

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5.25.99
BILL NO. SB 50
OR
SUBJECT _____

Lynna Guliani
(NAME)
1570 Sheboygan
(Street Address or Route Number)
OSHKOSH WI
(City and Zip Code)
Friederich Hosp
(Representing)

Speaking in Favor:
Speaking Against:
Registering in Favor:
but not speaking:
Registering Against:
but not speaking:
Speaking for information only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: _____
BILL NO. SB 50
OR
SUBJECT _____

Lanna Zobel
(NAME)
7217 W. St. James St
(Street Address or Route Number)
Newport, WI 53213
(City and Zip Code)
Friederich Hosp
(Representing)

Speaking in Favor:
Speaking Against:
Registering in Favor:
but not speaking:
Registering Against:
but not speaking:
Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99
BILL NO. SB 50
OR
SUBJECT Primary Seatbelt Enforcement

Dennis Kruger
(NAME)
Stole Concord Dr.
(Street Address or Route Number)
Oregon, WI 53575
(City and Zip Code)
WI Troopers Association
(Representing)

Speaking in Favor:
Speaking Against:
Registering in Favor:
but not speaking:
Registering Against:
but not speaking:
Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-95

BILL NO. SB 50

OR
SUBJECT _____

(NAME) Frank Salvi

(Street Address or Route Number) _____

(City and Zip Code) _____

(Representing) WI Society of Physical Medicine + Rehab.

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-99

BILL NO. SB 50

OR
SUBJECT Primary Seat

Belt Car

(NAME) D. Edward Callahan

(Street Address or Route Number) _____

(City and Zip Code) _____

(Representing) Janesville WI 53545
State Medical Society

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25

BILL NO. SB 50

OR
SUBJECT _____

(NAME) Steve Koenig

(Street Address or Route Number) _____

(City and Zip Code) _____

(Representing) Miss Sook Roll Clark

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-99

BILL NO. SO

SUBJECT _____

DAVE WENZEL
(NAME)

Sub W 17281 Rosmar Ct.
(Street Address or Route Number)

Muskego, WI 53150
(City and Zip Code)

Professional Fire Fighters of WIZ
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99

BILL NO. SB 58

SUBJECT STANDARDIZED

SENATE BELT ENFORCEMENT

Peggy Ann Bauman
(NAME)

265 Drossart St
(Street Address or Route Number)

Berlin WI, 54923
(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99

BILL NO. SB 58

SUBJECT MANDATORY

Seat Belt

Chief Richard Williams
(NAME)

211 S. Carroll St
(Street Address or Route Number)

MADISON WI 53717
(City and Zip Code)

City of Madison
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-99

BILL NO. SB 50

OR

SUBJECT Saah Bell

(NAME) Senator Fran Rieker

(Street Address or Route Number)

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99

BILL NO. SB 50

OR

SUBJECT Primary Enforcement of Safety Belts

(NAME) Mr. JOHN EVANS
Capt Bob Youse

(Street Address or Route Number) 4802 SHERBOYGAN Av.

(City and Zip Code) Madison WI 53707

(Representing) WI DOT - STATE PATROL

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-99

BILL NO. SB50

OR

SUBJECT

(NAME) Kristin Wegner

(Street Address or Route Number) 712 Broad Street

(City and Zip Code) Menasha, WI 54952

(Representing) MADISON DISCONSIN

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
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Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99
BILL NO. SB 50
OR
SUBJECT Seat Belt Bill

Rep. Jeff Stone
(NAME)
(Street Address or Route Number)

(City and Zip Code)
WI Assembly
(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:
but not speaking:

Registering Against:
but not speaking:

Speaking for information
only; Neither for nor against:

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State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99
BILL NO. SB 52
OR
SUBJECT _____

Laura Leitch
(NAME)
1 E. Main #308
(Street Address or Route Number)

(City and Zip Code)
Madison WI 53701
(Representing) WI Chapter American College of
Emergency Physicians

Speaking in Favor:

Speaking Against:

Registering in Favor:
but not speaking:

Registering Against:
but not speaking:

Speaking for information
only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99
BILL NO. SB 50
OR
SUBJECT _____

WI Academy of Family Physicians
(NAME) Laura Leitch
1 E. Main #308
(Street Address or Route Number)

(City and Zip Code)
Madison WI 53701
(Representing) WAFPA

Speaking in Favor:

Speaking Against:

Registering in Favor:
but not speaking:

Registering Against:
but not speaking:

Speaking for information
only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: May 25

BILL NO. SB-520

OR

SUBJECT _____

(NAME) Joe Stahl

(Street Address or Route Number) 7 N. Pinckney

(City and Zip Code) Madison 53703

(Representing) Professional Firefighters

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5/25/99

BILL NO. S.B. 50

OR

SUBJECT Safety-belt

standard enforcement

(NAME) Ernest W. Steffenfeld

(Street Address or Route Number) 8030 Excelsior Ave

(City and Zip Code) Madison, WI 53717

(Representing) AAA Wisconsin

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger **PROMPTLY**.

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-99

BILL NO. SB50

OR

SUBJECT _____

(NAME) ERIC JENSEN

(Street Address or Route Number) 330 E. LAKE-SIDE ST.

(City and Zip Code) MADISON 53715

(Representing) STATE MEDICAL SOCIETY

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-97

BILL NO. SB 50

OR

SUBJECT _____

Terra L. Whitworth

(NAME)

3972 S. 1 ST.

(Street Address or Route Number)

Milwaukee 53207

(City and Zip Code) - President

(Representing) Wis. Highway Safety Council, Amber Hill

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

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Senate Sergeant-At-Arms
State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: May 25

BILL NO. SB 50

OR

SUBJECT Primary Seat

Ball bill

Lynn Sherman

(NAME)

923 E Dutton St

(Street Address or Route Number)

Madison 53703

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger **PROMPTLY.**

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 5-25-94

BILL NO. SB-50

OR

SUBJECT _____

William B. Chutkan

(NAME)

5330 Levis way

(Street Address or Route Number)

Madison 53714

(City and Zip Code)

(Representing)

Speaking in Favor:

Speaking Against:

Registering in Favor:

but not speaking:

Registering Against:

but not speaking:

Speaking for information only; Neither for nor against:

Please return this slip to a messenger **PROMPTLY.**

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O.Box 7882
Madison, WI 53707-7882

Senate Committee on Judiciary and Consumer Affairs

Request for Paper Ballot Executive Action on 1999 Senate Bill 50

Due to the length of today's public hearing the Senate Committee on Judiciary and Consumer Affairs was unable to hold the Executive Session on Senate Bill 50 as planned. We would like to conduct a paper ballot on the bill. **Please return your ballot to Sen. George's office (Room 118 South) as soon as possible.**

Passage of Senate Bill 50:

- _____ Moved (Optional -- Please check if you wish to Move Passage of the Bill)
- _____ Seconded (Optional -- Please check if you wish to Second Passage of the Bill)
- _____ Aye (In Favor of Passage of the Bill)
- X No (Oppose Passage of the Bill)

~~_____~~
~~_____~~
Signed: Oliver Clausen

September 1, 1999

Please return to Sen. George's Office as soon as possible

Senate Committee on Judiciary and Consumer Affairs

Request for Paper Ballot Executive Action on 1999 Senate Bill 50

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Passage of Senate Bill 50:

_____ Moved (Optional -- Please check if you wish to Move
Passage of the Bill)

_____ Seconded (Optional -- Please check if you wish to Second
Passage of the Bill)

 X Aye (In Favor of Passage of the Bill)

_____ No (Oppose Passage of the Bill)

Signed: _____

Alberta Darling

September 1, 1999

Please return to Sen. George's Office as soon as possible

Senate Committee on Judiciary and Consumer Affairs

Request for Paper Ballot Executive Action on 1999 Senate Bill 50

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Passage of Senate Bill 50:

_____ Moved (Optional -- Please check if you wish to Move
Passage of the Bill)

_____ Seconded (Optional -- Please check if you wish to Second
Passage of the Bill)

 X Aye (In Favor of Passage of the Bill)

_____ No (Oppose Passage of the Bill)

Signed: _____

Gary R. George

September 1, 1999

Please return to Sen. George's Office as soon as possible

Senate Committee on Judiciary and Consumer Affairs

Request for Paper Ballot Executive Action on 1999 Senate Bill 50

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Passage of Senate Bill 50:

 Moved (Optional -- Please check if you wish to Move Passage of the Bill)

 Seconded (Optional -- Please check if you wish to Second Passage of the Bill)

 Aye (In Favor of Passage of the Bill)

 No (Oppose Passage of the Bill)

Signed: *Jane B. Huber*

September 1, 1999

Please return to Sen. George's Office as soon as possible

Senate Committee on Judiciary and Consumer Affairs

Request for Paper Ballot Executive Action on 1999 Senate Bill 50

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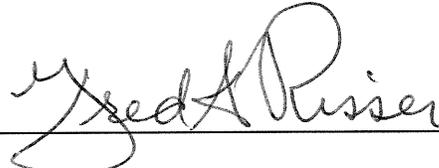
Passage of Senate Bill 50:

Moved (Optional -- Please check if you wish to Move Passage of the Bill)

Seconded (Optional -- Please check if you wish to Second Passage of the Bill)

Aye (In Favor of Passage of the Bill)

No (Oppose Passage of the Bill)

Signed: 

September 1, 1999

Please return to Sen. George's Office as soon as possible

Vote Record

Senate Committee on Judiciary and Consumer Affairs

Date: 9/1/1999
 Moved by: Sen. Risser Seconded by: Sen. George
 AB: _____ Clearinghouse Rule: _____
 AB: _____ SB: 50 Appointment: _____
 AJR: _____ SJR: _____ Other: _____
 A: _____ SR: _____

A/S Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____
 A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____ to A/S Sub Amdt: _____

- Be recommended for:
- Passage
 - Introduction
 - Adoption
 - Rejection

- Indefinite Postponement
- Tabling
- Concurrence
- Nonconcurrence
- Confirmation

Committee Member

Sen. Gary George, Chair

Sen. Fred Risser

Sen. Alice Clausing

Sen. Joanne Huelsman

Sen. Alberta Darling

Aye	No	Absent	Not Voting
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Totals: _____



Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

DIVISION OF STATE PATROL
4802 Sheboygan Avenue
P.O. Box 7912
Madison, WI 53707-7912

SENATE JUDICIARY COMMITTEE HEARING SENATOR GARY GEORGE , CHAIR

State Patrol Testimony in Support of SB 50

Primary Safety Belt Enforcement

Tuesday, May 25, 1999, 8:30am

Room 201, SE, State Capitol

Good morning. I am Capt. Robert Young of the Wisconsin State Patrol and I am here on behalf of the State Patrol and the Department of Transportation to testify in *support* of SB 50 - primary safety belt enforcement.

