

Assembly
TRANSPORTATION COMMITTEE - MINUTES
TUESDAY, FEBRUARY 1, 1977
3:05 P. M.

MEMBERS PRESENT - ASSEMBLY TRANSPORTATION COMMITTEE

Chairman Hayes	Mr. May
Mr. Demers	Mr. Jacobsen
Mr. Glover	Mrs. Westall

MEMBERS ABSENT - Mr. Harmon

SENATE TRANSPORTATION COMMITTEE

Senator Blakemore	Senator Hernstadt
Senator Ashworth	Senator Neal
Senator Faiss	Senator Young
Senator Foote	

Guests Present - Senator Coulter
Vikki Corrigan, Reno Ramblers Motorcycle Club
George Jordy, Ramblin' Wheels Motorcycle Club
John Borda, Director, Office of Traffic Safety
Bonnie Parnell, Gleason - Bray P. T. A.
Mike Corrigan, Reno Ramblers Motorcycle Club
Kelly James, Reno NV - Motorcycle Club
Joseph R. Todore, Reno NV - Motorcycle Club
William Tamentin, Ramblin Wheels Motorcycle Club
Reg Herstmeyer
Jan Lybbert, Nev. M/C SLRS, NACM
Fredric W. Harrell, NACM
Assemblyman Bill Kissam
Dennis Meyers, ACLV
Tom Anderson, Branded F-- Motorcycle Club
Rick Kuhlmeier, Polaction Comm
Guy Shipley, K O H
Robert Smart, Reno Police Dept.
Nancy Wong, Legislative Intern
Gary Owen, Governor's Office
Adelaide S. Logan, Dept. of Nev. American Legion Aux.
John A. Flanders
Wayne Tetrault, Nev. Office of Traffic Safety
Dennis Tatum, Nev. Office of Traffic Safety
G. Shelton Green, M.D., Clark Co. Coroner
V. A. Salvadorini, M.D., Washoe Med, Reno
Adolph Rosenaur, M.D., Washoe Med, Reno
Roz Paury, Office of Traffic Safety
Dick King, Office of Traffic Safety
John Seginski
Barbara Guinn, Insurance Women of Reno
Mark Wilson
Bruce Nystrom
Judi Lemen, Nevada PTA
Darrel P. Taylor, Nevada PTA
L. Katt---, Nevada PTA
Samuel J. Marber
Ronald R. Roloff, Modified Motorcycle Assoc.
Robert E. Carnahan, Nevada Cycle Sales
Chris Young

Guests Present - Continued

Benard Dehl, Nevada Highway Patrol
David Sparks
Lola Carlson
Charles Malone
Don Thoreson
Frank Shicles
Scott Rasmussen
Gwen Whittemore

The meeting was called to order by Chairman Hayes.

AB 7

Assemblyman Coulter, sponsor of the bill said the argument in favor of mandatory helmet requirement is that it will save lives and reduce injuries. States can now repeal helmet requirements for those under 17 years of age without risk of loss of Federal funds. Some states have already repealed the law and others are moving in that direction. California has never had the requirement and they have no more motorcycle injuries, percentage wise, than Nevada. The helmet is a good idea but should be left up to the individual the freedom of choice as to whether or not he wears one. The State should not mandate matters concerning our personal lives.

Nevada requires helmets as a safety device but there is no proof that they are an effective safety device. Many helmets are faulty and have no validity as a safety factor.

Mr. John Borda, Director, Office of Traffic Safety, was the next speaker and he opposed AB 7. He feels that if the helmet requirement is eliminated there will be an increase in injuries resulting from motorcycle accidents and the law is to the advantage of the citizens of this State. The loss of the helmet law could lead to the dispensing of other safety devices.

In a survey validated by the University of Nevada, 79% of those people interviewed were in favor of the mandatory helmet law. Mr. Borda was unable, upon questioning by the Committee to ascertain if those surveyed were or were not motorcycle riders.

Mr. Dennis Tatum, Nevada Office of Traffic Safety, supported the validity factor of the survey, which was questioned by Committee members.

Mr. Borda stated 25 persons were killed in Nevada in motorcycle accidents and two of those killed were not wearing helmets. There was no information as to whether helmets would have prevented the deaths. (Documents supporting Mr. Borda's position--EXHIBIT A and EXHIBIT B)

Dr. Shelton Green, Clark County Coroner, was the next speaker opposing AB 7, based on his experiences of attending victims

of motorcycle accidents. Dr. Green presented literature compiled by the Insurance Institute for Highway Safety, in support of his position. (EXHIBIT C)

Dr. Rosenauer, a surgeon in Reno, stated the wearing of helmets significantly reduced head injuries. The helmet distributes the impact over a larger area and also cushions the blow.

Dr. Salvadorini, also speaking against the measure stated he had had infinite opportunity to observe head injuries resulting from motorcycle accidents. In many of these cases had the head been protected, the injury would have been prevented.

Assemblyman May said there was never in his mind any doubt as to the value of the helmet. The question is "freedom of choice". Not everyone is going to discard the helmets because the law is repealed. The law was enacted because the Federal Highway Commission demanded the enactment or suffer a loss of highway funds.

Senator Young asked if helmets caused more or less injuries to the neck. The answer was "less".

Senator Ashworth asked if the doctor knew of any accidents that had been caused by remission of hearing due the wearing of the helmet. Dr. Salvadorini did not have this information.

Jan Lybbert, Nevada Franchised Motorcycle Dealers Association, spoke in favor of the bill, stating that enactment of the helmet requirement law had curtailed the use of motorcycles. (SEE EXHIBIT D, EXHIBIT E, and EXHIBIT F, for testimony and supporting documents).

Mr. Dennis Meyers, ACLV, spoke in favor of the bill, saying that both proponents and opponents of the measure could prove their points by quoting statistics. AB 7, stated Mr. Meyer, is a useful repeal of Federally-encouraged law, without loss of Federal funds. (For Mr. Meyers testimony, see EXHIBIT G)

Mr. Howard Hill, Director of Department of Motor Vehicles, said some of the statistics that indicated a decrease in motorcycle registrations was due to the fact that in 1971, before the enactment of the helmet law, powercycles were included in the classification and had now been eliminated.

Assemblyman Bill Kissam spoke for the bill saying that if the law were repealed it would not stop the wearing of helmets. He had polled his constituents, and they were of all age brackets, and the results was two to one in favor of repealing this law. Mr. Kissam felt Nevada was able to make its own laws without help from the Federal Government.

