

SENATE TRANSPORTATION COMMITTEE

MINUTES OF MEETING

Thursday, March 10, 1977

The meeting was called to order in Room #323, Legislative Building at 2:00 p.m. on Thursday, March 10, 1977.

Senator Richard Blakemore was in the chair.

PRESENT: Senator Richard Blakemore, Chairman  
Senator Keith Ashworth, Vice Chairman  
Senator C. Clifton Young  
Senator William Hernstadt  
Senator Wilbur Faiss  
Senator Margie Foote  
Senator Joe Neal

OTHERS Senator Carl F. Dodge

PRESENT: Sandra Rose)  
W. W. Richards)  
W. Goddard) DEPARTMENT OF MOTOR VEHICLES  
James L. Lambert)  
Howard Hill)  
Brent Howerton)  
Gene Phelps) DEPARTMENT OF HIGHWAYS  
William Raymond)  
Grant Bastian)  
Robert F. Guinn, Nevada Motor Transport Association  
Virgil Anderson, AAA  
Tom Moore, Clark County  
John Borda)  
Dennis Tatum) OFFICE OF TRAFFIC SAFETY

The Committee then took testimony on the following measures:

SB 311 REVISES SANCTIONS IMPOSED FOR EXCEEDING NATIONAL  
MAXIMUM SPEED LIMIT AND LIMITS INSURANCE RATE INCREASES  
THEREFOR.

Senator Dodge testified regarding SB 311 which he introduced. He said that the bill was requested by and insurance agent in Fallon and he had indicated to Senator Dodge that by virtue of the passage of the open speed limit law two years ago of 55 miles per hour, that we were getting into a situation where people who had speeding citations on their records were being charged more for their insurance premiums. We, very reluctantly, were forced to accept the 55 mile speed limit two years ago, Senator Dodge said. In any event, he did not believe that anyone expected this type of thing happening because of that speed limit law. Some states did and at the time they passed the 55 speed limit law, they recognized the insurance problem and either provided specifically that they couldn't charge additional insurance premiums as a result of the enactment of that law

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or they provided, as in the State of Montana, that any speed above 55 was simply a violation of the unnecessary waste of a resource currently in short supply, namely, gasoline. They placed only a \$5 fine for this violation.

Senator Dodge said that he didn't want to go that far because he recognized that one of the things that has been pretty well documented as the result of that speed limit law is that lives have been saved, and have reduced serious type accidents.

It seemed to Senator Dodge that the justification for this bill is that the bill does not disturb in any way, the types of moving traffic violations that always existed in Nevada's law; namely: reckless driving, speeds in excess in control zones, speeds in violation of municipal ordinances. This bill only addresses the situation on the open highway where up to last year there was no speed limit. At no time, in the past history of Nevada, were these things being recorded against people who were driving automobiles as far as their insurance rates were concerned. Within reason, he did not feel that the state should expose Nevada citizens to higher insurance costs. It also has a provision that if it is not a moving traffic violation it doesn't even become a part of the driver's record for points. Before the 55 mile speed limit, these types of citations (going over the speed limit) were never placed on your record nor did one receive demerit points unless he was picked up for reckless driving, etc. Just speeding would be exempt from any moving violation.

Senator Hernstadt asked Senator Dodge if the Montana or any other state's bills been tested in terms of the loss of Federal funds? Senator Dodge said that as far as he knows it has, at least they have not lost federal aid for the highways.

Senator Ashworth said that he had talked to people in Washington D.C. and they said the only time the state would be vulnerable would be if they did not enforce the 55 mile speed limit. Senator Dodge said that there is a provision in NRS 484.745, paragraph 6, which says that the provisions of this section do not apply to any highway which is a part of the Federal Aid Primary System, Federal Aid Urban

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System, Federal Aid Secondary System or Interstate System if such application would prevent this state from receiving any federal funds for highway purposes under Section 127, Title 23. Senator Dodge added that this could be a savings clause if the Committee felt that it should be put in SB 311 and he felt this might be a good idea.

Senator Young asked if the primary thrust of the bill is to save people money on insurance. Senator Dodge said yes.

John Borda, Traffic Safety Director, testified in opposition to the bill for the following reasons:

1. The life saving factor of the imposed 55 mile speed limit.
2. Energy savings.
3. Fear of the Federal Government taking Highway funds from the state if we do not have a strong enforcement of the 55 mile speed limit.
4. Weakens voluntary citizen compliance.

