

ALAN LEE CURTIS
2007-2008

11699 HOUSE STAIRS

Louie Flora

From: Rep. Paul Seaton
Sent: Monday, April 11, 2005 10:25 AM
To: Louie Flora
Subject: FW: SB 87

seatbelts

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Robin and Pete Eagan [mailto:peagan@mosquitonet.com]
Sent: Sunday, April 10, 2005 10:46 PM
To: Rep. Paul Seaton
Subject: SB 87

Dear Representative Seaton --

I pasted my earlier e-mail to you below this one. Here are a few more thoughts ...

As for a primary seat belt law, please allow me a couple of statements and analogies. Driving on our public roads is a privilege, not a right. One needs a license to do so, but you do not need one to drive on your own private "back forty" -- there you may pretty much do as you please, but you still cannot be negligent and injure someone else.

In order to get and keep a drivers license, one needs to pass a test and adhere to the rules of the road. No one (lawmakers or the public) seems to argue personal choice when told that they must all drive on the right side of the road, use headlights after dark, or obey a reasonable speed limit (although this last one is often ignored). These are relatively undisputed rules of the road -- they are common-sense, and they protect all road users. A primary seat belt bill would do the same. It would also be a tool to help troopers get drunk drivers off of the road.

Also, from a financial standpoint, it is no secret that the state eats a lot of the cost of uninsured drivers requiring hospitalization, or of services for families devastated by the death of a head of household or other family member, etc. There are definitely more deaths and injuries with unbelted drivers and passengers.

I am a 3rd generation Alaskan, and am not one to invite more and more unneeded laws. But, some do make very good sense, and this is one. I do think that "personal choice" is used as a crutch for a lot of weak arguments (and it is a very effective one, as lawmakers do not want to be labeled as infringing on one's "rights" or "personal choice"). Apply it to speed limits, headlight use, driving on the right side of the road, and mandatory seat belt use, and this weak argument falls flat on its face.

I applaud faithfulness to a constituency, to a degree. However, while many of us have blinders on but for our own selfish views, you are in a position to see and appreciate the bigger picture, and to decide what is best for our entire state and for all of its citizens and visitors.

When viewed in that context, I believe that SB87 is a winner, hands down, and I hope that my views might help you decide to support it and pass it out of committee.

It deserves to make it out of your committee!

Thanks again for your time. Sincerely, Pete Eagan 451-5462w
455-4793h

Dear Representative Seaton :

Please support this bill. In other states that have enacted similar laws, statistics prove, quite positively, that lives will be saved, especially young lives. It will also help encourage lifelong safe driving habits, and it will be another tool for troopers to use to catch deadly drunk drivers on our roads and highways. There is no "big brother is watching" aspect to this bill. Seat belt usage is already the law, and this bill just enables law enforcement to enforce it as a primary offense.

This is a very good bill and it will save lives. Please pass it and make our roads safer.

Louie Flora

From: Rep. Paul Seaton
Sent: Tuesday, March 22, 2005 7:43 AM
To: Louie Flora
Subject: FW:

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Stephen Tower [mailto:sstower@gci.net]
Sent: Monday, March 21, 2005 10:29 PM
To: Rep. Paul Seaton
Subject:

Dear Representative Seaton,

As an orthopedic surgeon with 20 year of experience in Alaska treating trauma I can testify to the merit of reasonable measures to prevent trauma. I hope you will support primary seat belt legislation. It is will proven to reduce the carnage on our highways at little cost.

Sincerely,

Stephen Tower, M.D.
6761 Griffith Street
Anchorage
99506

Louie Flora

From: Marti Greeson [mgreeson@maddalaska.com]
Sent: Monday, March 21, 2005 4:17 PM
To: Rep. Berta Gardner; Rep. Bob Lynn; Rep. Carl Gatto; Rep. Paul Ceaton
Subject: SB 87 Primary Seat Belt

On behalf of the members, board of directors and staff of the Anchorage Chapter of Mothers Against Drunk Driving, I am writing to ask for your support of SB 87, Primary Seat Belt law in Alaska.

There are many public safety and health care cost reasons to support Primary Seat Belt legislation, but the strongest statement I can make is that we have all seen time and again that no one is immune to the ravages of critical injuries, medical care, and loss of life from a drunk driver. Seat Belts are the most effective defense against drunk drivers in Alaska.

I would like to hear your position on SB 87, and urge you to support it.

Sincerely,

Marti Greeson
Executive Director
MADD Anchorage Chapter

Alcohol-related injuries and fatalities are destructive in Alaska! Join us in "GETTING MADD ALL OVER AGAIN." Membership forms available in newsletters, by calling the office at 562-6890 or through our web site at www.maddalaska.com!

3/21/2005

Rep. Paul Seaton

From: Robin and Pete Eagan [peagan@mosquionet.com]
Sent: Saturday, March 19, 2005 12:20 AM
To: Rep. Paul Seaton
Subject: Please support SB87 (Primary Seat Belt bill)

Dear Representative Seaton:

Please support this bill. In other states that have enacted similar laws, statistics prove, quite positively, that lives will be saved, especially young lives. It will also help encourage lifelong safe driving habits, and it will be another tool for troopers to use to catch deadly drunk drivers on our roads and highways. There is no "big brother is watching" aspect to this bill. Seat belt usage is already the law, and this bill just enables law enforcement to enforce it as a primary offense.

This is a very good bill and it will save lives. Please pass it and make our roads safer.

Sincerely,

Pete Eagan 699 Yak Road Fairbanks, AK 99709 455-4793h 451-5462w

peagan@mosquionet.com

Rep. Paul Seaton

From: buddy4 [buddy4@alaska.net]
Sent: Saturday, March 19, 2005 8:52 AM
To: Rep. Bob Lynn; Rep. Jay Ramras; Rep. Berta Gardner; Rep. Max Gruenberg; Rep. Paul Seaton;
Rep. Carl Gatto; Rep. Jim Elkins
Subject: SB 87, Primary Seatbelt Law

State Affairs Committee.

I am writing for the Municipality of Anchorage, Department of Health and Human Services. The MOA supports SB 87, Primary Seatbelt Law. We encourage the committee to pass this bill out of State Affairs.

As escalating health care costs, investment losses, retirees living longer and other factors that are driving up state, municipal and school system retirement costs, lawmakers must look at changes to cut employer expenses. If this committee intends to reduce state costs then passing the Primary seatbelt law is one way to do it.

Working Alaskans are more often injured in a car crash and disabled with head injury and immobility problems that require expensive long term health costs. The most severe injuries are related to unbelted drivers and riders. We know that a primary seatbelt law would increase seatbelt use by 11-14% points and reduce the severity of injury.

This yes vote is a serious effort to cut employer expenses, public and private and reduce the burden of injury at the same time.

Thank you,
Joan Diamond
Municipality of Anchorage
Department of Health and Human Services
343-6583

3/20/2005

Louie Flora

From: Rep. Paul Seaton
Sent: Tuesday, April 05, 2005 1:52 PM
To: Louie Flora
Subject: FW: Please support SB87 (Primary Seat Belt bill)

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Robin and Pete Eagan [mailto:peagan@mosquitonet.com]
Sent: Saturday, March 19, 2005 12:20 AM
To: Rep. Paul Seaton
Subject: Please support SB87 (Primary Seat Belt bill)

Dear Representative Seaton:

Please support this bill. In other states that have enacted similar laws, statistics prove, quite positively, that lives will be saved, especially young lives. It will also help encourage lifelong safe driving habits, and it will be another tool for troopers to use to catch deadly drunk drivers on our roads and highways. There is no "big brother is watching" aspect to this bill. Seat belt usage is already the law, and this bill just enables law enforcement to enforce it as a primary offense.

This is a very good bill and it will save lives. Please pass it and make our roads safer.

Sincerely,

Pete Eagan 699 Yak Road Fairbanks, AK 99709 455-4793h 451-5462w

peagan@mosquitonet.com

Louie Flora

From: John Bishop [jbishop@ptialaska.net]
Sent: Thursday, March 17, 2005 8:12 PM
To: Rep. Paul Seaton
Subject: Fw: Opposition to SB 87 - correction

Sorry, I mistyped my home phone, it's 790-3582. Thanks again.

----- Original Message -----

From: "John Bishop" <jbishop@ptialaska.net>
To: <Representative_Paul_Seaton@legis.state.ak.us>
Sent: Thursday, March 17, 2005 7:32 PM
Subject: Opposition to SB 87

> Honorable Representative Seaton,
>
> I am writing to let you know I am opposed to Senate Bill 87, Seat Belt
> Violation As Primary Offense.
>
> I could wax rhetorical, however I realize your time is limited. I would
> simply like to add that I do not personally need a paid (from someone's
> taxes) law enforcement officer to look after my own personal safety, in
> the form of a seatbelt "violation." Aside from the issue of personal
> liberty, I am insulted at the very thought of such an intrusive "state."
> I doubt this issue is something the authors of the Constitution of the
> United States ever imagined - if they did imagine it, I'm sure they tried
> to express their thoughts through the concept of limited government.
>
> I do not know of Senator Bunde's underlying motivation, I can only suspect
> that there is political influence involved among those who stand to gain
> \$4 Million from the federal government if this bill succeeds. It smacks
> of the other party and brings discredit to the Republican Party's claim to
> limited government.
>
> Thank you for your time and consideration, I will email the other
> Republican members of your committee as well.
>
> Sincerely,
>
> John Bishop
> 4229 Marion Drive
> Juneau, Alaska 99801
>
> 790-3592
>
>

Louie Flora

From: Rep. Paul Seaton
Sent: Tuesday, April 05, 2005 2:13 PM
To: Louie Flora
Subject: FW: SB87-SEAT BELT LAW-VOTE AGAINST!!

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Julie Christensen [mailto:jcspublishing@gci.net]
Sent: Thursday, March 17, 2005 5:39 PM
To: Rep. Paul Seaton
Subject: SB87-SEAT BELT LAW-VOTE AGAINST!!

To Rep. Seaton,

Please kill the SB 87 Seat Belt law in your committee. Too many people want our rights taken away just to help a few people. THIS IS ABSOLUTELY NOT RIGHT!!

We cannot allow our government or police to infringe on our privacy rights in the name of saving people from themselves! This is completely ludicrous. Whatever happened to personal responsibility!!! Just because Federal money is available for implementing this law, does not ever give a legislature the right to trample on our rights!!

Thank you, very sincerely, Rep. Seaton, for reading this email.