Mr. Fredric W. Harrell, NACM, representing riders in Southern Nevada, demonstrated types of helmets worn in Nevada. The very high temperatures experienced in that area had a very adverse effect, capable of producing sunstroke and extreme fatigue. The helmet limits peripheral vision and hampers circulation.

Ronald R. Roloff, Modified Motorcycle Association, a motorcycle rider with eight years experience, spoke of the disadvantages of wearing the helmet: the fatigue factor; they do not fit properly over glasses; a 50% loss of hearing; peripheral vision reduced from 120° to 105°; and many helmets are faulty.

Senator Hernstadt said a point of view was that motorcycle riders had become a burden on the public, but are not nearly as much so as is the drunken driver.

Mr. John Flanders, speaking in support of AB 7 said he was in favor of wearing helmets but was against a law requiring him to do so.

Mr. Samuel Marber demonstrated the detrimental effect, on a helmet, of the extreme heat of Southern Nevada and its resultant discomfort.

Mr. John Adrain stated he had been in four motorcycle accidents, in none of which he had been wearing a helmet and he did not sustain any serious head injuries. The impairment of hearing was a greater danger than the lack of a helmet.

Barbara Gwin, representing Insurance Women of Reno, spoke in opposition to the bill. She had suffered a motorcycle accident and stated the helmet saved her life. She also said insurance rates would rise if the helmet law were repealed.

Mr. Ashworth said the bill did not prevent anyone from wearing the helmets. It would allow a "freedom of choice".

Chairman Hayes announced the hearing would be continued on another day as there was not time for more testimony this day.

The meeting adjourned at 4:50 P.M.

Respectfully submitted



M. Robertson, Secretary

The following resolution was passed unanimously by the 115 members of the Nevada Youth Traffic Safety Association at their Annual Conference in October, 1976. The Nevada Youth Traffic Safety Association, in its 16th year, is made up of high school students from throughout the State.

RESOLUTION

WHEREAS, it has been repeatedly demonstrated that a significant number of highway fatalities and disabling injuries can be prevented and the severity of head injuries reduced by the use of safety helmets by motorcycle operators and passengers, and

WHEREAS, the law requiring motorcycle operators and passengers to wear safety helmets has been upheld by both State and Federal Courts in principle and operation, and

WHEREAS, several of the states have repealed laws requiring motorcycle operators and passengers to wear protective headgear since the recent passage of the Highway Safety Act of 1976 which precludes any Federal requirement that such laws be enacted or retained as part of state's highway safety program, and

WHEREAS, the implied and expressed objective of the highway safety program and this Conference is to reduce the enormous death and injury loss on the nation's highways irrespective of a minority of people who profess a right to self-destruction,

WHEREAS, THEREFORE BE IT RESOLVED that the Governor's Youth Traffic Safety Conference go on record in support of mandatory motorcycle helmet laws and program efforts to increase utilization of motorcycle helmets.

Exhibit 2

MOTORCYCLE HELMET HEARING
INFORMATION SHEET

Nevada

The mandatory motorcycle helmet law went into effect in Nevada on January 1, 1972. The following chart shows motorcycle registrations, accidents, fatalities and injuries for the years 1970 through 1976:

	<u>Registrations</u>	<u>Total Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>
1970	18,284	866	23	716
1971	19,085	698	19	566
1972*	15,864	598	9	489
1973	15,434	528	13	370
1974	16,861	583	13	533
1975	17,434	517	10	470
1976	17,926	* *	25	* *

*When the mandatory motorcycle helmet law went into effect on January 1, 1972, the legal age for riding a motorcycle was raised from 14 to 16.

* * Figures not available at this time.

Although the percent of total motorcycle accidents has been consistently less than the percentage of motorcycle registrations, the percentage of injuries and fatalities resulting from motorcycle accidents has been significantly higher than would be expected from motorcycle registrations as a percentage of total motor vehicle registrations. The following chart shows the percentage of registered motorcycles as compared to the total registrations, the percentage of motorcycle accidents as compared to all accidents, the percentage of motorcycle fatalities as compared to all fatalities, and the percentage of motorcycle injuries as compared to all injuries.

	<u>Percent of Registrations</u>	<u>Percent of Fatal Acc'd.</u>	<u>Percent of Fatalities</u>	<u>Percent of Injuries</u>
1970	4.63%	3.85%	8.95%	9.46%
1971	4.55%	3.08%	7.06%	7.41%
1972	3.55%	2.54%	3.47%	6.00%
1973	3.16%	2.09%	4.87%	4.13%
1974	3.30%	2.54%	6.02%	6.39%
1975	3.36%	2.22%	4.52%	5.16%
1976	3.16%	*	11.26%	*

*Figures not available at this time.

In addition to the motorcyclists' overrepresentation as a percentage of fatalities and injuries, for the combined years 1970-1975, 85.25% of all motorcycle accidents involved death or injury. For the same period, 36.51% of all automobile accidents involved death or injury. It is clear that motorcyclists face a much greater risk of death or injury if involved in an accident than the occupant of an automobile.

National Studies

Various studies done in the period 1960-65 (before the enactment of mandatory motorcycle helmet laws) indicated that as many as two-thirds of motorcycle fatalities resulted from head injuries. A study of motorcycle riders killed in accidents in the State of Washington in 1965 and 1966 showed that almost two-thirds died from injuries to the head or skull. (1)

A study comparing motorcycle accident head injuries in Michigan (a helmet law state) and Illinois (a non-helmet law state) found that compulsory helmet usage in Michigan reduced fatal or serious head injury by 63% and head injury of all types by 54%. (2)

A study comparing the motorcycle fatal crash involvement rates in eight states with helmet laws (Arizona, Colorado, Idaho, Kansas, Kentucky, Louisiana, Maryland, and Minnesota) with eight states which had not adopted the law (California, New Mexico, Montana, Iowa, Virginia, Illinois, Mississippi, and West Virginia) found that the average fatal involvement rate for the eight states that enacted helmet use laws declined from more than 10 per 10,000 registered motorcycles the year before the laws' enactments to about seven per 10,000 registered motorcycles, both in the year of the laws' enactment and the following years. In contrast, the average fatal involvement rate in the eight states without a helmet law remained at about 10 per 10,000 registered motorcycles throughout the period of the study. (3)

The Arizona Department of Health conducted a study of injury types causing motorcycle fatalities. In the seven years before the helmet law was passed (1962-1968) 51.1% of all motorcycle fatalities involved head or neck injuries. Since the helmet law has been in effect (1969-1975), this has declined to 35.6%. (4)

- (1) Crancer, A., "Motorcycle Fatality Study, 1965 and 1966 Data", Washington Department of Motor Vehicles, Olympia, Washington, 1967.
- (2) Richardson, Henri A., "A Motorcycle Safety Helmet Study", National Highway Traffic Safety Administration Technical Report, DOT HS-801 137, March 1974.
- (3) Insurance Institute for Highway Safety, Status Report, Vo. 10, No. 18. November 5, 1975.
- (4) Information obtained from the Arizona Department of Transportation over the telephone on January 10, 1977.