He then distributed statistics to the committee which are made a part of these minutes as Attachment A.

Colonel James Lambert of the Highway Patrol was the next to testify. He made the following statements:

1. He felt that this bill was an attempt to shadow some true feelings of some of the agents that do not wish to travel within the 55 mile speed limit. He felt that if it was legitimate to exempt one portion of the moving violations as a predicator of the insurance rates, then why is it not the same legitimate basis to outlaw all moving violations for predication of the insurance rates. To say that between 55 miles per hour and 70 miles per hour is not a moving violation is completely ridiculous, as far as Colonel Lambert was concerned.
2. This legislation would set a 70 mile per hour speed limit, in Colonel Lambert's opinion. To tell the Federal Government that we are enforcing the 55 mile speed limit, then there has to be 147

strong enough laws to enforce the 55 mile speed limit, or else the Federal Government will take away highway funds. The biggest complaint that the Highway Patrol has had since the 55 mile speed limit went into affect is the enforcement of the 55 mile speed limit.

3. The only way we can encourage our officers to enforce the law is to make them believe that what they are doing is worthwhile and meaningful. If all they can give a violator is a slap on the wrist, it does not produce effective enforcement affects on the motoring public. If you expect the officers to do his job then he has to expect from you (the Legislature) the support he needs to perform that job.
4. Either the 55 mile an hour speed limit is a viable law which is backed by the Legislature and enforced by the Highway Patrol or the speed limit should be raised to whatever speed that is thought to be legitimate.
5. If you are trying to eliminate insurance companies raising rates for certain violations then do away with the entire moving violation as a basis for your rate structure.

Senator Hernstadt stated that the Federal Government passed the 55 mile speed limit nationally because of fuel shortages originally, however, they also built highways with 65 to 70 mile safety requirements. He felt that we had been discussing two different things. First, a 55 mile speed limit to help relieve energy shortages; and second, enforcement of speeds which are not unsafe (65 to 70) depending on the area, the highway conditions and weather conditions. He felt that even though violators of the 55 mile speed limit would only be getting a so-called "slap on the wrist" and the violation would not be recorded as far as points and insurance records, they would have to pay a fine and have the humiliation of receiving a ticket.

Colonel Lambert reiterated that when a law is made then it must be enforced or it is a sham. Law enforcers have to believe in what they are doing and he felt that this type of legislation robs any belief in beneficial actions taken. He added that he believed that we must either support the 55 mile an hour speed limit or not support it. High speeds are proven

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killers and even though we do not get the head on collisions we used to, we do have the single car rollover accidents at high speeds. It has also been proven that the lower speeds do save on gasoline in most automobiles. He emphasized again that he strongly felt that if we are going to set a speed limit, then set it and enforce it totally.

Senator Neal remarked that he has found a great deal of partiality on the part of officers in giving tickets and he felt that he certainly wouldn't have as much of a problem with this if he didn't get points taken when he was stopped for going 60 or 65 miles per hour. It seemed to him that as long as you are always going to have these judgement factors, then give the average citizen a little break. Colonel Lambert stated that the partiality problem is a judgement factor on the part of any officer. There is no rigid rule set down that for every violation seen, there will be a citation issued. He felt that if you raised it to 70 miles per hour before a moving violation was given then you would still have the partiality problem between 70 and 71 miles per hour.

Senator Ashworth stated that the people that the Legislators represent are the ones who are saying that something has to be done about the 55 mile speed limit in outlying areas and, therefore, we have to try and do something with it. We cannot increase the speed limit because of the Federal Government, so we are trying to do something that will relieve some of the problem that the public has with this speed limit imposition. This bill says if you go over 70 miles an hour you will get a moving violation, your insurance could go up and you may have your license taken away from you. Between 55 and 70 miles per hour you will receive a ticket and have to pay a fine of \$5 to \$20. He believed this was a realistic approach to the entire problem in Nevada. When he was in Washington, D.C. recently, he tried to get all of the states to agree to make the speed limit on limited access highways a speed of 65 miles per hour. We must have 75% of the states agree to change the law. He said that they came within 1 vote (or state) of accomplishing this. He further stated that he could not conceive that 55 miles per hour on limited access

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highways in most states (especially the western states) under ordinary conditions is a realistic speed limit. My purpose for cosponsoring this bill was to get some type of legislation so that when a driver in Nevada gets 10 miles or so outside of a metropolitan area on a limited access highway and travels between 55 and 70 he can be cited for violation of fuel consumption but he won't have the added burden of having the violation recorded for insurance purposes or added points on his driving record.