The State Patrol agrees with Mr. Evans's comments that "safety belts work". The use of safety belts is often the best defense an occupant of a vehicle has to prevent death or serious injury. Adult use of safety belts also sets an example for children and passengers on how to drive safely. In that regard, the State Patrol considers the focus of primary enforcement to be *safety*, not *citations*. The goal of primary enforcement as proposed in SB 50, is not to write more citations, but to *save lives*.

All of those present today are familiar with the vehicle crash that occurred earlier this year, just north of Janesville, in which 7 young people in one van were killed. The State Patrol officer, Sgt. Brad Altman, who was one of the first to respond to the scene, commented that the number of fatalities and severity of injuries would have been greatly reduced if the occupants of the van had

been using their safety belts. There were enough safety belts in the van for each and every passenger, either those with a shoulder and lap combination or a lap belt alone, though *not one* of the occupants, or the driver, was belted. The fatalities and injuries from the crash were the result of the passengers being ejected from the van as it struck a roadside pole at an accelerated speed, became airborne, struck a ditch, became airborne again, barrel-rolled twice, and had *all* of its windows broken out. The occupants literally *flew out* of the van, through the broken windows, throwing the victims into the roadway, into the ditch, and into the path of the van itself. These young people, by being not secured in the vehicle, had no chance. The van itself landed on its wheels and was relatively intact, with minor structural damage. The only person to literally walk away from the crash was the person who was sleeping in the space between where the driver and other passenger were attempting to change places, because she was being *held down* by their bodies as the crash occurred. There were 5 medical helicopters, 4 land ambulances, and 5 hearses dispatched to the scene. The resulting injuries include paraplegia, brain damage, a broken neck, and coma. Further injuries and deaths were avoided only because law enforcement at the scene at the time of the crash was able to stop on-coming traffic, thus eliminating those bodies in the road from being run over by other vehicles.

This tragic crash parallels the results of a field observation survey conducted by Department of Transportation in 1998 which identified persons aged 16-34 years as those *least likely* to use safety belts. The survey noted that only 35.8% of young persons aged 16-19 years use safety belts, and 53.1% of persons aged 20-34 years use safety belts. The overall average for safety belt use in Wisconsin is 61.9% with persons aged 60+ years as those with the highest use rate of 69%.

The law enforcement community in general, and the State Patrol in particular, is hopeful that primary safety belt enforcement will become a "self-compliant" law. That is, we hope that the strong stand that the law will take in regards to safety belt use will educate motorists and encourage them to use safety belts because they know that mandatory safety belt use is the law, and that it does, literally, save lives. Obtaining a driver's license is a privilege, and with that privilege comes the responsibility to obey traffic regulations for the sake of personal and public safety.

SB 50 will not change any of the safety belt use exemptions currently identified in statutes for such vehicles as taxi cabs, rural mail carriers, and land survey crews. It will not greatly increase the penalty for a safety belt violation, and the exemption of seat belt violations from additional costs and fees attached to other traffic violations still remains. Nor will law enforcement activities change. Law enforcement will continue to enforce safety belt use, as required by law, as part of their focus on highway safety. The enactment of SB 50 will simply assist law enforcement in protecting and respecting the people they serve.

There are currently 4,450,000 registered vehicles and 3,710,000 licensed drivers in Wisconsin, traveling over 55,500,000 miles each year. With that many vehicles and motorists on our roadways, it is important to keep our drivers and passengers as safe as possible, and the enactment of SB 50 is one tool in the pursuit of that goal.

Rossmiller, Dan

From: Lange, Cathy
Sent: Thursday, September 02, 1999 8:52 AM
To: Rossmiller, Dan
Subject: FW: SB 50

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

From: Jerryann Krisik [mailto:jerry.ann@juno.com]
Sent: Wednesday, September 01, 1999 1:01 AM
To: Sen.George@legis.state.wi.us; Sen.Clausing@legis.state.wi.us;
Sen.Darling@legis.state.wi.us; Sen.Huelsman@legis.state.wi.us;
Sen.Risser@legis.state.wi.us
Subject: SB 50

Dear Senator,

September 1, 1999

Today you will have the privilege of representing thousands of children throughout the state of Wisconsin with the awesome responsibility of deciding that a "yes" vote will insure their safety and the safety of those responsible for their upbringing; their parents, and/or guardians.

Each of you on your committee are well aware of the facts as to why your "yes" vote is so crucial. As an advocate for child safety, I urge you to not allow parents to disregard their own safety, and the safety of their children, by not wearing safety belts. Wars beget orphans, our highways should not! Please, I urge you, vote in favor of safer highways and for safer citizens of Wisconsin!

Thank You!

Sincerely,

Ann Krisik
Wisconsin Association of Wo/Men Highway Safety Leaders
Chairman, District #10

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Try Juno Web: <http://dl.www.juno.com/dynoget/tagj>.

Rossmiller, Dan

From: Lange, Cathy
Sent: Wednesday, August 25, 1999 8:34 AM
To: Rossmiller, Dan
Subject: FW: SB50 Primary Seatbelt Law

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

From: peggy beuthin [mailto:beut@vbe.com]
Sent: Tuesday, August 24, 1999 3:12 PM
To: Sen.George@legis.state.wi.us
Subject: SB50 Primary Seatbelt Law

Dear Senator;

I am an EMT who is also a mother and grandmother. I have been actively involved in EMS for the past 20 years. During that time I have numerous time seen injuries or death that could have been prevented by the use of safety belts. As a safety advocate, I have spent numerous hours promoting the use of seatbelts. As a mother, I am thankful my children have followed my example and worn theirs seatbelts. This past year, both my sons were passengers in vehicles involved in separate crashes. Both crashes were severe, one involved a fatality. Both of my sons were wearing seatbelts and neither one had a major injury.

I am asking that you support SB50 Primary Seatbelt Bill for all the EMTs, mothers, and children in the State of Wisconsin.

Thank you,

Peggy Beuthin
265 N. Kossuth St.
Berlin WI 54923
(920) 361-3135
[beut@vbe.com <mailto:beut@vbe.com>](mailto:beut@vbe.com)

Rossmiller, Dan

From: Lange, Cathy
Sent: Friday, August 27, 1999 12:45 PM
To: Rossmiller, Dan
Subject: FW: SB 50

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

From: Lori L Ferries [mailto:llferrie@gundluth.org]
Sent: Thursday, August 26, 1999 12:58 PM
To: Sen.George@legis.state.wi.us; Sen.Clausing@legis.state.wi.us;
Sen.Darling@legis.state.wi.us; Se.Huelsman@legis.state.wi.us;
Ste.Risser@legis.state.wi.us
Subject: SB 50

I am writing to you on behalf of the Wisconsin Emergency Nurses Association in support of AB 50, the Standard Seat Belt Enforcement Bill. As an emergency department nurse, I have seen many times first hand the results from not wearing a seat belt. It's a proven fact that people who do not wear seatbelts are 4.2 times more likely to die in a crash than those wearing a belt. Recently, I cared for a young woman involved in a motor vehicle crash with a partial roll over who was ejected from the car. The car rolled on top of her and she ended up dying from her injuries. The Paramedics at the scene were convinced that she would have survived with minimal injuries if she was wearing her seatbelt. On the other hand, I once cared for an individual involved in a terrible head on crash who survived because he was wearing his belt. Please feel free to contact me if you need any further supporting evidence. I truly believe that passage of this bill will increase the percent of the population that wears belts. I realize that while not everyone will comply, if even a few lives are saved, it would be worth it.

Sincerely,
Lori Ferries, RN, BSN, EMT
11009 Janus Avenue
Sparta, WI 54656
608-269-6484

Rossmiller, Dan

From: Lange, Cathy
Sent: Friday, August 27, 1999 12:46 PM
To: Rossmiller, Dan
Subject: FW: Standard Seat Belt Enforcement Bill

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

From: Steve/Marsha Driggers [mailto:driggers@lakefield.net]
Sent: Thursday, August 26, 1999 8:29 PM
To: Sen.George@legis.state.wi.us; Sen.Clausing@legis.state.wi.us; Sen.Darling@legis.state.wi.us; Sen.Huelsman@legis.state.wi.us; Sen.Risser@legis.state.wi.us
Cc: Karen Teske-Osborne
Subject: Standard Seat Belt Enforcement Bill

Dear State Senator:

I would like to urge you to support the passage of the Standard Seat Belt Enforcement Bill (SB 50).

This bill is supported and endorsed by the Wisconsin College of Emergency Physicians. Each year we have to see hundreds of children and adults who suffer serious and disfiguring injuries that could have been avoided or lessened if the individuals had worn seat belts while driving or riding in a motor vehicle. If only a few of these victims could have been saved the trauma of their injuries, the legislative action would have been worthwhile. Please move to join the other states who have recognized the need to aggressively encourage and enforce the use of seat belts. I believe strongly enough in this issue that the warning to use seat belts is placed on each discharge instruction given in my Emergency Department. I invite you to spend a night in my department or one near you if you need any proof of the importance of this issue.

Steven D. Driggers, M.D., FACEP
Director Emergency Services
Holy Family Memorial Medical Center
Manitowoc, Wisconsin
Board Member Wisconsin ACEP



TO: Senator Gary George, Chair
Members, Senate Committee on Judiciary and Consumer Affairs

FROM: Eric Jensen, JD, Associate Director
Government Relations

DATE: May 25, 1999

RE: SB 50

On behalf of the State Medical Society of Wisconsin, I urge you to vote in support of SB 50.

No one disputes that seatbelt use reduces the occurrence and severity of injuries and reduces the likelihood of death in motor vehicle crashes. This simple fact has been documented time and time again by scientific studies and by anecdotal evidence.