Yours,

David and Julie Christensen
907-333-3653
jcspublishing@gci.net

Loula Flora

From: Rep. Paul Seaton
Sent: Thursday, March 31, 2005 3:51 PM
To: Loula Flora
Subject: FW: SB 87 - Please Move this Bill out of Committee

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Richard Rainery [mailto:rrainery@hotmail.com]
Sent: Thursday, March 31, 2005 1:50 PM
To: Rep. Jim Elkins; Rep. Bob Lynn; Rep. Jay Ramras; Rep. Berta Gardner; Rep. Max Gruenberg; Rep. Paul Seaton; Rep. Carl Gatto
Subject: SB 87 - Please Move this Bill out of Committee

Committee Members_

As a founding member of the Alaska Traumatic Brain Injury Advisory Board, I urge you as House State Affairs Committee member to expeditiously move SB 87 - Seat Belt Violation as Primary Offense - out of committee. Alaska law requires all individuals to wear a seat belt while driving or riding in a vehicle. However police officers can only cite someone for failing to follow the law after they have been stopped for another violation. Senate Bill 87 changes that; police officers could pull someone over for not wearing a seat belt.

A primary enforcement seat belt law will significantly increase the use of seat belts in Alaska. This has been the result in the 21 states that have adopted primary enforcement - seat belt use has increased by an average of 10%. The most resistant to seat belt use fall into this group. Education and overwhelming evidence that seat belts save lives has not moved these folks. A 10% increase seat belt use in Alaska translates to an estimated 5 lives saved, 58 major injuries prevented, and \$10,000,000 savings in medical, rehabilitation, lost productivity, and funeral costs annually. Most of the costs of serious injury are borne by the State or indirectly by the public.

Alaska has one of the highest accidental death rates in the nation and motor vehicle crashes are a leading cause of head injury and disability. Seat belts are the most effective protection in a crash and primary enforcement of seat belt laws can significantly increase usage. This bill creates incentives for people to abide by the law before any additional enforcement activities are necessary, effectively enforces the laws that are on the books, and saves police from the time-consuming and emotionally draining activities of cleaning up after a fatal crash.

Please pass this bill out of committee so that the entire House may vote on this important issue.

Richard Rainery

FREE pop-up blocking with the new MSN Toolbar - get it now!
<http://toolbar.msn.click-url.com/go/onm00200415ave/direct/01/>

Louie Flora

From: Rep. Paul Seaton
Sent: Friday, April 01, 2005 12:31 PM
To: Louie Flora
Subject: FW: Automotive Coalition for Traffic Safety, Inc. report Primary Seat Belt vs Increased Penalties

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

-----Original Message-----

From: Marti Greeson [mailto:mgreson@maddalaska.com]
Sent: Friday, March 25, 2005 12:29 PM
To: Rep. Bob Lynn; Representative_Jim_Elkins@legis.state.ak.us; Rep. Jay Rammas; Rep. Berta Gardner; Rep. Max Gruenberg; Rep. Paul Seaton; Rep. Carl Gatto
Cc: Sen. Con Bunde
Subject: Automotive Coalition for Traffic Safety, Inc. report Primary Seat Belt vs Increased Penalties

Dear Committee Members,

In regard to discussion about the impact of increased penalties for seat belt violations versus a Primary Seat Belt law, I ask you to check the research done by the Automotive Coalition for Traffic Safety at the web site listed below. I believe we are all looking for the most effective safety actions for all Alaskans, and look forward to hearing if or how this additional research may encourage you to support HB 87 for Primary Seat Belt law.

I look forward to hearing your response to this additional information.

Sincerely,

Marti Greeson
MADD Anchorage Chapter

<http://www.actsinc.org/penalties.cfm>

**Kenai Peninsula SAFE KIDS For The Central Peninsula Area
Central Peninsula General Hospital
250 Hospital Place
Soldotna, Alaska 99669
907-714-4539
safekids@cpqh.org**

April 1, 2005

Dear Representative:

Please support (SB 87) making Seat Belt violation a Primary Offense in the State of Alaska. This will allow law enforcement officers to stop and issue tickets or warn people who are not wearing their seat belts.

According to recent studies, the most effective way of reducing the number of deaths in traffic crashes is through primary enforcement seat belt laws. The average increase in usage has been around 10-15 percent. In Alaska, this would mean lives saved and injuries lessened or prevented. It would, also, mean money saved. Most of the costs of serious injury are taken on by the state or by the public. It is estimated that by increasing seat belt usage by 10% in Alaska it would mean five lives saved, 58 major injuries prevented, and a savings of \$10,000,000 in medical care, rehabilitation, lost productivity, and funeral expenses, annually.

People argue that safety belt laws infringe on personal freedom, but I believe wearing a safety belt is a **responsibility**. Deciding not to wear a safety belt is not a decision to exercise personal freedom, but one to gamble huge amounts of family and taxpayer money. Plus, the person whom is not wearing their safety belt (exercising their personal freedom) puts other passengers in the vehicle at risk of serious injury and death due to the unbuckled passenger's body becoming a lethal weapon during a crash.

Please act to improve safety and save lives on the road. Please support SB 87 for primary enforcement of seat belts.

Thank you for your continued service to our state.

Jane B. Fellman RN
Coordinator Kenai Peninsula SAFE KIDS
For The Central Peninsula Area

Louie Flora

From: Rep. Paul Seaton
Sent: Wednesday, April 06, 2005 12:46 PM
To: Louie Flora
Subject: FW: SB87

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2689

From: Ron Perkins [mailto:asc1@alaska.net]
Sent: Wednesday, April 06, 2005 12:44 PM
To: Rep. Paul Seaton
Subject: SB87

RE: SB87

A few facts for your debate:

I am the primary research investigator for seat belt use and the economic cost analysis of seat belt use in Alaska.

Police can stop a vehicle (primary offense) if their dog is unrestrained in the back of a pickup, their turn signal is not used, they have a broken tail light, etc.

- Our surveys show that only 23% of the state's population is not buckled, but 60% of the deaths were not buckled.
- 50% of the hospital costs for unbelted occupants are paid by the public (Medicare, Medicaid, military, Native Health, no pays).
- 67% of a random sample of 800 people in Anchorage in 2003-2004 said yes on primary enforcement of seat belt use.
- Many of our criminals are caught during traffic stops (Timothy McVey for one).
- Drunk drivers and red-light runners have a lower rate of seat belt use.
- One of the most dangerous objects inside a vehicle during a crash are the unrestrained occupants. Several belted people have died or were crippled due to their unbelted passengers.
- Occupants are 200 times more likely to die in a rollover crash if not belted.
- Most of the kids who are unbuckled belong to adults who are unbuckled.

Ron Perkins, MPH
Exec. Director,
Alaska Injury Prevention Center
Anchorage, AK
907-929-3941

Louie Flora

From: Sandy Wassilie [swassilie@seward.net]
Sent: Monday, March 14, 2005 12:14 PM
To: Louie Flora
Subject: HB 186 and SB 87

Louie,
My votes:

HB 186 No--expensive to implement and does not encourage personal responsibility; too bad if people are fiscally undisciplined; the state cannot take on that responsibility.

SB 87--No--although I appreciate the safety aspects, again this bill dictates the state take on personal responsibility. Also may be expensive and unnecessarily intrusive if only pulled over to check for seat belt usage.

Thanks, Sandy

Sandra P. Wassilie
High Tide Writing
P.O. Box 1576
Seward, AK 99664

Phone: 907-224-3950
Fax: 907-224-3950 (call first)
Cell: 907-362-1568

swassilie@seward.net

Ian Laing

From: Larry Johnson [akgift@yahoo.com]
Sent: Monday, March 07, 2005 9:34 PM
To: Rep. Paul Seaton
Subject: Seat Belts

Hi Paul,

I realize that this issue is pretty far down on the importance scale. But I wanted to let you know that I am dead set against making not wearing seat belts a primary infraction. It's bad enough the way it is now.. We don't need a Nanny State government up here. I'd like to think that as adults we are able to make decisions of this nature on our own. Additionally, the argument that there is a financial gain to the State by adopting this measure is a Red Herring and does not stand up under rational scrutiny.

Thank You

Larry Johnson
Seward, AK
Email akgift@yahoo.com

Celebrate Yahoo!'s 10th Birthday!

Yahoo! Netrospective: 100 Moments of the Web <http://birthday.yahoo.com/netrospective/>

Louie Flora

From: Rep. Paul Seaton
Sent: Thursday, March 10, 2005 7:53 AM
To: Louie Flora
Subject: FW: Seatbelts

Ian Laing
Rep. Paul Seaton
Legislative Staff
(907) 465-2889

From: Ernest Dean [mailto:edean@gci.net]
Sent: Thursday, March 10, 2005 7:25 AM
To: Rep. Paul Seaton
Subject: Seatbelts

Please vote against SB 87. The seat belt law as it stands now is adequate. It gives a level of enforcement without turning us into a police state. I believe that seat belts do save lives but feel that education in this matter is much more effective than enforcement.

Thanks

3/10/2005

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: SB087-LAW-CDCO-2-14

Bill Version: _____

() Publish Date: _____

Revision Date/Time (Note if correction): _____

Dept. Affected: LAW

Title: Safety Belt Violations

RDU: CRIMINAL

Sponsor: Senator Bunde

Component: CDCO

Requester: Judiciary

Component No.: _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below

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

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2005) cost: 0.0

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

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Robert Meiners, Dep. Director
 Division: Administrative Services
 Approved by: Robert Meiners for Scott Nordstrand, Acting Attorney General
 Agency: Department of Law

Phone 465-5427
 Date/Time 2/14/05 11:43 AM
 Date 2/14/2005

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB087-DPS-AST-2-15-05
 () Publish Date: _____

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

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

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

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

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

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

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SB 87
 () Publish Date: _____

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

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

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

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)
 The court system does not anticipate any fiscal impact from the passage of SB 87.