Senator Ashworth then asked if the Highway Traffic Safety Office could supply the Committee with a map showing where traffic fatalities occurred within the State for the last two years. Mr. Borda said that he would do so.

Robert Guinn of the Motor Transport Association testified that there is no question that there would not have been a 55 mile speed limit law passed in Nevada if it had not been forced on the Legislature by the Federal Government. The Preamble to that 1975 law said that the Legislature and the people of the state had always been against a speed limit, however, we were forced into it. Also, placed in that original law, on page 2, says that if the National speed limit provided for is eliminated, 60 days after the affective date of such an elimination, the maximum speed limit imposed by this section is automatically removed.

The point that Mr. Guinn is concerned about is what the new Federal administration is going to do. It seems to him that the Carter Administration is saying that they are serious about the energy conservation problem and they really are going to clamp down on it. He said that he would hate to see a law passed that will take our highway funds away if the Federal Government takes that attitude. He did feel personally that possibly the Legislature should ease the impact by eliminating points from the driver's record. He stated emphatically, however, that if the Legislature does adopt this bill, that the saving's clause be included in the measure.

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Grant Bastian, Highway Engineer, Department of Highways stated that in his own opinion, the speed limit has saved lives and has saved fuel. He further stated that Nevada is in the top five in the nation on fatality rates. He also is not certain that the new administration will not take a closer look at the certifications we are required to make that the state is enforcing the 55 mile speed limit in actuality; and, if we are not they will not give us our highway dollars. He asked that whatever is done, please, keep this in mind and protect those monies for the state.

AJR 13

MEMORIALIZES CONGRESS TO PERMIT STATES TO RAISE SPEED LIMIT TO AT LEAST 65 MILES PER HOUR OUTSIDE URBAN AREAS.

As Mr. Dini was not present to testify as to the purpose of this bill, it was held over until a later meeting.

SB 291

AUTHORIZES DEPARTMENT OF HIGHWAYS TO COMPILE CONFIDENTIAL LISTS OF CERTAIN HIGHWAY AND ROAD HAZARDS.

Mr. Grant Bastian, Department of Highways testified that the state is mandated by the Federal Government to set priorities for areas where most accidents occur to develop listings of problem areas on the highway system. The purpose of SB 291 is that we are trying to keep this information from being introduced into tort actions and used against the Department. We need to have a listing so we know which priority areas to spend the highway funds but we don't have enough money to get around and correct all of these deficiencies immediately. If this bill is passed, anyone can see the lists, however, no one could use them against us in a tort action.

Bill Raymond, Deputy Attorney General for the Highway Department stated that if for some reason, the Department has been unable to correct deficiencies, at this time the public can use this against the state if they were to sue because of an accident in a known dangerous area.

Senator Young felt that this could be potentially a bad measure because it is leaving the judgement up to the Highway Department as to when and where dangerous parts of the state highways are corrected. He

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said that the Highway Act mandates that we provide safe traveling conditions for the public and if a dangerous area is found then the Highway Department, if they do not have the funds to correct the problem, should come to the Legislature for the money.

Mr. Bastian said that he would agree with this except for the liability this could impose upon the state. He gave the following example: "A couple of years ago we did a survey because there had been a substantial amount of animal and vehicle accidents. We came up with an amount of \$30 million worth of fencing to solve this problem." He said that he didn't feel that the state could afford this amount of money and certainly the Department could not. He added that if the state loses a law suit of this type, the payment comes out of the general fund and does not come out of highway funds.

Senator Young said that he felt that once we start opening the door, so to speak, to closing the source of information, we are setting a very dangerous precedent. Mr. Bastian said that the public would be aware, as well as the Legislature, of the list. However, it could not be used in a tort action. If this were to become a problem, then Mr. Bastian felt that there were many avenues for the Highway Board, the Governor, or the Legislature to provide for safe, efficient traffic facilities for the public. He added that he felt this bill actually is protecting the public.