Wisconsin noted a dramatic increase in seatbelt use following the introduction of our existing seatbelt law. Yet nearly 40% of our citizens still do not wear their seatbelts. This causes tragic and unnecessary injury on our roads and highways to those who do not wear seatbelts, and it causes great trauma to families of those injured, and to others involved in serious accidents. The greater incidence of injury and the serious nature of these injuries also causes great expense to our already overtaxed health care system and to taxpayers. In an era where both houses of our legislature fought long and hard to pass legislation intended to gather volumes of information about health care costs, this aspect of the seatbelt issue should not be overlooked.

Perhaps most disturbing are the stories we hear about young children injured because their parents did not have them in child seats or seatbelts. Children's habits develop early, and live long. As you have heard from others offering testimony, the statistics from other states implementing a primary enforcement seatbelt law show perhaps the most telling statistic of all -- in states with primary enforcement, parents buckle themselves in and properly buckle in their children at rates much higher than in states without such a law.

The State Medical Society of Wisconsin strongly urges your support on SB 50 -- for the children, parents and citizens of our state.

FIELD OBSERVATION OF SEATBELT USE IN WISCONSIN

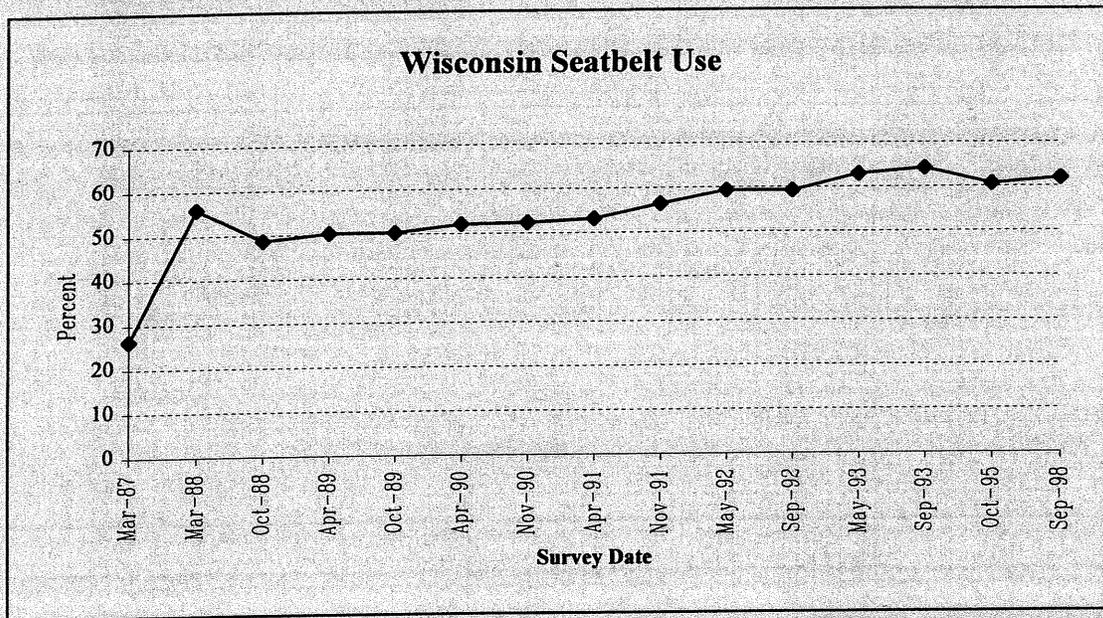


SEPTEMBER 1998

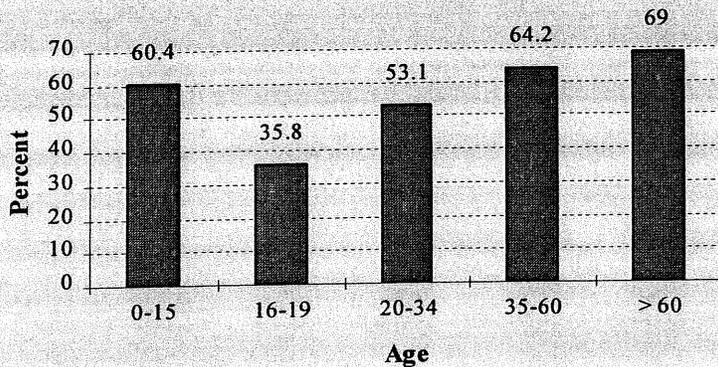
Since March 1987, the Wisconsin Department of Transportation has conducted statewide observation surveys to determine seatbelt use in the state. Wisconsin enacted a mandatory seatbelt law in December 1987.

RESULTS

In September 1998, 61.9% of all passenger vehicle occupants used their seatbelts. (Note: The chronology on the graph is not to scale due to irregularity in collection dates.)

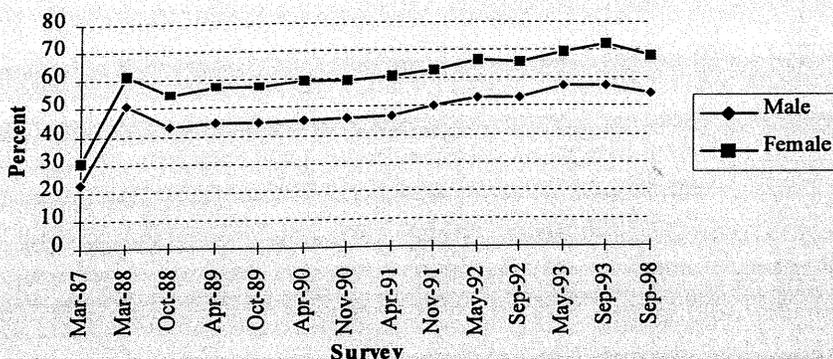


Belt Use by Age



The older a person gets, the more likely he or she is to use seatbelts. Belt use is highest among those who are 60 and older (69%). Belt use is lowest among occupants ages 16-19 (35.8%).

Belt Use by Sex

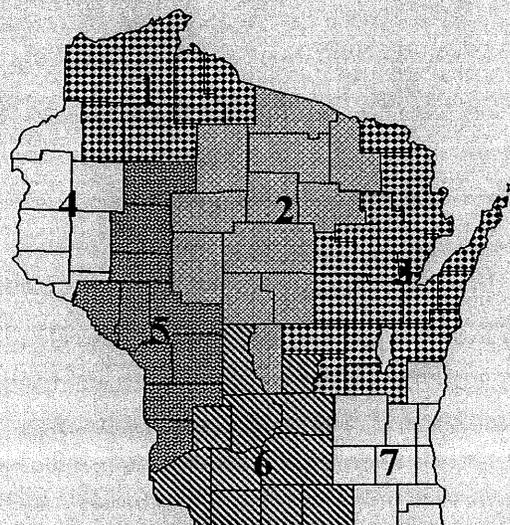


Wisconsin continues to experience a gender gap in safety belt usage. In the most recent survey, 67.7% of females wore their belts; conversely, only 54.8% of male occupants did.

Belt use varies across the state. The Madison area is highest at 67.9%, and the LaCrosse/Eau Claire area is lowest at 52.3%. (For survey purposes, the state was divided into seven media markets.)

	Media Market	Usage %
1	Duluth/Superior	55.9
2	Wausau/Rhineland	52.9
3	Green Bay/Appleton	63.5
4	Minneapolis/St. Paul	65.9
5	La Crosse/Eau Claire	52.3
6	Madison	67.6
7	Milwaukee	59.6

MAP OF MEDIA MARKETS (ADIs)



Occupants of vans were most apt to be wearing their seatbelts. Two out of three (67.5%) occupants of vans wore safety belts. The observation study found that 66.3% of occupants of medium-sized cars and 63.4% of sport utility vehicles' occupants put on their safety belts. Occupants of large cars used the safety belts 58.2% of the time, and those in small cars used theirs 59.9% of the time.

Occupants of pickup trucks were less likely to use their belts. Less than two in five people riding in pickup trucks (39.5%) wore their safety belts during the observation period.

To: Michael Brozek
From: Lynn Sherman
Date: May 24, 1999
Re: May 25 SB 50 Hearing

The following order for testimony was discussed last week at our conference call. I am not sure whether other individuals will come to the hearing and plan on testifying.

- 1) Senator Risser
- 2) Physician Panel
 - Stephen Hargarten, MD, Emergency Medicine Specialist, Froedtert Memorial Lutheran Hospital, and Chair, Wisconsin Safety Belt Coalition as well as Chair, State Medical Society Council on the Health of the Public
 - Edward Callahan, MD, Emergency Medicine, Mercy Hospital, Janesville and member, State Medical Society Council on the Health of the Public
 - Frank Salvi, MD, UW Hospitals and Clinics, Physical Medicine and Rehabilitation Specialist
 - Michael Ward, MD, UW Hospitals and Clinics, Physical Medicine and Rehabilitation (Dr Ward is currently providing care for a few of the Janesville van crash victims)
- 3) Wisconsin Department of Transportation: John Evans, Director, Bureau of Transportation Safety
- 4) Law Enforcement Representatives
 - Madison Police Chief (Chief Jones) or his representative
 - State Patrol Representative (Robert Young?)
 - Stan Patocki, Portage County Sheriff
- 5) Mothers Against Drunk Driving - Kristine Wegner, Executive Director of MADD Wisconsin
- 6) Peggy Beuthin and her son - from Berlin Wisconsin. Peggy's son was in a serious crash and will talk about how his seat belt saved his life.
- 7) Insurance Representatives???



NEWS

Wisconsin Department of Transportation

Office of Public Affairs, P.O. Box 7910, Madison, WI 53707-7910 608/266-3581 FAX: 608/266-7186 www.dot.state.wi.us

5/17/99 #243

FOR INFORMATION CONTACT: Don Hagen, 608/267-7520
don.hagen@dot.state.wi.us
Dennis Hughes, 608/267-9075
dennis.hughes@dot.state.wi.us

WisDOT STUDY SHOWS SEATBELT USE CONTINUES TO HOVER AROUND 60%

The Wisconsin Department of Transportation (WisDOT) is reporting that almost 62% of all passenger vehicle occupants in Wisconsin used their seatbelts in September 1998, according to findings of a field observation study released today.

“These numbers indicate we are certainly heading in the right direction, however there are still many motorists who put themselves and others at great risk by not taking the time to buckle up,” said WisDOT Secretary, Charles H. Thompson. “Chances are someone you know will be involved in a car crash this year and if they are not wearing their seatbelts they are 50 percent more likely to be injured or killed.”