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

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: SB 87
() Public Date: _____

Revision Date/Time (Note if correction): _____ Dept. Attended: DOT&PF
Title: Primary seat belt use RDU: Administration & Support
Component: Commissioner's Office
Sponsor: Burde
Requester: _____ Department No: 550

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include information unless otherwise noted below

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

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1007 GF/Mental Health						
Other (Specify Type - Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

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

POSITIONS

Full-time						
Part-time						
Temporary						

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

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

- (2) "commercial motor vehicle" means a motor vehicle or a combination of a motor vehicle and one or more other vehicles
- (A) used to transport passengers or property;
 - (B) used upon a land highway or vehicular way; and
 - (C) that
 - (i) has a gross vehicle weight rating or gross combination weight rating greater than 26,000 pounds;
 - (ii) is designed to transport more than 15 passengers, including the driver; or
 - (iii) is used in the transportation of materials found by the United States Secretary of Transportation to be hazardous for purposes of 49 U.S.C. 5101 — 5127;
 - (D) except that the following vehicles meeting the criteria in (A) — (C) of this paragraph are not commercial vehicles:
 - (i) emergency or fire equipment that is necessary to the preservation of life or property;
 - (ii) farm vehicles that are controlled and operated by a farmer; used to transport agricultural products, farm machinery, or farm supplies to or from that farmer's farm; not used in the operations of a common or contract motor carrier; and used within 150 miles of the farmer's farm; and
 - (iii) recreational vehicles used exclusively for purposes other than commercial purposes;
- (3) "commercial purposes" means activities for which a person receives direct monetary compensation or activities for which a person receives no direct monetary compensation but that are incidental to and done in furtherance of the person's business;
- (4) "commissioner" means the commissioner of administration;
- (5) "custom collector vehicle" means a vehicle whose body and frame were manufactured before 1949 or a replica of a vehicle whose body and frame were manufactured before 1949 and that has been modified for safe road use; in this paragraph, "modified" includes a material alteration of the drive-train, suspension, brake system, or dimensions of the body;
- (6) "department" means the Department of Administration;
- (7) "driver" means a person who drives or is in actual physical control of a vehicle;
- (8) "driver's license" or "license," when used in relation to driver licensing, means a license, provisional license, or permit to drive a motor vehicle, or the privilege to drive or to obtain a license to drive a motor vehicle, under the laws of this state whether or not a person holds a valid license issued in this or another jurisdiction;
- (9) "electric personal motor vehicle" means an electric personal assistive mobility device that is a self-balancing vehicle with two non-tandem wheels, designed to transport only one person, has an electric propulsion system, and has a maximum speed of not more than 15 miles an hour;
- (10) "gross combination weight rating" means the value specified by the manufacturer as the loaded weight of a combination vehicle, except that if a value has not been specified by the manufacturer, the gross combination weight rating is determined by adding the gross vehicle weight rating of the power unit and the total weight of the towed unit and the load on the towed unit;
- (11) "gross vehicle weight rating" means the value specified by the manufacturer as the loaded weight of a single vehicle;
- (12) "highway" means the entire width between the boundary lines of every way that is publicly maintained when a part of it is open to the public for purposes of vehicular travel, including but not limited to every street and the Alaska state marine highway system but not vehicular ways or areas;
- (13) "highway work zone" means an area identified by advance signing where road construction, repair, or maintenance work is being done on or adjacent to a highway, whether or not work is actually being done at that time;
- (14) "motor vehicle" means a vehicle which is self-propelled except a vehicle moved by human or animal power;

(15) "motorcycle" means designed to travel on not does not include a tractor

(16) "motor-driven cyc similar conveyance with centimeters of displacem

(17) "official traffic-con inconsistent with this titl or official having jurisdic

(18) "owner" means a p a vehicle, including but i vehicle subject to a secur lease not intended as sec

(19) "revoke" means tl Safety or the Departm certification, registration or regulations adopted u

privilege may not be reis however, after that time, or privilege may be mad

(20) "roadway" mean: vehicular travel, exclusiv berm, or shoulder is use and in the event that a h to each roadway separat

(21) "serious physical (22) "suspend" means of Public Safety or the D certificate, registration, regulations adopted un specifically designated b

(23) "traffic" means pe ances either singly or to open to public use for p

(24) "underinsured m respect to ownership, op property damage insur: amount of insurance or is less than the amount or property damage fro

(25) "vehicle" means transported or drawn u "vehicle" does not includ

(A) devices used excl (B) mobile homes;

(26) "vehicular way c private property, that is and that is open to the way or area may be res vehicles as determined jurisdiction over the wa

(b) The commissione appropriate, shall adopt

- (15) "motorcycle" means a vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground; the term does not include a tractor;
- (16) "motor-driven cycle" means a motorcycle, motor scooter, motorized bicycle, or similar conveyance with a motor attached and having an engine with 50 or less cubic centimeters of displacement;
- (17) "official traffic-control device" means a sign, signal marking, or other device not consistent with this title, placed or erected by authority of a state or municipal agency or official having jurisdiction, for the purpose of traffic regulating, warning, and guiding;
- (18) "owner" means a person, other than a lienholder, having the property in or title to a vehicle, including but not limited to a person entitled to the use and possession of a vehicle subject to a security interest in another person, but exclusive of a lessee under a lease not intended as security;
- (19) "revoke" means the termination, by formal action of the Department of Public Safety or the Department of Administration or by formal action of a court, of a certification, registration, license, permit, or privilege issued or allowed under this title or regulations adopted under this title; the certification, registration, license, permit, or privilege may not be reissued, renewed, or restored during the time for which revoked; however, after that time, an application for a new certificate, registration, license, permit, or privilege may be made;
- (20) "roadway" means that portion of a highway designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm, or shoulder, even though the sidewalk, berm, or shoulder is used by persons riding bicycles or other human powered vehicles; and in the event that a highway includes two or more separate roadways, the term refers to each roadway separately but not to all such roadways collectively;
- (21) "serious physical injury" has the meaning given in AS 11.81.900(b);
- (22) "suspend" means the temporary withdrawal, by formal action of the Department of Public Safety or the Department of Administration or by formal action of a court, of a certificate, registration, license, permit, or privilege issued or allowed under this title or regulations adopted under this title, effective for a period of time which must be specifically designated by the appropriate department or by the court;
- (23) "traffic" means pedestrians, ridden or herded animals, vehicles, and other conveyances either singly or together while using a highway or vehicular way or area that is open to public use for purposes of travel;
- (24) "underinsured motor vehicle" means a motor vehicle licensed for highway use with respect to ownership, operation, maintenance, or use for which there is a bodily injury or property damage insurance policy or a bond applicable at the time of an accident and the amount of insurance or bond is less than the amount the covered person is legally entitled to recover for bodily injury or property damage from the owner or operator of the underinsured motor vehicle;
- (25) "vehicle" means a device in, upon, or by which a person or property may be transported or drawn upon or immediately over a highway or vehicular way or area; "vehicle" does not include
- (A) devices used exclusively upon stationary rails or tracks;
- (B) mobile homes;
- (26) "vehicular way or area" means a way, path, or area, other than a highway or private property, that is designated by official traffic control devices or customary usage and that is open to the public for purposes of pedestrian or vehicular travel, and which way or area may be restricted in use to pedestrians, bicycles, or other specific types of vehicles as determined by the Department of Public Safety or other agency having jurisdiction over the way, path, or area.
- (b) The commissioner of public safety or the commissioner of administration, as appropriate, shall adopt regulations to define other terms that are used in this title and

NOTES TO DECISIONS

Applied in *State v. Siverly*, 822 P.2d 1389 (Alaska Ct. App. 1991).

Sec. 28.05.095. Use of seat belts and child safety devices required. (a) Except as provided in (c) of this section a person

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

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

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

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

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

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

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

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

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

(e) Notwithstanding any other provision of law, a peace officer may not stop or detain a motor vehicle to determine compliance with (a) of this section, or issue a citation for a violation of (a) of this section, unless the peace officer has probable cause to stop or detain the motor vehicle other than for a violation of (a) of this section. (§ 1 ch 99 SLA 1984; am § 1 ch 98 SLA 1990; am § 6 ch 168 SLA 1990; am § 35 ch 35 SLA 2003)

Effect of amendments. — The first 1990 amendment, effective September 12, 1990, rewrote this section.

The second 1990 amendment, effective June 22, 1990, substituted "is four through six years" for "between four and six years" in the final sentence in subsection (a) (this amendment was superseded by the first 1990 amendment, above).

The 2003 amendment, effective June 3, 2003, inserted "the required safety device" in the first sentence in subsection (b).

Collateral references. — Liability of owner or

operator of motor vehicle or aircraft for injury or death allegedly resulting from failure to furnish or require use of seat belt, 49 ALR3d 295.

Nonuse of seat belt as failure to mitigate damages, 80 ALR3d 1033.

Automobile occupant's failure to use seat belt as contributory negligence, 92 ALR3d 9.

Nonuse of automobile seat belts as evidence of comparative negligence, 95 ALR3d 239.

Equipment and devices directly relating to passenger's standing or seating safety in land carriers, 35 ALR4th 1050.

~~**Sec. 28.05.096. Exemptions and alternative safety devices.** (a) The commissioner of public safety may adopt regulations to exempt a person or a class of persons from the requirements of AS 28.05.095 if the commissioner determines that the use of a safety belt or child safety device is impractical because of physical or medical conditions of the person or class of persons.~~

~~(b) The commissioner of public safety shall specify alternative means of protection for children exempted under this section. (§ 1 ch 99 SLA 1984; am § 2 ch 98 SLA 1990; am E.O. No. 99 § 34 (1997))~~

(2) "commercial motor vehicle" means a motor vehicle or a combination of a motor vehicle and one or more other vehicles

(A) used to transport passengers or property;

(B) used upon a land highway or vehicular way; and

(C) that

(i) has a gross vehicle weight rating or gross combination weight rating greater than 26,000 pounds;

(ii) is designed to transport more than 15 passengers, including the driver; or

(iii) is used in the transportation of materials found by the United States Secretariat of Transportation to be hazardous for purposes of 49 U.S.C. 5101 — 5127;

(D) except that the following vehicles meeting the criteria in (A) — (C) of this paragraph are not commercial vehicles:

(i) emergency or fire equipment that is necessary to the preservation of life or property;

(ii) farm vehicles that are controlled and operated by a farmer; used to transport agricultural products, farm machinery, or farm supplies to or from that farmer's farm; used in the operations of a common or contract motor carrier; and used within 150 feet of the farmer's farm; and

(iii) recreational vehicles used exclusively for purposes other than commercial purposes;

(3) "commercial purposes" means activities for which a person receives direct monetary compensation or activities for which a person receives no direct monetary compensation but that are incidental to and done in furtherance of the person's business;

(4) "commissioner" means the commissioner of administration;

(5) "custom collector vehicle" means a vehicle whose body and frame were manufactured before 1949 or a replica of a vehicle whose body and frame were manufactured before 1949 and that has been modified for safe road use; in this paragraph, "modified" includes a material alteration of the drive-train, suspension, brake system, or dimensions of the body;

(6) "department" means the Department of Administration;

(7) "driver" means a person who drives or is in actual physical control of a vehicle;

(8) "driver's license" or "license," when used in relation to driver licensing, means a license, provisional license, or permit to drive a motor vehicle, or the privilege to drive a motor vehicle, to obtain a license to drive a motor vehicle, under the laws of this state whether or not the person holds a valid license issued in this or another jurisdiction;

(9) "electric personal motor vehicle" means an electric personal assistive mobility device that is a self-balancing vehicle with two nontandem wheels, designed to transport only one person, has an electric propulsion system, and has a maximum speed of not more than 15 miles an hour;

(10) "gross combination weight rating" means the value specified by the manufacturer as the loaded weight of a combination vehicle, except that if a value has not been specified by the manufacturer, the gross combination weight rating is determined by adding the gross vehicle weight rating of the power unit and the total weight of the towed unit and the load on the towed unit;

(11) "gross vehicle weight rating" means the value specified by the manufacturer as the loaded weight of a single vehicle;

(12) "highway" means the entire width between the boundary lines of every way that is publicly maintained when a part of it is open to the public for purposes of vehicular travel, including but not limited to every street and the Alaska state marine highway system but not vehicular ways or areas;

