

## Assembly

### TRANSPORTATION COMMITTEE MINUTES

March 13, 1973

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Present: Messrs: Glover, Jacobsen, Dreyer, Howard, Bickerstaff

Absent: Mr. May and Mr. Smalley (Mr. Smalley had been excused from the meeting due to a family emergency.)

Guest Speakers: Mr. Don Cosby, Nevada Highway Department  
Mr. Carl Soderbloom, Nevada Railroad Assn.  
Mr. Howard Hill, Motor Vehicle Department  
Mr. John Ciardella, Motor Vehicle Dept.  
Mr. Grant Bastian, Highway Department  
Mr. Virgil Anderson, American Automobile Assn.  
Mr. John Gionatti, Representative of Harrah's  
Mr. Richard Borotlin, Motor Vehicle Dept.

Chairman Glover called the meeting to order at 3:35 p.m. and stated the first order of business to be A.B. 428.

Mr. Don Cosby, Highway Department, was the first speaker on A.B. 428. He said he had attended the Senate hearings and felt the bill was satisfactory. Mr. B.W. Firth then took the floor. He said that according to his interpretation of the bill, that it would be a misdemeanor to use studded tires all year and in criminal law, there should be no exceptions. He added that he felt an extra fee should be charged for the people who used the studded tires.

Mr. Carl Soderbloom, Nevada Railroad Association, spoke on A.B. 445. He said the bill was designed to change a law that was an unique problem of the railroad industry. He gave an example of how and why the present law should be changed in regard to the residence requirement.

The principle speaker on A.B. 542 was Mr. John Ciardella, Motor Vehicle Department. He said he had discussed the bill with Assemblyman Prince, who is one of the sponsors. He explained that in order to obtain the die which the bill would require, there would be a cost of \$450.00. The die would read "OLD TIMER of NEVADA". He stated that he also would like to submit, for the discretion of the Committee, an implication that if an individual had to purchase a regular plate due to everyday use of this particular type of vehicle, he would still be allowed to use the "Old Timer" plate in a parade or for special events.

Mr. Howard Hill, Department of Motor Vehicles, stated that a law (482.33) stating that anyone that wants to use a vehicle only for special occasions could obtain special plates, is presently in existence.

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Mr. John Ciardella, DMV, began testimony on S.B. 74, by stating the bill was submitted in order to assist the assessors' offices. He said the change would be the date of registration in line with the date of tax collection. He also submitted an amendment for "line 8" for the addition of the words "and travel trailers". Mr. Dreyer asked if the Department had some type of written statement to the effect that this bill was the wish of the assessors' offices. He said the statement would insure that this issue would not arise again in the future. Mr. Howard Hill said there was nothing at this time, but he would request a document from them.

Mr. John Ciardella also testified on S.B. 87. He said that for the past three years, the Motor Vehicle Department had charged a fee of \$1.00 for weighing vehicles. He said this bill would legalize the charge because it was not provided for in the statutes at this time. Mr. Hill said other facilities were only used when the weight was needed for registration of the vehicle. Mr. Glover said that although Mr. Robert Guinn could not be present at this meeting, he had submitted a suggested change in "line 9" for the addition of the words "weighed by the Department" to be inserted following the comma after the word "fee". Mr. Dreyer said the sentence might read better if the words were added to the end of the sentence. Mr. Howard then stated a suggestion had been made to him that a \$2.00 fee might be more appropriate because this was the amount charged by businesses. Mr. Hill said he thought the \$1.00 fee was sufficient and that Mr. Richard Bortolin, Deputy Attorney General, might be able to clarify the amendment. Mr. Bortolin made his suggestion concerning the amendment, but Mr. Hill said that after he had re-read the bill, the text seemed fine.

Chairman Glover asked for further business, and there was none. He thanked the audience for attending and then asked Mr. Grant Bastian, Highway Department, if he had any testimony the Committee would be happy to hear it. Mr. Jacobsen asked Mr. Bastian to testify on A.B. 428. A question on S.B. 14 was then asked by Mr. Glover. Mr. Bastian said S.B. 14 was not his bill, but he had no objections concerning it. He then distributed some information on studded tires.