SB 292

PROVIDES FOR SERVICE OF NOTIFICATION BY REGISTERED OR CERTIFIED MAIL UPON VIOLATORS OF CERTAIN OUTDOOR ADVERTISING REGISTRATION.

Mr. Brent Howerton, Outdoor Advertising Control Program, Nevada Department of Highways, testified that this bill had been requested to help clean up an administrative problem, whereas, currently under the outdoor advertising control program, when a sign is illegally erected we notify the sign owner of the violation and request that he remove the sign within 30 days. This notice is furnished via certified mail. We have evidence that he did receive the certified notice but the current law specifies that before we can remove



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that sign, we must also serve him personal notice which grants him another 30 days to remove it and that notice must be delivered by a deputy sheriff. This creates an administrative problem for the Department in that they have to spend additional time to prepare the personal notice, the local law enforcement agencies within the state do not charge us for serving that notice but it can involve a substantial amount of time for them. Law enforcement agencies out-of-state do charge the Highway Department for delivery of these personal notices which are quite nominal; however, to request a state warrant for even \$1.00 is an expensive process. We feel that notification by certified mail, when we do have evidence that the signer did receive the notice, should be adequate. If the certified mail is undelivered, then we would resort to personal service to insure that he did get notice of the violation.

SB 293 PROVIDES FOR MOVEMENT OF OVERWIDTH VEHICLES AT CERTAIN TIMES UNDER CERTAIN CONDITIONS.

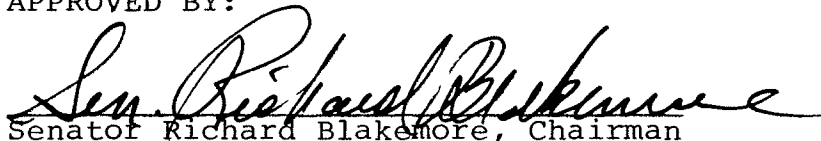
Chairman Blakemore said that there had been amendments requested to this bill which were in the process of being drafted. Therefore, the bill would be heard at a later date.

There being no further business, the meeting was adjourned.

Respectfully submitted,

  
Molly M. Torvik, Secretary

APPROVED BY:

  
Senator Richard Blakemore, Chairman

March, 1977

Provided by: The Office of Traffic Safety

### INFORMATION ON VEHICLE SPEED

The following information concerning speed was released by a representative of the California Highway Patrol.

1. Out of all accidents occurring at 55 m.p.h.  
2.3% result in fatalities, and 34% in injuries.
2. At 65 m.p.h., 3.5% of all crashes result in  
fatalities and 37.5% in injuries.
3. Above 75 m.p.h., 11.4% of all crashes result  
in fatalities.



U. S. DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

# FEDERAL-AID HIGHWAY PROGRAM MANUAL

VOLUME	6	ENGINEERING AND TRAFFIC OPERATIONS
CHAPTER	8	TRAFFIC OPERATIONS
SECTION	2	TRAFFIC PROGRAMS

SUBSECTION 1 HIGHWAY SAFETY IMPROVEMENT PROGRAM

Transmittal 231  
November 18, 1976  
HHS-10

- Par. 1. Purpose  
2. Authority  
3. Definitions  
4. Policy  
5. Program Elements  
6. Program Procedures  
7. Project Procedures  
8. Funding  
9. Evaluation and Reporting

### 1. PURPOSE

- \* *This directive sets forth policies, procedures and guidelines for the development of a program for the detection, through accident analysis, of specific locations, elements or sections of all highways that are hazardous or potentially hazardous and for implementing corrective measures for the identified hazards.*

### 2. AUTHORITY

*This directive is issued under the authority of 23 U.S.C. 105(f), 152, 153, 315 and 405, Section 203 of the Highway Safety Act of 1973 and 49 CFR 1.48.*

### 3. DEFINITIONS

- a. *Highway - any public road under the jurisdiction of and maintained by a public authority and open to public travel.*
- b. *Roadside Obstacle - any fixed object alongside a highway (generally within 30 feet of traveled way) that may be a hazard to vehicles or pedestrians.*

\*Regulatory material is italicized.