(13) "highway work zone" means an area identified by advance signing where road construction, repair, or maintenance work is being done on or adjacent to a highway, whether or not work is actually being done at that time;

(14) "motor vehicle" means a vehicle which is self-propelled except a vehicle moved by human or animal power;

(15) "motorcycle" means a motor vehicle designed to travel on not more than two wheels and does not include a tractor;

(16) "motor-driven cycle" means a similar conveyance with a displacement of not more than 350 centimeters of displacement;

(17) "official traffic-control device" means a device inconsistent with this title, or official having jurisdiction over the way;

(18) "owner" means a person who owns a motor vehicle, including but not limited to a motor vehicle subject to a security lease not intended as security;

(19) "revoke" means the Department of Public Safety or the Department of Transportation certification, registration, license, or regulations adopted under this title and that privilege may not be reissued, however, after that time, a license or privilege may be made;

(20) "roadway" means a way for vehicular travel, exclusive of the curb, berm, or shoulder is used and in the event that a highway has two or more roadways, one to each roadway separately;

(21) "serious physical injury" means a physical injury that requires medical attention;

(22) "suspend" means that the Department of Public Safety or the Department of Transportation certificate, registration, license, or regulations adopted under this title specifically designated by the commissioner;

(23) "traffic" means pedestrians, bicycles, or other conveyances either singly or together, whether or not open to public use for purposes of transportation;

(24) "underinsured motorist" means a person with respect to ownership, operation, or use of a motor vehicle whose amount of insurance or bond is less than the amount that would be payable for property damage from that motor vehicle;

(25) "vehicle" means a motor vehicle transported or drawn upon a highway, but "vehicle" does not include

(A) devices used exclusively for off-highway purposes;

(B) mobile homes;

(26) "vehicular way or area" means a way or area, whether or not private property, that is dedicated to or used for vehicular travel and that is open to the public for purposes of vehicular travel, but a way or area may be restricted to certain vehicles as determined by the commissioner under his jurisdiction over the way;

(b) The commissioner of public safety, when appropriate, shall adopt rules

PUBLIC SAFETY

No injuries



STAR PHOTO BY GREG DART

Chugiak resident Tim McCrory, 40, talks to an Anchorage police officer after he was involved in a single-vehicle rollover on the northbound Glenn Highway between the south Birchwood and north Birchwood exits. McCrory said he swerved to avoid a vehicle changing lanes, lost control of his Subaru Brat and exited the road on the right, rolling the vehicle once. McCrory, who was wearing a seatbelt, said he walked away from the accident with only a few bruises.

Overtaken semi, diesel spill shuts down Glenn

Alaska Star staff

Leaking diesel fuel from an overturned semi truck prompted the closure of the Glenn Highway Sunday night.

State officials say less than 300 gallons spilled.

Anchorage police spokesman Ron McGee said a pick-up truck southbound on the Glenn Highway near Thunderbird Falls lost control on icy roads, crossed the center median and collided with a semi truck headed northbound at about 10 p.m.

The truck and its two trailers tipped over and rested on their side, blocking lanes of traffic in both directions, said Chugiak Volunteer Fire Department spokesman Jeff Hartley.

John Brown, environmental specialist with the Alaska Department of Environmental Conservation, said both saddle tanks of the truck were leaking diesel fuel at a rate of about a gallon a minute. The two tanks' combined capacity is 300 gallons, but Brown said less than that was likely spilled.

Brown said when the snow melts the DEC will coordinate with the trucking company and the Department of Transportation to ensure the spill is cleaned up. Brown said there was not a risk for ground contamination.

Traffic flow both northbound and southbound was limited to one lane and at times diverted until 8:19 a.m. when the semi truck was taken from accident site, said McGee.

Both drivers suffered non-life threatening injuries and were transported via ambulance to hospitals. Hartley said.

Reach the reporter at greg_dart@alaskastar.com.

Briefs

Compiled by GREG DART

Snow blamed for accidents

had made entry through a window, ransacked the

**The Need for a
Primary
Seatbelt Law**



In 2002:

- **89** people died in car crashes in Alaska
- **19** of them would have survived if they had been wearing their seatbelt.*

*Based on national averages.





In 2003:

- **97** people died in car crashes in Alaska.
- **20** of them would have survived if they had been wearing their seatbelt.*

*Based on national averages.



In 2004:

- **93** people died in car crashes in Alaska.
- **19** of them would have survived if they had been wearing their seatbelt.*

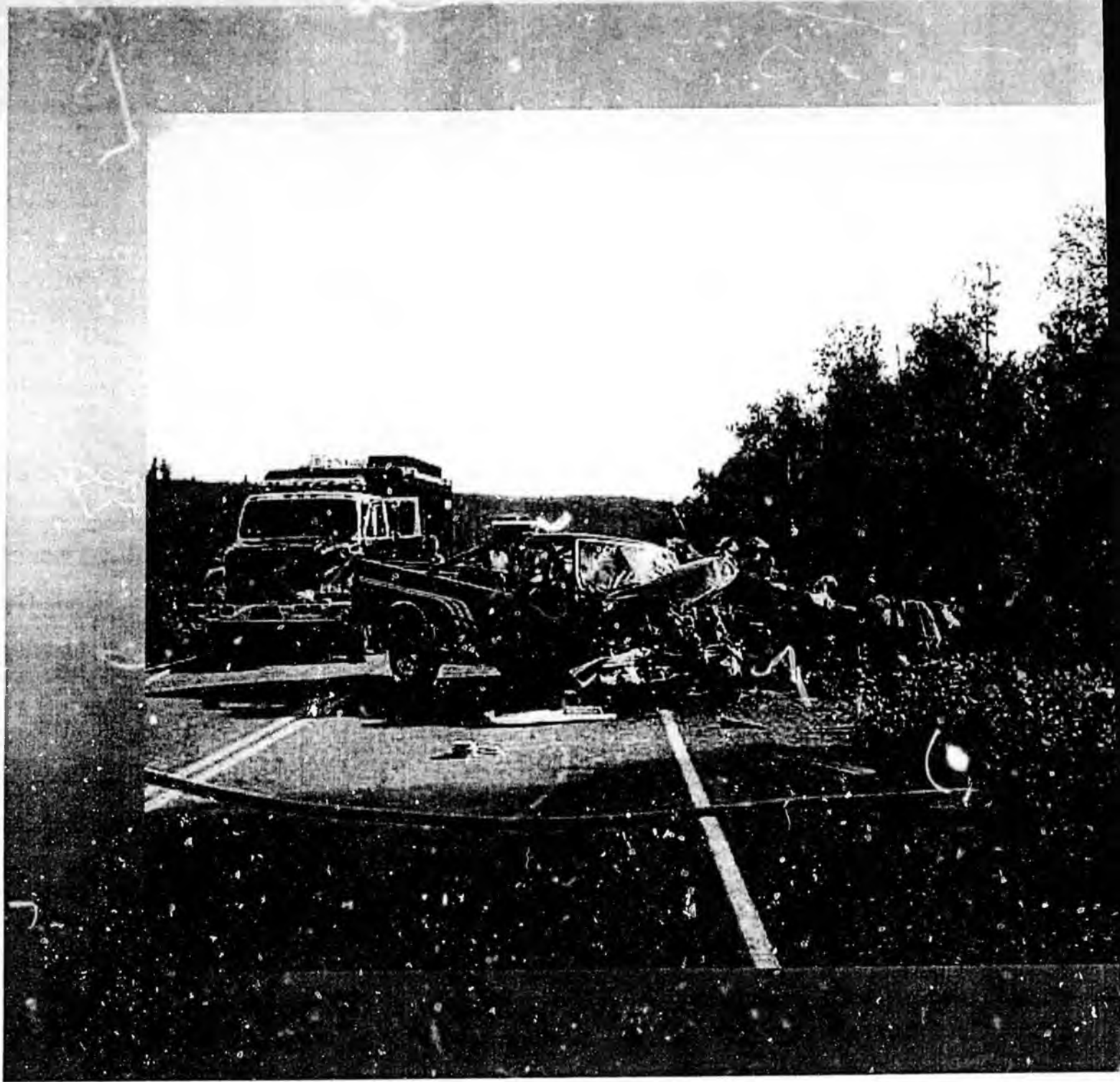
*Based on national averages.

If a primary seatbelt law had been passed in 2002...

17

people who died in car crashes since then would still be alive today.*

*Based on national averages.



If Alaska's seatbelt law had been passed as a primary law when first introduced in 1991...

78

Alaskans would not have died in car crashes.* Why?

*Based on national averages.

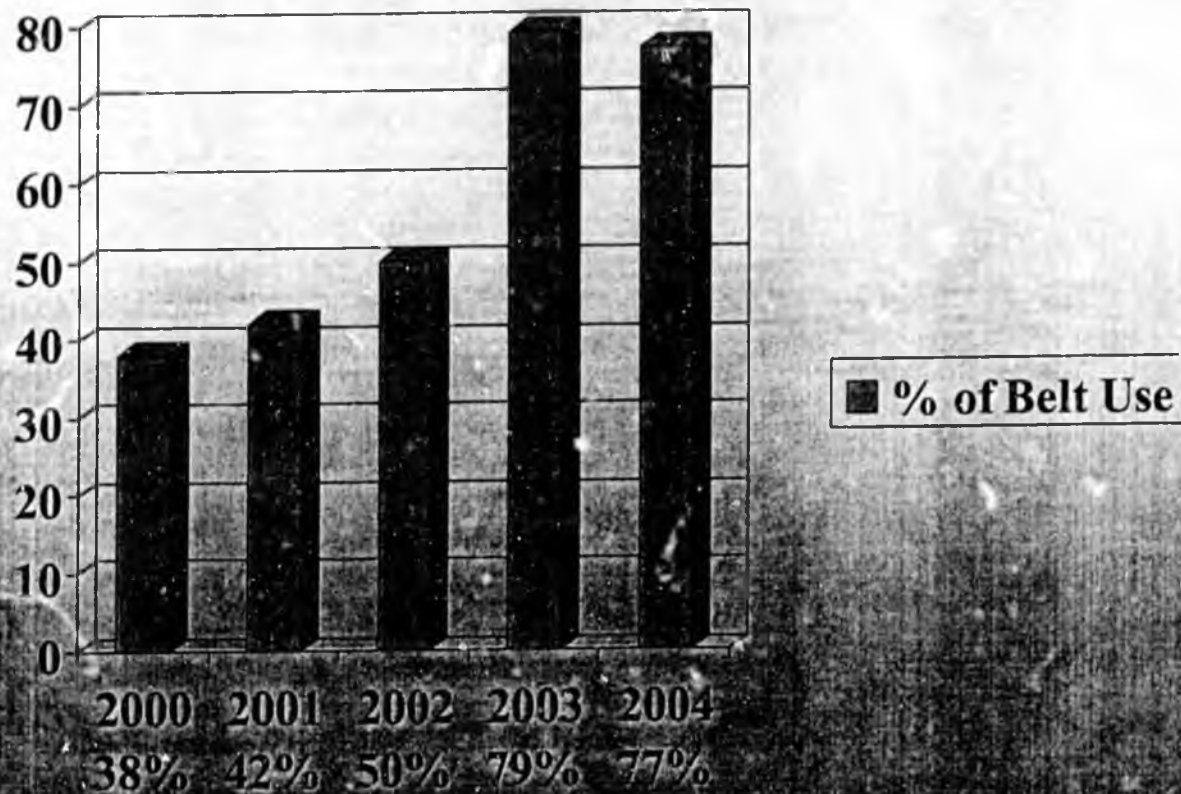
Because...