Other findings from the study include:

- Seatbelt use is highest among those who are over the age of 60 (69%) and the least likely to buckle up are those occupants between the ages of 16 and 19 (35.8%)
- Female occupants are almost 13% more likely to buckle up than male occupants
- Occupants of vans were most likely to buckle up (67.5%) and the least likely to buckle up are occupants of pickup trucks (39.5%)

WisDOT began conducting statewide seatbelt use observation studies in 1987, the year the state's mandatory seatbelt law was first enacted.

Meeting w/ Michael Brazek, Barb Linton
& Dr. Steven Hargarten

3-5-99

SB 50

AB 143

primary enforcement

increases fine from \$10 to \$25

Calvin Elekby will be joining in
lobbying effort

Dr. Hargarten Chair, Wis. Safety Belt Coalition

sarcoidosis older patient population
also in fluences kids

children minority groups
disproportionately affected by auto
accident injuries

public harassment } would ask that
driving while black } these issues be
separated

BL & MB would like to develop testimony,
prepare witnesses, needs some advance notice

Seat Belts Protect Kids and Save Lives

Protecting kids and saving lives is the primary focus of the Wisconsin Safety Belt Coalition. Six out of ten children who die in auto crashes are unrestrained and nearly 1400 children 14 years or under die in motor vehicle crashes per year. National research shows that when an adult driver is buckled up, child restraint use is 94%, but when a driver is unbuckled child restraint use drops to 30%. In addition, the National Highway Traffic Safety Administration (NHTSA) estimates that by increasing the usage of seat belts in Wisconsin from 62% to 77%, consumers could save \$107 million annually.

To achieve these goals AAA Wisconsin, Milwaukee Safety Commission, Mothers Against Drunk Driving, Professional Fire Fighters of Wisconsin, Inc., State Farm Insurance, Wisconsin Emergency Nurses Association, Wisconsin Sheriffs and Deputy Sheriffs Association, Wisconsin Safety Officers, Wisconsin Association of Women Highway Safety Leaders, Wisconsin Safe Kids, Wisconsin State Medical Society, Wisconsin Chapter American College of Emergency Medicine, Wisconsin EMS Association, Alliance of American Insurers, Ford Motor Company and Wausau Insurance have joined together in support of SB 50 and AB 143.

Facts to Consider

- Seat belt use in Wisconsin is 62%; the national average is 68% and in California usage is the highest in the country at 91%.
- States that have enacted similar legislation include California, New Mexico, Oregon, North Carolina, Hawaii, Texas, Iowa, New York, Maryland, Georgia, Louisiana, Oklahoma, plus the District of Columbia. In these states the average seat belt use is 77%.
- Motor vehicle crashes are the leading cause of death for Americans between the ages of 5-32.
- In 1990, Americans had to pay \$11.4 billion in taxes to cover crash costs--\$3.7 billion for health care, \$6.1 billion for lost taxes and \$1.6 billion for public assistance.
- Belted auto passengers average 60 to 80 percent lower hospital costs than unbelted auto passengers.
- In the U.S. 68% of the population buckles up while just 25% of the states have standard seat belt enforcement. In Canada standard enforcement exists in all Provinces and the belt usage is 92%.
- A November 1998 survey of 1,000 Americans shows that support for primary seat belt laws among African Americans is extremely strong and higher than support among the population as a whole--79% of African Americans support primary laws versus 65% of the population as a whole.

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- A November 1998 survey of 1,000 Americans shows that support for primary seat belt laws among African Americans is extremely strong and higher than support among the population as a whole--79% of African Americans support primary laws versus 65% of the population as a whole.

Primary/Standard Safety Belt Enforcement Laws

The following states have standard safety belt laws:

California
Connecticut
District of Columbia
Georgia
Hawaii
Iowa
Indiana
Louisiana
Maryland
North Carolina
New Mexico
New York
Oklahoma
Oregon
Texas

>
Black and Hispanic Children, Teenagers at Higher Risk of Motor Vehicle Crash Death

>ADVANCE/ BALTIMORE, Dec. 14 /PRNewswire/ -- Per mile traveled, black and
>Hispanic male teenagers were nearly twice as likely to die in a motor vehicle
>crash as male teens who were white, according to researchers at the Johns
>Hopkins School of Public Health and the Insurance Institute for Highway
>Safety. Further, the risk per mile of travel of black children ages 5 to 12
>dying in a crash was almost three times that of white children. The study
>appeared in the December 1998 issue of the Archives of Pediatrics and
>Adolescent Medicine.

>
>Previous studies, which calculated population-based death rates, didn't
>consider differences among racial and ethnic groups in the vehicle miles
>traveled, and thus were unable to detect these high occupant death rates per
>unit of travel for black and Hispanic children.

>
>Lead author Susan P Baker, MPH, professor, Health Policy and Management, Johns
>Hopkins School of Public Health Center for Injury Research and Policy, said,
>"Black and Hispanic male teenagers travel in motor vehicles less often than
>their white male counterparts, but when they do travel they face a much higher
>risk of dying."

>
>The scientists analyzed national data from several sources to determine fatal
>crash risk by race, ethnicity, and gender. Estimates of vehicle miles traveled
>and numbers of trips for Hispanic, white, and black children and teens were
>derived from the 1990 Nationwide Personal Transportation Survey, which is
>performed periodically by the U.S. Department of Transportation. Mortality
>data were obtained from the National Center for Health Statistics for 1989-93.
>Data from the 1990 census were also used.

>
>Among children ages 5 to 12 years, occupant death rates per billion vehicle
>miles of travel were 14 for blacks, 8 for Hispanics, and 5 for whites. Among
>teenagers ages 13 to 19, the death rates were 45 for Hispanics, 34 for blacks,
>and 30 for whites. Per billion vehicle miles of travel, black and Hispanic
>male teenagers had much higher death rates (66 among blacks and 61 among
>Hispanics, compared with 37 among whites).

>
>Data were not available to assess why these racial, ethnic, and gender
>differences in death rates exist, but past studies have suggested that
>differences in restraint use are likely to play an important role, since lower
>rates of child restraint and safety belt use have been reported among Hispanic
>and black children and male teens.

>
>This study was supported by the Insurance Institute for Highway Safety, and by
>funding from the National Center for Injury Prevention and Control, Centers
>for Disease Control and Prevention.

>
SOURCE Johns Hopkins School of Public Health

CO: Johns Hopkins School of Public Health; Insurance Institute for Highway
>Safety, Maryland



THE NATIONAL BLACK CAUCUS OF STATE LEGISLATORS

Rep. Lois DeBerry (TN)
President

1999 Resolution (Consent Calendar)

Support for Standard Enforcement Seat Belt Laws

Death and injuries resulting from traffic crashes are a major public health concern for African Americans. To address this problem, the National Black Caucus of State Legislators resolves the following:

WHEREAS, according to data from the National Center for Health Statistics, the leading killer of African American children age 0-14 is traffic crashes;

WHEREAS, the greatest risk African American children face is not violence or drugs, it is being unbuckled in a crash;

WHEREAS, according to observational studies by the National Highway Traffic Safety Administration (NHTSA), four out of 10 African American children ride unrestrained;

WHEREAS, a crash study conducted by NHTSA found that six out of ten children killed in car crashes are unbuckled and almost half would be alive today if they had been properly restrained;

WHEREAS, according to the National Center for Health Statistics, the second killer of African American young adults age 15-24 is car crashes;

WHEREAS, while belt use is lower among young men of all ethnic backgrounds, a recent study found young African American men are three times more likely to die in car crashes than their white or Hispanic counterparts;

WHEREAS, according to data from the U.S. Centers for Disease Control, African American men are less likely to buckle up than their white or Hispanic counterparts;

WHEREAS, standard seat belt laws have proven to increase seat belt use and save lives;

WHEREAS, to reach the President's national seat belt use goals of 85% by 2000 and 90% by 2002, we must enact standard seat belt laws that include provisions to ensure fair enforcement of those laws for all Americans;

WHEREAS, standard belt laws work — average belt use in states with standard laws is about 15 percentage points higher than in states with weak secondary laws;

WHEREAS, adult belt use determines whether children are restrained in a vehicle. National and state studies show that when drivers are buckled, children in the vehicle are buckled more than 90 percent of the time. When adults are unbuckled, child restraint use falls to about 30 percent;

WHEREAS, a study conducted by the University of California at Irvine, which was reported in the journal, Pediatrics, recently concluded: "Driver restraint use was the strongest predictor of child restraint use" and "A restrained driver was three times more likely to restrain a child;" and

WHEREAS, an eight-year study released in February 1998 by the American Journal of Public Health offers dramatic evidence of the life saving power of standard enforcement laws to save lives in the African American community. Even among the very-hard-to move-group of 18-29 year old African American men, belt use is higher in states with standard laws (50 percent versus 46.1 percent in states with secondary enforcement);

THEREFORE, BE IT RESOLVED BY THE 22ND ANNUAL LEGISLATIVE CONFERENCE OF THE NATIONAL BLACK CAUCUS OF STATE LEGISLATORS (NBCSL), ASSEMBLED IN CLEVELAND, OHIO December 2-5, 1998, That NBCSL resolves to support enactment of standard enforcement seat belt laws for adults to protect the lives and well-being of African Americans of all ages.