- c. *High Hazard Location - any location which has a greater than average accident experience and any location with like characteristics to a location having greater than average accident experience.*
- d. *State - any one of the fifty States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and American Samoa except that, for the purpose of implementing Section 203 of the Highway Safety Act of 1973, "State" means any one of the fifty States, the District of Columbia and Puerto Rico.*

#### 4. POLICY

*Each State shall develop and implement on a continuing basis a highway safety improvement program including logical and comprehensive procedures for the selection, scheduling, construction and evaluation of highway safety improvement projects, on all highways, with the specific objective of reducing the number and severity of accidents.*

#### 5. PROGRAM ELEMENTS

*Each State highway safety improvement program shall include the following elements covering all highways:*

- a. *A process for the identification of safety needs including:*
  - (1) *A reference system to determine accurately the location of individual accidents.*
  - (2) *A traffic records system which correlates accident experience with highway data, with the ultimate objective of identifying highway causative factors of accidents and accident severity.*
  - (3) *A procedure for identifying and reporting hazardous locations, elements, and sections of highways based on a review of:*
    - (a) *Accident experience at specific locations.*
    - (b) *Accidents related to specific elements of the roadway environment.*
    - (c) *Sites with like characteristics to locations having a greater than average accident experience.*

- (4) *An engineering survey, systematically maintained, of all railroad-highway crossings to identify those crossings which may require separation, relocation, or warning devices.*
  - (5) *An engineering survey, systematically maintained, of all highways to identify roadside obstacles which may constitute a hazard to vehicles or pedestrians.*
  - (6) *The identification of locations with low skid resistance.*
  - (7) *The identification of locations with hazardous conditions associated with narrow bridges.*
- b. *A process for the systematic correction of identified safety needs including:*
- (1) *The establishment of, and assignment of priorities to, a schedule of safety improvements.*
  - (2) *The implementation of the systematic correction of identified hazards.*
- c. *An evaluation of the program, including:*
- (1) *A process to determine the effects the improvements have in reducing accidents and accident severity.*
  - (2) *An annual evaluation and report of the State's overall safety improvement program and the State's progress in implementing the individual programs established by the Highway Safety Act of 1973.*

## 6. PROGRAM PROCEDURES

### a. Surveys

- (1) Rail-Highway Crossings (Section 203 of the Highway Safety Act of 1973).

The Department of Transportation - Association of American Railroads National Grade Crossing Inventory and Numbering Project will provide

adequate information to satisfy the survey requirements under paragraph 5a(4). Where States have an existing inventory of all railroad-highway crossings in the State this inventory may also satisfy the survey requirements.

(2) High Hazard Location (23 U.S.C. 152).

The procedures and methods developed for the identification and surveillance of high hazard locations under paragraphs 5a(1), (2), and (3) constitute a continuing engineering survey required by 23 U.S.C. 152. When a State has developed and expanded this capability to apply to all highways it will meet the survey requirements of 23 U.S.C. 152.

(3) Elimination of Roadside Obstacles (23 U.S.C. 153).

(a) As a minimum this will be a windshield survey of statistically selected sections of highways to determine the number of the following types of hazardous obstacles:

- 1 Nonbreakaway or nonyielding light supports and sign supports within 30 feet of the edge of traveled way, except those located in protected locations. (A protected location is considered to be a location behind bridge rail, guardrail or other highway barrier, or up on a nontraversable back slope. An existing sign or light standard (except an overhead sign structure) behind guardrail which was placed solely to shield the sign or light standard is not considered to be in a protected location. Where the posted speed limit is 40 miles per hour or less items shown in paragraphs 6a(3)(a) 1, 2, and 6 are to be counted only if located within 10 feet of the edge of traveled way. Where the posted speed is 40 miles per hour or less the area behind a curb designed to inhibit or discourage vehicles from leaving the pavement is considered to be a protected area.)
- 2 Utility poles within 30 feet of the edge of traveled way except those installed in protected locations. (See paragraph 6a(3)(a) 1.)