A primary seatbelt law (where a driver can be pulled over if observed NOT wearing a seatbelt) has been shown to automatically increase seatbelt use by **11 percent!**

Increased seatbelt use = lives saved!

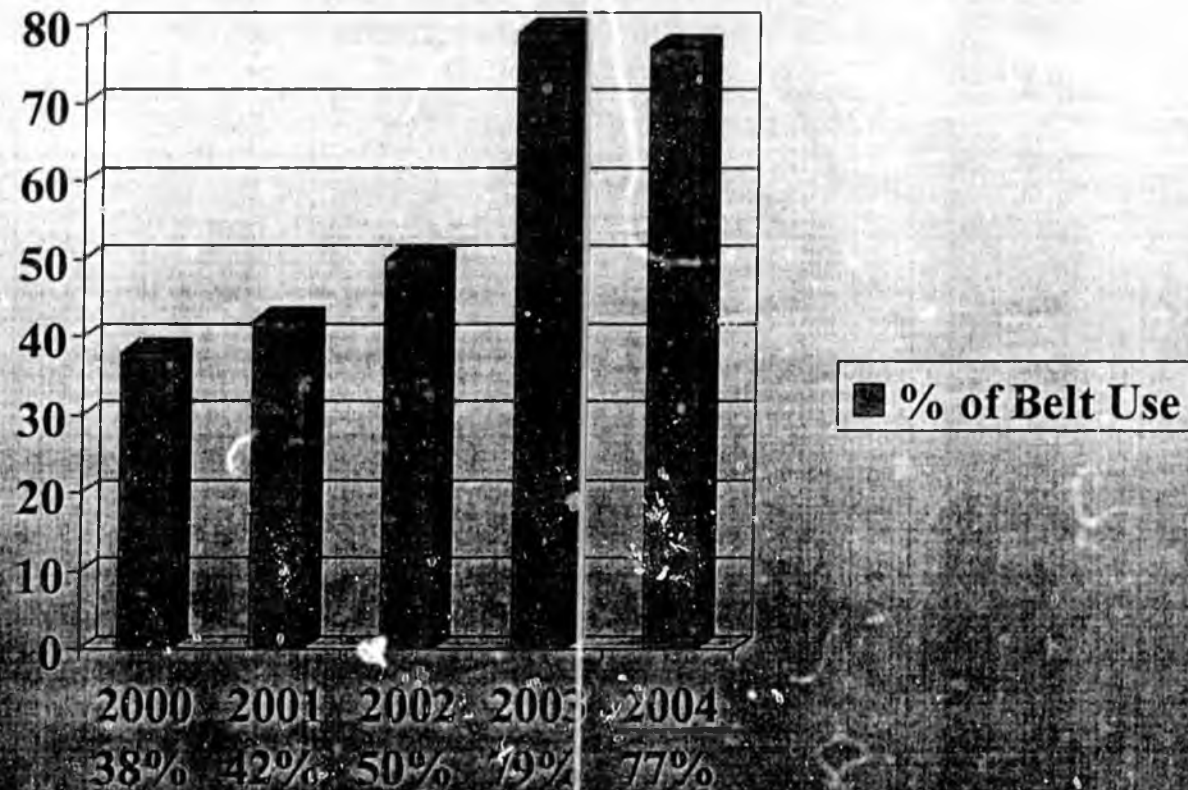
- Both nationally and in Alaska, seatbelt use during 2003 was at 79%, the highest percentage ever!
- In 2004 Alaska's seatbelt use dropped back to 77% while the national average increased to 80%.
- That still leaves 23% of the drivers in Alaska that don't Buckle Up!

High visibility enforcement combined with intense advertising has proven to be an effective way to increase seatbelt use.



Campaign started in 2002

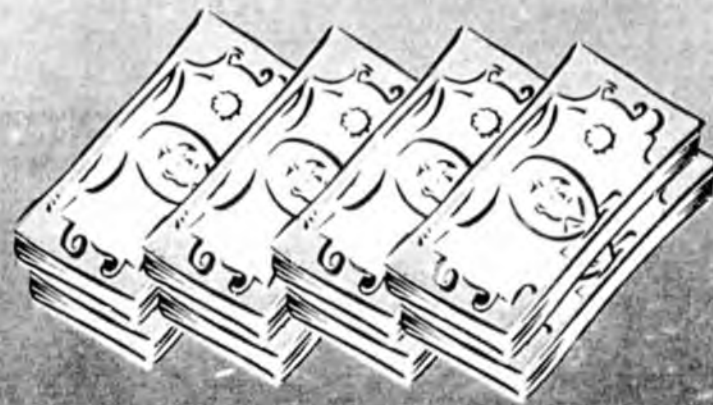
But we've hit a "glass ceiling" on seatbelt use. A primary seatbelt law would increase use to nearly 90%.*



© NHTSA

Primary seatbelt laws do more than save
lives....

THEY SAVE TAXPAYER MONEY!



- More than 39,000 people per year in Alaska are involved in car crashes.
- Medical costs are over \$14.5 million per year.
- **50%** of the medical costs for people unrestrained at the time of the crash was paid by public funds.

(Sept. 2003 Alaska Injury Prevention Center)

- From 1996 – 1999 the State of Alaska paid **\$6.5 million** on hospital costs for the unrestrained...more than twice the amount spent on those using seatbelts.

- The average cost of hospitalization when a seatbelt was used was \$12,266.

- The average cost of hospitalization when **no** seatbelt was used was **\$35,994**.
That's nearly 3 times the cost!

•Add to medical costs the public funds spent on

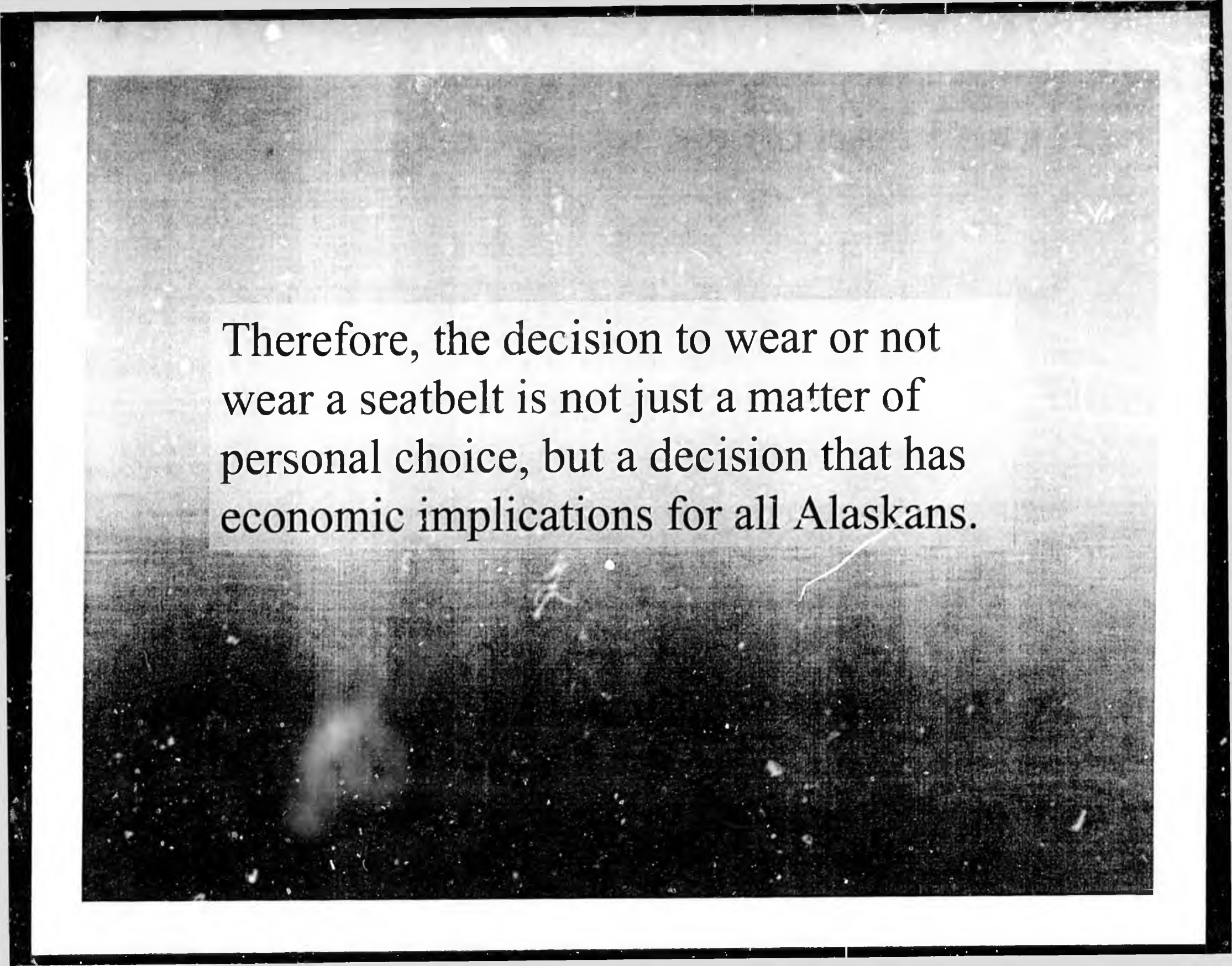
- Law enforcement personnel

- Emergency Medical Personnel

 - Fire, ambulance, helicopters

- Hospital Emergency Personnel

and a substantial amount of public funds could be saved if more people Buckled Up!



Therefore, the decision to wear or not wear a seatbelt is not just a matter of personal choice, but a decision that has economic implications for all Alaskans.

SEATBELTS REDUCE THE RISK OF INJURY.

SEATBELTS REDUCE THE RISK OF DEATH.

SEATBELTS KEEP YOU FROM BEING EJECTED.

SEATBELTS HELP YOU MAINTAIN CONTROL.

A primary seatbelt law,

ALREADY EXISTS IN 21 STATES AND DC.

WOULD SAVE TAXPAYERS \$12 MILLION A YEAR.

WOULD PREVENT 71 MAJOR INJURIES A YEAR.

WOULD SAVE 6 LIVES A YEAR.