Proposed Resolution submitted by:

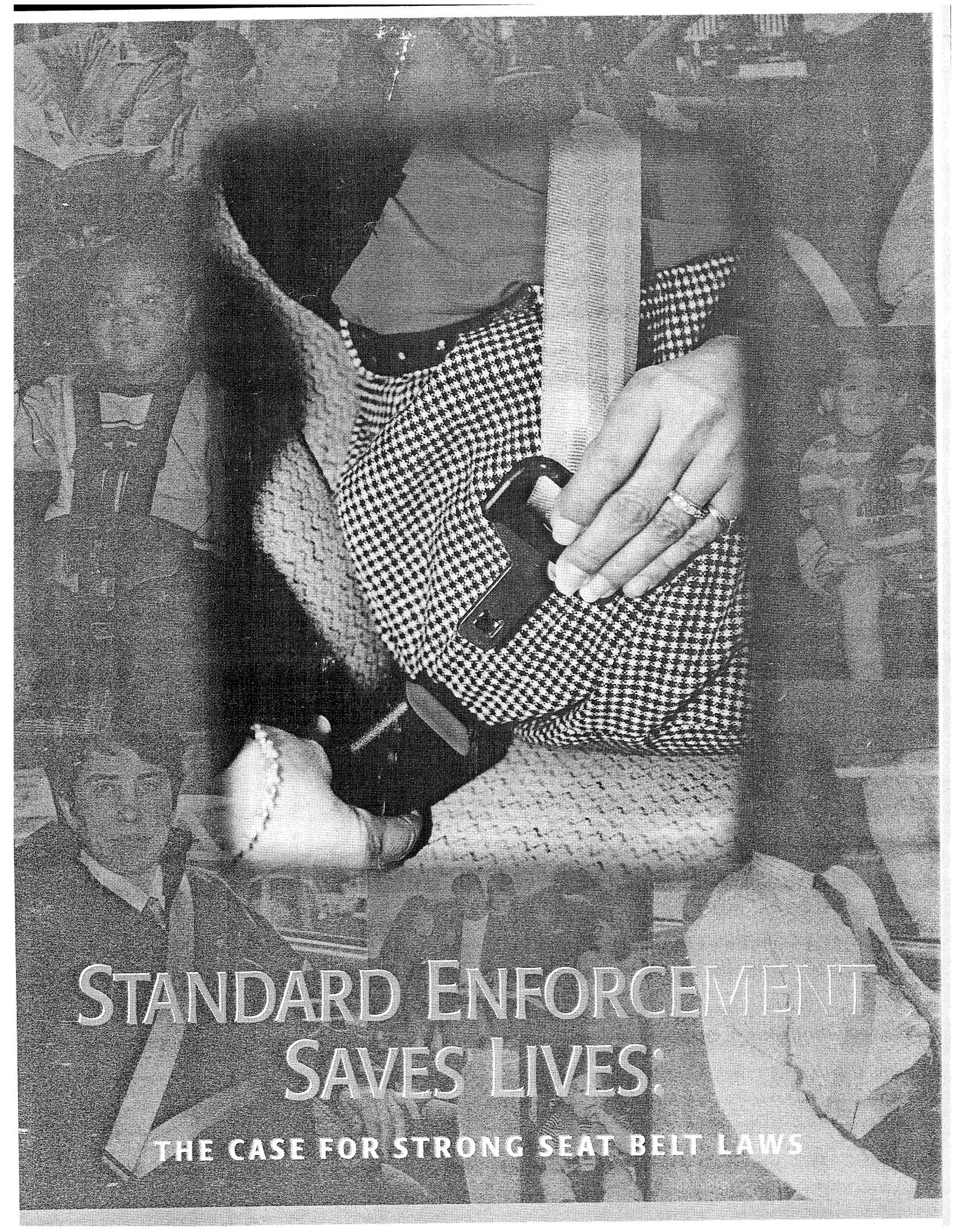
Rep. Bob Holmes (GA)	Rep. Henri Brooks (TN)
Rep. JoAnn Bowman (OR)	Rep. John Horhn (MS)
Del. Nathaniel Oaks (MD)	Rep. Alfred Walker (MS)
Rep. Larry Womble (NC)	

Resolution approved, Wednesday, December 2, 1998 by the Committee on Transportation and the Environment. Approval certified by:

Rep. Bob Holmes (GA), Chair

Resolution ratified in Plenary Session, Friday, December 4, 1998. Ratification certified by:

Rep. Lois DeBerry (TN), President



**STANDARD ENFORCEMENT
SAVES LIVES:**

THE CASE FOR STRONG SEAT BELT LAWS

• S A V E L I V E S •



Standard Enforcement Saves Lives:

The Case for Strong Seat Belt Laws



**National
Safety
Council**

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SECTION I

Introduction: The Case for Buckling Up

Seat belts are the most effective means of reducing fatalities and serious injuries in traffic crashes. Seat belts are estimated to save 9,500 lives in America each year.

Seat Belts Save Lives

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

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

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

Columbia, to have a standard enforcement seat belt use law.

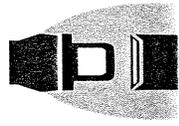
This manual is dedicated to all the Carolyn Hanigs of the world who turn their grief into triumph by telling their stories, no matter how painful, and working to make the highways of America safer for all of us.

The Highway Safety Problem

It's a fact: On America's roads, someone is killed every 13 minutes and someone is injured every nine seconds in traffic crashes.

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

Despite recent advances-safer highway design, new auto safety devices, reductions in impaired driving and improved seat belt use rates-traffic crashes are still the leading cause of unintentional death in the United States. According to the National Safety Council, only diseases like cancer, heart disease and stroke kill more people than do motor vehicles. Each year, approximately 42,000 Americans die in traffic crashes and another three million are injured. Sadly, many of these deaths and injuries could have been prevented if the victims had been wearing seat belts or were properly restrained in child safety seats.



Over the past decade, highway fatalities and injuries have declined. One vital reason for this decline is that more motorists are wearing their seat belts. Research has found that lap/shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent (for occupants of light trucks, 60 percent and 65 percent, respectively).

Most of those who die in motor vehicle crashes are vehicle occupants (less than a quarter are motorcyclists, bicyclists and pedestrians). Seat belts, air bags and child safety seats all have been designed to protect drivers and passengers from injury during a crash. We know they save lives when used correctly, but the seat belt use rate in America is only 69 percent.

Trends in Seat Belt Use

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

Unfortunately, since that time belt use has risen only slowly, and some states have struggled to maintain seat belt use at current levels.

Between 1993 and 1997, the national observed seat belt use rate increased just 3 percentage points, from 66 percent in 1993 to 69 percent in 1997.

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

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

How Motor Vehicle Crash Figures Compare with Crime

CRIME

- **One murder every 27 minutes**
- **One aggravated assault every 31 seconds**
- **One violent crime every 19 seconds**
- **One property crime every 3 seconds**

MOTOR VEHICLE CRASHES

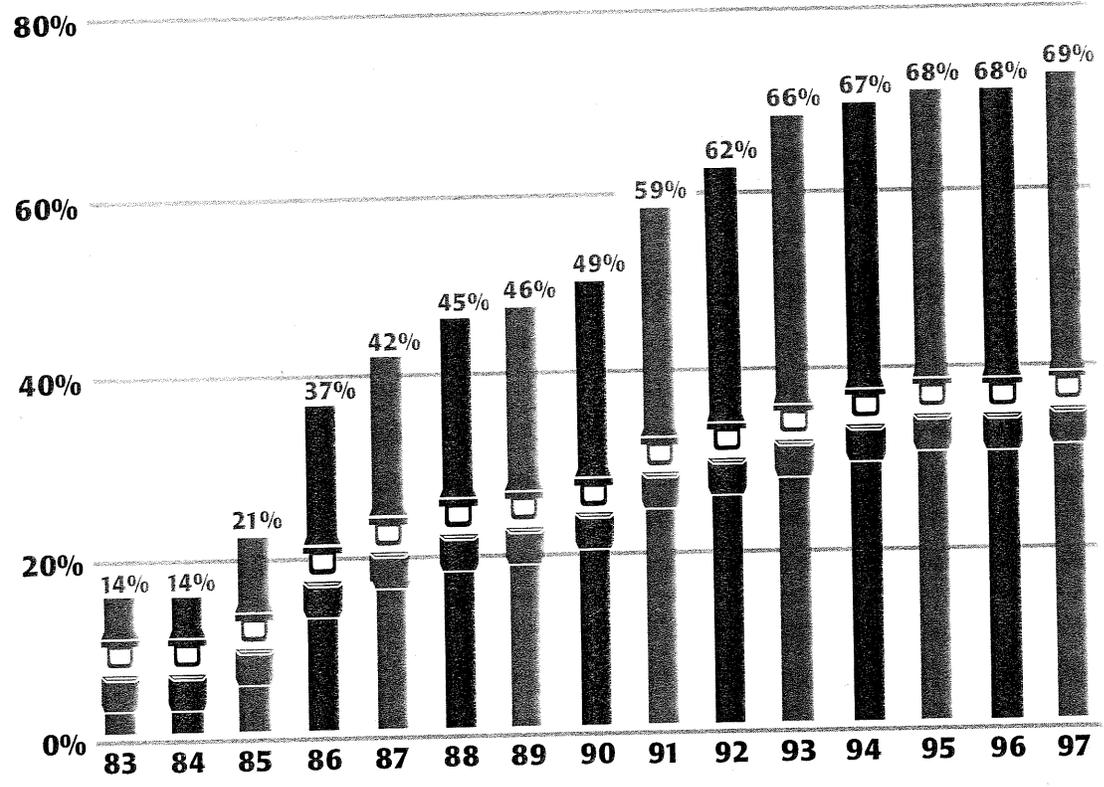
- **One motor vehicle fatality every 13 minutes**
- **One motor vehicle injury every 9 seconds**
- **One motor vehicle crash every 5 seconds**
- **One motor vehicle crash property damage every 7 seconds**

Source: NHTSA Traffic Safety Facts, 1996, U.S. Department of Transportation and Uniform Crime Report, 1996, U.S. Department of Justice



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

U.S. Seat Belt Use Rates 1983-1997



1983-1990 from 19-city surveys
 1991-1997 from State surveys

Buckle Up America

Goals
 In the Buckle Up America campaign, unveiled in 1997 by the U.S. Department of Transportation, national goals were established for seat belt use. These goals are:

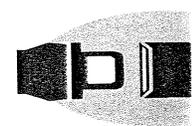
- Increase national seat belt use to 85 percent by the year 2000
- Reduce child occupant fatalities (age 0-4) by 15 percent by the year 2000 (from a total of 653 in 1996)
- Increase national seat belt use to 90 percent by the year 2005
- Reduce child occupant fatalities (age 0-4) by 25 percent by the year 2005

Benefits of Meeting National Seat Belt Goals

Although highway deaths and injuries have been declining in recent years, that decline has slowed. Increasing seat belt use would mean further reductions in deaths and injuries, as well as reductions in the related economic costs to society.