- 3 Bridge or culvert parapet ends without guard-rail or with guardrail not properly attached to parapet.
  - 4 Bridge abutments or piers without guardrail or shielding treatment in substantial conformance with current State standards.
  - 5 Guardrail ends which are not flared, buried, or cushioned, and without proper anchorage (on divided highways count only approach ends).
  - 6 Trees within 30 feet of the edge of traveled way except those located in protected locations. (See paragraph 6a(3)(a)1.) (Trees in wooded areas extending within 30 feet of the edge of travel way may be recorded by other than counting, such as length along roadway or acres of wooded area within the desired recovery zone.)
  - 7 Guardrail (length) not in substantial conformance with current State standards.
  - 8 Others. This list may be expanded at the State's option to include other hazardous obstacles as identified by the State's accident records such as drainage structures, bridge railing and rock cuts.
- (b) This roadside obstacle survey may utilize or be supplemented by other roadway data (e.g., Photolog) on file with the State or local government. Data gathered for the 1975 Interstate Cost Estimate may be utilized to determine the types and number of obstacles and the cost for the necessary corrective work for the previously completed sections of the Interstate Highway System. Information concerning hazardous bridge railing may be available from data collected in bridge inventory and bridge maintenance inspection programs.
- (c) The survey data shall be reported for rural areas, small urban areas (5,000 - 50,000 population) and urbanized areas (over 50,000 population) under the following classifications:
- 1 Interstate. (See Interstate Cost Estimate reference in paragraph 6a(3)(b).)

2 Other Federal-Aid Routes.

a State system.

b Other (local roads and streets).

3 Non-Federal-Aid Routes.

a State system.

b Other (local roads and streets).

Where functional classification data is available, identification on that basis in addition to the above is desired.

- (d) Guidelines to aid in determining the sections of highways to be sampled and making the survey are shown in Attachments 1 and 2.

b. Establishment of Priorities

(1) Railroad-Highway Grade Crossings (Section 203 of the Highway Safety Act of 1973).

- (a) Section 203(a) of the Highway Safety Act of 1973 requires as a minimum that each State's schedule of improvements shall provide signs at all crossings. As a first priority each State, in cooperation with the involved railroad and any other agency having jurisdiction, shall identify those grade crossings at which there are either no signs or nonstandard signs and institute an improvement program to provide signing and pavement marking in compliance with the Manual on Uniform Traffic Control Devices at all grade crossings.
- (b) At least one-half of the funds authorized under Section 203 of the Highway Safety Act of 1973 are to be used for crossing warning devices (crossbuck warning signs, advance warning signs, pavement markings, illumination, flashing light signals with or without automatic gates). The remainder may be used for any type of work for the elimination of hazards of railroad-highway grade crossings.



(c) *The priority schedule of crossing improvements should be based on:*

- 1 *The ranking of crossings using the State's current hazard index.*
- 2 *An onsite inspection.*
- 3 *Accident history.*

(2) High-Hazard Locations (23 U.S.C. 152)

*Using the accident data and information developed under paragraphs 5a(3), (6), and (7) project priorities for High-Hazard Locations shall be established giving primary consideration to the anticipated reduction in number of accidents and accident severity, the cost of corrective measures and the feasibility of implementing the improvements. It is not anticipated that major reconstruction of appreciable lengths of highway will qualify for funding under 23 U.S.C. 152.*

(3) Elimination of Roadside Obstacles (23 U.S.C. 153)

*Priorities for the elimination of roadside obstacles should be determined utilizing the survey data developed under paragraph 5a(5) and the State's accident information relative to fixed objects.*

(4) Federal-Aid Safer Roads Demonstration Program (23 U.S.C. 405)

*Each State, in conjunction with local officials where appropriate, shall assign priorities, based on the potential for reduction in accidents and accident severity, to projects identified for the Federal-Aid Safer Roads Demonstration Program for all highways not on the Federal-aid system. The identified projects shall be based on the listing that was required of each State not later than June 30, 1974, in compliance with 23 U.S.C. 405(b).*

c. Project Selection

- (1) *Highway safety improvement projects for each of the following types of improvements may be approved by*

*the Division Engineer only after the State has prepared, on the basis of its surveys and priority rankings, a schedule or list of projects to be implemented for that particular type of improvement:*

(a) Railroad-Highway Grade Crossing Improvements

*Projects for railroad-highway grade crossing improvements shall be selected from the priority listing developed in accordance with paragraph 6b(1). First priority shall be given to those grade crossings at which there are no warning signs or nonstandard signs.*

(b) High-Hazard Locations

*Projects for the improvement of identified high-hazard locations on the Federal-aid system shall be selected from a priority listing developed by the procedures set forth in paragraphs 5a(3), (6), and (7), 5b, and 6b(2).*

