

SENATE TRANSPORTATION COMMITTEE

MINUTES OF MEETING

Thursday, March 3, 1977

The meeting was called to order in Room #323, Legislative Building at 2:00 p.m. on Thursday, March 3, 1977.

Senator Richard Blakemore was in the chair.

PRESENT: Senator Richard Blakemore, Chairman  
Senator William Hernstadt  
Senator Joe Neal  
Senator C. Clifton Young  
Senator Margie Foote

ABSENT: Senator Keith Ashworth  
Senator Wilbur Faiss

OTHERS

PRESENT: B. Nystrom, M.O.R.E, Gardnerville  
J. Borda, Office Traffic Safety, Carson City  
J. Moseley, Carson City  
W. Titrault, OTS, Carson City  
R. King, OTS, Carson City  
Michele McNeil, N. Youth Traffic Safety Assoc., Carson City  
Dennis Tatum, OTS, Carson City  
Rex White, Nevada Safety Council, Las Vegas/Reno  
Bill Engel, Highway Department, Carson City  
V. R. Fletcher, DMV, Carson City  
Bob Bowen, Reno  
Ray Horstmeyer, Reno  
John Johnson, Carson City  
Dawnette Vonasek, Carson City  
Mary Lynne Martin, OTS, Carson City  
Allen Frenzel, Rehabilitation Division, Carson City  
John Medive, Reno  
Roy Jett, Transportation, Las Vegas  
Darrel P. Taylor, Battle Mountain  
Luis Kattenhorn, Sparks  
Jean Klebenow, Reno PTA  
William Hughes, Rumbly Wheels, Reno  
Daisy Talvitie, League of Women Voters of Nevada  
Norman Craven, Las Vegas  
Donald Fryt, Carson City  
Kathy Carroll, Carson City  
Howard Hill, Director, DMV, Carson City  
John Ciardella, DMV, Carson City

The committee took action on the following bills:

AB 7 EXCLUDES ADULT DRIVERS OF MOTORCYCLES AND THEIR PASSENGERS FROM REQUIREMENT TO WEAR HEADGEAR AND OTHER PROTECTIVE DEVICES.

John Borda, Traffic Safety Director, handed out a packet of information from his office which included information received after the joint hearing. He also handed out copies of a "Status Report" pertaining to laws in Virginia and Michigan. Attached and marked as Exhibit "A" and Exhibit "B", respectively.

James Lambert, Chief of the Nevada Highway Patrol, testified in opposition to AB 7, citing two points: 1) Helmet law has been a safety factor in reduction in fatalities and serious injuries since it was enacted in Nevada, and speaking strictly to the safety affect, is that one of the commitments of Nevada Highway is to reduce fatalities and carnage on highways, and the helmet has proven successful; and 2) Further in the bill, it eliminates the need for helmets for 18 years and over which is a completely unenforcable segment because the difference between a 16 year old and an 18 year old is not readily apparent in majority of cases. Mr. Lambert said it is utterly impossible to enforce this type law. He feels if the helmet law is repealed, it should be repealed all the way.

Rex White, Executor Director, Nevada Safety Council, testified in opposition to AB 7. He said there are 350 members representing concerned citizens and businesses throughout the state and that the Council has adopted a stand unanimously in favor of retaining the helmet law.

Jerry Moseley, Carson City, spoke in favor of the helmet law. He displayed two helmets to show results of a motorcycle accident which resulted in his wife sustaining only a broken collarbone. Mr. Moseley said he felt after riding motorcycles for 27 years, he firmly believed in the helmet law.

In reply to Senator Young's question, Mr. Moseley replied that helmets do not interfere with ability to foresee danger.

Alan Frenzel, Rehabilitation Division, presented Darrel P. Taylor, Battle Mountain, to the hearing. Prior to May, 1967, Darrel was a high school boy interested in "sports, fast cars and girls." His accident occurred in May of that year. Darrel said he was working on a job when his accident occurred, and that if he had been wearing a helmet he would not have been injured. This accident is under Nevada Industrial Commission for about \$72,000 (presently up to \$100,000), and Darrel's family has paid \$13,000 in hospital bills. He has also received help from Nevada

Rehabilitation and NIC.