Constitutionality

In a 1972 decision--subsequently affirmed by the U.S. Supreme Court--upholding the constitutionality of a Massachusetts motorcycle helmet law, the Federal District Court for Massachusetts said:

While we agree with plaintiff that the act's only realistic purpose is the prevention of head injuries incurred in motorcycle mishaps, we cannot agree that the consequences of such injuries are limited to the individual who sustains the injury....The public has an interest in minimizing the resources directly involved. From the moment of the injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job, and, if the injury causes permanent disability, may assume the responsibility for his and his family's subsistence. We do not understand a state of mind that permits plaintiff to think that only he himself is concerned. (5)

- (5) Simon v. Sargent, 346 F. Supp. 277, 279 (D. Mass. 1972), affirmed, 409 U.S. 1020 (1972).

Exhibit C

the Highway
Loss Reduction

STATUS REPORT

INSURANCE INSTITUTE

for Highway Safety

Vol. 9, No. 9

EXCERPT

May 1, 1974

Helmet Law Constitutionality Well Established

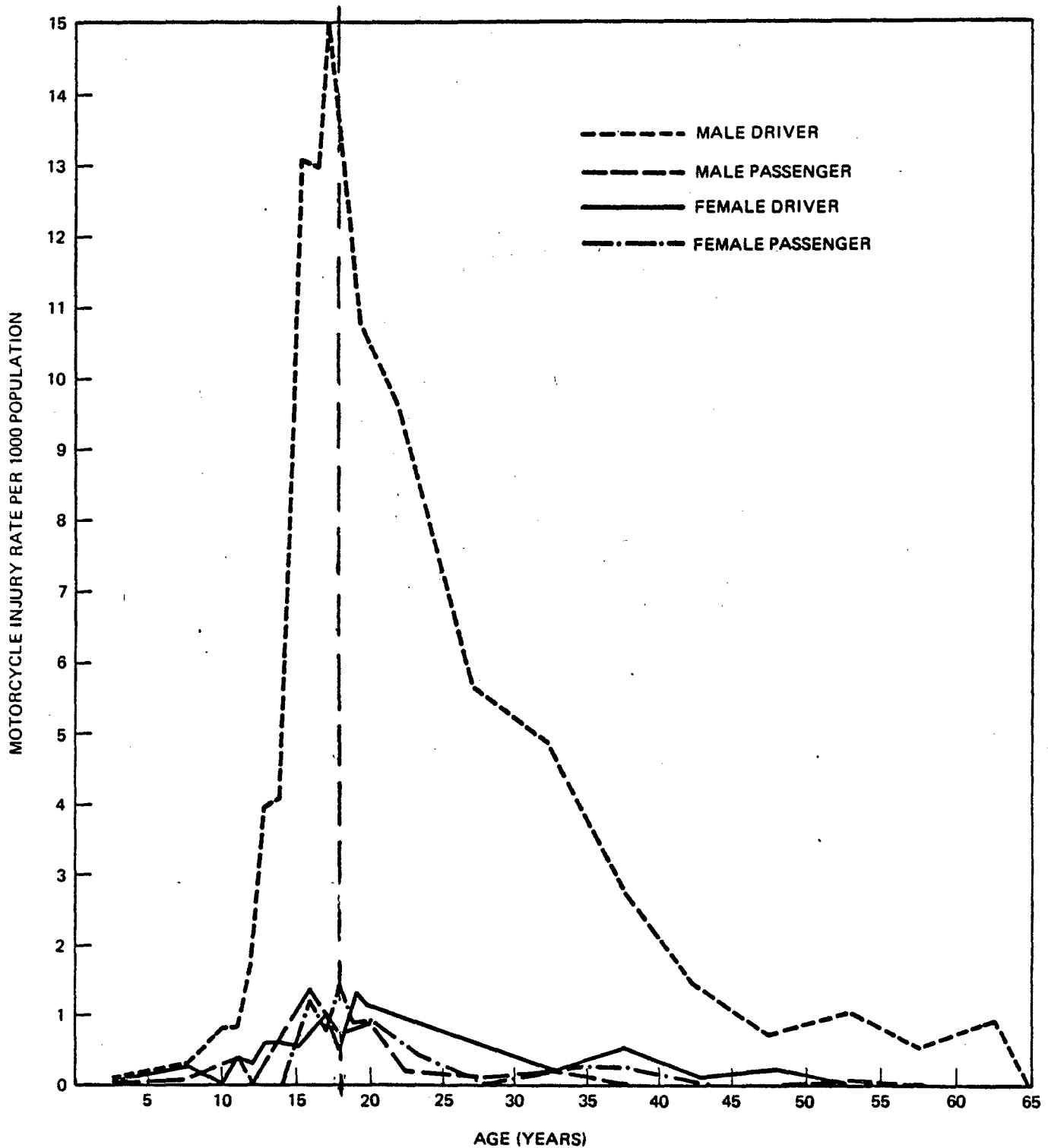
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[*Simon v. Sargent*, 346 F. Supp. 277, 279 (D. Mass. 1972), affirmed, 409 U.S. 1020 (1972).]

INCIDENCE OF MOTORCYCLE COLLISION INJURY
ACCORDING TO AGE, SEX, DRIVER/PASSENGER STATUS

SACRAMENTO COUNTY, CALIFORNIA, 1970



to other motorists, bicyclists and pedestrians; and reduction of pointed, hard surfaces on motorcycles and on other vehicles and elements of their environments," the study pointed out. (See *Status Report*, Vol. 9, No. 10, May 15, 1974.)

The study, which was conducted by Leon Robertson, senior behavioral scientist for the Insurance Institute for Highway Safety, examined the effects of helmet use and daytime headlamp use laws in terms of compliance with the laws and their effects on fatalities.