(c) The Elimination of Roadside Obstacles

*Projects for the removal, relocation, remodeling, or shielding of roadside hazards shall be selected from the priority listings developed in accordance with paragraphs 5b and 6b(3).*

(d) Federal-Aid Safer Roads Demonstration Projects

*The State shall utilize the engineering survey data developed as a result of the requirements of paragraphs 5a and 6b along with high-priority safety projects identified by local governmental authorities in the selection or designation of projects for the Secretary's approval. Safety projects may also be selected by utilizing data developed by area-wide "TOPICS" studies or highway safety program funded accident studies.*

- (2) The safety projects should be scheduled for construction so as to effectively address the State's

THE ATTACHED INFORMATION PERTAINING TO THE 55 MPH SPEED LIMIT  
HAS BEEN PROVIDED TO YOU BY  
THE NEVADA OFFICE OF TRAFFIC SAFETY

INFORMATION PERTAINING TO

55 MPH SPEED LIMIT

The 55 mph speed limit has been the most effective traffic safety counter-measure which has been introduced in Nevada up until this time. We had 51 fewer traffic fatalities in 1974 (the year the law went into effect), than the previous year, and we have been able to closely maintain that reduction through 1976. Fatalities, vehicle miles driven, 85th percentile speed, and mileage death rate for the year 1973 through 1976 are listed below:

	<u>Fatalities</u>	<u>Vehicle Miles</u>	<u>85th Percentile Speed</u>	<u>Milage Death Rate</u>
1973	267	4,281,000,000	79 mph	6.24
1974	216	4,195,000,000	67 mph	5.15
1975	221	4,439,000,000	63 mph	4.98
1976	223*	4,714,000,000	64 mph	4.73*

\* Figures for 1976 are projected based upon information through January 20, 1977

To help support the 55 mph speed limit, the Office of Traffic Safety has purchased radars for enforcement agencies, funded several Selective Traffic Enforcement Programs throughout the State, and conducted an extensive statewide PI & E campaign designed to convince the public of the obvious safety benefits of the 55. The PI & E campaign is a continuing effort of the Office of Traffic Safety.

Western States Fatality Comparison  
1973 - 1976

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976*</u>	<u>Percent Reduction 1973 - 1976</u>
Idaho	349	327	283	280	-20%
Utah	361	229	275	254	-30%
Arizona	967	748	676	720	-26%
California	4,905	4,019	4,189	4,402	-10%
Oregon	636	672	574	634	----
Washington	776	761	771	819	+ 6%
Nevada	267	216	221	223	-17%
	<u>8,261</u>			<u>7,332</u>	<u>-11%</u>

\* Figures for 1976 are provisional - died later must be counted for 12 months

The following represents an analysis of five states that do not impose demerits or a penalty other than a fine for driving in excess of 55 mph, but less than a higher designated speed indicated. The five states are Idaho, Oklahoma, Montana, Nebraska and Wyoming.

	<u>1973 Fatalities</u>	<u>1976 Fatalities</u>	
Idaho	349	280	-20%
Oklahoma	797	838	+ 5%
Montana	323	300	- 7%
Nebraska	433	401	- 7%
Wyoming	192	260	+35%

Traffic fatalities for the above five states combined are down less than one percent (1%) (from 2,094 to 2,079) from 1973 to 1976.

Traffic fatalities in Nevada are down seventeen percent (17%) (from 267 to 223) from 1973 to 1976.

Nationally, fatalities are down seventeen percent (17%) from 1973 to 1976.

#### FUEL SAVINGS AND THE 55\*

1. Tests have shown that reduction in the traveling speed of 10 mph, specifically from 65 to 55 mph, would reduce the consumption of fuel by approximately 13%.
2. FHWA estimates that 20-25% of the travel in the U.S. is in this speed range.
3. From 1973 to 1974, there was a 2.6% reduction in travel. For the same period, there was a 3.7% reduction in gasoline consumption. The difference, 1.1% is attributed to the speed limit. This represents 30 million barrels of gasoline saved in one year.

\* All figures taken from: "The Effect of the Fuel Shortage on Travel and Highway Safety", NHTSA Technical Report DOT HS-801715, August 1975.