Mr. Virgil Anderson, AAA, made an interjection on A.B. 428. He stated that he felt the effective date of the bill should be changed to January of 1974. Mr. Bastian said the Senate bill on the subject had set the date for May 1, and the Assembly bill was April 30, and that this was the only difference.

Mr. Glover asked if there were any more questions for Mr. Bastian. There were none. He suggested the voting begin with S.B. 87.

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S.B. 87 - Mr. Jacobsen made a motion to pass as amended and Mr. Dreyer seconded the motion. The vote was unanimous for "pass as amended".

S.B. 74 - Mr. Glover noted the changes which needed to be made and asked for a motion. Mr. Dreyer explained the reason for his request for a written statement. After a short deliberation, it was decided to "hold" the bill until the statement was submitted.

A.B. 542 - Mr. Howard made a motion for do pass and Mr. Dreyer seconded the motion. Mr. Jacobsen made the suggestion that perhaps the bill should be changed to read \$12.50 as opposed to \$10.00 for the cost. The vote was for "do pass" except for Mr. Jacobsen who voted "nay". Mr. Jacobsen then suggested the Chairman reprimand the secretary for having spoken out of turn. The Chairman did so. The secretary would like to take this opportunity to apologize to Mr. Jacobsen and the Committee for her indiscretion.

A.B. 445 - Mr. Bickerstaff made a motion to pass and was seconded by Mr. Howard. Unanimous vote for "do pass".

A.B. 428 - Mr. Glover stated that there might be a question as to the date which the bill would become effective. After a brief discussion, Mr. Howard made a motion for amend and do pass. Mr. Jacobsen then brought up a question concerning the beginning month. He thought it should be earlier than October, because of unpredictable winters in Nevada. The date was then amended to read September. Mr. Howard withdrew his prior motion. Mr. Jacobsen made a motion to amend. Mr. Dreyer seconded the motion. The Committee vote was unanimous "to amend". Mr. Dreyer then made a motion to pass as amended and Mr. Jacobsen seconded the motion. The vote for "do pass as amended" was unanimous.

A.B. 283 - Mr. Dreyer made a motion to kill the bill and Mr. Jacobsen seconded the motion. Unanimous vote to "kill".

A.B. 292 - Mr. Glover asked for a motion on the bill, but Mr. Bickerstaff suggested the Committee wait until Mr. Smalley, the sponsor, could be present. The Committee decided to vote after Mr. Glover explained that Mr. Smally had told him that he wanted to kill the bill. Mr. Howard made a motion to "kill" and Mr. Jacobsen seconded the motion. All members voted "to kill" except Mr. Bickerstaff said he declined as to the voting on the bill.

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A.B. 41 - Mr. Glover stated that he wanted to clarify the previous amendments before bringing the bill to the floor. He read the amendments and asked for comments on Amendment No. 402 (See Attachment I). Mr. Glover stated that there was conflict between the first Committee amendment and the one included in the minority report submitted by Mr. Jacobsen, Mr. Smalley, and himself. Mr. Dreyer made a statement concerning the withdrawal of the first Committee amendment and a short discussion was held. Mr. Howard made a motion to adopt 402 (handlebars) and was seconded by Mr. Dreyer. No vote was taken. Mr. Dreyer then suggested that each amendment be submitted. Mr. Glover said in this case he would like to see No. 402 be the first. He asked Mr. Jacobsen to speak on that amendment and the minority report amendment.

Mr. Bickerstaff said that if this bill passed, there would no longer be motorcycle businesses in the State, and therefore, no legislation on motorcycles to worry about next session.

The Committee finally decided to submit all three amendments to the floor.

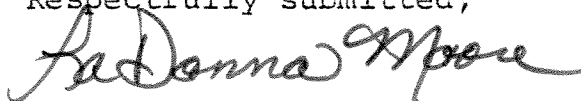
Mr. Bickerstaff added that if a motorcycle training program was implemented in schools (and noted there was some type of action on this in the form of a bill), there would be less accidents. He said Shirlee Wedon, P.T.A., also supported this action.