HELMET LAWS

The highway safety program standards adopted by the National Highway Traffic Safety Administration include a requirement that states implement all standards, including motorcycle helmet use laws, or face loss of all federal highway safety program funds and a portion of federal highway construction funds. Only three states had motorcycle use laws prior to 1967; during 1967-1969 an additional 37 states enacted such laws in accordance with the federal requirement.

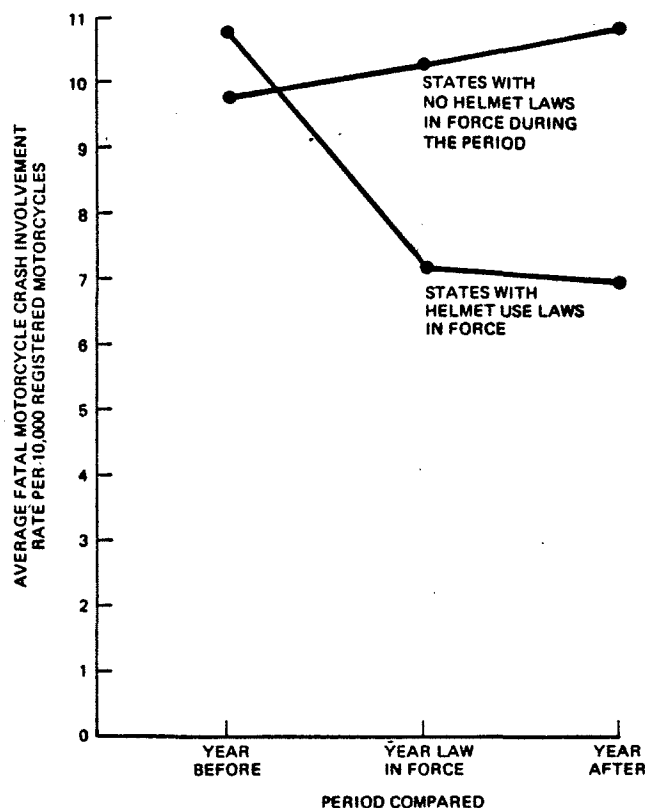
Currently all but two states, California and Illinois, have such laws. Utah's law, however, only applies at speeds above 35 miles per hour. The Department of Transportation has recently held hearings to determine whether sanctions should be levied against those three states. (See *Status Report*, Vol. 10, No. 14, Aug. 14, 1975.)

To determine the effect of helmet use laws on motorcyclist fatalities, the Institute's study compared the fatal crash involvement rates in eight states (Arizona, Colorado, Idaho, Kansas, Kentucky, Louisiana, Maryland and Minnesota) which adopted helmet laws, with similar states (California, New Mexico, Montana, Iowa, Virginia, Mississippi, West Virginia and Iowa) that had no such laws during a comparable period.

The study found that the "average fatal involvement rate for the eight states that enacted helmet use laws declined from more than 10 per 10,000 registered motorcycles the year before the laws' enactments to about seven per 10,000 registered motorcycles, both in the years of enactments and the following years. In contrast, the average fatal involvement rate in the eight matched states that enacted no helmet laws at the time that their comparison state did so remained at about 10 per 10,000 registered motorcycles throughout the period studied." (See chart.)

During the study, observations of helmet use were conducted along heavily traveled roadways in Atlanta and Baltimore, where helmet use laws are in effect, and Chicago and Los Angeles, where there are no such laws. In Atlanta and Baltimore "virtually all of the riders . . . were using helmets." In Los Angeles, more than 60 per cent of the riders were using helmets, "but only 25 per cent of Illinois riders were using them." The study noted that these findings do "not necessarily mean that these states had high use immediately upon enactment of their laws nor that all states with such laws have the same experience."

AVERAGE FATAL MOTORCYCLE CRASH INVOLVEMENT RATES PER 10,000 REGISTERED MOTORCYCLES OF 8 STATES THAT HAVE HELMET USE LAWS AND 8 MATCHED COMPARISON STATES THAT DID NOT HAVE HELMET USE LAWS DURING THE SAME PERIODS



Motorcycle Injury Costs 'Absolutely Staggering'

The cost of treating naval personnel for motorcycle injuries is "absolutely staggering," according to *Lifeline*, a naval safety journal.

A recent issue of the journal says that one naval hospital "reports that during the period February-July 1973, the taxpayer paid over \$187,000 to medically treat navymen injured while riding two-wheel motor vehicles. This cost does not include the loss of services to the men's parent units

"Based on the Portsmouth report, it's reasonable to believe that other naval hospitals would show comparable losses. On a yearly basis this would make the overall dollar loss absolutely staggering," the journal said.



Ernest D
nevada
franchised
motorcycle
dealers
association

Member: National Motorcycle Dealers Association

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Granted, fatalities did decrease in 1972, the year after the helmet law was enacted--but the industry and its consumers were dealt such an unwelcome, overwhelming blow that registrations dropped 18.4%--the first year in history they had not increased. Registrations have still not reached the high of 19,085 before the helmet law was enacted.

Not only weren't people buying motorcycles in 1972, but they weren't riding. To this we owe the decrease in fatalities.

The Office of Traffic Safety tells us that in December of 1975 motorcycle registrations finally climbed to 17,434--and in 1976 the fatalities were 25.

25 fatalities in 1975 with the mandatory helmet law
19 fatalities before the helmet law was enacted.

The Department of Motor Vehicles tells us that the helmet drastically cuts the number of fatalities by head injury. And yet Nevada does not compute or compile the type of injury that caused motorcycle fatalities--in fact, in the words of Dennis Tatum of the Office of Traffic Safety,

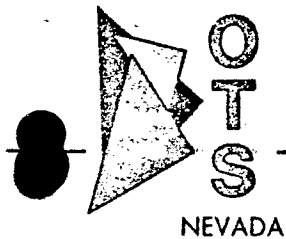
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However, throughout the United States we do know that 26% of motorcycle fatalities are caused by head injury--compared to 28% of automobile fatalities are caused by head injury. Quite obviously, neither seatbelt or helmet is mandated by Nevada for the automobile driver.

Utah's Department of Traffic Safety found after a thorough study of motorcycle effectiveness that motorcycle crashes involving severe head injury usually involve severe injury to ~~to~~ other parts of the body, and if all head injuries were eliminated, it would reduce injuries due to all crashes by at most 1%.

As you know, Utah has never had a complete helmet law--and now has none.

In New York they found that while there was a slight reduction in fatalities due to head injuries after enactment of a mandatory helmet law--deaths due to neck injury increased by more than 100%.