Louis Kattenhorn, Darrel's uncle, told the story of Darrel's injury.

Michele McNeil, president, Nevada Youth Traffic Safety Association, said during a session of the Annual Governor's Traffic Safety Conference, a resolution to retain the Nevada Helmet Law for all ages was passed without opposition. She said it is important to us and for us that laws are kept to protect all members of our society that wish to engage in the motorcycle sport. The Nevada Youth Traffic Safety Association urges you as members of the Nevada State Senate to see the importance of our request and vote for retainment of the motorcycle law.

Alan Frenzel, special program coordinator for the Bureau of Vocational Rehabilitation, testified in opposition to AB 7. He outlined cases in Nevada taken from case files stating these are expensive cases. He said something else to consider are the multiple benefits that these injured persons receive: NIC, Social Security, Vocational Rehabilitation and that costs can amount up. In addition to the money, the counsellor frustration should be considered as they are dealing with cases of brain damage, visual damage and orthopedic damage.

Senator Hernstadt, addressing Frank Daykin, Legislative Counsel, asked if the first reprint version of AB 7 had the consideration of the absence of the helmet in terms of liability cases. It seems there was some question of the constitutional problem or some other kind of problem in connection with that, therefore the bill was amended back to the original version.

Frank Daykin said, "No one has referred me to any constitutional problem with respect to it, Senator Hernstadt, and I've not done any extensive research on that particular point. It springs to mind that when seat belts were first becoming popular there were moves in various states and I think some states enacted such provision into the law, providing that whether the driver or passenger in an automobile was wearing a seat belt was to be taken into consideration in determining the amount of damages to be awarded to him. In other words it was treated as an automatic contributory negligence situation and I would believe that if those statutes are constitutional, and I do not directly recall reading of them being upset, such a provision as was

in the first reprint would also be constitutional. I do not see why the legislature could not say this is a safety precaution---you may disregard it but you do so at your peril."

Senator Hernstadt said in other words there is no legal reason if it was the pleasure of the committee to put that amendment back in.

Mr. Daykin replied, "No sir, I do not from a purely legal standpoint. May I ask the witness (Mr. Frenzel) a question. You made the comment in response to Senator Hernstadt's earlier question that we are mandated to provide rehabilitation service to every disabled Nevadan. Were you referring to a mandate under the Federal Social Security Act or under our own state law."

Mr. Frenzel replied this is a Federal Vocational Rehabilitation Act.

Mr. Daykin said if it were federal money then the price of disregarding that would be the loss of some or all as the case may be under the Federal Statutes.

Mr. Frenzel, in reply to Senator Young's question concerning the number of motorcycle accident victims, said within the last year or active right now, there have been 17 in the Las Vegas area, two in Reno and six in rural areas, nine of which are head injuries. Round figure numbers from working counselors are from \$1,000 to \$2,000 per case for seven of these cases, an estimated \$70,000 for one case and over \$100,000 for another case. There is a state match to the federal funds which are largely NIC.

Senator Hernstadt said he presumed that AB 7 in its second reprinted version only required male drivers under 18 to wear helmets according to the bill which reads, "he shall wear head gear on his head," as though female drivers are excluded from the provisions of this act.

Mr. Daykin said, "Not so in my interpretation, Senator Hernstadt, because throughout NRS the masculine pronoun is used in the general sense and if the Assembly Judiciary ever gets loose of the reviser's bill that will be a matter of positive law instead of a mere grammatical interpretation. But it is true that throughout the law we do not say he or she."

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AB 7 (continued)

Senator Hernstadt asked if it could be changed to say, "The person shall wear protective headgear on their heads."

Mr. Daykin said that would be ungrammatical since the "their" inferral would not correctly agree with person in the singular.

