	\$58,260,928	\$5,896,000	\$2,691,700
New Hampshire	72%	9	227	\$18,014,590	\$1,823,100	\$832,300
North Dakota	61%	9	173	\$12,166,611	\$1,231,300	\$562,100
Ohio	79%	116	4,486	\$257,256,783	\$26,034,400	\$11,885,300
Pennsylvania	84%	130	2,933	\$235,275,519	\$23,809,900	\$10,869,700
Rhode Island	81%	6	225	\$14,016,893	\$1,418,500	\$647,600
South Carolina	79%	85	1,385	\$106,435,471	\$10,771,300	\$4,917,300
South Dakota	53%	8	165	\$11,721,156	\$1,186,200	\$541,500
Tennessee	75%	109	2,004	\$155,555,005	\$15,742,200	\$7,186,600
Utah	81%	31	672	\$42,981,736	\$4,349,800	\$1,985,800
Vermont	84%	9	101	\$11,086,941	\$1,122,000	\$512,200
Virginia	84%	80	1,848	\$149,173,391	\$15,096,300	\$6,891,800
Washington	95%	72	1,856	\$146,342,896	\$14,309,900	\$6,761,000
West Virginia	66%	27	576	\$35,821,309	\$3,625,100	\$1,654,900
Wisconsin	79%	62	1,505	\$108,925,823	\$11,023,300	\$5,032,400
Wyoming*	60%	13	196	\$18,189,145	\$1,840,700	\$840,300
<b>Total</b>		<b>1,754</b>	<b>40,261</b>	<b>\$2,982,849,395</b>	<b>\$301,864,600</b>	<b>\$137,807,500</b>

\*Wyoming estimate is based on use by injured occupants, not a survey.  
Source: NHTSA calculations based on Crash Cost software program, version 1, June 1994, modified for more recent data



SECTION IV

# Successful Examples

Primary seat belt laws have a proven track record of dramatically increasing seat belt use in States, resulting in hundreds of lives saved, thousands of injuries prevented, and millions of dollars saved within these States. The following are some impressive examples of the effectiveness of primary enforcement laws in raising seat belt use:

*California:* On January 1, 1993, California upgraded its seat belt use law from secondary to primary enforcement. After adoption of the law, Statewide belt use went up 11 percentage points, from 71 percent in 1992 to 82 percent in 1993. For the past five years, California's seat belt use rate has been above 85 percent, and in 2001, the seat belt use rate was 91 percent.

*Louisiana:* In 1995, Louisiana upgraded its secondary belt law to a primary law. Since then, Louisiana has experienced significant increases in seat belt use; in 2001, the belt use rate was 68 percent.

*Georgia:* When Georgia upgraded its belt law in 1996, belt use rates climbed from 51 percent just prior to the upgrade to 68 percent the following year—a Statewide increase of 17 percentage points. Seat belt use has continued to climb in Georgia with a 79 percent use rate in 2001.

*Maryland:* On October 1, 1997, Maryland upgraded from secondary to primary enforcement. Maryland's seat belt use rate has increased 13 percentage points, from 70 percent (1996) to 83 percent (2001).

*District of Columbia:* On October 1, 1997, the District of Columbia, in addition to upgrading from secondary to primary enforcement, became the first jurisdiction to assess penalty points for seat belt violations. This combination proved to be very successful in increasing belt use: in 1996, the seat belt use rate was only 55 percent; just one year after the law was enacted, belt use skyrocketed to 78 percent—a 23 percentage point increase. In 2001, the belt use rate was 84 percent.

*Oklahoma:* When Oklahoma upgraded its belt law to primary enforcement in 1997, the usage rate increased from 48 percent (1996) to 68 percent in 2001, an increase of 20 percentage points.

*Alabama:* After the introduction of its primary enforcement seat belt use law, Alabama's seat belt usage rate rose dramatically from 58 percent in 1999 to 79 percent in 2001.

*Michigan:* In 1999, the seat belt use rate in Michigan was 70 percent. After Michigan upgraded its belt law to primary enforcement, the seat belt use rate in 2000 climbed to 84 percent—a 14 percentage point increase. Belt use was still high at 82 percent in 2001.

*New Jersey:* When New Jersey introduced its primary enforcement seat belt use law in 2000, its usage rate climbed from 63 percent in 1999 to 74 percent in 2000. In 2001, New Jersey's seat belt use rate rose to 79 percent.

## Successes in Other Countries

Many other countries have seat belt use rates significantly higher than the United States. For example, use rates in Canada, Australia, New Zealand and many Western European countries exceed 90 percent. Seat belt use laws in these countries typically allow primary enforcement and cover occupants of light trucks and vans, in addition to automobiles. Fines for non-compliance are generally higher than in the United States, and some jurisdictions assess demerit points against driver licenses for seat belt violations.



## SECTION V

# Support for Seat Belt Use Laws

### *Public Opinion*

In 2000, NHTSA conducted a survey<sup>8</sup> among a national sample of approximately 6,000 people age 16 and older to determine attitudes, knowledge, and experience with seat belt laws and their enforcement. The results were enormously positive:

- The vast majority of the public (87 percent) favored laws that require drivers and front-seat passengers to wear seat belts.
- Among persons who supported front seat belt laws, 78 percent also supported applying seat belt laws to back seat adult passengers, as well.
- About three-fifths (62 percent) supported fines for drivers who did not wear seat belts. Support for fines was greater among Hispanics (68 percent) compared to African Americans (62 percent) and whites (62 percent). Among those who supported fines, 45 percent favored fines of \$100 or more for a repeat seat belt law violation.
- Respondents were asked how they would likely react to getting a ticket for a seat belt violation. The interviewers gave respondents two choices and asked which was more likely: that they would believe they deserved the ticket because they broke the law, or they would believe the ticket was undeserved because wearing a seat belt should be a personal choice. According to the data, 70 percent would be more likely to believe that they deserved the ticket. Hispanics (76 percent) and African Americans (73 percent) were more likely than whites (69 percent) to answer that they likely would feel that they deserved the ticket.

- Overall, 61 percent of the population believed that law enforcement officers should be allowed to stop a vehicle if they observe only a seat belt use violation (primary enforcement).
- Perhaps not surprisingly, support for primary enforcement was higher in primary enforcement States (70 percent). However, even in States with secondary enforcement, the majority (53 percent) favored primary enforcement.
- Overall support for primary enforcement was greatest among Hispanics (72 percent support), followed by African Americans (68 percent support) and whites (59 percent support).

These positive attitudes toward seat belt use suggest a strong receptivity to primary seat belt use laws.

### *Law Enforcement*

In surveys of attitudes toward seat belt law enforcement methods, law enforcement officers consistently point out that secondary enforcement laws are difficult to enforce and that this difficulty deters them from issuing citations.

In a 1993 NHTSA survey of traffic and patrol officers in six California cities, officers favored California's change to primary enforcement. Most officers felt that it communicated to motorists both the need to use belts and the increased likelihood that an enforcement action would be taken.

In Louisiana, focus groups of five communities were conducted in October 1995, one month after Louisiana upgraded its law from secondary



to primary enforcement. The upgrade to primary enforcement was well received by local law enforcement officers. The large majority of officers indicated upgrading the seat belt use law to primary enforcement was a good change and sent the message that belt use was required. Follow-up focus groups (June 1996) indicated that law enforcement support for the primary belt law remained strong and that primary enforcement elevated the importance of the belt law violation in the eyes of the officer.

In focus groups (November 1996) conducted by NHTSA, law enforcement officers in five Georgia communities indicated that the primary belt law was well received by local police officers. The consensus among officers was that the change to primary enforcement had increased the importance of the law for both the motoring public and law enforcement.





SECTION VI

# Responding to Objections to a Primary Seat Belt Use Law

**A**lthough primary enforcement has been shown to save lives, prevent injuries and save money, some still oppose it. If people do not know the facts, politically sensitive issues such as harassment and infringement of individual rights may become obstacles to primary enforcement in your State.

According to a 1999 study conducted by the National Black Caucus of State Legislators and the Air Bag & Seat Belt Safety Campaign, African Americans who live in States with a primary seat belt law overwhelmingly favor the law by more than a 3-to-1 margin. However, objections to primary seat belt use laws tend to focus on the impact these laws may have on differential enforcement (described below) and individual rights. If people do not know the facts, these politically sensitive issues may become obstacles to enacting—and retaining—primary enforcement laws.