STATE OF NEVADA

OFFICE OF TRAFFIC SAFETY

CAPITOL COMPLEX • CARSON CITY, NEVADA 89710 • (702) 885-5720

MIKE O'CALLAGHAN
Governor

JOHN W. BORDA
Director

November 15, 1976

Ms. Jan Lybbert
Nevada Franchised Motorcycle
Dealers Association
7228 Poe Court
Las Vegas, NV 89128

Dear Ms. Lybbert:

Per your request, I am enclosing Nevada motorcycle registration and accident data for the years 1970-1975.

Although we do not have the type of injury responsible for motorcycle fatalities for the years 1969-1975, a look at this years motorcycle fatalities indicates that all the persons killed suffered serious head and neck or massive bodily injury.

I hope that this information will be of use to you.

Sincerely,

Dennis K. Tatum

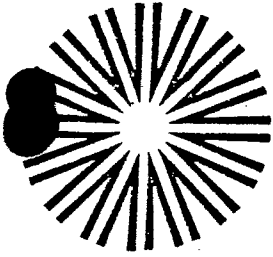
Dennis K. Tatum
Program Analyst

DKT/jeb

Enclosure

23





E. J. E.

nevada
franchised
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dealers
association

Member: National Motorcycle Dealers Association

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*	Year	M/C Registrations	M/C Accident %	% Injuries to Accidents	% Fatalities to Accidents
New York	65	44,760	8.5	87.4	1.89
Helmet Law	66	67,890	7.8	92.4	1.71
enacted 1967.	67	67,177	4.8	94.4	1.62
Head injuries	68	75,632	4.8	92.7	1.67
15% of all	69	81,326	4.5	91.0	1.91
accidents be-	70	78,000	5.5	92.7	2.06
fore and after					
helmet law.					

The major cause of motorcycle fatalities is trauma to the heart.

* Data source is the New York DMV, Bureau of Statistics and Coroner's Records.

*

Washington	64	29,875	4.5		2.4
Helmet Law	65	43,923	3.6		2.0
enacted 1967.	66	55,476	3.3		2.5
Washington had	67	53,065	2.8		2.0
a 14% greater	68	46,637	2.4		1.9
fatality rate	69	49,082	2.0		2.3
from head and					
neck injuries since enactment of the compulsory helmet law.					

* Data source State of Washington DMV and the Research Technology Department.

*

Oregon Helmet	65	33,345	3.7		1.9
Law enacted in	66	33,593	3.3		2.8
1968.	67	32,596	2.8		2.2
	68	36,760	1.9		3.3
	69	45,071	2.2		2.2
	70	58,671	2.0		2.3

* Data source Oregon DMV.

It is important to note that the number of accidents is not related to the helmet law. At the time the helmet laws were enacted, other laws requiring eye protection, mirrors, driver testing were enacted. Also greater emphasis and awareness of motorcycle safety was promoted. This accounts for the reduction in accidents.

That statistic that reflects the effectiveness of the helmet is the % of fatalities to Accidents.

Exhibit F

UTAH STUDIES THE EFFECTIVENESS OF HELMETS

During the months of April thru September the Utah Highway Safety Program Office conducted an investigation into motorcycle crashes. The purpose of this study was to:

1. Ascertain the effectiveness of helmets in reducing injuries.
2. Pinpoint areas where actions could be taken by state and local agencies to reduce motorcycle crashes and injuries.

As a result the study has resulted in a two year waiver from complying with Standard 303 of the National Highway Safety Standard promulgated by the Secretary of Transportation. Other conclusions of the study are as follows:

1. Motorcycle use increasing faster than other vehicle use. (294% in last 7 years)
2. 6% of fatal crashes involve motorcyclists
3. 4% of injuries involve motorcyclists
4. 9% of drivers licenses issued are bike licenses
5. 6% of registrations are motorcycles
6. HELMETS DO NOT SIGNIFICANTLY AFFECT HEAD INJURY SEVERITY
7. Impact speed is highly correlated to head injury severity
8. At speeds of 35 or less, 4% recieved severe head injuries
At more than 35, 16% recieved severe head injuries
9. Helmets were not found to be effective at various levels of impact speed
9. While 5 of 6 motorcyclist favor some type of headgear, only one in 3 favor mandatory use at all times.
10. The maximum attainable level of helmet use is 90%. The present use in speeds above 85 is 85 to 90%; at 35 and less it is 60 to 70%
11. 70% of motorcycle crashes involving 2 vehicles are side angle crashes; for all crashes, 65% are right angle crashes
12. Young and inexperienced drivers are over involved in motorcycle crashes; for all crashes, 63% of sampled motorcycle crashes involve drivers under 24 years old; 57% involve drivers with less than 2 years experience.
13. 14% of those involved in motorcycle do not have motorcycle licenses
14. 33% of the motorcycles involved in crashes are not inspected
15. Motorcycle crash injuries involving severe head injuries are also likely to involve severe injuries to other parts of the body (Trunk, arms, legs, etc.) 56% of motorcycle crashes involve trunk injuries 34% involve head injuries
16. If all head injuries were eliminated in motorcycle crashes, this would eliminate injuries due to all crashes by at most 1%
17. 90% of motorcycle crashes involve injuries; 36% of all other crashes involve injury

From the Department of Public Safety--Utah Highway Safety Division

Exhibit G

Statement by
DENNIS MYERS
Assembly Committee on Transportation
Nevada Legislature
February 1, 1976

Arguing the merits of mandatory motorcycle helmet laws is much like arguing any other issue---Each side can cite evidence to bolster its own case.

The Office of Traffic Safety can claim that 79 percent of the Nevada public in a recent poll support helmet laws. Opponents of such laws can reply that those 79 percent have never ridden a motorcycle or worn a helmet and thus do not know whereof they speak.

John Borda of Traffic Safety can claim, as he has in this morning's news, that fatal head injuries have risen in jurisdictions which have repealed helmet laws. The opposition can point out in reply that fatal neck injuries have decreased in such jurisdictions and risen in those which have imposed helmet laws, and that there is a hazardous and dangerous loss of side vision to helmet wearers.

But to a great extent, these are not the principal issues involved in the debate over Assembly Bill 7.

We have in the past few years been assaulted by government with what one consumer advocate has called "an invasion of self." From cars that won't start without fastened seat belts, to credit checks which probe areas of little relevance to credit, to victimless crimes whose enforcement ties up law enforcement agencies to the detriment

of real law enforcement, to mandatory helmet laws, government is moving into areas or permitting movement into areas of people's lives where it really has little interest.