Mr. John Gionatti arrived at the meeting. Mr. Jacobsen suggested that if Mr. Gionatti had pertinent testimony, that he should be allowed to speak. The Committee agreed.

Mr. Gionatti said the main problem he could see in A.B. 542, was the cost. He stated that members of the Horseless Carriage Club pay \$12.50 for their license plates and if the cost was lowered to \$10.00, the State would lose \$10,000.00 in revenue. The Committee members discussed the bill and Mr. Glover asked Mr. Jacobsen to speak on the bill when it was brought before the Ways and Means Committee.

Mr. Glover announced that it was only a short time before the Assembly would reconvene. The meeting was then adjourned.

Respectfully submitted,



LA DONNA MOORE  
Assembly Attache

ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

Date March 13, 1973 Time 4:00 Room 336

<u>Bills or Resolutions to be considered</u>	<u>Subject</u>	<u>Counsel requested*</u>
A.B. 428	Restricts use of studded tires.	
A.B. 445	Removes certain residence requirements for railroad police.	
A.B. 542	Provides special registration provisions for motor vehicles more than 40 years old.	
S.B. 74	Changes registration dates for mobile homes.	
S.B. 87	Permits the department of motor vehicles to charge a fee for weighing vehicle.	

\*Please do not ask for counsel unless necessary.

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Adopted <input type="checkbox"/>	Adopted <input type="checkbox"/>
Lost <input type="checkbox"/>	Lost <input type="checkbox"/>
Date:	Date:
Initial:	Initial:
Concurred in <input type="checkbox"/>	Concurred in <input type="checkbox"/>
Not concurred in <input type="checkbox"/>	Not concurred in <input type="checkbox"/>
Date:	Date:
Initial:	Initial:

Amendments to Assembly / Senate

Bill / Joint Resolution No. \_\_\_\_\_ (BDR 95)

Proposed by \_\_\_\_\_

ATTACHMENT I  
 Amendment N<sup>o</sup> 402



Amend. 5, page 3, by deleting line 7 and inserting:

1. Except as provided in subsection 2, every motorcycle driver's license (or other authority to drive a motorcycle) shall expire (on the second anniversary of the date of birth of the applicant occurring after June 30 next following the date of its issuance.) in the case of a person 70 years of age or older on the second anniversary and in the case of all



every person on the fourth anniversary of the licensee's birthday,  
renewal; in the case of an original license, a renewal license or a  
license renewing an expired license, from the birthday nearest the  
date of issuance or renewal. Any applicant whose date of birth was on  
February 29 shall for the purposes of §§ 436.511 to 436.531, inclusive,  
be considered to have the anniversary of his birth fall on February 28.  
Every license shall be renewable on or during a 90-day period before  
its expiration upon application and payment of the required fee, and  
except as provided in subsection 2 of §§ 436.131, each applicant for  
renewal shall appear before a driver's license examiner and success-  
fully pass a test of his eyesight. Every motorcycle endorsement to  
a driver's license issued on or after January 1, 1972, shall expire  
simultaneously with the expiration of the driver's license.

1. Every license issued before January 1, 1972, authorizing a person to drive a power cycle shall be valid for driving a power cycle and every such license authorizing a person to drive a motorcycle shall be valid for driving a motorcycle until its normal expiration.

2. Any person who has been issued a driver's license (before January 1, 1972,) without having the authority to drive a motorcycle or power cycle endorsed thereon shall, before driving a motorcycle, as defined in §§ 436.511, successfully pass a driving test conducted by the department, pay a fee of \$2 and have such authority endorsed upon such license.

3. As used in this section, "power cycle" means every motor vehicle



equipped with a seat or saddle for the use of the driver. Designed to travel on not more than three wheels in contact with the ground and propelled by a motor of 70 cc. displacement or less which produces 6 1/2 horsepower or less.

Amend sec. 7, page 3, by deleting lines 29 through 33 and inserting: "each handlebar at all times, except when (such driver is making an arm signal for a turn.) it is necessary to use or remove one hand for the safe operation of the motorcycle."

Amend the title of the bill on line 3, by deleting "for peace officers".

Amend the title of the bill on line 4, by deleting "providing penalties;".