### *Differential Enforcement of Traffic Laws*

In 1970, Richard Austin made history by being the first African American to be elected to Statewide office in Michigan, despite his radical notion (at that time) that Michigan should require seat belt use. When Michigan finally enacted a seat belt use law in 1985, Austin was serving as Michigan's Secretary of State.<sup>9</sup> In 1999, Meharry Medical College, a historically black medical institution, also made history when it published a report stating that the relative lack of seat belt use among African Americans is a public health issue. Meharry's report further stated that 100 percent seat belt use among African Americans could save 1,300 lives and prevent 26,000 injuries each year, resulting in a cost savings of \$2.6 billion.<sup>10</sup>

Within segments of the African American community, however, there is a perception that traffic law enforcement is used, sometimes in con-

junction with criminal interdiction, in a manner which unfairly singles out vehicles driven or occupied by African Americans. Prominent civil rights organizations have also complained that traffic stops involve strategies which unfairly single out vehicles driven by African Americans. "Differential enforcement" is the term used when such unfair practices are used by law enforcement, though the terms "Driving While Black (or Brown)" and "racial profiling" have sometimes been used in the news media to bring attention to this issue.

This issue of differential enforcement is a serious matter and needs to be addressed. Whether targeting is real or perceived, it can undermine respect for traffic laws, leading to contempt for the legal process and for enforcement personnel themselves. This is unfortunate since the majority of law enforcement officers risk their lives every day to protect and defend the public. These claims, fears, and perceptions of harassment cause much concern among law enforcement organizations and executives because they too feel that differential enforcement of traffic laws based on race is unacceptable and must be eliminated.

The National Organization of Black Law Enforcement Executives (NOBLE), the Nation's leading organization of minority law enforcement executives, has focused attention on this issue. Yet NOBLE also recognizes the senseless tragedy of African Americans dying in crashes due to the lack of seat belt and child safety seat use. As a result, NOBLE has voiced support for law enforcement training, as well as educational outreach to the African American



community and passage of primary seat belt laws to increase seat belt and child safety seat use among African Americans.<sup>11 12</sup> ASPIRA, a national organization dedicated to the education and leadership development of Hispanic youth, passed a resolution supporting primary enforcement of State seat belt and child safety seat use laws and efforts to promote compliance with such laws.<sup>13</sup> The U.S. Department of Justice has also been actively involved with minority and civil rights groups on this issue.

*Concern About Harassment in States with Primary Seat Belt Laws: What Does the Research Show?*

Occupant protection laws and their enforcement constitute a very important component of traffic safety efforts. Forty-nine States (plus the District of Columbia and Puerto Rico) have seat belt use laws and all 50 States (plus the District of Columbia and Puerto Rico) have child passenger safety laws. These laws are responsible for most of the increase that has occurred in seat belt and child safety seat use.

Dramatic increases in seat belt usage, often following years of little or no increase, have resulted in major public health and safety benefits among all racial and ethnic groups. However, those individuals and organizations that oppose upgrades to primary seat belt laws often claim that such upgrades will lead to an increase in the harassment of minority groups. They cite personal experiences, court cases, and incidents that have been reported in the news media as evidence of such potential for harassment. But, these opponents of primary enforcement for seat belt use seldom provide any evidence that primary laws have resulted in any systematic changes in enforcement activity that could be interpreted as harassment of minority groups.

Clearly, the fear of primary laws is very real in minority communities and has been well documented. There is evidence from at least three States (California, Louisiana, and Georgia) that,

when these States upgraded to primary laws, fear of harassment among minority groups increased—as did their seat belt use rate. In fact, seat belt use generally increased to a greater extent among minorities than it did among whites after such upgrades. The disproportionate increases in seat belt use appear to result from the minority communities' greater sensitivity to primary laws and their enforcement. However, in-depth studies conducted in various communities found no evidence to show any shift in enforcement patterns which could be interpreted as harassment. In fact, increases in citations issued for seat belt violations were usually proportionately greater among whites than among minorities.

Specifically, studies in Louisiana and Georgia found that, while minority groups thought their chances of getting a seat belt ticket were higher than whites, analysis of citation data in test locations revealed no differences in ticketing by race that would suggest disproportionate increases in enforcement activity among minority groups. Younger drivers, males, and those who drove more than 15,000 miles a year did receive proportionately more citations, as would be expected based on usage rates and exposure.<sup>14 15 16</sup>

Results of an evaluation of Maryland, Oklahoma, and the District of Columbia's change to primary enforcement published in January 2001 also support these findings.<sup>17</sup> As stated in the results section of the report: "Non whites more than whites reported feeling the threat of receiving a ticket for not wearing a seat belt, even though there was no significant relationship between race and those who actually received a seat belt ticket." The research also found that "...citation data that identified race confirmed there was either no difference in non-white versus white ticketing, comparing secondary to primary enforcement, or a greater increase in ticketing went to whites following the change to a primary enforcement law." And according to the previously cited study conduct-

ed by the National Black Caucus of State Legislators and the Air Bag & Seat Belt Safety Campaign, African Americans who live in States with a primary seat belt law overwhelmingly favor the law by more than a 3-to-1 margin. (74 percent favor/22 percent oppose).<sup>18</sup>

### *Support from Minority Leaders for Primary Enforcement*

The Congressional Black Caucus has stated that increasing seat belt use among African Americans is an "urgent national health priority."<sup>19</sup> The National Black Caucus of State Legislators, the National Conference of Black Mayors, and the Congress of National Black Churches support strong laws that increase seat belt use and include safeguards for uniform enforcement. Many minority group legislators have supported primary law upgrades in various States because of the enormous public health and safety gains that can be made. Some of these legislators have publicly testified that, following their upgrades to primary seat belt laws, they have seen neither any backlash in their communities nor any evidence of differential enforcement of the new laws.

In Louisiana, for example, where seat belt use rose from 50 percent to 86 percent in the two years following a primary law upgrade, legislator Danny R. Mitchell described his State's experience in a letter to the Michigan Legislature (which was considering similar legislation) as follows: "As an African-American legislator from Louisiana, I participated . . . in the debate over passage of a primary seat belt law for our State. In fact, I was one of the ten sponsors of this bill . . . We have surveyed the offices of several of my colleagues in the Louisiana Legislature in addition to the major police departments in the State to determine if there have been any complaints of harassment associated with enforcement of this law. I am pleased to relate to you that the record is clear on this question, there have been no reports or complaints of harassment."

In Maryland, Delegate Joanne Benson, an African

American, stated that: "This is a serious public health issue. We know that three out of four kids killed in crashes are riding unrestrained. That is why I led the effort in Maryland's Assembly to upgrade our State's safety belt law from secondary to primary enforcement. There were concerns that primary enforcement—which really amounts to standard enforcement like every other law—could lead to police harassment. But since the law has passed, we've found no evidence of harassment. Safety belts save children, no matter what color they are." As a result of the efforts of Delegate Benson and others who helped enact Maryland's primary law, seat belt use increased from 70 percent to 83 percent within the first year after enactment.

### *Motor Vehicle Deaths and Injuries Affect Minorities*

Low seat belt use presents a major public health threat to minority communities. Motor vehicle crashes are the leading cause of death for African Americans from birth through 14 years of age. Crashes are the second leading cause of death for African Americans between 15 and 24 years of age.<sup>20</sup> Thousands of African Americans and Hispanics, particularly young males, are being killed and seriously injured because they do not wear seat belts. Stronger belt laws can make a major difference. In States that have upgraded to primary laws, seat belt use among minority groups has not only risen to a greater extent than among whites, it has risen almost immediately after the law was upgraded.

Observational seat belt surveys from 1994 through 2000 show that the seat belt use rate among African Americans has been 5 to 12 percentage points lower than that for whites.<sup>21</sup> In 2000, the national seat belt use rate among African Americans was only 69 percent. A study conducted by Johns Hopkins University and the Insurance Institute for Highway Safety found that African American male teenagers are nearly twice as likely to die in a motor vehicle crash as male teens who are white. The risk to black children



ages five to 12 dying in a crash is almost three times as great as that of white children.<sup>22</sup> As previously noted, Meharry Medical College reported that 100 percent seat belt use among African Americans could save 1,300 lives and prevent 26,000 injuries each year.