Meeting the national goals and increasing seat belt use to 85 percent would:

- * prevent an estimated 4,194 fatalities annually
- * prevent an estimated 102,500 injuries annually
- * save approximately \$6.7 billion annually



Increasing seat belt use to 90 percent would:

- * prevent an estimated 5,536 fatalities annually
- * prevent an estimated 132,700 injuries annually
- * save \$8.8 billion annually

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

*We Know What Works:
The Four Strategies*

The Buckle Up America campaign consists of the following four-point strategy to reach the goal of 90 percent seat belt use by 2005 and a 25 percent reduction in child passenger deaths:

Point 1 - Enact strong legislation.
It is imperative to adopt standard enforcement seat belt use laws (also referred to as "primary" enforcement laws—see box on this page, "Terminology") and to close the gaps in child passenger

safety laws in all states. Police officers should be able to write a citation whenever a seat belt violation is observed, whether or not the driver has committed any other traffic infraction. Child passenger safety laws should cover all children up to age 16 in every seating position.

Point 2 - Build public-private partnerships at the local, state and federal level.

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

Point 3 - Conduct active, high-visibility enforcement.

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

Point 4 - Expand effective public education.

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

Terminology

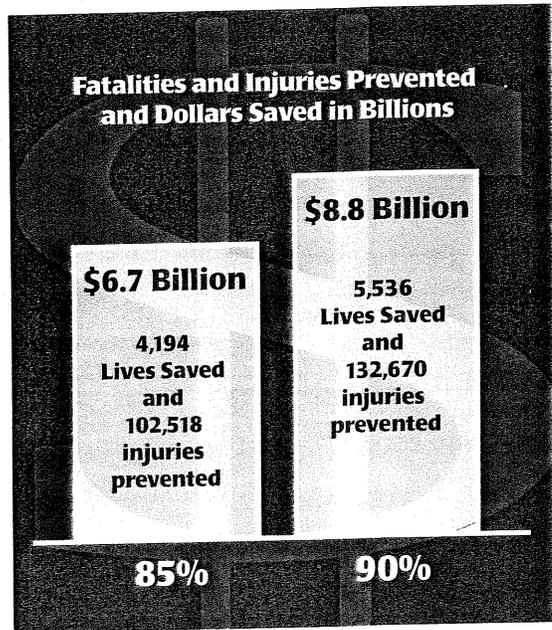
Different terms are often used to mean the same or similar things. Here are the definitions used by the National Highway Traffic Safety Administration:

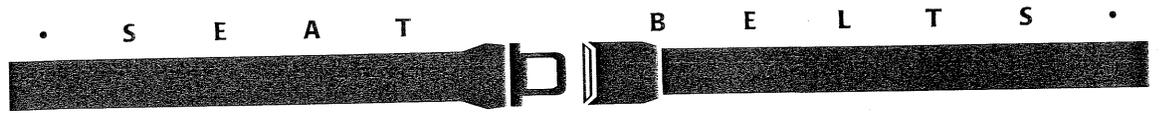
Standard enforcement and primary enforcement both are terms that mean a seat belt or child passenger safety citation can be written whenever a law enforcement officer observes an unbelted driver or passenger.

Secondary enforcement means a citation can be written only after a law enforcement officer stops the vehicle for another traffic violation.

Seat belts and safety belts both refer to the lap belt or lap-shoulder belt occupant restraint device.

Savings By Increased Seat Belt Use





SECTION II

Why Standard Enforcement

What is Standard Enforcement?

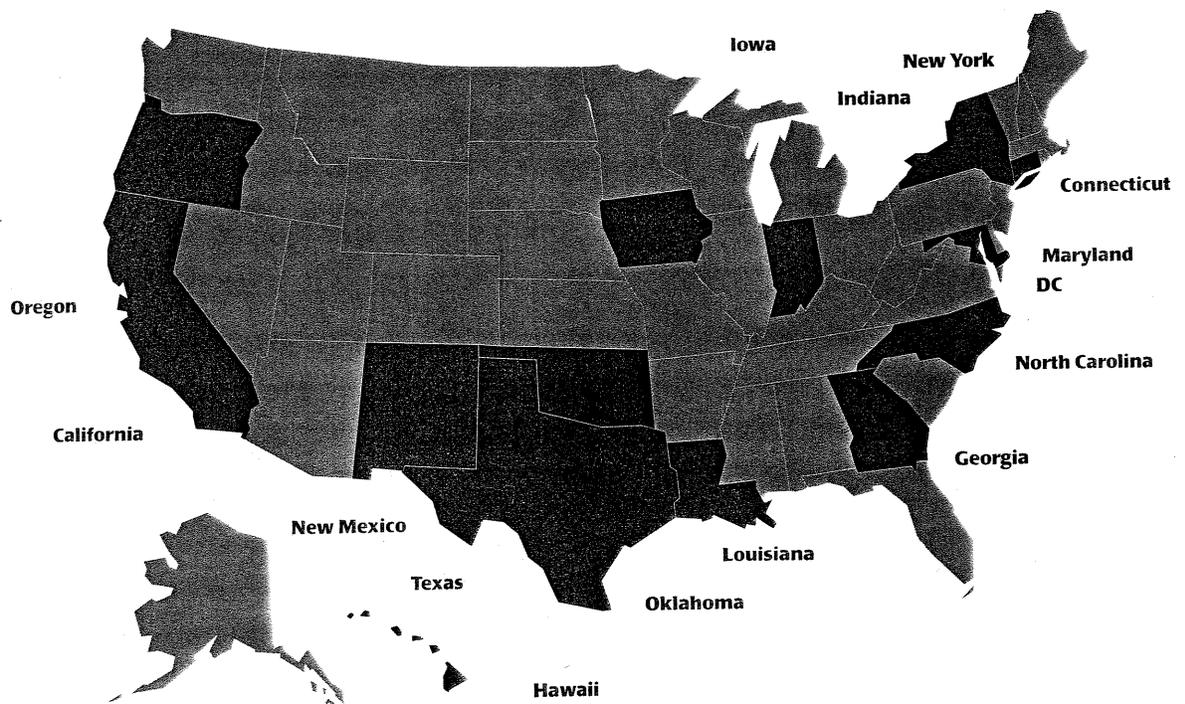
Standard enforcement allows a police officer to stop a vehicle and issue a citation when the officer observes an unbelted driver or passenger. Secondary enforcement means a citation can only be written after the officer stops the vehicle for another infraction. Safety belt use laws are the only laws in America that make a distinction between standard and secondary enforcement. Standard enforcement is also referred to as primary enforcement (see box on page 7, "Terminology").

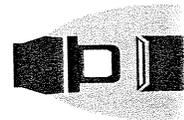
Virtually all traffic safety laws—and other laws, for that matter—are standard, except secondary enforcement safety belt use laws. In states with secondary laws, a police officer can stop a motorist for a burnt out taillight or an expired license tag, but cannot stop a motorist for violating the state's seat belt law.

Forty-nine states and the District of Columbia now have seat belt use laws, but fewer than a third provide for standard enforcement procedures.

Increases in belt use have been made without a standard safety belt use law, but the greatest

States with Standard Enforcement Seat Belt Use Laws





gains are possible when a standard law works in conjunction with enforcement, education, and partnership efforts. Passing standard seat belt use laws in every state is essential to meeting the new national seat belt use goals.

Increasing adult belt use also has a significant impact on child safety. Observations conducted in 1996 showed that if a driver is wearing a seat belt, 86 percent of the time toddlers will also be restrained. If the driver is not wearing a seat belt, however, only 24 percent of the time will toddlers be restrained.

How Can a Standard Seat Belt Use Law Increase Use Rates?

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

Enforcement

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

North Carolina, which has had a standard seat belt law since 1985, launched an intensive, statewide campaign to increase seat belt use in 1993. Click It or Ticket combined law enforcement "blitzes" with extensive publicity. In the summer of 1993, three pilot efforts successfully raised seat belt use rates from about 63 percent to 80 percent. Telephone surveys following the pilots showed high public awareness and acceptance (85 percent of those who had heard of the program approved, and 75 percent said it should be implemented elsewhere).

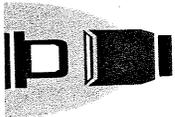
The program was expanded statewide later that year. With strong support from top state officials, the insurance industry, safety groups and many others, North Carolina law enforcement agencies conducted 3,425 checkpoints across the state, resulting in nearly 37,000 seat belt and nearly 2,300 child restraint citations in 1993 alone. Seat belt use immediately rose 17 percentage points statewide (from 63 percent to 80 percent). Follow-up research shows support continues to be very high, with belt use now at 83 percent.

Education

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

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

Families are paying the price. Every nine seconds someone is injured in a traffic crash. Every 13 minutes someone is killed.



Our children and young people are paying the price. Traffic-related injuries are the leading cause of death for children and young adults ages six to twenty-seven. Research also shows that minority youth are at even greater risk because they are less likely to be buckled up. And adult behavior affects children. Observations conducted in 1996 showed that if a driver is wearing a seat belt, 86 percent of the time toddlers will also be restrained. If the driver is not wearing a seat belt, however, only 24 percent of the time will toddlers be restrained. That is why law enforcement officials are stepping up their efforts to get everyone buckled up.

Society is paying the price. Eighty-five percent of all medical costs of crash victims fall on society, not the individuals involved. Medicare, Medicaid and other taxpayer funded sources pay 24 percent of those costs. When crash victims are unbuckled, their medical treatment costs are 50 percent higher. Traffic-related injuries are the leading cause of all injury deaths in America. This problem is serious and it is immediate. As a result, law enforcement officials throughout the state will be stepping up their efforts to get motorists and their passengers to buckle up.

Businesses are paying the price. Motor vehicle crashes are the leading cause of worker deaths on the job. These crashes are costing employers \$22,000 per crash and \$110,000 per injury due to lost productivity and higher insurance and medical costs.

Experience has demonstrated that there simply is no way to achieve high (above 85 percent) seat belt use rates without strongly

enforced laws that are widely publicized.

Some states across the country have demonstrated use rate gains of 10-30 percentage points following an enforcement and publicity campaign, particularly after upgrading their seat belt law to allow for standard enforcement.

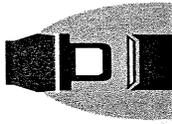
Special Traffic Enforcement Programs (STEPS), which combine enhanced enforcement with public education, have been implemented across the country with impressive results. North Carolina's Click It or Ticket campaign helped raise seat belt use to 83 percent. Such programs are most effective in states which allow for standard enforcement procedures.