Senator Hernstadt continued saying it appears to be a sexist statute, the way it reads it seems too unclear to the layman. It only applies to male drivers under 18 and female drivers are excluded. If that was the legislature's intent, fine. You give the legal opinion that it does not apply that way. If a 17 year old person were to read this they would interpret it in a common sense way and since it applies to them they would be in big trouble.

Senator Foote replied she felt a 17 year old person, either male or female, would probably be able to figure it out for him or herself.

Bruce Nystrom, a member of an organization based in California, "Motorcycle Owners, Riders and Enthusiasts," testified that organization's position has been against the helmet laws, believing "let those who ride decide."

Ray Horsmier, motorcycle enthusiast in Nevada, testified in favor of AB 7, saying it is up to the rider if he wants the risk of injury.

Senator Young said the fact remains that motorcyclists are riding partly at the taxpayer's risk because the taxpayer may have to pick up part of the tab and that is where society has an interest here. There is a demonstrable indication that there are accidents that have an impact on the taxpayer because the injured who needs help gets it from Nevada.

Hearings closed on AB 7.

AB 207      MAKES TECHNICAL CORRECTION TO PROVISION ON CODE LETTERS FOR VEHICLE LICENSE PLATES.

John Ciardella, Department of Motor Vehicles, reviewed AB 207 stating the bill was drafted in 1975 taking proportion of the Washoe County License Plate Code and placing it in White Pine License Plate Code. Now AB 207 places the exception back in Washoe County Code.

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AB 207 (continued)

Senator Foote moved "DO PASS."  
Senator Young seconded the motion.  
Motion passed unanimously.

AB 285 DELETES OBSOLETE REFERENCE TO NEVADA HIGHWAYS AND PARKS  
MAGAZINE.

Bill Engle, State Highway Department, asked for AB 285 in order to bring the current legislation in line with the change in responsibility for the Highway and Parks Magazine. He asked that that portion of the existing law be deleted which retains the magazine as a responsibility of the highway department. In the last session of the legislature this was changed and the magazine became the responsibility of the Department of Economic Development.

Senator Neal moved "DO PASS."  
Senator Young seconded the motion.  
Motion passed unanimously.

Norman Craven, President of the Nevada Independent Auto Dealers Association, proposed a bill that would change the automobile title form to include two places for a dealer to sign with a lengthy explanation of the merits of the change.

John Ciardella, DMV, replied the proposal could cause some problems to arise, and said he thought it could possibly be taken care of administratively.

There being no further business the meeting was adjourned.

Respectfully submitted,

  
Molly M. Torvik, Secretary

APPROVED BY:

  
Senator Richard E. Brakemore, Chairman

THE ATTACHED INFORMATION ON MOTORCYCLE HELMETS HAS BEEN PREPARED BY THE NEVADA OFFICE OF TRAFFIC SAFETY FOR YOUR CONVIENENCE IN CONSIDERING A.B. 7 WHICH WOULD RESCIND THE MANDATORY MOTORCYCLE HELMET LAW IN NEVADA.

STATES WHICH HAVE WEAKENED OR REPEALED MOTORCYCLE HELMET LAWS  
HAVE SHOWN INCREASE IN MOTORCYCLE FATALITIES

States which have repealed or weakened their mandatory motorcycle helmet laws have experienced a 21 percent increase in motorcycle fatalities, according to figures released by the U. S. Department of Transportation.

Six states which repealed or weakened their helmet laws prior to October, 1976 were compared over a five-month period (May-September) in 1975. Their combined total of motorcycle fatalities represented a 21 percent increase during that five-month period in 1976 compared to the previous year. Those states were Arizona, Connecticut, Iowa, Kansas, Oklahoma and Rhode Island.

In comparison, 36 other states which had retained their helmet law experienced no increase for the first eight months of 1976. Reports were not available on the remaining eight states. Although the study represented a gross measurement, DOT officials stated they felt it showed that repeal or weakening of helmet laws would result in "significant increases" in motorcycle fatalities.