Because so many African Americans are dying in crashes from the lack of seat belt use, a Blue Ribbon Panel to Increase Seat Belt Use Among African Americans was formed in June 2000 to address this issue. This panel was formed as a direct result of Meharry's groundbreaking medical study and consisted of distinguished members from the medical, academic, legal, business, athletic, law enforcement, and civil rights communities. The panel's goal was to identify strategies to increase belt use among minorities; recommendations from the panel were released in December 2000. Among the recommendations were stronger seat belt laws to encourage more African Americans to buckle up.<sup>23</sup>

Lack of seat belt use also affects Hispanics. Motor vehicle crashes are the leading cause of death for Hispanics from 1-44 years of age, and are the third leading cause of death for Hispanics of all ages surpassed only by heart disease and cancer.<sup>24</sup> A medical study in 2000 showed that Hispanic drivers have lower seat belt use rates than non-Hispanic whites, with correspondingly higher fatality rates in traffic crashes.<sup>25</sup> Another recent medical study examined motor vehicle fatality exposure rates and found that, although black and Hispanic male teenagers travel fewer vehicle miles than their white counterparts, they are nearly twice as likely to die in a motor vehicle crash.<sup>26</sup> Youth of any racial or ethnic group have a much higher risk of being involved in a crash than do adult members of that group. Unfortunately, they also have much lower seat belt use rates.

### *Encourage Law Enforcement to Speak Out*

In order to address differential enforcement, State and local law enforcement officials are encour-

aged to review and reaffirm their departmental policies and training programs to ensure that this practice does not occur. They should also take special steps to let the public know that the harassment issue is one that they take very seriously and that they have policies and procedures in place to address it. The potential for harassment is an ongoing concern. It is not limited to, or created by, primary seat belt laws. Assurances from State and local law enforcement leaders across the nation that seat belt use laws will be enforced uniformly in all segments of the population can help alleviate concerns.

South Carolina's "Click It or Ticket" Campaign in November 2000 is an example of how effective seat belt enforcement strategies can address concerns of differential enforcement. Before this campaign was implemented, a minority spokesperson was selected to contact key groups and leaders in South Carolina to introduce the campaign. Colonel Anna Amos of the State Transport Police solicited support from the Coalition of Black Church Leaders, the Legislative Black Caucus, and the South Carolina Chapter of the National Association for the Advancement of Colored People (NAACP). When Colonel Amos addressed the South Carolina NAACP at their State Board Meeting, all Chapter Presidents from around the State were in attendance. Colonel Amos gave an overview of the campaign, entertained questions and concerns, and solicited membership support for "Click It or Ticket". At the end of the session, President Gallman's motion that the NAACP endorse and support the campaign was moved and seconded. The motion was unanimously passed.

To address concerns at the community level, regional law enforcement pre-meetings were held with key leaders in the African American and Hispanic communities to discuss the campaign and to assess community reaction to the "Click It or Ticket" strategy. Also, officers visited more than 20 predominately black schools to present the seat belt safety message during school assemblies and classroom presentations. During these visits,

officers also distributed literature about the "Click It or Ticket" Campaign and answered questions.

For the enforcement phase of the campaign, checkpoint sites were selected in high crash locations. These sites were reviewed by a minority panel to ensure fair, unbiased selection, thereby preventing any allegations of differential enforcement. Members of the Legislative Black Caucus and the Coalition of Black Church Leaders were invited to monitor checkpoint activity. A special mandatory four-hour training video on differential enforcement and conducting professional stops was presented to all members of the Highway Patrol. A hotline was established for motorists to report any harassment or suspected racial profiling. It was encouraging to find that the hotline did not receive a single complaint during this very intensive enforcement effort.

These efforts in South Carolina paid off—overall seat belt use rates increased from 66 to 74 percent and non-white use rates increased from 56 percent to 70 percent, an astounding 14 percentage point increase. A sampling of seat belt use in three rural counties (during the enforcement phase) noted usage rates as high as 83 percent. Most importantly, there was a 30 percent decrease in fatalities (31 deaths in 2000 compared to 44 fatalities during the same period in 1999).

### *Individual Rights*

The argument of individual rights is used in opposition to many traffic safety laws, but particularly in opposition to seat belt laws. There is little question that all traffic laws impose some degree of control on individuals because they require actions that some people do not take voluntarily. But driving is an important privilege; it is not a right.

The legitimacy of most traffic laws (for example, driving on the right side of the highway, driving with lights on, signaling prior to turns) is often accepted because it is quite apparent that failure to obey such laws could result in serious harm to oneself and to others. Opponents of seat belt use laws frequently claim that a person has the "right"

not to use a seat belt because the only one who is likely to be injured as a result is oneself. In fact, this is not true. Unbelted occupants frequently injure other occupants in a crash; unbelted drivers have much less opportunity to control their vehicle in a crash; children riding with unbelted adults are much less likely to be buckled up as compared to children riding with belted adults; and the cost of increased deaths and injuries associated with failure to use a seat belt is borne by all of us.

### *Who Pays the Cost?*

When a person is injured in a traffic crash, society often absorbs the costs. In a Massachusetts case (Simon V. Sargent) that was affirmed by the United States Supreme Court in November 1972, the high court wrote, ". . . From the moment of injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job; and, if the injury causes disability, may assume the responsibility for his and his family's continued subsistence. We do not understand a state of mind that permits a plaintiff to think that only he himself is concerned."

In fact, eighty-five percent of all medical costs for crash victims fall on society, not on the individuals involved. When crash victims are not buckled, their costs for medical treatment are on average 55 percent higher than for those who wear seat belts. Tax dollars pay for an estimated 24 percent of the medical cost of people injured in motor vehicles. Two-thirds come from Medicaid and one third from Medicare.

Employers also pay a high price for traffic deaths and injuries. It is estimated that employer medical spending on crash injuries is nearly \$9 billion each year, and another \$9 billion is spent on sick leave and life and disability insurance for crash victims. Off-the-job crash injuries alone cost employers over \$14 billion a year.<sup>27</sup>



SECTION VII

# Making a Case for Primary Seat Belt Use Laws<sup>†</sup>

Making a case for a primary seat belt use law requires a keen understanding of the legislative process in your State. Consider the following insights gleaned from a study of six States that passed primary laws:

- Clarify the overall legislative objective—stay focused on the passage of a primary law. Understand the need for compromise on the details, e.g., exemptions and fines.
- Understand the unique complexity of the political situation in your State—learn who the players are and what leverage is available.
- Identify and respond to opposition arguments—identify opportunities for persuasive compromise and vote-changing leverage, e.g., a sunset provision, language to recognize harassment concerns.
- Identify barriers not directly related to overt opposition, e.g., a committee chair who isn't a strong supporter of traffic safety or the Governor's priorities.
- Look for emerging opportunities and threats to passage—trading support for other pending legislation, making legislative compromises, e.g., low fines.
- Identify opportunities for organizations and individuals to play effective roles—use representatives of a traffic safety coalition to testify, have individuals speak with key legislators about their concerns.
- Capitalize on dramatic incidents that affect political will—provide key legislators with statistics and the names of individuals killed in crashes in their home district, identify legislators who have been in a motor vehicle crash.

## *What Else Can Be Done?*

Having a strong, well-written seat belt law is crucial to saving lives. In 1997, the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO) published a model primary seat belt law for States to consider when upgrading their seat belt legislation (see Appendix B). Using this model law as a framework for seat belt legislation can be a tremendous help, as this sample legislation has been thoroughly researched and reviewed by traffic safety experts. NCUTLO is a private, non-profit membership organization dedicated to providing uniformity of traffic laws and regulations through the timely dissemination of information and model legislation on traffic safety issues. More information about NCUTLO is available on their website at <http://www.ncutlo.org>.

Becoming a partner in NHTSA's nationwide *Buckle Up America* Campaign can also give organizations and individuals the materials needed to help publicize the importance of primary seat belt laws. NHTSA has worked with literally hundreds of partners nationwide by providing educational resources, research data, and technical support regarding seat belt laws. For more information about the *Buckle Up America* Campaign, please visit NHTSA's web site at <http://www.nhtsa.dot.gov>.

<sup>†</sup> NHTSA has published two excellent resources which provide detailed information about primary seat belt laws. These publications are *Implementing a Standard Enforcement Seat Belt Law in Your State: A How-to Guide* and *Legislative History of Recent Primary Safety Belt Laws*. Both of these publications may be obtained by contacting NHTSA at the address, phone number, or web site published on page 34.

**Seat belt use prevents deaths and injuries and saves money. We know from experience and scientific studies that upgrading to primary enforcement increases seat belt use by an estimated 15 percentage points almost immediately.**



## APPENDIX A

# The Facts: It's Time to Buckle Up

### *Saving Lives*

Motor vehicle crashes are the leading cause of death for persons of every age from 4 through 33 years of age.<sup>28</sup> On average, every 13 minutes, someone in America dies in a traffic crash; every 10 seconds, someone in America is injured.