Adjudication

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

Support for Standard Seat Belt Use Laws

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



Other Key Provisions Every State Seat Belt Law Needs

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

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

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

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

Potential Supporters of Standard Enforcement

STATE GOVERNMENT OFFICIALS, INCLUDING:

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

LOCAL GOVERNMENT OFFICIALS, INCLUDING:

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

EDUCATION OFFICIALS, INCLUDING:

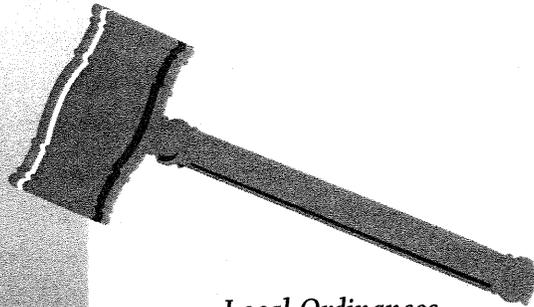
- Administrators and other school officials
- School boards
- Principals
- PTAs

BUSINESS LEADERS, INCLUDING:

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

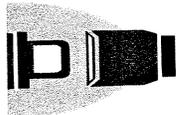
MEDICAL AND SAFETY COMMUNITY, INCLUDING:

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



Local Ordinances

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



State Seat Belt Use Law Provisions (as of December 1998)

State	Seat Belt Enforcement	Vehicles Covered	Seating Position	Gaps in Coverage (Ages and Seating Positions Only)
Alabama	Secondary	Passenger car	Front	6 and older in rear seats
Alaska	Secondary	Motor vehicle	All	none
Arizona	Secondary	Passenger car, vans	Front	5 and older in rear seats
Arkansas	Secondary	Passenger car, truck, van	Front	5 and older in rear seats
California	Primary	Passenger car, van, small truck	All	None
Colorado	Secondary	Passenger car, van, taxi, ambulance, RV, small truck	Front	16 and older in rear seats
Connecticut	Primary	Passenger car, van, truck	Front	16 and older in rear seats
Delaware	Secondary	Passenger car	Front	16 and older in rear seats
DC	Primary	Vehicle seating 8 or less people	All	None
Florida	Secondary	Motor vehicle, pickup truck	Front	16 and older in rear seats
Georgia	Primary	Passenger vehicle for under 10 people, pickup truck	Front	18 and older in rear seats
Hawaii	Primary	Vehicle registered in state	Front	4 and older in rear seats
Idaho	Secondary	Motor vehicle under 9,000 pounds	Front	4 and older in rear seats
Illinois	Secondary	Motor vehicle to carry under 10 people, RV	Front	6 and older in rear seats
Indiana	Primary	Passenger car, bus, school bus	Front	12 and older in rear seats
Iowa	Primary	Passenger car, van, truck 10,000 pounds or less	Front	6 and older in rear seats
Kansas	Secondary	Passenger car, van	Front	14 and older in rear seats
Kentucky	Secondary	Motor vehicle	All	None
Louisiana	Primary	Passenger car, van, and truck under 6,000 pounds	Front	13 and older in rear seats
Maine	Secondary	Passenger vehicle	All	None
Maryland	Primary	Passenger/multi-purpose vehicle, truck, tractor, bus	Front	16 and older in rear seats
Massachusetts	Secondary	Passenger car, truck, van	All	None
Michigan	Secondary	Motor vehicle	Front	16 and older in rear seats
Minnesota	Secondary	Passenger car, pickup truck, van, RV	Front	11 and older in rear seats
Mississippi	Secondary	Passenger car, van	Front	8 and older in rear seats
Missouri	Secondary	Passenger car to carry under 10 people	Front	16 and older in rear seats
Montana	Secondary	Motor vehicle	All	None
Nebraska	Secondary	Motor vehicle	Front	5 and older in rear seats
Nevada	Secondary	Passenger car under 6,000 pounds	All	None
New Hampshire	No Law	N/A	N/A	12 and older in all seating positions
New Jersey	Secondary	Passenger car	Front	5 and older in rear seats
New Mexico	Primary	Motor vehicle under 10,000 pounds	Front	11 and older in rear seats
New York	Primary	Passenger car	Front	10 and older in rear seats
North Carolina	Primary	Passenger motor vehicle to carry under 10 people	Front	12 and older in rear seats
North Dakota	Secondary	Motor vehicle	Front	11 and older in rear seats
Ohio	Secondary	Passenger/commercial car, van, tractor, truck	Front	4 and older in rear seats
Oklahoma	Primary	Passenger car, van, pickup truck	Front	6 and older in rear seats
Oregon	Primary	Motor vehicle	All	None
Oregon	Primary	Motor vehicle	Front	4 and older in rear seats
Pennsylvania	Secondary	Passenger car, truck, motor home	Front	4 and older in rear seats
Rhode Island	Secondary	Passenger car	All	None
South Carolina	Secondary	Passenger car, truck, van, RV, taxi	Front	None
South Dakota	Secondary	Passenger car, truck, van, RV, taxi	Front	5 and older in rear seats
Tennessee	Secondary	Vehicles under 8,500 pounds	Front	4 and older in rear seats
Texas	Secondary	Passenger car, van, and certain trucks	Front	4 and older in rear seats
Texas	Primary	Passenger car, van, and certain trucks	Front	10 and older in rear seats
Utah	Secondary	Motor vehicle	Front	10 and older in rear seats
Vermont	Secondary	Passenger car	All	None
Virginia	Secondary	Motor vehicle	Front	16 and older in rear seats
Washington	Secondary	Passenger/multi-purpose vehicle, bus, truck	All	None
Washington	Secondary	Passenger/multi-purpose vehicle, bus, truck	Front	18 and older in rear seats
West Virginia	Secondary	Passenger car	All	None
Wisconsin	Secondary	Motor vehicle	All	None
Wyoming	Secondary	Passenger car, van, pickup truck	Front	5 and older in rear seats

* Taken from the National SAFE KIDS Campaign's Fall 1998 Folio, "Occupant Protection Laws Across the Nation, A Call to Action".

SECTION III

The Effect of a Standard Seat Belt Use Law

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

- *Higher use rates*
- *Lower fatalities and injuries to adults and children*
- *Economic savings*

Higher Use Rates

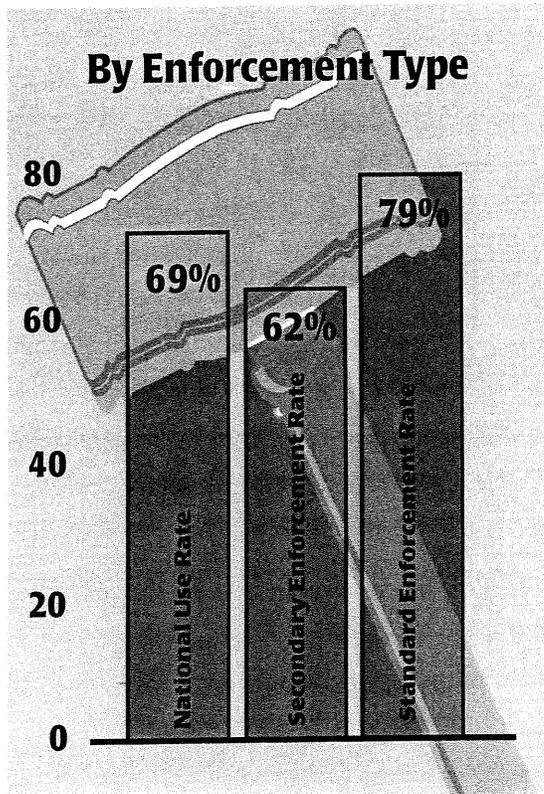
Seat belt use rates are higher in states with standard seat belt use laws. The average seat belt use rate in states with standard enforcement laws is 17 percentage points higher than in states with secondary enforcement laws. With only a few exceptions, the states with standard seat belt use laws have the highest seat belt use rates (see chart at right).

A recent study by the U.S. Centers for Disease Control and Prevention (CDC) shows that in states with standard enforcement, belt use is 25 percent higher among African-American males than in states with secondary use laws.

Higher seat belt use rates help reduce the risk of air bag-related injury. Seat belts and air bags together are very effective at reducing injury in moderate to severe crashes. However, riding unrestrained and coming into close proximity of the air bag just prior to a crash can be dangerous, especially for children. Most of those who have been killed by a deploying air bag were either unbelted or improperly restrained. Well enforced, standard seat belt use laws will mean that more people will be buckled up and in position to receive the full safety benefit of both the seat belt and the air bag.

Adult belt use also affects the belt use of children. Observations conducted in 1996 showed that if a driver is wearing a seat belt, 86 percent of the time toddlers will also be restrained. If the driver is not wearing a seat belt, however, only 24 percent of the time will toddlers be restrained.

Seat Belt Use Rates in Standard and Secondary Enforcement States





Lower Fatalities and Injuries

Studies consistently have shown that standard seat belt use laws save lives and reduce injuries.

Research from one study, conducted by Harvard University, compared 11 secondary enforcement seat belt law states with a group of five standard law states during the first full year after enactment of their laws. This study found that:

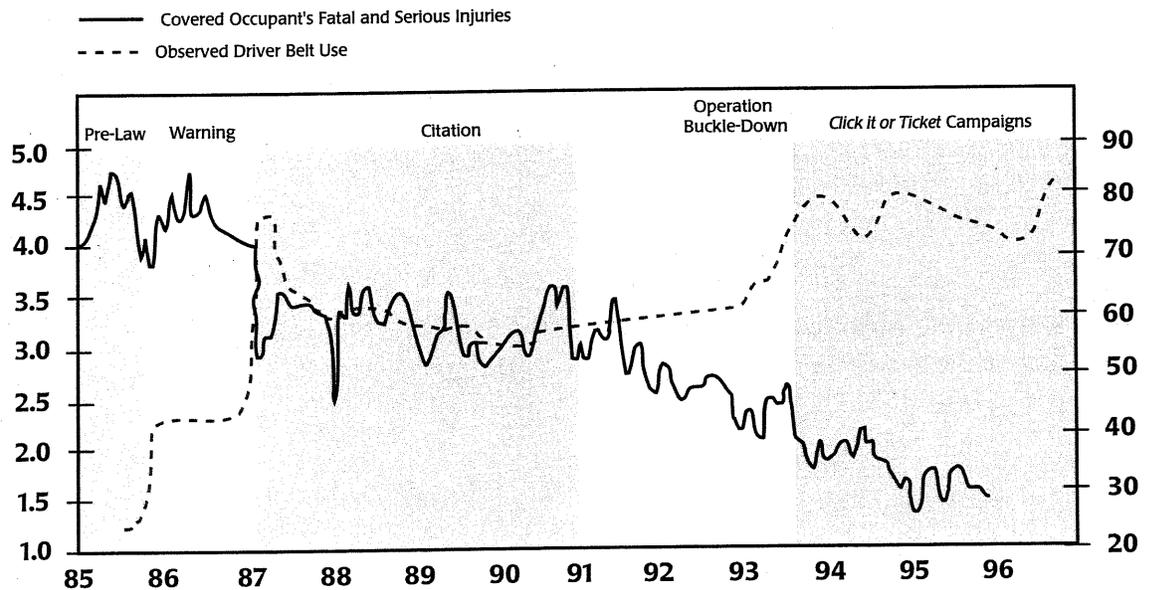
For occupants over 21 years of age, fatality rates declined 20 percent in standard seat belt law states versus

an 8 percent decline in secondary law states.