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ABSTRACT ON THE USE OF STUDED SNOW TIRES

In an effort to fairly and objectively evaluate the use of studded snow tires in the State of Nevada, the Nevada State Highway Department has conducted a thorough research effort of all available research projects conducted on the above subject. We have made a deliberate and concerted effort to obtain all of the facts as presented in the various reports and finalized our recommendations from a consensus of these reports and from our own findings under our particular situation.

In our reference to studded snow tires we are referring to those snow tires headed with tungsten carbide studs, which protrude from the surface of the tire tread and are designed to provide greater traction, shorter braking distances, and improved riding stability for those vehicles operated on icy roads.

Our review of all of the available information that we currently have unmistakably demonstrates that there is an improvement in the operation of vehicles with studded snow tires under glare ice conditions and at temperatures near the freezing mark. Stopping, starting, acceleration, traction and cornering (when studded tires are used on all four wheels) demonstrates that the studded snow tires improve their performance for those functions they are designed to provide.

We have found several surprises in our review of the information that is available, among them is the apparent fact that vehicles equipped with regular snow tires on all four wheels do not perform as well as the regular street tread on glare ice conditions. This is a factor that we feel the general public should be aware of. It has also been demonstrated that by sanding glare ice the stopping and starting capabilities of all vehicles are improved by nearly 60%, thus demonstrating the safety factor of adequate sanding under these conditions. As con-

ditions change on the road surface and we have a packed snow or slush driving situation the benefits attributable to the studded snow tires markedly decreases and shows little or no difference between studded snow tires and regular snow tires on loosely packed snow or slush conditions.

Proceeding from this situation to the wet pavement and from there to the dry pavement the benefits of the studded snow tires disappear and actually become a detriment to the maneuverability of a vehicle under these conditions. Stopping distances on wet and dry pavements then tend to be greater for tires with studs than those without.

Based upon what limited information we currently have we would estimate that in the Reno-Carson City area nearly 95% of the travel on the freeway and expressway type facilities is on bare wet or dry pavement, while 2% of this travel would be on icy or hard-packed snow and the other 3% would be on loose snow or slush. Assuming that this is the situation, it would appear that 95% of the driving time tire studs would actually be of a detriment to those using them. What we are suggesting is that the performance advantages of studded tires on ice appears to be largely offset by the disadvantages on bare pavement when the relative amount of exposure is taken into account. Studded snow tires can, therefore, have a net advantage in stopping distances on roads kept bare most of the time by high level winter maintenance practices.

By also considering the additional factor of the increased speeds on bare pavement and the problems with stopping apparently connected with the studded tires it would appear that we run the risk of having accidents of greater severity under these conditions than we would have by the same accidents under icy conditions with reduced vehicle speeds.

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In regard to the topic of accelerated pavement wear attributed to the studded snow tires we wish to emphasize that all reports that we currently have available for our review indicate that there is some degree of this increased wear that can be directly attributable to the use of tire studs. Tests made by the various entities of government interested in this problem have indicated that the use of salt and sand has little if any measurable effect on the rate of wear of the various pavements involved. However, the use of salt and sand in conjunction with studded snow tires accelerates the rate of wear experienced by the studded tires without salt or sand. In fact, the studded snow tires with salt and sand caused at least one hundred times more abrasion damage as the wear increase produced by salt and sand and unstudded snow tires. The evidence seems inescapable that the studded tires are by far the prime cause of pavement abrasion, whereas salt and sand applied on good quality concrete or asphalt pavements have little or no measurable wear effect when studded tires are not involved. When studs are involved, salt and sand do contribute to the rate of wear.

There are many safety features built into the roadway surface that can be adversely affected by an accelerated wear ratio. Only a limited number of these can actually be supported by research study but all bear a valid relationship to the traffic safety aspect of pavement wear.

1. We sustain a premature loss of paint striping to delineate pavement lane lines and center lines.
2. We lose our friction coefficient where pavement grooving has been provided to prevent skids.
3. Shallow ruts or troughs are developed in the wheel paths of the pavement thus interrupting the runoff of water and causing more splash and spray on adjacent vehicles.