ASSEMBLY HEARING ON AB 7

February 8, 1977

Dr. Donald Olson from Reno, representing the Nevada Neurosurgical Association, was the first to testify. He stated that the neurosurgeons support retention of the helmet law. He cited the instance of a young boy in Reno who is being treated at this time for a severe head injury suffered in a motorcycle accident who would surely be dead had he not been wearing a helmet.\*

Judy Lemen, representing the 23,000 members of the Nevada Parent Teachers Association was the next to testify. She stated that the Nevada PTA supported retention of the helmet law because of its proven safety benefits. She introduced Darrell Taylor, from Battle Mountain, who had suffered a severe head injury while not wearing a helmet in a motorcycle accident when he was 17 years old.

Darrell testified that he had run off the road and landed in soft dirt hitting his head on a rock. He suffered no injuries except a blow to the head. Had he been wearing a helmet, he would have escaped injury. He is now totally disabled, and the Nevada Industrial Commission has paid over \$80,000.00 for his medical bills to date and will have to support him the rest of his life.

Lewis Kattenhorn testified about Darrell's injury and the suffering and costs involved. Mr. Kattenhorn affirmed that Darrell probably would have suffered no injury at all had he been wearing a helmet.

\* Dr. Olson's testimony was excellent. Strongly urged retention of helmet law

John Borda of Traffic Safety introduced a comprehensive summary of the literature regarding the effectiveness of motorcycle helmets, and answered some of the questions which had been brought up at the first hearing.

Allen Frenzel of Vocational Rehabilitation testified regarding the costs to the State for rehabilitation of persons suffering head injuries in motorcycle accidents.

Colonel Jim Lambert testified regarding enforcement of the under 18 year old provision. He stated that it was largely unenforceable, and that the under 18 year old provision should be removed if the Legislature intends to rescind the law.

Assemblyman Coulter from Reno spoke in behalf of his Bill. He summarized the reasons which had been brought up previously in support of rescinding the helmet law.

THE FOLLOWING INFORMATION PROVIDED  
BY THE NEVADA INDUSTRIAL COMMISSION.

Per your request please be advised that Mr. Darrell Taylor was 18 years of age at the time of accident and was performing in the capacity of a delivery boy when his Honda hit the curve, tipping over with Darrell sustaining serious head injuries on June 15, 1967.

As a result of that accident, Mr. Taylor was placed on permanent total disability status.

From the date of the accident, this Commission has expended a total of \$31,487.95 in medical expenses and \$27,210.43 in compensation payments for a total expenditure of \$58,698.38.

Presently we have a reserve of \$50,909 for compensation plus a reserve of \$26,580 for medical for a total reserve of \$77,489.00.

Briefly the NIC has expended a total of \$58,698.38 to date and have reserved \$77,489.00 for further compensation and medical care. We estimate this accident will cost a total of \$136,187.38.

## ECONOMIC COSTS OF MOTORCYCLE ACCIDENTS

Several studies have shown that use of a motorcycle helmet will reduce serious head injuries by at least 50%.

In Nevada in 1976, we had 25 persons killed, and 582 injured in motorcycle accidents. The National Highway Traffic Safety Administration (NHTSA) figures that each person killed in a motor vehicle accident costs society around \$200,000.00. This equates to a \$5,000,000.00 loss to Nevada from motorcycle fatalities in 1976.

Out of the 582 motorcyclists injured in Nevada in 1976, 62 (10.65%) suffered serious head injury. The average cost for treatment of a serious head injury in Nevada is around \$5,000.00 (2 weeks hospitalization). This does not include wage loss or any other related costs. The average cost to the State for rehabilitation of a serious head injury (therapy, etc.) is \$5,000.00. These costs do not include persons who have suffered brain damage. Those cases are the most expensive to treat and it is not unusual for them to run into the \$100,000.00 range.

The average cost for treating a serious head injury in Nevada, then, is approximately \$10,000.00. Again, this does not include wage loss, time off from work, or any other related expenses.

The costs for treating the 62 motorcyclists who suffered serious head injuries in Nevada in 1976, therefore, was around \$620,000.00.