More often than not, this intrusion is fostered in one way or another by the federal government. I understand the need for the federal government to deal in some areas. But I believe that federal activity has gotten far out of hand. I believe it is time for states to reassert some local control.

If Nevada needs a vehicle inspection program, fine. We have one now, but it was set up under threat of a federal loss of funds. That should have been a local decision, locally made. Such decisions are running rampant---education, medical care, energy, traffic safety and highway problems most of all---all of these areas are shot through with a wide variety of guidelines, regulations, state legislation, and other decisions made not by our people here in Nevada but on the other side of the continent. Mandatory helmet laws are one of these decisions. Encouraged by federal action, a number of states have legislated helmet laws.

But many states have begun to question the whole direction of federal and local governments. Several states have begun to try to take back some of their local prerogatives and authority. I believe Nevada should join that trend.

A number of states have chosen mandatory helmet laws as one area in which to reassert local control. Rejecting paternalistic federal guidance and sometimes even more paternalistic federal funds, Kansas, Oklahoma, Iowa, Rhode Island, Connecticut, and

a half dozen other states have repealed their laws. Another group will almost certainly do so before this spring is out.

Helmet laws have particular appeal as a tool for reassertion of local control. They offer, according to all available evidence, little change in the rate of injury and fatalities, they are personally obnoxious to the consumer, they are remote from the public's interest, and command little public confidence.

AB 7 is a particularly useful repeal, since it presents Nevada with an opportunity to repeal a federally-encouraged law with out loss of federal funds. By making it applicable to those over the age of eighteen, you have an opportunity to skirt the federal funds area while still applying the law to that group of cyclists---younger drivers---which insurance statistics have indicated are the least cautious drivers, most in need of helmets. Moreover, to those who feel helmets are needed, it can be pointed out that the habit of wearing helmets will continue to be inculcated in younger drivers while preserving the freedom of choice of more mature cyclists.

This is a solid and wise piece of legislation. I urge its adoption.

Mr. Dennis Tatum
Office of Traffic Safety
Carson City, Nevada

December 20, 1975

Dear Mr. Tatum,

In response to your request for a description of an evaluation technique for your public education program, I have put together the following suggestions. These are meant to be illustrative of the kind of method that could be used and the nature of the information you are likely to receive from such a program.

A questionnaire could be designed which would ask two types of questions. First, questions could be designed to measure driver awareness of various traffic laws and regulations, such as laws concerning speed limits, school buses, safety belts, catalytic converters, etc. A second set of questions could be compiled which would attempt to measure driver preferences concerning issues which the Office of Traffic Safety has an influence on policy.

The results of the questionnaire would then serve a twofold purpose. First, the ability of specific public education programs to influence public awareness could be gauged. This would be important information in determining what kinds of public education techniques are effective and in finding where public education is needed. Second, this information could provide policy-makers with valuable feed-back from the general public; this could lead to better long-term policies which would be consistent with the needs and desires of the general public.

The target population of this program would be the registered drivers in the state of Nevada. Usually, the most difficult problem of trying to design a study of this type is generating a representative sample from the target population. In this case, since Nevada law requires that all licensed drivers in the state renew their licenses once every five years, and since this occurs at the offices of the Department of Motor Vehicles, an efficient and inexpensive method of administering the questionnaire would be to have driver's license renewal applicants fill out the questionnaires at the same time they are renewing their licenses. Steps could be taken to minimize respondent bias on the questionnaire.

Mr. Dennis Tatum
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The size of the sample taken will depend on the desired accuracy of the results. For larger samples, more accurate results are generated but the cost of sampling and compiling the results is higher. For example, a sample of 500 licensed drivers will give results on "yes-no" questions accurate for the population to within 5%; a sample of 1,000 drivers would only increase the accuracy to plus or minus 3%.

If the questionnaire were administered at three different time intervals, say six months apart, then the changes in driver awareness or preferences over time could be estimated. This would probably be the best way to attempt to evaluate the impact of specific public education programs; if a program were administered between the six-month data gathering periods, "before and after" comparisons could readily be made.

TRAFFIC SAFETY PUBLIC OPINION SURVEY

Introduction

In June and December of 1976, the Office of Traffic Safety distributed a traffic safety public opinion survey to ascertain how the driving public in Nevada feel and act in regard to various traffic safety measures. One thousand thirty eight (1,038) questionnaires (Figure I) were distributed at the eight fixed drivers license issuing stations in the State according to the relative percentage of licenses issued at each station. The drivers license stations and frequency of distribution were as follows:

<u>Location</u>	<u>No. of Questionnaires Distributed</u>	<u>Percent of Total</u>
1. Winnemucca	20	1.9%
2. Fallon	30	2.9%
3. Ely	20	1.9%
4. Carson City	91	8.8%
5. North Las Vegas	159	15.3%
6. Las Vegas	412	39.7%
7. Washoe	286	27.6%
8. Elko	20	1.9%
Total	1,038	100%

All persons successfully completing the requirements for a drivers license were asked to complete the questionnaire after they had completed the requirements for a license.

All questionnaires were returned to the Office of Traffic Safety and the results are included in this report. This does not necessarily mean that every respondent answered every question. For each answer on the tabulations "no response" will indicate the number of people who failed to answer that question.

The results of the basic questionnaire are contained in Figure IA.

Cross Tabulation

In addition to the responses contained in IA, the answers to all questions were cross-tabulated against the 8 locations where the questionnaires were given, and against questions 1-3. This cross tabulation tells, for instance, how the people at the various locations answered the questions, how males answered as opposed to females, how the various age groups answered, and how the persons who drive very little as opposed to those who drive a lot answered.

This information is being used by the Office of Traffic Safety to identify specific target audiences upon which to concentrate public information and education efforts. An example of this is that in Winnemucca, 40% of the respondents indicated that they were "strongly opposed" to the national 55 mph speed limit. The other locations ranged between 6-16% in this category. This could indicate that special attention should be paid to public information and education efforts in Winnemucca regarding the safety benefits of the 55 mph speed limit.

Future Plans

The Office of Traffic Safety plans to distribute this same questionnaire at the same locations and in the same relative frequency each 3 months during 1977.

The results of the continuing survey will be used to guide the Office of Traffic Safety decision-making in regard to the issues surveyed and to evaluate the effectiveness of the Office of Traffic Safety Public Information and Education efforts.