Seat belts are the most effective safety devices in vehicles today, estimated to save over 11,000 lives each year.

Research has found that lap/shoulder safety belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

In fatal crashes in 2000, 75 percent of passenger car occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 22 percent of the unrestrained occupants.

### *Protecting Kids*

In the United States, an average of 6 children 0-14 years old were killed and 797 were injured every day in motor vehicle crashes during 2000.

Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than 1 year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

In 2000, there were 529 passenger vehicle occupant fatalities among children under 5 years of age. Of these 529 fatalities, an estimated 251 (or 47 percent) were totally unrestrained.

Among children under 5 years old, an estimated 316 lives were saved in 2000 by child restraint use. Of these 316 lives saved, 282 were associated with the use of child safety seats and 33 with the use of adult belts. At 100 percent child safety seat use for children under 5, an estimated 458 lives (that is, an additional 143) could have been saved in 2000.

### *Reaching Young People*

In 2000, the national seat belt use rate among 16 to 24 year olds was only 69 percent.<sup>29</sup> Data suggest that education alone isn't doing the job with young people in this age group. They simply don't think about being killed or injured. Yet they are the nation's highest risk drivers, with more impaired driving, more speeding, and more crashes. Neither education nor fear of injury or death is strong enough to motivate this tough-to-reach group. Rather, stronger seat belt laws and high visibility law enforcement are proven methods to get them to buckle up.



# The Facts: The Economic Cost of Non-Belt Use

## *The Cost to Society*

Motor vehicle crashes affect both the individual crash victims and society as a whole in numerous ways. The cost of medical care, for example, is borne by the individual through payments for uninsured expenses, and by society through higher insurance premiums and through the diversion of medical resources away from other needs, such as disease control or medical research. Significant costs also are associated with the productivity that is lost when an individual's life is claimed at an early age or as a result of an injured person's disability. Those dependent on the victim suffer the immediate economic hardship from foregone income, but society also suffers through efforts to support the victim or victim's dependents and, eventually, through foregone contributions to the nation's productivity.

In 1996, NHTSA published a report<sup>30</sup> that examined these and other costs resulting from motor vehicle crashes during 1994. The purpose of the report was to place into perspective the tragic losses resulting from these crashes, and to provide information to government and private sector officials for use in structuring programs to combat these needless losses. The report found the following:



- The cost of motor vehicle crashes that occurred in 1994 was \$150.5 billion, the equivalent of \$580 for every person living in the United States.
- Each fatality resulted in lifetime economic costs to society of over \$830,000. Over 85 percent of this cost was due to lost workplace and household productivity.
- The average cost for each critically injured survivor was \$706,000. This figure is almost as high as the cost for a fatality.
- Present and future medical costs due to injuries occurring in 1994 were \$17 billion, representing 11 percent of total costs. However, medical costs accounted for 22 percent of non-fatal injury crash costs.
- Lost market productivity totalled \$42.4 billion, accounting for 28 percent of total costs, and lost household productivity totalled \$12.3 billion, representing 8 percent of total costs.
- Because of their high incidence, crashes of vehicles that sustained only property damage were the most costly type of occurrence, totalled \$38.9 billion and accounting for 26 percent of total motor vehicle crash costs.
- Property damage in all crashes (fatal and injury) as well as property-damage-only crashes totalled \$52.1 billion and accounted for 35 percent of all costs, more than any other cost category.
- Motor vehicle crash costs funded through public revenues cost taxpayers \$13.8 billion in 1994, the equivalent of \$144 in added taxes for each household in the United States.

### *The Cost to Employers*

- On-the-job crashes cost employers almost \$22,000 per crash and \$110,000 per injury.
- In one year, off-the-job crash injuries cost employers over \$14 billion.
- Employer health care (medical) spending on crash injuries is nearly \$9 billion every year. Another \$9 billion is spent on sick leave and life and disability insurance for crash victims.

### *Seat Belt Use Can Reduce These Costs<sup>11</sup>*

- Hospital charges for an unbelted driver admitted as an inpatient exceed the inpatient hospital charges of a belted driver by \$5,000.
- NHTSA estimates that a national seat belt use rate of 90 percent would save Medicare and Medicaid \$356 million per year.
- Increasing the national seat belt use rate to 90 percent would produce an economic savings of about \$8.8 billion annually.





## Point-Counterpoint

**Question:** *Doesn't the State have more important things to do than to devote attention and resources to increasing seat belt use?*

**Answer:** Traffic crashes are a leading threat to public health.

Increasing seat belt use is still the single most effective and immediate way we can save lives and reduce injuries on America's roadways. Seat belts are estimated to save over 11,000 lives in America each year. And those who don't buckle up are costing all of us in lost productivity and money.

**Question:** *Haven't public education campaigns done a good job of teaching the younger generation about seat belt safety? Don't we teach teenagers about seat belts and traffic crashes in driver education classes?*

**Answer:** The facts show that education alone does not convince most young people to buckle up. Seat belt use declines from age five to about 25. For those at age 18, seat belt use is far below the national average. Why? Young people—espe-

cially young men ages 16-25—simply do not think about being injured or killed. Yet they are the nation's highest risk drivers, with more impaired driving, more speeding and more crashes. For this tough-to-reach group, stronger belt laws, enforcement and the fear of losing their driver license work when neither education nor fear of death or injury does the job.

**Question:** *Do we really need to make not wearing a seat belt a primary offense? Isn't a secondary law sufficient for unbuckled drivers and passengers?*

**Answer:** Although most States have a primary law that allows law enforcement officers to stop and ticket a violator for having a broken taillight or for having an expired license tag, not all States have a primary seat belt use law. Experience has shown that upgrading to a primary enforcement seat belt law results on average in a 15 percentage point increase in seat belt use Statewide—an indicator that secondary laws alone are not sufficient.



## Myths and Facts

**Myth:** "I'm better off not wearing a seat belt because, in case of fire or submersion in water, I won't be able to escape."

**Fact:** Most crash fatalities result from the force of impact or from being thrown from the vehicle, not from being trapped. All studies show you are much more likely to survive a crash if you are buckled in. Ejected occupants are four times as likely to be killed as those who remain inside.

**Myth:** "I don't need to wear a seat belt. My car has an air bag."

**Fact:** Air bags are supplemental restraints and are designed to be used with seat belts. They help protect adults in a frontal crash, but they don't provide protection in side or rear impact crashes or in rollovers. Seat belts are needed for protection in all types of crashes and work well with air bags to provide optimum safety. In fact, seat belts help prevent air bag injuries by keeping occupants the proper distance away from deploying air bags.

**Myth:** "I have a right to choose not to wear a seat belt because, if I get hurt, the only one I'm hurting is myself."

**Fact:** When someone is injured or dies in a traffic crash, society pays many of the costs, including emergency services, uninsured medical care, tax-supported rehabilitation programs, higher insurance costs, and survivor payments. In addition, a belted driver has a better chance of maintaining control of the vehicle in the event of a crash, protecting passengers and others on the road.





## Child Passenger Safety: Closing the Gaps

***Motor vehicle crashes are the leading cause of death for children of every age from 4 to 14 years old (based on 1998 figures, which are the latest mortality data currently available from the National Center for Health Statistics).***

In the United States, an average of 6 children 0-14 years old were killed and 797 were injured every day in motor vehicle crashes during 2000.

In 2000, there were 529 passenger vehicle occupant fatalities among children under 5 years of age. Of these 529 fatalities, an estimated 251 (or 47 percent) were totally unrestrained.

Among children under 5 years old, an estimated 316 lives were saved in 2000 by child restraint use. Of these 316 lives saved, 282 were associated with the use of child safety seats and 33 with the use of adult belts. At 100 percent child safety seat use for children under 5, an estimated 458 lives (that is, an additional 143) could have been saved in 2000.

Despite widespread public education campaigns on the use of proper occupant restraints, more than 30 percent of children 5-15 years of age continue to ride unbuckled.

Although all 50 States and the District of Columbia have child safety seat laws (and all employ primary enforcement), loopholes or

gaps exist in many States' laws, leaving millions of children unprotected. The laws vary from State to State with some laws covering only young children, some covering only the front seat, and some exempting pickup trucks and vans. Also, many States fail to address the issue of children riding as passengers in the cargo area of pickup trucks. More than 100 children and teenagers die each year as a result of riding in cargo areas of pickup trucks. Other States fail to make drivers responsible for children's compliance with the law. And some laws apply only to State residents.