(BELTUSE software program, NHSTA)



**National
Transportation
Safety Board**

Safety Information

Washington, D.C. 20594

TESTIMONY OF

KEVIN E. QUINLAN

CHIEF, SAFETY ADVOCACY DIVISION

NATIONAL TRANSPORTATION SAFETY BOARD

BEFORE THE STATE AFFAIRS COMMITTEE

ALASKA HOUSE OF REPRESENTATIVES

ON

SENATE BILL 87

PRIMARY SEAT BELT ENFORCEMENT

JUNEAU, ALASKA

MARCH 19, 2005

Good afternoon Chairman Seaton and members of the State Affairs Committee. I regret that I cannot be with you in Juneau today.

The Safety Board wants to commend you for considering this measure that will so easily save so many lives by better protecting motor vehicle occupants from crash-related deaths and injuries.

The National Transportation Safety Board is an independent Federal agency charged by Congress to investigate transportation accidents, determine their probable cause, and make recommendations to prevent their recurrence. The recommendations that arise from our investigations and safety studies are our most important product. The Safety Board has neither regulatory authority nor grant funds. However, in our 37-year history, organizations and government bodies have adopted more than 80 percent of our recommendations.

The Safety Board has recognized for many years that traffic crashes are this nation's most serious transportation safety problem. Every year, more than 90 percent of all transportation-related deaths are caused by highway crashes. The single greatest defense against highway fatalities is the seat belt. When used properly, seat belts reduce the risk of fatal injury to front seat passenger vehicle occupants by 45 percent.

Unfortunately, seat belt use in the United States remains significantly lower than seat belt use in other industrialized nations. Australia and Canada, for example, have use rates over 90 percent, while seat belt use in the United States is approximately 80 percent. Although 49 States require motor vehicle occupants to use seat belts, 28 States, including Alaska, allow only secondary enforcement of their seat belt laws. Secondary enforcement means that police officers cannot issue a citation for a seat belt violation unless the vehicle has been stopped for another reason.

The Safety Board recommended in June 1995 that States enact legislation that provides for primary enforcement of seat belt laws. In 1997, the Safety Board again called for the States to enact primary enforcement and to provide the political will that will enable law enforcement agencies to vigorously enforce this important lifesaving law. The Safety Board maintains a Most Wanted list of safety recommendations because of their potential to save lives. Primary Enforcement is one of the issues on that list, the one with a greater potential to save lives than any other on the list. It also has more potential to save lives than probably any other piece of legislation you will consider this year.

Today I want to discuss four elements that support the Safety Board's position on primary enforcement seat belt laws. First, seat belts are effective in reducing motor vehicle injuries and fatalities. Second, the remaining 20 percent of motor vehicle occupants who do not use seat belts engage more frequently in high-risk behavior. Third, the economic cost from the failure to use seat belts is substantial. Finally, primary enforcement seat belt laws do increase seat belt use.

Seat Belts Are Effective

Seat belts are the number one defense against motor vehicle injuries and fatalities. Seat belts restrain vehicle occupants from the extreme forces experienced during motor vehicle crashes. Also, seat belts prevent occupant ejections. Only 1 percent of vehicle occupants using seat belts are ejected, while 29 percent of unrestrained vehicle occupants are ejected. In 2003, 74 percent of passenger vehicle occupants who were totally ejected from a vehicle were killed. Finally, seat belts can protect other occupants in the vehicle. Two separate studies have determined that restrained occupants, particularly when seated in the front, face a risk of injury or death from unrestrained occupants, particularly when unrestrained occupants are seated in the back.

From 1975 through 2003, seat belts saved almost 180,000 lives nationwide. According to the National Highway Traffic Safety Administration (NHTSA), a nationwide seat belt use rate of 90 percent by front seat occupants would prevent an additional 5,000 deaths and 130,000 serious injuries each year. Unfortunately, some motor vehicle occupants fail to understand the benefits of seat belts.

Unrestrained Vehicle Occupants More Frequently Engage in High-Risk Behavior

Approximately 20 percent of motor vehicle occupants nationwide do not use seat belts. These drivers, who choose not to buckle up, tend to exhibit multiple high-risk behaviors and are more frequently involved in crashes. According to the National Automotive Sampling System (crash data composed of representative, randomly selected cases from police reports), belt use among motorists in crashes decreases with increasing crash severity.

Fatal crashes are the most violent motor vehicle crashes and can result from high-risk behaviors such as speeding and impaired driving. Unfortunately, people involved in fatal crashes also tend not to use their seat belts. While observational surveys have identified an 80 percent (daytime) seat belt use rate, use in fatal crashes is significantly lower. From 1994 through 2003, 887,261 vehicle

occupants were involved in fatal crashes. Of those 887,261 occupants, 337,537 died. Approximately 59 percent of the vehicle occupants who died were unrestrained. In Alaska, 670 vehicle occupants died, and over 62 percent were unrestrained.

Alcohol-related crashes cause approximately 40 percent of motor vehicle fatalities and are responsible for 22 percent of the total economic cost of motor vehicle crashes. Impaired drivers are notorious for not using seat belts. In fact, seat belt use among fatally injured drivers in alcohol-related crashes is the lowest of any group, including young novice drivers. Use rates as low as 17 percent have been reported. Primary enforcement seat belt laws can help police officers identify impaired drivers and can certainly reduce the death and injury rate associated with impaired driving, since everyone's best defense against drunk driving is a seat belt. Primary enforcement can even affect alcohol-related crashes. California and Michigan achieved a significant reduction in alcohol-related fatalities with adoption of a primary safety belt law. A roadside survey in Southern California indicated a greater increase in belt use among drinking drivers than in the general population when their primary belt law was adopted.

Teenagers are generally considered high-risk drivers because of their inexperience and immaturity. Teen drivers and their teen passengers have one of the lowest seat belt use rates. In an analysis by the Air Bag and Seat Belt Safety Campaign, it was reported that among fatally injured 16-to 19-year-old drivers in States with secondary enforcement seat belt laws, belt use is an abysmal 30 percent. Primary belt laws are associated with substantially increased use among teens. Teenagers are our future, and we need to ensure that they get in the habit of using seat belts.

Economic Costs from the Failure to Use Seat Belts are Significant

Although opponents to primary enforcement seat belt laws claim that nonuse is a personal choice and affects only the individual, the fact is that motor vehicle injuries and fatalities have a significant societal cost. For example, the lifetime cost to society for each fatality is over \$977,000, over 80 percent of which is attributed to lost workplace and household productivity. In 2003, more than 6,000 lives could have been saved if everyone had used a seat belt. Society would have saved almost \$6 billion.

Each critically injured survivor of a motor vehicle crash costs an average of \$1.1 million. Medical costs and lost productivity account for 84 percent for the

most serious level of non-fatal injury. In a 1996 study, NHTSA found that the average inpatient cost for unbelted crash victims was 55 percent higher than for belted crash victims. In 2000 alone, seat belts could have prevented over 142,000 injuries.

While the affected individual covers some of these costs, overall, those not directly involved in crashes pay for nearly three-quarters of all crash costs, primarily through insurance premiums, taxes, and travel delay. In 2000, those not directly involved in crashes paid over \$170 billion. Just for medical care, lost productivity, and other injury related costs, society annually pays an estimated \$26 billion for motor vehicle injuries and deaths experienced by unbelted vehicle occupants.

The emotional and financial costs to Alaska are just as staggering. In 2003, more than 37 people died while riding unrestrained in motor vehicles on Alaska roads and for an additional 13 people restraint use is not known. Seat belts are 45 to 73 percent effective in preventing fatalities depending on the vehicle type and seating position for the occupant. Therefore, it is reasonable to estimate conservatively that approximately 17 of the unrestrained occupants would have survived crashes in 2003, saving almost \$17 million if they had buckled up. This estimate does not include the reduced costs from reducing the severity and frequency of injury crashes. Our review of the Alaska Injury Prevention Center report "Alaska Seat Belt Cost Analysis" indicates that they have provided a conservative estimate of these costs.

Primary Enforcement Seat belt Laws Do Increase Seat belt Use

Primary enforcement seat belt laws can make a difference in seat belt use rates. With primary enforcement, police officers are authorized to execute a traffic stop and cite unbelted vehicle occupants without needing another reason for making the stop. According to the National Occupant Protection Usage Survey (June 2004), seat belt use in primary enforcement law States was 84 percent, while the belt use rate in secondary enforcement law States was only 73 percent. States that recently enacted primary enforcement seat belt laws experienced increased seat belt use rates ranging from almost 5 percent to almost 18 percentage points. The increases were greater for minorities, males, youth, and those driving pickup trucks. The increased use is based on the perceived risk of being stopped.

Another important benefit of increased safety belt use is the increased use of child safety seats by parents. Research has shown that parents who use their

seatbelts are significantly more likely to put their children in child safety or booster seats appropriate to the child's age and weight. Conversely, the same research indicated that parents who do not routinely use seat belts are less likely to use appropriate vehicle restraints for their children.

Conclusion

Average American citizens, not just highway safety advocates, support primary enforcement. NHTSA conducted a survey in 2000 to determine the public's opinion on primary enforcement seat belt laws. Overall, 61 percent of the population surveyed supported primary enforcement. Among people from States with secondary enforcement seat belt laws, more than half approved of primary enforcement. Minority populations are greater proponents of primary enforcement than whites. For example, 72 percent of Hispanics surveyed and 68 percent of African Americans surveyed endorsed primary enforcement.

Key provisions of a comprehensive primary enforcement seat belt law should include coverage of all vehicle occupants in all seating positions, coverage of all vehicles, and sufficient penalties. By allowing police officers to stop vehicles directly for seat belt violations, Alaska shows that it takes seat belt use very seriously. There are additional benefits to allowing primary enforcement. For example, 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 might have gone undetected. Additionally, changing from secondary enforcement to primary enforcement does not impose additional requirements on vehicle occupants.

Senate Bill 87 will save lives and reduce injuries. Enacting this bill is the single most important life-saving and deficit reduction measure you can take this session. It costs nothing, but will save much. Thank you again for allowing the Safety Board to testify about this important problem. I would be happy to answer any questions you may have.