TRAFFIC SAFETY SURVEY

The State Office of Traffic Safety is conducting this survey in order to determine the attitudes and resultant behavior of licensed Nevada drivers in regard to traffic laws and issues relating to traffic safety. The results of the survey will be used to guide policy and decision-making in areas in which the Office of Traffic Safety may have influence.

PLEASE DO NOT SIGN THIS FORM

1. Sex
 - Male ☐
 - Female ☐
2. Age
 - 15 and under ☐
 - 16-20 ☐
 - 21-24 ☐
 - 25-34 ☐
 - 35-44 ☐
 - 45-54 ☐
 - 55-64 ☐
 - 65 and over ☐
3. Approximately how many miles do you drive each year?
 - a. under 5,000 ☐
 - b. 5,000 - 10,000 ☐
 - c. 10,000 - 20,000 ☐
 - d. over 20,000 ☐
4. Are you aware of any traffic safety programs being conducted in this area?
 - a. yes ☐
 - b. no ☐

If yes, where did you hear of this program?

 - a. radio ☐
 - b. television ☐
 - c. newspaper ☐
 - d. magazine ☐
 - e. other ☐
 - f. Office of Traffic Safety ☐
5. How do you feel about the national 55 mile per hour speed limit?
 - a. strongly oppose ☐
 - b. oppose ☐
 - c. favor ☐
 - d. strongly favor. ☐
 - e. no opinion ☐
6. Do you obey the 55 mile per hour speed limit?
 - a. never ☐
 - b. not very often ☐
 - c. some of the time ☐
 - d. all of the time ☐
7. Do you believe that the 55 mile per hour speed limit saves lives or reduces injuries in automobile collisions?
 - a. not at all ☐
 - b. a little ☐
 - c. a lot ☐
 - d. don't know ☐
8. Do you believe that the 55 mile per hour speed limit saves energy?
 - a. not at all ☐
 - b. a little ☐
 - c. a lot ☐
 - d. don't know ☐

9. Which of the following methods would be most effective in getting you to observe the 55 mile per hour speed limit?
- a. increased enforcement ☐
 - b. a major public information campaign ☐
 - c. stiffer penalties for speeders ☐
 - d. none of the above ☐
10. At what speed should the police begin to give speeding tickets?
- a. any speed over 55 ☐
 - b. over 60 ☐
 - c. over 65 ☐
 - d. over 70 ☐
11. If you drive faster than 55, what do you think your chances of getting a speeding ticket are?
- a. very low ☐
 - b. about 50/50 ☐
 - c. very high ☐
 - d. don't know ☐
12. Do you think that seatbelt useage saves lives or reduces the severity of injuries in automobile collisions?
- a. not at all ☐
 - b. a little ☐
 - c. a lot ☐
 - d. don't know ☐
13. Do you wear your seatbelt?
- a. never ☐
 - b. sometimes ☐
 - c. all the time ☐
14. Which method do you feel would be most effective in dealing with persons convicted of driving under the influence of alcohol?
- a. stiffer penalties ☐
 - b. increased police enforcement ☐
 - c. alcohol educational schools ☐
 - d. none of the above ☐
15. Would you favor or oppose the following measures?
- | | <u>favor</u> | <u>oppose</u> |
|--|--------------------------|--------------------------|
| a. yearly automobile inspections | <input type="checkbox"/> | <input type="checkbox"/> |
| b. strict enforcement of the 55 mile per hour speed limit | <input type="checkbox"/> | <input type="checkbox"/> |
| c. alcohol educational schools for persons convicted of driving under the influence of alcohol | <input type="checkbox"/> | <input type="checkbox"/> |
| d. a law requiring all persons in a vehicle to wear seatbelts | <input type="checkbox"/> | <input type="checkbox"/> |
| e. strict enforcement of drunk driving laws | <input type="checkbox"/> | <input type="checkbox"/> |
| f. mandatory motorcycle helmet law | <input type="checkbox"/> | <input type="checkbox"/> |

FIGURE IA

Results of Combined Traffic Safety Survey

	<u>Number</u>	<u>Percent</u>
1. Sex		
Male	583	56.2%
Female	446	43.0%
No Response	9	0.9%
Total	<u>1,038</u>	<u>100%</u>
2. Age		
15-under	5	0.5%
16-20	169	16.3%
21-24	139	13.4%
25-34	292	28.1%
35-44	149	14.4%
45-54	131	12.6%
55-64	84	8.1%
65-over	62	6.0%
No Response	7	0.7%
Total	<u>1,038</u>	<u>100%</u>
3. Approximately how many miles do you drive each year?		
a. Under 5,000	262	25.2%
b. 5,000 - 10,000	387	37.3%
c. 10,000 - 20,000	277	26.7%
d. Over 20,000	95	9.2%
e. No Response	17	1.6%
Total	<u>1,038</u>	<u>100%</u>
4. Are you aware of any traffic safety programs being conducted in this area?		
a. Yes	489	47.1%
b. No	532	51.3%
c. No Response	17	1.6%
Total	<u>1,038</u>	<u>100%</u>

If yes, where did you hear of this program?

	<u>Number</u>	<u>Percent</u>
a. radio	51	4.9%
b. television	65	6.3%
c. newspaper	66	6.4%
d. magazine	5	0.5%
e. other	147	14.2%
f. Office of Traffic Safety	87	8.4%
g. No Response	617	59.4%
Total	1,038	100%

5. How do you feel about the national 55 mph speed limit?

a. Strongly Oppose	126	12.1%
b. Oppose	217	20.9%
c. Favor	395	38.1%
d. Strongly Favor	202	19.5%
e. No Opinion	85	8.2%
f. No Response	13	1.3%
Total	1,038	100%

6. Do you obey the 55 mph speed limit?

a. Never	13	1.3%
b. Not very often	43	4.1%
c. Some of the time	424	40.8%
d. All of the time	545	52.5%
e. No Response	13	1.3%
Total	1,038	100%

7. Do you believe that the 55 mph speed limit saves lives or reduces injuries in automobile collisions?

a. Not at all	63	6.1%
b. A little	327	31.5%
c. A lot	575	55.4%
d. Don't know	69	6.6%
e. No Response	4	0.4%
Total	1,038	100%

8. Do you believe that the 55 mph speed limit saves energy?

a. Not at all	109	10.5%
b. A little	454	43.7%
c. A lot	378	36.4%
d. Don't know	92	8.9%
e. No Response	5	0.5%
Total	1,038	100%