Also, recent studies have called attention to the need for belt positioning booster seats for children who have outgrown their child safety seats. If placed in adult belts, these children can suffer serious internal injuries, risk slipping out of the seat belt, and be ejected from a vehicle during a crash. All children who have outgrown child safety seats should be properly restrained in booster seats until they are at least 8 years old, unless they are 4 feet, 9 inches tall. NHTSA surveys show that less than seven percent of children in this weight and age group are using booster seats. In November 2000, Congress enacted the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. This legislation requires NHTSA to develop a five-year strategic plan to reduce deaths and injuries caused by failure to use the appropriate booster seat in the 4 to 8 year old age group by 25 percent.

**C**hildren 12 and under should always ride properly restrained in the rear seat. Never place a rear-facing infant or child safety seat in front of an air bag.

To achieve reductions in injuries and fatalities among America's children, child passenger safety laws should be strengthened to close these and other gaps. All such laws should include provisions that:

Require all children up to age 16 (or the State's driving age) to be properly restrained in all seating positions;

Require all children who have outgrown child safety seats be restrained in booster seats until they are at least 8 years old, unless they are 4 feet, 9 inches tall;

Make the driver responsible for ensuring that children are placed in age- and size-appropriate restraints;

Ban passengers from the cargo area of pickup and other light trucks;

Include out-of-State vehicles drivers, and children;

Assess a reasonable fine for noncompliance and earmark a portion of the revenues to help support State child passenger safety programs;

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

Require that children 12 years old and under be secured by an age-appropriate child restraint system in the rear seat of the vehicle and eliminate exemptions related to "exceeding the number of available belts or restraints in the vehicle."





APPENDIX B

# Model Law

**Standard (Primary) Safety Belt Model Law**  
**National Committee on Uniform Traffic Laws and Ordinances**  
**June 16, 1997**  
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*Purpose:* The purpose of this legislation is to reduce injuries and fatalities on the streets, roads and highways by requiring all drivers and all passengers to wear safety belts meeting applicable federal motor vehicle safety standards while riding in motor vehicles and by authorizing primary enforcement.

*Section 1: Title*

This act may be cited as the [State's] Safety Belt Use Act.

*Section 2: Definitions*

As used in this act:

(a) "Motor vehicle" means any motor vehicle having a gross vehicle weight of 10,000 pounds or less that is required to be equipped with safety belts by Federal Motor Vehicle Safety Primary No. 208. Passenger cars are required to have belts if built after December 31, 1967. Light trucks and multi-purpose vehicles are required to have safety belts if built after December 31, 1971.

(b) "Driver" means a person who drives or is in actual physical control of a motor vehicle.

(c) "Safety belt" means any strap, webbing, or similar device designed to secure a person in a motor vehicle including all necessary buckles and other fasteners, and all hardware designed for installing such safety belt assembly in a motor vehicle.

*Section 3: Application*

This act shall apply to drivers and all occupants of motor vehicles on the streets, roads, and highways of this State.

*Section 4: Operation of motor vehicles with safety belts.*

(a) Each driver of a motor vehicle in this State shall have a safety belt meeting applicable federal motor vehicle safety standards properly fastened about his or her body at all times when operating a motor vehicle.

[(b) Alternate 1 - The driver of a motor vehicle in this State shall not operate a motor vehicle unless the driver secures or causes to be secured in a properly adjusted and fastened safety belt or child restraint system meeting applicable federal motor vehicle safety standards all passengers and secures any passenger 12 or younger in the rear seat, unless all available rear seats are in use by other passengers 12 or younger.]

(b) Alternate 2 - The driver of a motor vehicle in this State shall not operate a motor vehicle unless every occupant is secured in a properly adjusted and fastened safety belt or child restraint system meeting applicable federal motor vehicle safety standards and consistent with the [State's] child restraint use law.]

(c) Every occupant of a motor vehicle in this State shall have a safety belt meeting applicable federal motor vehicle safety standards properly fastened about his or her body at all times when the vehicle is in operation.

#### *Section 5: Exemptions*

(a) The provisions of sections (4) (c) shall not apply to children covered by [cite to the State's child restraint use act or law].

(b) The provisions of section (4) shall not apply to persons with a physically disabling condition whose physical disability would prevent appropriate restraint in safety belts, provided, however, such condition is duly certified by a physician who shall state the nature of the condition, as well as the reason such restraint is inappropriate.

(c) The provisions of this law shall not apply to passenger cars built prior to December 31, 1967 and possessing no safety belts.

(d) The provisions of this law shall not apply to passenger vehicles which are not required to be equipped with safety belts under federal law.

#### *Section 6: Penalties*

A person who violates section (4) (a), (b), or (c) of this act shall be punished by a fine of not less than \$25.00 nor more than \$50.00, [and court costs].

#### *Drafters' Notes:*

##### *On the Purpose:*

In the absence of limitations on enforcement, all laws authorize standard ("primary") enforcement. Consequently, no special language is needed to authorize primary enforcement of safety belt laws.

Secondary safety belt laws uniquely restrict enforcement by specifying that officers may not issue a citation solely for a belt infraction, but also must have another legal reason to stop the vehicle.

This model law is a primary law. Nevertheless, the drafters strongly recommend use of the term "standard safety belt use law" in describing this or any other safety belt law which does not restrict enforcement because the absence of a secondary provision limiting enforcement merely establishes an enforcement standard comparable to other traffic laws.

This model is intentionally silent on the admissibility in civil lawsuits of evidence of noncompliance with safety belt usage requirements.



The drafting committee notes that a number of proposals have been made (and some enacted) which would alter State tort law as applied to lawsuits arising from traffic crashes where potential plaintiffs were not wearing a safety belt. Some of these proposals would require that such noncompliance always be admissible evidence, while others would stipulate that non-compliance with a safety belt law could never be admitted into evidence. The drafting committee believes that no such provision(s) should be included in any safety belt law, and any such provisions now enacted should be repealed, in order to allow the application of traditional State tort law to determine civil lawsuit evidentiary questions.

*On Section 4(b)*

In the event of a crash, the rear seat is the safer seating position. The drafters recommend language to provide maximum protection to children 12 and under (4(b) Alternate 1). This issue is particularly important in light of injuries and fatalities that have occurred when infants and young children have gotten in the path of an air bag early in its inflation. The risk is greatest for infants in rear-facing child restraints and unbelted children traveling in the front seats of vehicles with passenger side air bags.

*On Section 5*

Taxicab exemptions are common. The following additional Section 5 (e) is offered to exempt drivers from responsibility for adult passengers but

not for underage passengers. [(e) The provisions of Section (4) (b) shall not apply to taxicab drivers [with regard to passengers age 18 or older]."

*On Section 6:*

License sanctions (e.g., "points") have been shown to be among the most effective methods of increasing compliance with traffic laws. Survey research has demonstrated that persistent safety belt law violators are unwilling to use safety belts even when high fines are imposed. They report that license sanctions would, however, increase their compliance. The following is offered for those legislators wishing to consider imposition of points or other license sanctions for violators of the Safety Belt Law.

*For States with point systems:*

"Section 6: (b) A person who violates Section 4 (a) or (b) of this act shall be assessed 2 points."

*For States that do not have point systems:*

"Section 6: (b) Violation of Section 4 (a) or (b) shall be considered a minor moving offense for the purpose of driver license records."

States may choose to raise the upper limit of the range of fines, but should not consider reducing the lower limit of the range.