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This reduces the driver visibility and can improve chances of hydroplaning and loss of control of the vehicle. During dry conditions the shallow troughs can cause adverse vehicle handling behavior when lane changing or passing maneuvers are involved. These shallow troughs also cause lateral displacement of vehicles that tend to shift from the normal center of the lane courses and crowd toward the adjacent travel lanes.

4. Finally, the increased abrasion rate will result in additional expenses to the Department in early repairs that will become necessary in order to restore the safety features originally built into the structural section.

RECOMMENDATIONS:

Based on the above findings we feel that the Nevada State Highway Department can take no other responsible action than to recommend added controls on use of studded snow tires on Nevada highways.

We feel it to be apparent that the benefits to be derived from the use of studded snow tires under special conditions are more than offset by their reduced safety features when these conditions do not exist and by the wear that our highways are subjected to under the bulk of the driving conditions. It is, therefore, our recommendation that studded snow tires be banned from Nevada highways for the months of May, June, July, August and September.

Nevada statistics: per Dept. of Motor Vehicles

	1970	1971	1972
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TOTAL UNITS SOLD	2427	2597	1868
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TOTAL	OFF-ROAD	ON-ROAD	YEAR
2427	265	2162	1970
2597	400	2197	1971
1868	413	1455	1972

	1971	1972
% Increase (Decrease) of Units Sold	7% increase	28% decrease

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United States total

1971	921,000	
1972	962,000	....5% increase

(source: R.L. Polk and Co.)

MAYOR ORAN K. GRAGSON

COMMISSIONERS

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ALEXANDER COBLENTZ, M.D.  
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CITY MANAGER

A. R. TRELEASE

CITY OF LAS VEGAS



ADULT COUNCIL ON YOUTH AFFAIRS

March 2, 1973

Honorable Alan Glover  
Capitol Building  
Carson City, NV 89701

Dear Assemblyman Glover:

The Transportation Committee of the Las Vegas Mayor's Adult Council on Youth Affairs is interested in the passage of Assembly Bill Number 283 which permits the rental of school buses to non-profit organizations.

We feel passage of this bill is important to provide better transportation for the youth of Las Vegas. As it now stands, school buses sit idle during the summer months, a time when they could be put to use transporting youth to the many activities being run during the summer. Using school buses means saving money for youth groups operating on small budgets. Many worthwhile activities are held during the summer months, but it is hard or impossible for many youth to get adequate transportation, especially with the limited service of the city bus system. A "yes" vote on Assembly Bill Number 283 would put to better use buses which are already purchased and sit idle for three months.

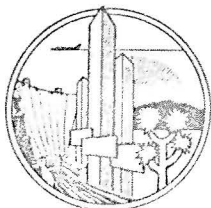
The Mayor's Adult Council on Youth Affairs is a group appointed by the Las Vegas Mayor and City Commissioners. It works directly with teenage youth in improving activities for youth. We work very closely with the school district and area high schools but our programs have little meaning unless we can provide adequate transportation to bring the youth to the functions.

If we can give you more help or information on Assembly Bill Number 283, please let us know and we will be happy to help.

Sincerely,

*Jeanne Howerton*

JEANNE HOWERTON  
Chairman, Transportation Committee





## MOTORCYCLES REGISTERED IN 1972 ONLY

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CHURCHILL	320
CLARK	8,016
DOUGLAS	445
ELKO	412
ESMERALDA	6
EUREKA	9
HUMBOLT	118
LANDER	55
LINCOLN	88
LYON	312
MINERAL	252
NYE	150
CARSON	774
PERSHING	50
STORY	45
WASHOE	4,538
WHITE PINE	<u>274</u>
TOTAL	15,864

MINIMUM MOTORCYCLE LICENSING AGES

1. Alabama	None
2. Alaska	None
3. Arkansas	None
4. Colorado	None
5. Delaware	None
6. Hawaii	15
7. Idaho	None
8. Indiana	None
9. Louisiana	15
10. Maine	15
11. Mississippi	15
12. Montana	None
13. North Carolina	None
14. Oklahoma	None
15. South Dakota	14
16. West Virginia	None
17. Wyoming	None

Source: U.S. Department of Transportation, Table DL-101  
Status as of January 1, 1972