###

Committee Meetings



(H)FINANCE
Mar 19 Saturday 9:00 AM

STANDING COMMITTEE *
HOUSE FINANCE 519

=+ HB 66
=+ HB 67

APPROP: MENTAL HEALTH BUDGET
APPROP: OPERATING BUDGET/LOANS/FUNDS/CBR
Bills Previously Heard/Scheduled
Public Testimony:
9:00 am - 10:00 am Kenai, Valdez,
Ketchikan, Kodiak, Seward
10:00 am - 11:00 am Sitka, Wrangell,
Petersburg, Homer, Dillingham
11:00 am - 12 pm Matsu, Delta Junction,
Tok, Glennallen, Cordova
12:00 pm - 1:00 pm Bethel, Kotzebue,
Barrow, Nome, Offnets
1:00 pm - 2:00 pm Break
2:00 pm By Invitation Only

TELECONFERENCED
TELECONFERENCED

(H)STATE AFFAIRS
Mar 19 Saturday 9:00 AM

STANDING COMMITTEE *
CAPITOL 106

= HE 114

<Subcommittee Meeting>
TERM. PARENTAL RTS/CINA/DELINQUENCY CASES

(H)STATE AFFAIRS
Mar 19 Saturday 9:30 AM

STANDING COMMITTEE *
CAPITOL 106

=+ HB 114

TERM. PARENTAL RTS/CINA/DELINQUENCY CASES
<Rescheduled from 3/15/05>

TELECONFERENCED

*+ HB 152

STATE INFO SYSTEM PLAN: LEGISLATURE
<Rescheduled from 3/15/05>

TELECONFERENCED

+ SB 87

SEAT BELT VIOLATION AS PRIMARY OFFENSE

TELECONFERENCED

*+ HB 186

PERMANENT FUND: QUARTERLY PAYMENTS
<Rescheduled from 3/17/05>

TELECONFERENCED

* HB 23

CONSTRUCTION OF LEGISLATIVE HALL
<Bill Hearing Postponed>
Bills Previously Heard/Scheduled

Bill Root: Display Bill Root

To Report Problems with Basis Inquiry

Live KTOO Streams

2005 ALASKA HIGHWAY FATALITIES

6 YEAR STATISTICS as of 3/18/05

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

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

Seat Belts Save Lives.....

Since 1964 – 3,794 Alaskans Have Lost Their Lives in Highway Accidents

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

ALASKA HIGHWAY STATISTICS

AS OF 3/18/2005

Year	Population	Drivers Lic	Reg. V. A.	Million Miles Traveled	Accidents	Injuries	Fatalities	Fatality Rate	% Alcohol	Total Belt Use
1964	255,607	113,400	93,525	7.50	—	—	42	5.60	—	—
1965	262,253	119,021	101,249	8.17	—	—	51	6.20	—	—
1966	271,505	116,981	107,600	8.55	—	—	68	8.00	—	—
1967	277,806	124,266	112,055	9.13	—	—	46	5.00	—	—
1968	284,880	128,080	119,327	10.28	—	—	78	7.60	—	—
1969	294,560	135,169	134,914	11.52	—	—	72	6.30	—	—
1970	302,173	148,957	143,100	13.87	—	—	101	7.30	—	—
1971	313,000	165,118	153,500	14.70	—	—	60	4.10	—	—
1972	324,000	153,631	153,500	15.28	—	—	59	3.90	—	—
1973	330,365	185,704	162,000	16.28	—	2,752	74	4.60	—	—
1974	351,159	192,906	220,866	20.95	—	3,108	85	4.10	—	—
1975	404,634	222,471	235,749	25.60	—	3,918	119	4.60	—	—
1976	413,289	216,079	259,615	30.67	18,154	5,765	124	4.10	60.4%	—
1977	411,211	194,926	283,793	30.34	15,086	5,085	136	4.50	49.2%	—
1978	411,600	283,733	276,918	27.50	12,971	4,695	127	4.68	46.5%	—
1979	413,700	299,818	262,549	26.40	13,519	4,580	91	3.61	75.8%	—
1980	419,800	272,427	257,491	28.10	13,162	4,992	88	3.23	72.7%	—
1981	433,800	293,733	299,700	29.11	14,100	5,783	100	3.76	76.0%	—
1982	463,400	316,797	359,792	34.67	16,743	6,047	107	3.21	50.5%	—
1983	497,600	349,203	418,241	33.58	18,120	6,705	150	3.67	42.7%	—
1984	522,000	394,930	455,388	38.50	19,365	6,852	137	3.69	51.1%	—
1985	541,300	385,401	464,184	40.10	17,700	6,038	127	3.69	54.3%	22.7%
1986	547,600	385,186	470,735	40.08	14,858	5,424	101	3.07	49.5%	30.3%
1987	537,800	376,873	455,440	39.00	13,290	4,984	78	2.55	57.9%	35.1%
1988	531,000	372,419	452,327	38.41	13,300	5,215	97	2.33	49.5%	37.9%
1989	534,400	364,989	465,035	38.87	14,364	5,550	84	2.21	54.8%	39.2%
1990	553,600	365,000	486,443	39.11	16,290	5,859	98	2.40	49.0%	46.4%
1991	570,300	391,672	494,477	40.21	15,890	5,669	101	2.39	49.5%	54.1%
1992	586,900	393,821	512,661	38.31	15,601	5,561	108	2.61	58.5%	52.8%
1993	599,200	393,931	523,158	39.19	14,509	5,706	118	2.78	41.5%	53.0%
1994	600,622	436,000	545,000	41.48	15,395	—	85	2.05	—	—
1995	601,581	435,000	630,000	44.03	15,244	6,059	87	2.10	54.0%	52.0%
1996	605,212	430,000	629,000	42.20	14,962	5,851	61	1.87	53.1%	56.0%
1997	609,655	464,000	652,000	41.20	13,804	6,257	77	1.86	53.2%	59.6%
1998	617,082	474,000	676,000	45.15	13,499	6,163	70	1.58	44.3%	61.0%
1999	622,000	478,000	712,000	45.46	14,691	6,081	79	1.69	50.6%	60.6%
2000	627,571	477,787	737,377	—	14,127	6,120	106	2.20	52.8%	61.3%
2001	632,643	483,385	747,822	—	—	6,543	89	1.80	52.8%	62.6%
2002	641,482	490,586	775,223	—	—	—	89	1.82	40.2%	65.8%
2003	648,818	497,842	801,339	—	—	—	100	—	33.0%	78.9%
2004	—	500,153	—	—	—	—	99	—	31.0%	77.0%
2005	—	—	—	—	—	—	7	—	—	—

3,794

Deaths on Alaska's Highways - 2004

Name	Date of Birth	Area of Accident	Road
Aaron	6/24/1980	Barrow	Eben Hopson St
Alpine	1/20/1968	Tonsina	Mi 79 Glenn Hwy
Andrew	5/4/1928	Glennallen	MP 165 Glenn Hwy
Angela	11/15/1968	Juneau	Douglas Highway
Anna Rose	8/14/1982	Houston	Mi 55.5 Parks Hwy
Arlin	9/4/1989	Healy	Mi.2 Tope Rd
Betty	4/30/1939	Wasilla	Palmer-Wasilla Hwy
Beverly	12/30/1964	Denali	Mi 298 Parks Hwy
Bobby	10/19/1993	Kenai	Willow St
Brant	10/24/1985	Juneau	Mile 32 Egan Drive
Bruce	10/28/1961	Anchor Point	Sterling Hwy
Charles	4/16/1943	Juneau	Glacier Hwy/Arika St
Charles	8/22/1975	Fairbanks	MP 344.7 Richardson Hwy
Charlie	9/7/1952	Wasilla	Lucille Street/Forest Ave
Chester	5/12/1964	Soldotna	Milepost 76.7 Sterling Highway
Christian	9/10/1971	Wasilla	2.5 mile Pittman Road
Christopher	1/1/1967	Anchorage	Brayton
Christopher	9/21/1980	Anchorage	Old Seward Rd
Clarence	6/19/1958	Anchorage	O'Malley Road
Clyde	?	Cooper Landing	Milepost 15.5 Seward Highway
Dana	8/10/1957	Ketchikan	North Tongass Hwy
David	8/21/1979	Wasilla	1/2 Mi Pittman Rd
David	7/8/1965	Soldotna	Echo Lake Road
David	7/21/1984	Kenai Pen	MP 90 Sterling Hwy
Desiree	5/30/1986	Anchorage	5th Avenue-Sitka Street
Douglas	4/17/1956	Fairbanks	23.6 Mi Dalton Hwy
Dustin	11/19/1983	Cooper Landing	Mi 47.5 Sterling Hwy
Edward	8/15/1929	Cantwell	Mi 206.6 Parks Hwy
Floyd	6/15/1931	Fairbanks	Old Rich Highway
Gail	3/2/1957	Anchorage	O'Malley Road
Gary	11/5/1950	Wasilla	Mi 0.2 Pittman Rd
George	10/23/1941	Anchorage	Raspberry Road
Glynn	2/14/1921	Nikiski	19.5 Kenai Spur Highway
Hannah	8/18/1950	Cantwell	Mi 206.6 Parks Hwy
Ignacio	7/31/1938	Anchorage	Tudor Rd
Jame	1/30/1946	Anchorage	Lake Otis
James	6/18/1970	Fairbanks	Mile 18 Chena Hot Springs

James	12/3/1958	Fairbanks	Peger Road
James	4/12/1944	Wasilla	Mi 11.8 Knik Goose Bay Rd
Jeffrey	?	Klawock	
Jesse	3/2/1988	Girdwood	Mi 96 Seward Hwy
John	4/3/1973	Matsu	Mi 105 Parks Hwy
John	4/4/1941	Petersburg	Mitkof Hwy
John	11/20/1952	Palmer	96.5 Glenn Highway
John	12/24/1952	Fairbanks	Mi 32 Dalton Highway
Joseph	11/17/1950	Anchorage	Old Seward
Joseph	10/23/1968	Kenai Pen	Seward Highway
Joseph	10/16/1980	Delta Junction	Mile 307.5 Rich Highway
Joshua	1/2/1981	Delta Junction	Mile 311 Richardson
Justin	5/11/1969	Anchorage	A Street
Karl	7/7/1980	Anchorage	Glenn Hwy
Kenneth	7/4/1958	Copper Center	MP 109.2 Rich Highway
Kenneth	7/14/1967	Delta Junc	Mp 239.5 Rich Hwy
Kerry	6/14/1955	Wasilla	Parks Hwy
Keven	3/10/1978	Kenai Pen	Mi 15 Seward Hwy
Kevin	11/24/1972	Fairbanks	Sheep Creek Rd
Korrine	?	Yakutat	Lost River Road
Kristine	9/26/1984	Eagle River	Eagle River Loop
Laurie	7/11/1986	Point Hope	Airport Road
Lynn	11/8/1946	Haines	Lutak Rd
Lyubov	?	Delta Junction	Mile 300 Richardson Highway
Marchita	12/13/1958	Anchorage	MP 109.8 Seward Hwy
Margaret	7/20/1963	Sutton	Mi 60.6 Glenn Hwy
Mark	3/13/1974	Anchorage	Tudor Rd
Mark	5/24/1972	Homer	M 160 Sterling Hwy
Mary Louise	3/8/1929	Kenai Pen	Kenai Spur Road
Mathew	3/14/1982	Anchorage	Raspberry Road
Matthew	4/15/1979	Anchorage	Glenn Highway
Matthew	12/18/1988	Palmer	West Arctic Ave
Maurice	6/20/1986	Anchorage	Minnesota Dr
Michael	3/8/1960	Girdwood	Mi 96.5 Seward Hwy
Norman	7/25/1926	Glennallen	Milepost 134.5 Glenn Highway
Patrick	3/29/1980	Chignik Lagoon	
Paul	9/18/1965	Nikiski	Mi 28 Spur Hwy
Phillip	8/18/1959	Houston	Big Lake Road/Kenlar
Ralph	3/5/1954	Yakutat	Lost River Road
Rance	2/5/1954	Anchorage	Upper O'Malley
Randolph	9/23/1978	Palmer	Mi 12.3 Glenn Hwy
Rodney	9/13/1977	Anchorage	Glenn Highway/Muldoon