## APPENDIX C

# Resources

### *Federal Resources*

**National Highway Traffic Safety Administration**  
400 Seventh Street, SW  
Washington, DC 20590  
Phone 888/327-4236 (Auto Safety Hotline)  
Web site <http://www.nhtsa.dot.gov>

### *Regional Administrators*

**REGION I (CT, ME, MA, NH, RI, VT)**  
Volpe National Transportation Systems Center  
55 Broadway-Kendall Square, Code 903  
Cambridge, MA 02142  
Phone 617/494-3427  
Fax 617/494-3646

**REGION II (NY, NJ, PR, VI)**  
222 Mamaroneck Avenue, Suite 204  
White Plains, NY 10605  
Phone 914/682-6162  
Fax 914/682-6239

**REGION III (DE, DC, MD, PA, VA, WV)**  
10 South Howard Street  
Suite 6700  
Baltimore, MD 21201  
Phone 410/962-0090  
Fax 410/962-2770

**REGION IV (AL, FL, GA, KY, MS, NC, SC, TN)**  
Allanta Federal Center  
61 Forsyth Street, SW, Suite 17T30  
Allanta, GA 30303  
Phone 404/562-3739  
Fax 404/562-763

**REGION V (IL, IN, MI, MN, OH, WI)**  
19900 Governors Drive Suite 201  
Olympia Fields, IL 60461  
Phone 708/503-8822  
Fax 708/503-8991

**REGION VI (AR, LA, NM, OK, TX, INDIAN NATIONS)**  
819 Taylor Street, Room 8A38  
Fort Worth, TX 76102-6177  
Phone 817/978-3653  
Fax 817/978-8339

**REGION VII (IA, KS, MO, NE)**  
901 Locust Street, Room 466  
Kansas City, MO 64106  
Phone 816/329-3900  
Fax 816/329-3910

**REGION VIII (CO, MT, ND, SD, UT, WY)**  
555 Zang Street, Room 430  
Lakewood, CO 80228  
Phone 303/969-6917  
Fax 303/969-6294

**REGION IX (AZ, CA, HI, NV, AMERICAN SAMOA, GUAM, NORTHERN MARIANA ISLANDS)**  
201 Mission Street, Suite 2230  
San Francisco, CA 94105  
Phone 415/744-3089  
Fax 415/744-2532

**REGION X (AK, ID, OR, WA)**  
3140 Jackson Federal Building  
915 Second Avenue  
Seattle, WA 98174  
Phone 206/220-7640  
Fax 206/220-7651

**Another Federal agency that is a good source of information is:**

**National Transportation Safety Board**  
490 L'Enfant Plaza, SW  
Washington, DC 20594  
Phone 202/314-6000  
Web site <http://www.ntsb.gov>

### *State Resources*

**National Association of Governors' Highway Safety Representatives**  
750 First Street, NE, Suite 720  
Washington, DC 20002  
Phone 202/789-0942  
Fax 202/789-0946  
Web: <http://www.naghsr.org>



## State Highway Safety Representatives and Coordinators

### Alabama

Law Enforcement/Traffic Safety Division  
Department of Economic & Community Affairs  
P.O. Box 5690, 401 Adams Avenue, Suite 468  
Montgomery, AL 36103-5690  
PHONE: 334-242-5843  
FAX: 334-242-0712  
E-MAIL: jfry@adeca.state.al.us  
WEBSITE: www.adeca.state.al.us

### Alaska

Highway Safety Office  
Department of Transportation & Public Facilities  
3132 Channel Drive  
Juneau, AK 99801-7898  
PHONE: 907-465-4371  
FAX: 907-463-4030  
E-MAIL: mary\_moran@dot.state.ak.us  
WEBSITE: highwayssafetyoffice@dot.state.ak.us

### Arizona

Governor's Office of Highway Safety  
3030 N. Central Avenue, Suite 1550  
Phoenix, AZ 85012  
PHONE: 602-255-3216  
FAX: 602-255-1265  
E-MAIL: gohs1@qwest.net  
WEBSITE: www.azgohs.state.az.us

### Arkansas

Highway Safety Program  
Highway & Transportation Department  
P.O. Box 2261, 11300 Baseline Road  
Little Rock, AR 72203  
PHONE: 501-569-2648  
FAX: 501-569-2651  
E-MAIL: mike.sellig@ahtd.state.ar.us  
WEBSITE: www.ahtd.state.ar.us

### California

Office of Traffic Safety  
Business, Transportation & Housing Agency  
7000 Franklin Boulevard, Suite 440  
Sacramento, CA 95823  
PHONE: 916-262-0997  
FAX: 916-262-2960  
E-MAIL: cmurphy@ots.ca.gov  
WEBSITE: www.ots.ca.gov

### Colorado

Traffic & Safety Engineering Branch  
Department of Transportation  
1325 S. Colorado Boulevard, Suite B-700  
Denver, CO 80222  
PHONE: 303-757-9879  
FAX: 303-757-9439  
E-MAIL: gabriela.vidal@dot.state.co.us  
WEBSITE: www.dot.state.co.us

### Connecticut

Division of Highway Safety  
Department of Transportation  
2800 Berlin Turnpike, P.O. Box 317546  
Newington, CT 06131-7546  
PHONE: 860-594-2363  
FAX: 860-594-2374  
E-MAIL: sue.maloney@po.state.ct.us  
WEBSITE: www.dot.state.ct.us

### Delaware

Office of Highway Safety  
P.O. Box 1321  
Dover, DE 19903-1321  
PHONE: 302-744-2745  
FAX: 302-739-5995  
E-MAIL: troberts@state.de.us  
WEBSITE: www.state.de.us/highway

### District of Columbia

Transportation Safety Branch  
Department of Public Works  
Frank D. Reeves Center  
2000 14th Street, NW- 7th Floor  
Washington, DC 20009  
PHONE: 202-671-0492  
FAX: 202-671-0617  
E-MAIL: anya\_lewis@hotmail.com  
WEBSITE: dpw.dc.gov/main.shtml

### Florida

Department of Transportation  
Safety Office  
605 Suwannee Street, MS 17  
Tallahassee, FL 32399-0450  
PHONE: 850-488-5455  
FAX: 850-922-2935  
E-MAIL: carla.slms@dot.state.fl.us  
WEBSITE: www11.myflorida.com/safety/default.htm

### Georgia

Governor's Office of Highway Safety  
One Park Tower  
34 Peachtree Street, Suite 1600  
Atlanta, GA 30303  
PHONE: 404-656-6996  
FAX: 404-651-9107  
E-MAIL: ymcbride@gohs.state.ga.us  
WEBSITE: www.gohs.state.ga.us

### Hawaii

Public Affairs  
Department of Transportation  
869 Punchbowl Street #505  
Honolulu, HI 96813  
PHONE: 808-587-2160  
FAX: 808-587-2313  
E-MAIL: marilyn\_kall@exec.state.hi.us  
WEBSITE: www.state.hi.us/dot

### Idaho

Office of Highway Safety  
Idaho Transportation Department  
P.O. Box 7129, 3311 West State Street  
Boise, ID 83707-1129  
PHONE: 208-334-8101  
FAX: 208-334-4430  
E-MAIL: jmoore@itd.state.id.us  
WEBSITE: www2.state.id.us/itd/index.htm

### Illinois

Bureau of Safety Programs  
Department of Transportation  
P.O. Box 19245, 3215 Executive Park Dr.  
Springfield, IL 62794-9245  
PHONE: 217-782-4974  
FAX: 217-782-9159  
E-MAIL: carmitchelbd@nt.dot.state.il.us  
WEBSITE: www.dot.state.il.us

### Indiana

Governor's Council on Impaired &  
Dangerous Driving  
One North Capitol Avenue, Suite 1000  
Indianapolis, IN 46204-2038  
PHONE: 317-232-4220  
FAX: 317-233-5150  
E-MAIL: jmccory@cjl.state.in.us  
WEBSITE: www.state.in.us

### Iowa

Governor's Traffic Safety Bureau  
Department of Public Safety  
215 East 7th Street  
Des Moines, IA 50319-0248  
PHONE: 515-281-3907  
FAX: 515-281-6190  
E-MAIL: laskl@dps.state.ia.us  
WEBSITE: www.state.ia.us/government/dps/gtsb

**Kansas**  
 Bureau of Traffic Safety  
 Department of Transportation  
 Thatcher Building, 3rd Floor  
 217 S.E. 4th  
 Topeka, KS 66603-3504  
 PHONE: 785-296-3756  
 FAX: 785-291-3010  
 E-MAIL: rosalie@ksdot.org  
 WEBSITE: www.lnk.org/public/kdot

**Kentucky**  
 Governor's Highway Safety Program  
 Bush Building, Suite 103, 403 Wapping Street  
 Frankfort, KY 40601  
 PHONE: 502-564-6700  
 FAX: 502-564-6779  
 E-MAIL: tony.young@mail.state.ky.us  
 WEBSITE: www.state.ky.us/agencies/ksp/  
 ksphome.htm

**Louisiana**  
 Department of Public Safety  
 P.O. Box 66336  
 Baton Rouge, LA 70896  
 PHONE: 225-925-6991  
 FAX: 225-922-0083  
 E-MAIL: lchampag@dps.state.la.us  
 WEBSITE: www.dps.state.la.us