	<u>Number</u>	<u>Percent</u>
9. Which of the following methods would be most effective in getting you to observe the 55 mph speed limit?		
a. Increased enforcement	251	24.2%
b. A major public information campaign	194	18.7%
c. Stiffer penalties for speeders	194	18.7%
d. None of the above	246	23.7%
e. No Response	153	14.7%
Total	1,038	100%
10. At which speed should the police begin to give speeding tickets?		
a. Any speed over 55	169	16.3%
b. Over 60	433	41.7%
c. Over 65	258	24.9%
d. Over 70	66	6.4%
e. No Response	112	10.8%
Total	1,038	100%
11. If you drive faster than 55, what do you think your chances of getting a speeding ticket are?		
a. Very low	145	14.0%
b. About 50/50	489	47.1%
c. Very high	176	17.0%
d. Don't know	113	10.9%
e. No Response	115	11.1%
Total	1,038	100%
12. Do you think that seat belt usage saves lives or reduces the severity of injury in automobile collisions?		
a. Not at all	58	5.6%
b. A little	278	26.8%
c. A lot	521	50.2%
d. Don't know	72	6.9%
e. No Response	109	10.5%
Total	1,038	100%
13. Do you wear your seat belt?		
a. Never	208	20.0%
b. Sometimes	510	49.1%
c. All the time	206	19.8%
d. No Response	114	11.0%
Total	1,038	100%

	<u>Number</u>	<u>Percent</u>
14. Which method do you feel would be most effective in dealing with persons convicted of driving under the influence of alcohol?		
a. Stiffer penalties	434	41.8%
b. Increased police enforcement	65	6.3%
c. Alcohol Educational School	269	25.9%
d. None of the above	65	6.3%
e. No Response	205	19.7%
Total	1,038	100%
15. Would you favor or oppose the following measures?		
a. Yearly automobile inspection		
Favor	530	51.1%
Oppose	351	33.8%
No Response	157	15.1%
Total	1,038	100%
b. Strict enforcement of 55 mph speed limit.		
Favor	487	46.9%
Oppose	394	38.0%
No Response	157	15.1%
Total	1,038	100%
c. Alcohol educational schools for persons convicted of driving under the influence of alcohol.		
Favor	775	74.7%
Oppose	109	10.5%
No Response	154	14.8%
Total	1,038	100%
d. A law requiring all persons in a vehicle to wear seat belts.		
Favor	250	24.1%
Oppose	617	59.4%
No Response	171	16.5%
Total	1,038	100%
e. Strict enforcement of drunk driving laws		
Favor	818	78.8%
Oppose	62	6.0%
No Response	158	15.2%
Total	1,038	100%
f. Mandatory motorcycle helmet law		
Favor	683	65.8%
Oppose	186	17.9%
No Response	169	16.3%
Total	1,038	100%

Discussion

Generally speaking, the major indications of the cross-tabulations were:

1. Younger (under 15) and older (over 55) age groups are more likely to be in favor of traffic safety measures.
2. Females are more likely to be in favor of traffic safety measures than males.
3. The more a person drives per year, the less they favor traffic safety measures.
4. Persons in Winnemucca, Elko, and to a lesser extent Ely, tend to be negative about traffic safety measures.

GUEST LIST

AB-7

NAME

REPRESENTING

WISH TO SPEAK

(Please print)

Yes No

ADELAIDE S. LOGAN

DEPT. OF NEVADA
AMERICAN LEGION AUXILIARY

Against

~~JOHN A. FLANAGAN~~

~~MYSELF~~

For

Wayne Tetraunt

Nev. ofc. of Traffic Safety

✓

admiral TATUM

OFFICE OF TRAFFIC

✓

~~Robert E. Carnahan~~

~~Clark Co. Brewer~~

~~Against~~

~~Kathleen~~

~~Washoe, Reno~~

~~Against~~

~~Robert E. Carnahan~~

~~Clark Co. Brewer~~

~~Against~~

Roz Parry

Office of Traffic Safety

✓

Dick K. K.

OFF. TRAFFIC SAFETY

✓

JOHN SEGINSKI

SELF

✓

~~Barbara Brown~~

~~Self. Inv. Women's~~

~~Against~~

Mark Wilson

Self

✓

Bruce Nystrom

SELF

✓

Judy Lemen

Nev. PTA

Against

Laurel P. Taylor

" "

Against

Kathleen

" "

✓

Samuel J. Marber

Self

For

~~Ronald R. Rozoff~~

~~Marion Rozoff Assoc.~~

~~For~~

(REQUESTS TO SPEAK LAST)

ROBERT E. CARNAHAN

NEVADA CYCLE SALES

CHRIS YOUNG

SELF

✓

BERNARD DEHL

Nev. Highway Patrol

Against

David Sparks

Self

✓

Rola Carlson

self - outsider

✓

Don Carlson

self Outrider

✓

GUEST LIST

NAME

REPRESENTING

WISH TO SPEAK

(Please print)

Yes

No

Vikki Corrigan

Reno Ramblers M.C.

✓

GEORGE JORDY

RAMBLIN' WHEELS MC

✓

~~John Berra~~

~~No. Off. 7-11 PM, Sat., Against~~

Bonnie Parnell

Gleason Bray P.T.A.

✓

Mike Corrigan

Reno Ramblers MC

✓

Rally JAMES

Reno NV - MC

✓

~~Spud R. Todaro~~

~~Reno NV. MC~~

William T. T. T.

Ramblin' WHEELS M.C. Reno

✓

Ang Horsting

myself

✓

~~JAN LUBBE~~

~~NEV. MC BLRS, NAEM~~

~~Frederic W. Harrell~~

~~myself NAEM~~

~~FOR~~

~~Bill KISSAM~~

~~Assemblyman~~

~~FOR~~

~~DEAN'S MYERS~~

~~ACLU~~

~~FOR~~

~~Don Anderson~~

~~Branded Star MC Reno~~

Rick Kuhlmeier

Palaction comm

✓

Guy Shipley

KOH

✓

~~Bob Arnold~~

Reno Police Dept

~~Against~~

Nancy Wong

Legislative Intern

✓

Gary Owen

Governor's Office

✓

~~Steve Cootner~~

Assembly 27

✓

GUEST LIST

NAME

REPRESENTING

WISH TO SPEAK

(Please print)

Yes

No

CHARLES MALONE

SELF

DonThoreson

Self

Frank Shuler

24

Scott Kasner

[Signature]

Ellen Whittemore

22