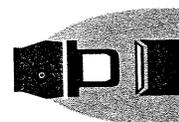
Among younger occupants, fatality rates for the standard seat belt law states declined 23 percent versus 3 percent in secondary law states.

In 1993, North Carolina began a statewide effort to increase seat belt use through strong enforcement of its standard seat belt law and extensive publicity, the Click It or Ticket campaign. As belt use rose to 80 percent and higher, fatal and serious traffic injuries in the state declined dramatically (see chart below).

North Carolina Results: Increased Safety Belt Use Drives Fatal and Serious Injury Down Dramatically



Source: North Carolina, University of North Carolina Highway Safety Research Center



Economic Savings

The following chart illustrates the potential for lives saved, injuries prevented and dollars saved by upgrading the current secondary enforcement laws to standard enforcement. These are annual estimates in 1997 dollars and are based on an estimated 15 percentage point increase in seat belt use. The potential increases in states with usage rates of 71 percent or greater are "capped" at 85 percent.

State	Deaths Prevented	Savings From Deaths Prevented	Injuries Prevented	Savings From Injuries Prevented	Total Savings
Alabama	99	\$73,094,145	1300	\$35,055,356	\$108,149,501
Alaska	7	\$6,647,284	86	\$3,316,981	\$9,964,286
Arizona	70	\$54,110,839	1457	\$42,556,191	\$96,667,030
Arkansas	50	\$34,446,707	1051	\$26,465,081	\$60,911,788
Colorado	51	\$47,151,250	1138	\$39,137,083	\$86,288,332
Delaware	9	\$7,923,039	164	\$5,702,998	\$13,626,036
Florida	207	\$184,061,832	4906	\$163,433,287	\$347,495,119
Idaho	22	\$16,463,244	326	\$9,048,737	\$25,511,980
Illinois	124	\$120,596,775	3894	\$140,163,891	\$260,760,667
Kansas	45	\$38,391,856	995	\$31,239,743	\$69,631,599
Kentucky	73	\$53,194,671	1428	\$38,506,870	\$91,701,541
Maine	14	\$11,330,233	344	\$10,082,076	\$21,412,309
Massachusetts	27	\$27,788,589	1557	\$58,118,613	\$85,907,202
Michigan	149	\$133,324,905	3588	\$123,496,414	\$256,821,320
Minnesota	54	\$49,503,658	1174	\$40,147,314	\$89,650,973
Mississippi	65	\$41,632,633	907	\$20,789,235	\$62,421,868
Missouri	113	\$94,520,336	2407	\$76,382,949	\$170,903,284
Montana	20	\$14,497,748	225	\$6,698,042	\$21,195,790
Nebraska	30	\$25,006,211	749	\$24,177,562	\$49,183,773
Nevada	33	\$32,302,520	666	\$25,808,285	\$58,110,806
New Hampshire	9	\$8,868,192	234	\$8,059,966	\$16,928,158
New Jersey	60	\$68,503,201	3041	\$127,175,074	\$195,678,276
North Dakota	7	\$5,193,556	132	\$3,598,896	\$8,792,452
Ohio	126	\$107,336,899	4948	\$155,091,334	\$262,428,233
Pennsylvania	134	\$122,163,931	3111	\$108,308,900	\$230,472,830
Rhode Island	5	\$4,200,174	187	\$6,091,039	\$10,291,213
South Carolina	78	\$56,595,318	1328	\$35,739,018	\$92,334,337
South Dakota	16	\$12,177,601	230	\$6,529,243	\$18,706,844
Tennessee	120	\$95,320,856	2181	\$65,322,761	\$160,643,616
Utah	27	\$19,008,432	626	\$16,759,200	\$35,767,632
Vermont	8	\$6,915,677	99	\$3,099,303	\$10,014,980
Virginia	85	\$78,583,710	2019	\$71,709,645	\$150,293,355
Washington	17	\$16,014,446	456	\$17,393,954	\$33,408,400
West Virginia	30	\$20,875,794	573	\$15,093,813	\$35,969,607
Wisconsin	70	\$59,313,311	1754	\$55,404,881	\$114,718,192
Wyoming	11	\$9,175,916	122	\$4,112,289	\$13,288,205
Total	2064	\$1,756,235,489	49402	\$1,619,816,023	\$3,376,051,513

Estimated Annual Benefits of Upgrading From Secondary to Standard Enforcement Seat Belt Laws (In 1997 Dollars as of May 1998)

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



SECTION IV

Successful Examples

Successes in Other Countries

Many other countries have seat belt use rates significantly higher than the United States. For example, use rates in Canada, Australia and several Western European countries exceed 90 percent, while use rates in Great Britain exceed 80 percent. Seat belt use laws in these countries typically allow standard enforcement and cover occupants of light trucks and vans in addition to automobiles. Fines for noncompliance are generally higher than in the United States, and some jurisdictions assess demerit points against driver licenses for seat belt violations.

Getting to Very High Use Rates: California

On January 1, 1993, California became the first state to upgrade its seat belt use law from secondary to standard enforcement. All other elements in California's law were basically unchanged since the law was first implemented in 1986. After adoption of the law, statewide belt use went up significantly, from 70 percent in 1992 to 82 percent in 1993 to 88 percent in 1997. Usage in California is now over 90 percent. Increased public awareness and enforcement of the new law were key components which lead to increases in usage.

Increases in a Previously Low-Use State: Louisiana

On September 1, 1995, Louisiana became the second state to upgrade from secondary to standard enforcement. Actual enforcement of the law began two months later on November 1, 1995. Louisiana had very low seat belt use rates prior to the change in the law, but as in California, the increases after the law change were dramatic:

Statewide, the seat belt use rate increased from 50 percent in the year prior to the change to standard enforcement (1994), to 59 percent in the year of the change (1995), to 68 percent in the year following the change (1996)-a statewide increase of 18 percentage points.

The use rate for child restraints increased from 45 percent in 1994, before the standard seat belt use law was enacted, to 82 percent in 1997. This was without any change to the state's child passenger safety law.

Effective Enforcement Helps Maintain Success: Georgia

On July 1, 1996, Georgia became the third state to upgrade from secondary to standard enforcement. This followed a two-year decline in belt use, from 57 to 51 percent. In the first four months of the new law, seat belt use rose 11 percentage points to 62 percent and to 68 percent in the year following the change (1997)-a statewide increase of 17 percentage points.

A high-visibility enforcement campaign called Operation Strap 'N Snap helped raise usage rates in the state to their 1998 levels, estimated to be over 75 percent.

Standard Enforcement Breaks Through Use Rate Plateau: Maryland

On October 1, 1997, Maryland became the fourth state to upgrade from secondary to standard enforcement. In the three years prior to upgrading to standard enforcement (1994 through 1996), Maryland's statewide seat belt usage rate had reached a plateau of 70 percent. Early reports for 1998 suggest that Maryland's seat belt use rate has increased to 83 percent. This is a 13 percent point increase in slightly over one year.

Standard Enforcement Combined With Penalty Points: District of Columbia

On October 1, 1997, the District of Columbia, in addition to upgrading from secondary to standard enforcement, became the first jurisdiction to assess penalty points for seat belt violations. This combination has proven to be very successful. Early reports for 1998 suggest that seat belt use has increased from 58 percent before the upgrade (1996) to 82 percent. This is a 24 percentage point increase.

SECTION V

Support is High for Standard Seat Belt Use Laws

Public Opinion

A July 1997 poll of registered voters by Public Opinion Strategies found overwhelming public support for standard seat belt use laws across demographic groups:

61 percent of respondents favored standard enforcement of seat belt laws (up from 52 percent just four months earlier)

68 percent of African-American respondents favored standard enforcement of seat belt laws

Only 11 percent of African-American respondents strongly opposed standard enforcement of seat belt laws (compared to 20 percent of all respondents)

In 1996, NHTSA asked the American public about seat belt use laws and the response was enormously positive:

Eighty-six percent of those surveyed favored laws that require drivers and front-seat passengers to wear seat belts

Seventy-five percent of the people who support front-seat laws believe that seat belt use laws should apply to back-seat adult passengers as well

The majority of the public believes that police should be allowed to stop a vehicle if they observe only a seat belt use violation (standard enforcement)

In standard seat belt use law states, nearly two-thirds (65 percent) favor standard enforcement

Past surveys have found similar results. In 1991, the private safety group Traffic Safety Now conducted a national telephone survey and found that 73 percent of those polled said they would support a standard seat belt use law in their state if they knew that it would result in more seat belt use and more lives being saved.

Law Enforcement

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

In Louisiana focus groups of five communities (October 1995) the upgrade to standard enforcement was well received by local law enforcement officers. The large majority of officers indicated upgrading the seat belt use law to standard enforcement was a good change and sent the message that belt use was required. Follow-up focus groups (June 1996) indicated that law enforcement support for the standard belt law remained strong and that standard enforcement elevated the importance of the belt law violation in the eyes of the officer.

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

In focus groups (November 1996) conducted by NHTSA with law enforcement officers in five Georgia communities, the standard belt law was well received by local police officers. An important commentary was that the change to standard enforcement had increased the importance of the law for both the motoring public and law enforcement.

Support for standard enforcement is also widespread in the medical community, within state, county and local governments, and among businesses and employers.