**Maine**  
 Bureau of Highway Safety  
 Department of Public Safety  
 164 State House Station  
 Augusta, ME 04333-0164  
 PHONE: 207-624-8756  
 FAX: 207-624-8768  
 E-MAIL: richard.e.perkins@state.me.us  
 WEBSITE: www.state.me.us

**Maryland**  
 Office of Traffic & Safety  
 Maryland Highway Safety Office  
 7491 Connelley Drive  
 Hanover, MD 21076  
 PHONE: 410-787-5824  
 FAX: 410-787-4020  
 E-MAIL: sbates@sha.state.md.us  
 WEBSITE: www.sha.state.md.us

**Massachusetts**  
 Governor's Highway Safety Bureau  
 10 Park Plaza, Suite 5220  
 Boston, MA 02116-3933  
 PHONE: 617-973-8911  
 FAX: 617-973-8917  
 E-MAIL: nancy.lulher@hsb.state.ma.us  
 WEBSITE: www.massgl.sb.com

**Michigan**  
 Office of Highway Safety Planning  
 4000 Collins Road, P.O. Box 30633  
 Lansing, MI 48909-8133  
 PHONE: 517-333-5319  
 FAX: 517-333-5756  
 E-MAIL: ianstillm@michigan.gov  
 WEBSITE: www.ohsp.state.mi.us

**Minnesota**  
 Office of Traffic Safety  
 Department of Public Safety  
 Town Square, Suite 150  
 444 Cedar Street  
 St. Paul, MN 55101-2150  
 PHONE: 651-296-9507  
 FAX: 651-297-4844  
 E-MAIL: kathryn.swanson@state.mn.us  
 WEBSITE: www.dps.state.mn.us

**Mississippi**  
 Office of Highway Safety  
 Division of Public Safety Planning  
 3750 I-55 North Frontage Road

Jackson, MS 39211  
 PHONE: 601-987-4990  
 FAX: 601-987-4154  
 EMAIL: kproctor@dps.state.ms.us  
 WEBSITE: www.dps.state.ms.us

**Missouri**  
 Division of Highway Safety  
 1719 Southridge Drive, P.O. Box 104808  
 Jefferson City, MO 65110-4808  
 PHONE: 573-751-4161  
 FAX: 573-634-5977  
 E-MAIL: bwhtfie@mdhs.state.mo.us  
 WEBSITE: www.mdhs.state.mo.us

**Montana**  
 Transportation Safety Bureau  
 Department of Transportation  
 2701 Prospect Avenue  
 Helena, MT 59620-1001  
 PHONE: 406-444-7301  
 FAX: 406-444-7671  
 EMAIL: agoke@state.mt.us  
 WEBSITE: www.mdt.state.mt.us

**Nebraska**  
 Office of Highway Safety  
 Department of Motor Vehicles  
 P.O. Box 94612, 301 Centennial Mall South  
 Lincoln, NE 68509-4612  
 PHONE: 402-471-2515  
 FAX: 402-471-3865  
 E-MAIL: fredz@mail.state.ne.us  
 WEBSITE: www.nof.org/home

**Nevada**  
 Highway Safety Coordinator  
 Department of Public Safety/Office of Traffic Safety  
 555 Wright Way  
 Carson City, NV 89711-0900  
 PHONE: 775-687-3243  
 FAX: 775-687-5328  
 E-MAIL: cabbott@dps.state.nv.us  
 WEBSITE: www.ots.state.nv.us

**New Hampshire**  
 Highway Safety Agency  
 Pine Inn Plaza  
 117 Manchester Street  
 Concord, NH 03301  
 PHONE: 603-271-2131  
 FAX: 603-271-3790  
 E-MAIL: hwysafety@nhhsa.state.nh.us  
 WEBSITE: www.webster.state.nh.us/hsafety1

**New Jersey**  
 Division of Highway Traffic Safety  
 Department of Law & Public Safety  
 P.O. Box 048  
 Trenton, NJ 08625-0048  
 PHONE: 609-633-9300  
 FAX: 609-633-9020  
 WEBSITE: www.njsaferoads.com

**New Mexico**  
 Traffic Safety Bureau  
 State Highway & Transportation Department  
 604 West San Mateo  
 Santa Fe, NM 87504  
 PHONE: 505-827-0428  
 FAX: 505-827-0431  
 E-MAIL: virglnia.jaramillo@nmshtd.state.nm.us  
 WEBSITE: www.nmshtd.state.nm.us

**New York**  
 Governor's Traffic Safety Committee  
 New York State Department of Motor Vehicles  
 6 Empire State Plaza, Room 414  
 Albany, NY 12228  
 PHONE: 518-474-5111  
 FAX: 518-473-6946  
 E-MAIL: kcarp@dmv.state.ny.us  
 WEBSITE: www.nysgtscc.state.ny.us

**North Carolina**

Governor's Highway Safety Program  
215 East Lane Street  
Raleigh, NC 27601  
PHONE: 919-733-3083  
FAX: 919-733-0604  
E-MAIL: [dmail@dot.state.nc.us](mailto:dmail@dot.state.nc.us)  
WEBSITE: [www.ncdot.org](http://www.ncdot.org)

**North Dakota**

Drivers License & Traffic Safety Division  
North Dakota Department of Transportation  
608 E. Boulevard Avenue  
Bismarck, ND 58505-0700  
PHONE: 701-328-4865  
FAX: 701-328-2435  
E-MAIL: [mlembke@state.nd.us](mailto:mlembke@state.nd.us)  
WEBSITE: [www.discovernd.com/dot](http://www.discovernd.com/dot)

**Ohio**

Governor's Highway Safety Office  
Department of Public Safety  
1970 W. Broad Street, P.O. Box 182081  
Columbus, OH 43218-2081  
PHONE: 614-466-3250  
FAX: 614-728-8330  
E-MAIL: [llalng@dps.state.oh.us](mailto:llalng@dps.state.oh.us)  
WEBSITE: [www.state.oh.us/odps/oghsr/default.html](http://www.state.oh.us/odps/oghsr/default.html)

**Oklahoma**

Highway Safety Office  
3223 N. Lincoln  
Oklahoma City, OK 73105  
PHONE: 405-523-1580  
FAX: 405-523-1586  
E-MAIL: [jmcdonal@dps.state.ok.us](mailto:jmcdonal@dps.state.ok.us)  
WEBSITE: [www.dps.state.ok.us](http://www.dps.state.ok.us)  
[www.buckleupoklahoma.com](http://www.buckleupoklahoma.com)

**Oregon**

Transportation Safety Division  
Oregon Department of Transportation  
235 Union Street, NE  
Salem, OR 97301-1054  
PHONE: 503-986-4192  
FAX: 503-986-4341  
E-MAIL: [troy.e.costales@odot.state.or.us](mailto:troy.e.costales@odot.state.or.us)  
WEBSITE: [www.odot.state.or.us/transafety](http://www.odot.state.or.us/transafety)

**Pennsylvania**

Bureau of Highway Safety & Traffic Engineering  
P.O. Box 2047  
Harrisburg, PA 17105-2047  
PHONE: 717-787-7350  
FAX: 717-783-8012  
E-MAIL: [bryerlb@dot.state.pa.us](mailto:bryerlb@dot.state.pa.us)  
WEBSITE: [www.dot.state.pa.us](http://www.dot.state.pa.us)

**Puerto Rico**

Puerto Rico Traffic Safety Commission  
Box 41289, Minillas Station  
Sanjurjo, PR 00940  
PHONE: 787-721-4142 ext. 2211  
FAX: 787-723-8040  
E-MAIL:  
WEBSITE: [www.dtop.gov.pr/frindex.htm](http://www.dtop.gov.pr/frindex.htm)

**Rhode Island**

Department of Transportation  
2 Capitol Hill  
Providence, RI 02903-1124  
PHONE: 401-222-2481  
FAX: 401-222-2086  
E-MAIL: [vdad@dot.state.ri.us](mailto:vdad@dot.state.ri.us)  
WEBSITE: [www.dot.state.ri.us](http://www.dot.state.ri.us)

**South Carolina**

Office of Highway Safety  
Department of Public Safety  
500 Broad River Road  
Columbia, SC 29212-3540  
PHONE: 803-896-9963  
FAX: 803-896-9978  
E-MAIL: [maxyoung@scdps.net](mailto:maxyoung@scdps.net)  
WEBSITE: [www.srdps.org/ohs/](http://www.srdps.org/ohs/)