Ronald	1/2/1958	Palmer	Mile 33 Glenn Highway
Sabrina	9/12/2002	Anchorage	Foothill Dr
Scott	5/22/1982	Anchorage	36th Avenue
Sean	8/1/1984	Houston	Mi 61.8 Parks Hwy
Shaeleen	11/19/1990	Sitka	Sawmill Creek Rd
Shane	5/7/1949	Anchorage	Minnesota
Shannon	5/17/1967	Delta Junction	Mile 307.5 Rich Highway
Sheldon	6/16/1959	Kenai Pen	Mile 3 Coho Loop
Stephen	10/15/1947	Fairbanks	Airport Way Rewak Dr
Steven	2/8/1959	Wasilla	Knik Goose Bay Rd
Tidal	6/3/2001	Eagle River	Eagle River Road #25000 blk
Tina	7/16/1975	Kenai Pen	MP 90 Sterling Hwy
Tokim	11/13/1953	Fairbanks	Farmers Loop Road
Trey	4/24/1994	Tok	Mi 116 Tok Cutoff
Ulysses	11/18/1985	Anchorage	Minnesota Dr
Vaun	5/3/1952	Anchorage	Glenn Hwy near Eagle Rv Exit
Vince	2/18/1957	Anchorage	Glenn Highway/Bragaw
William	6/2/1962	Denali	Mi 277.3 Parks Hwy
William	9/4/1988	Wasilla	Bogard Road
Zoe	6/12/1955	Soldotna	Mi 132.5 Sterling Hwy

Alaska Seat Belt Cost Analysis

EXECUTIVE SUMMARY

OBJECTIVES

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

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

RESULTS

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

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

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

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

CONCLUSIONS AND RECOMMENDATIONS

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

Alaska Seat Belt Cost Analysis

**Alaska Injury
Prevention Center**



Ron Perkins, MPH

**Anchorage, Alaska
September 2003**

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

EXECUTIVE SUMMARY

OBJECTIVES

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

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

RESULTS

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

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

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

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

CONCLUSIONS AND RECOMMENDATIONS

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

Introduction

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

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

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

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

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

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

Methods

The *Alaska Seat Belt Cost Analysis* project used data from the Department of Transportation and Public Facilities (DOT&PF) from 1990-2001, to compare seat belt usage patterns for all Alaskan motor vehicle occupants. The DOT&PF data are taken from police reports that document seat belt use, property damage, fatalities, time of day, weather conditions, passenger seat belt use, contributing factors, etc.

The Alaska Trauma Registry (ATR) was used extensively for this study because it documents every trauma case resulting in at least one overnight stay in an Alaskan hospital. The ATR contains information about the length of stay, costs for treatment, source of payment, reported seat belt use, age, sex, injury severity, etc. The ATR does not contain information about outpatient visits, scene deaths, private physician contacts, chiropractor visits, and other costs for motor vehicle-related injuries.

Another database maintained by Medicaid, was explored but found to be of limited use because it did not track the cause of injury. If the Medicaid data could be linked with DOT&PF and ATR by age, sex, date of injury, etc., some of the long-term expenses beyond the hospital stay could potentially be tracked.

Hospitalization costs (from the Alaska Trauma Registry) for belted and unbelted occupants injured in a motor vehicle crash in Alaska, for the years 1996 – 1999 were compared. Hospital costs were analyzed by seat belt use or non-use, source of payment, days spent in the hospital, discharge location, and fatalities.

Restraint use was categorized into either the YES group or the NO group in the following manner:

YES	NO
Air Bag and Seat Belt	Air Bag Only (not restrained)
Seat Belt only	None
Infant/Child Restraint	

Many of the entries listed restraint use as UNKNOWN. The case narrative field in the ATR was used to re-categorize a few of the unknowns, but restraint use or non-use could not be determined for most of the unknowns, therefore they were analyzed separately.

In a landmark publication, *The Cost of Injury in the United States*, Rice and MacKenzie documented motor vehicle-related injuries per victim as the most costly of all unintentional injury categories. The average cost for each person

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

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

Results

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

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

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

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

The Alaska Trauma Registry provided additional information on the more seriously injured occupants after they were admitted to a hospital. Of all the motor vehicle occupant hospitalizations, 48% were not wearing a restraint, 43% were wearing a restraint, and 9% had unknown restraint use (see Table 2). When all cases with documented restraint use were analyzed separately, 53% were unrestrained, and of the fatalities who died in the hospital, 56% were unrestrained.

Table 2

**Alaska Trauma Registry Data
Hospitalizations
1996 - 1999 Combined**

	All Motor Vehicle Occupant Hospitalizations	Cases with Seatbelt Use Documented	Fatals	Fatals with Seatbelt Use Documented
No Restraint	48% (887)	53%	49% (30)	56%
Restraint Used	43% (790)	47%	39% (24)	44%
Unknown Use	9% (167)	0%	11% (7)	

Another measure of severity used in this analysis was total number of hospital days for restrained and unrestrained occupants. An average of 2,672 days was spent in hospitals every year for motor vehicle occupant injuries in Alaska. Of the total hospital days where restraint use was documented, 58% of the patients had been unrestrained at the time of their crash and 42% were restrained (Table 3).

Table 3

**Hospital Days
1996 - 1999 Average**

	Avg. Hospital Days per Year	%	% by "Known" Use
No Restraint	1402	52%	58%
Restraint Used	1009	38%	42%
Use Unknown	261	10%	

In 1994, the Federal Highway Administration published a technical report, *Motor Vehicle Accident*, and included the following lifetime injury costs by Abbreviated Injury Severity (AIS) score:

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

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

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

Costs

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

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

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

The breakdown of the medical costs to treat these individuals included:

- The average cost per case was \$20,000.
- Average cost per hospital day was \$3,300.
- Average number of days in the hospital was 6 days per case.
- Total number of Medicaid patients was 83, with a total estimated cost of \$1.6 million.

For the years 1996 through 1999, an analysis of hospital costs documented in the ATR for motor vehicle occupant injuries was undertaken. Only 66% of the patients had medical costs reported in the ATR because several of the hospitals serving federal beneficiaries and a few of the public hospitals did not report costs associated with individuals. Of the cases where costs were reported, over \$22.2 million was spent on direct medical care. When extrapolating average costs per case, the four-year costs were:

- \$21.8 million for unrestrained occupants and
- \$15.8 million for restrained occupants.

When including the "unknowns," an additional \$6.1 million is added, for a total of \$43.6 million. Of the total hospital costs reported, 59% represented unrestrained occupants (see Table 4).

Table 4

Alaska MV Hospital Costs

1996 - 1999

	Total Costs	Total Cases	Average Costs per Case	% of Total
No Restraint Used	\$13,039,797	534	\$24,419	59%
Restraint Used	\$9,177,849	460	\$19,952	41%

Of the total ATR costs for motor vehicle-related hospitalizations, 44% was paid by the general public through programs such as Medicaid, Medicare, Indian Health Service, military, CHAMPUS, and no-pay patients. Of this 44% paid by the public, 69% of the costs were for unrestrained occupants (see Table 5).

Table 5

**Public Costs for Alaska MV Hospitalizations
1996 - 1999**

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

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

Conclusions

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

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

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

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

fatalities, injury severity (and thus medical costs) do not occur until belt use rates reach the 90 percent range.¹⁰

Most frequently, those who refuse to buckle up also tend to exhibit other high-risk behaviors like speeding and driving while impaired. It is critical that all drivers and passengers use seat belts and child restraints, as appropriate, if hospital and other medical costs resulting from motor vehicle crashes are to be substantially reduced. Programs and policies that result in higher restraint use will reduce traffic crash fatalities as well as the severity of injuries and costs to individuals and to the taxpayers of Alaska.

References

-
- ¹ NHTSA, Traffic Safety Facts, 2002
 - ² NHTSA, Status of Occupant Protection in America, Buckle Up America Report, Nov. 2001.
 - ³ USDOT&PF, News Release, July 17, 2003.
 - ⁴ Ibid.
 - ⁵ CDC, WISQARS, Injury Mortality Report, All Injury Deaths and Rates per 100,000 by State
 - ⁶ NHTSA, Traffic Safety Facts 2001 – Occupant Protection, DOT&PF HS 809 474.
 - ⁷ Rice DP, MacKenzie EJ, et. al., Cost of Injury in the United States. Report to Congress 1989.
 - ⁸ Alaska Traffic Accidents. Annual reports from the Alaska Department of Transportation and Public Facilities.
 - ⁹ Report on Injury Prevention Activities of Community Health and EMS Targeting Medicaid-Eligible Youth, by Martha Moore and the State Injury Prevention staff, 2003.
 - ¹⁰ NHTSA, Status of Occupant Protection in America, Buckle Up America Report, Nov. 2001.

ALASKA PUBLIC OPINION RESEARCH SURVEY

February 5th to 23rd, 2005

Sample size = 586; margin of error ± 4.05%

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

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

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

IF YES, THEN PROCEED TO QUESTION #1

IF NO, THEN ASK...

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

IF YES THEN ASK...

May I speak with them?

IF NO, THEN ASK...

When will someone be home who is registered to vote?

THE FOLLOWING VARIABLE IS CALCULATED USING THE TELEPHONE PREFIX

Table with 4 columns: AREAS OF ALASKA, UNWEIGHTED FREQUENCY, WEIGHTED PERCENT, MARGIN OF ERROR. Rows include Southeast, Kenai Peninsula, Anchorage, Matsu, Greater Fairbanks, Rural/Bush, and TOTALS.

HELLENTHAL AND ASSOCIATES
ALASKA PUBLIC OPINION RESEARCH SURVEY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The last few questions are being collected purely for statistical purposes

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

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

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

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

(Mean = 3.250)

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

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

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

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

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

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

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

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

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

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

15. Are you married or single?

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

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

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

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

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

FAMILY STATUS	FREQUENCY	PERCENT
Young Single (18-44).....	35.....	5.9%
Adult Single (45+).....	100.....	17.0%
Single Parent.....	69.....	11.8%
Young Couple (18-44).....	34.....	5.7%
Mature Couple (45+).....	150.....	25.6%
Young Family (18-44).....	105.....	17.9%
Mature Family (45+).....	94.....	17.1%

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