**South Dakota**

Office of Highway Safety  
Department of Commerce & Regulation  
118 West Capital  
Pierre, SD 57501  
PHONE: 605-773-4493  
FAX: 605-773-6893  
E-MAIL: [roy.meyer@state.sd.us](mailto:roy.meyer@state.sd.us)  
WEBSITE: [www.state.sd.us/hwysafety](http://www.state.sd.us/hwysafety)

**Tennessee**

Governor's Highway Safety Office  
Department of Transportation  
500 Deaderick Street, Suite 800  
Andrew Jackson Building  
Nashville, TN 37243-0341  
PHONE: 615-741-7590  
FAX: 615-253-5523  
E-MAIL: [avictorine@mail.state.tn.us](mailto:avictorine@mail.state.tn.us)  
WEBSITE: [www.state.tn.us](http://www.state.tn.us)

**Texas**

Traffic Operations Division  
Department of Transportation  
125 East 11th Street  
Austin, TX 78701-2483  
PHONE: 512-416-3167  
FAX: 512-416-3349  
E-MAIL: [sbryant@dot.state.tx.us](mailto:sbryant@dot.state.tx.us)  
WEBSITE: [www.dot.state.tx.us](http://www.dot.state.tx.us)

**Utah**

Office of Highway Safety  
Department of Public Safety  
5263 South, 300 West, Suite 202  
Salt Lake City, UT 84107  
PHONE: 801-293-2481  
FAX: 801-293-2498  
E-MAIL: [dbeach@dps.state.ut.us](mailto:dbeach@dps.state.ut.us)  
WEBSITE: [www.dps.state.ut.us](http://www.dps.state.ut.us)

**Vermont**

Governor's Highway Safety Program  
Department of Public Safety  
5 Park Row  
Waterbury, VT 05676  
PHONE: 802-241-5501  
FAX: 802-241-5558  
E-MAIL: [jejohnso@dps.state.vt.us](mailto:jejohnso@dps.state.vt.us)  
WEBSITE: <http://170.222.24.9/cjs/ghsp.htm>

**Virginia**

Transportation Safety Services  
Department of Motor Vehicles  
P.O. Box 27412, 2300 West Broad Street  
Richmond, VA 23269  
PHONE: 804-367-8140  
FAX: 804-367-6631  
E-MAIL: [dmvmb@dmv.state.va.us](mailto:dmvmb@dmv.state.va.us)  
WEBSITE: [www.dmv.state.va.us](http://www.dmv.state.va.us)

**Washington**

Washington Traffic Safety Commission  
P.O. Box 40944, 1000 S. Cherry Street  
Olympia, WA 98504-0944  
PHONE: 360-753-6197  
FAX: 360-586-6489  
E-MAIL: [slind@wtsc.wa.gov](mailto:slind@wtsc.wa.gov)  
WEBSITE: [www.wa.gov/wtsc](http://www.wa.gov/wtsc)

**West Virginia**

Driver Services  
Division of Motor Vehicles  
1800 Kanawha Boulevard East  
Capitol Complex, Building 3, Room 118  
Charleston, WV 25317  
PHONE: 304-558-1515  
FAX: 304-558-0037  
E-MAIL: [dbolyard@dot.state.wv.us](mailto:dbolyard@dot.state.wv.us)  
WEBSITE: [www.wvdot.com](http://www.wvdot.com)

**Wisconsin**  
 Bureau of Transportation Safety  
 Department of Transportation  
 P.O. Box 7936, 4802 Sheboygan Avenue, Room 933  
 Madison, WI 53707  
 PHONE: 608-266-0402  
 FAX: 608-267-0441  
 E-MAIL: john.evans@dot.state.wi.us  
 WEBSITE: www.dot.state.wi.us

**Wyoming**  
 Highway Safety Program Supervisor  
 Wyoming Transportation Department  
 P.O. Box 1708  
 Cheyenne, WY 82003-1708  
 PHONE: 307-777-4257  
 FAX: 307-777-4250  
 E-MAIL: lfanle@mtssc.state.wy.us  
 WEBSITE: wydotweb.state.wy.us

**American Samoa**  
 Department of Public Safety  
 P.O. Box 1086  
 Pago Pago, AS 96799  
 PHONE: 011-684-633 1111  
 FAX: 011-684-633-7296  
 E-MAIL:  
 WEBSITE: www.samoanel.com/asg/asgdps97.html

**Guam**  
 Office of Highway Safety  
 Department of Public Works, Gov't of Guam  
 542 N. Marine Drive  
 Tamuning, GU 96911  
 PHONE: 671-647-5059  
 FAX: 671-646-3733  
 E-MAIL:  
 WEBSITE: www.gov.gu

**Northern Mariana Islands**  
 Office of Highway Safety  
 Department of Public Safety  
 P.O. Box 791 C.K.  
 Saipan, MP 96950  
 PHONE: 670-664-9120  
 FAX: 670-664-9141  
 E-MAIL: ckn288@aol.com  
 WEBSITE: www.dps.gov.mp

**Virgin Islands**  
 Governor's Representative  
 Office of Highway Safety  
 Lagoon St. Complex, Fredericksted  
 St. Croix, VI 00840  
 PHONE: 340-776-5820  
 FAX: 340-774-9208  
 E-MAIL: wyllie@hotmall.com  
 WEBSITE: www.gov.vi/

**Indian Nations**  
 Indian Highway Safety Program  
 Bureau of Indian Affairs  
 Department of the Interior  
 505 Marquette, NW- Suite 1425  
 Albuquerque, NM 87102-2181  
 PHONE: 505-248-5054  
 FAX: 505-248-5064  
 E-MAIL: patriciajacobs@bia.gov

*Private Sector*

**National Safety Council**  
 Web site <http://www.nsc.org>

*Main office:*  
 1121 Spring Lake Drive  
 Itasca, IL 60143-3201  
 Phone 708/285-1121

*Washington, D.C. office:*  
 1025 Conn. Ave., NW, Suite 1200  
 Washington, DC 20036-5405  
 Phone 202/293-2270  
 Fax 202/293-0032

*In addition, two special National Safety Council projects may be of interest:*

**National Safety Belt Coalition**  
 1025 Conn. Ave., NW, Suite 1200,  
 Washington, DC 20036-5405  
 Phone 202/296-6263  
 Fax 202/293-0032  
 Web site <http://www.nsc.org/traf/sbc.htm>  
 E-mail: guzzeltc@nsc.org or buckle1up@aol.com;

**Air Bag & Seat Belt Safety Campaign**  
 1025 Conn. Ave., NW, Suite 1200,  
 Washington, DC 20036-5405  
 Phone 202/625-2570  
 Fax 202/822-1399  
 Web site <http://www.nsc.org/airbag.htm>  
 E-mail: airbag@nsc.org.

*Other private sector organizations*

**American Automobile Association**  
 1000 AAA Drive  
 Heathrow, Florida 32746-5063  
 407/444-7000  
 Web site <http://www.aaa.com>

**American Coalition for Traffic Safety**  
 1110 N. Glebe Road, Suite 1020  
 Arlington, VA 22201  
 Phone: 703/243-7501

**Insurance Institute for Highway Safety**  
 1005 North Glebe Road, Suite 800  
 Arlington, Virginia 22201  
 703/247-1500  
 Web site <http://www.hwysafety.org>

**International Association of Chiefs of Police**  
 515 North Washington Street  
 Alexandria, Virginia 22314  
 703/836-6767  
 Web site <http://www.theiacp.org>

**National Committee on Uniform Traffic Laws and Ordinances**  
 107 S. West Street, Suite 110  
 Alexandria, VA 22314  
 Phone 800/807-5290  
 Fax 540/465-5383  
 Web site <http://www.ncutlo.org>

**National SAFE KIDS Campaign**  
 1301 Pennsylvania Avenue, NW, Suite 1000  
 Washington, DC 20004  
 Phone 202/662-0600  
 Web site <http://www.safekids.org>

**National Sheriffs' Association**  
 1450 Duke Street  
 Alexandria, VA 22314  
 Phone: 703/836-7827  
 Fax: 703/683-6541  
 Web site: [www.sheriffs.org](http://www.sheriffs.org)

**Network of Employers for Traffic Safety (NETS)**  
 1900 L Street NW, Suite 705  
 Washington, DC 20036  
 Phone 202/452-6005  
 Fax 202/223-7012  
 Web site <http://www.trafficsafety.org>

**Transportation Research Board**  
 2101 Constitution Avenue NW  
 Washington, DC 20418  
 Phone 202/334-2934  
 Web site <http://www.nas.edu/trib/>