Tack whatever Social Security or NIC may pay in addition to this, in addition to pain and suffering, often times permanent partial disability, and other related losses, and you have some idea of the additional money which will be lost when motorcyclists in this State are not required to wear helmets.

Contrary to popular opinion, rational people will not always wear helmets of their own volition. A study of motorcyclists injured in California indicated that almost 20% were wearing helmets.

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).



STATE OF NEVADA

# OFFICE OF TRAFFIC SAFETY

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

## MOTORCYCLE TESTIMONY

MIKE O'CALLAGHAN  
Governor

JOHN W. BORD  
Director

1. Motorcycle riders are only at fault in about 20% of all motorcycle accidents.

Not true. Some studies have shown that automobile drivers are at fault in up to 60% of all auto/motorcycle collisions, however, this is only multiple-vehicle collisions.

In Nevada for the period 1972-76, there were 66 fatal motorcycle accidents. Thirty-one (47%) of these were single-vehicle. It stands to reason that the motorcycle rider was at fault in all of these.

In the 35 multiple-vehicle collisions during this period, the other driver was at fault in 12 (34%).

Out of the 66 fatal motorcycle accidents in this period, therefore, the other driver was indicated as being at fault in 12 (18%).

### Motorcycle Fatalities 1972-76

	<u>accident</u>	<u>fatalities</u>	<u>single-vehicle</u>	<u>multiple-vehicle</u>
1972	8	9	4	4
1973	12	13	3	9
1974	12	13	6	6
1975	10	10	5	5
1976	24	25	13	11
	66	70	31	35

2. Motorcycle registrations are down from 1971-1976.

True, however, when the helmet law went into effect in 1972, the legal age for riding a motorcycle was raised from 14-16, and "powercycles" were excluded from registration requirements.

Motorcycle registrations dropped 17% from 1971-72, but have increased by 9% from 1972-76.

3. No significant study has found that motorcycle helmets cause neck injuries. Research in Nebraska, Canada, and Australia has found that neck injuries occur in only 2% of all motorcycle crashes. (1)

(1) Johnson, P., Buchanan-L., and Levy, P., Motorcycle Safety--The Case for Helmet Use, NHTSA Technical Note DOT HS-801-836, U.S. DOT, February 1976.





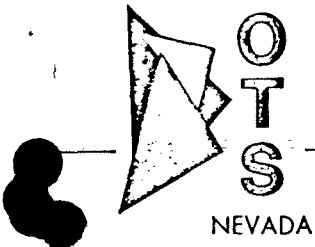
4. Helmets reduce vision.

False. The Department of Motor Vehicles rules and regulations for helmets require 120 peripheral vision. One of the helmets displayed at the last hearing was a racing helmet which is not legal for street use.

5. Helmets reduce hearing.

False. The motorcycle itself, in conjunction with wind noises, produces sound ranging in level from 85 to 110 decibals. For a given traffic noise to be perceived, it must be above this level.

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STATE OF NEVADA

# OFFICE OF TRAFFIC SAFETY

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

MIKE O'CALLAGHAN  
Governor

JOHN W. BORDJ  
Director

## Cause of Death for Motorcycle Fatalities in Nevada 1972-76

The following information was obtained from death certificates of all persons killed in motorcycle accidents in Nevada for the period 1972 through 1976:

- (1) Out of a total of 70 persons killed, 56 (80%) were wearing helmets and 14 (20%) were not.
- (2) Out of the 56 who were wearing helmets, 29 (52%) the primary cause of death was listed as severe head injury.
- (3) Out of the 14 who were not wearing helmets, 11 (79%) the primary cause of death was listed as severe head injury.
- (4) Out of the 56 who were wearing helmets, 5 (9%) the primary cause of death was listed as severe neck injury.





STATE OF NEVADA  
**OFFICE OF TRAFFIC SAFETY**

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

MIKE O'CALLAGHAN  
*Governor*

JOHN W. BORDA  
*Director*

MOTORCYCLE HELMET TESTIMONY

For your information, I would like to introduce a position paper on motorcycle helmets which the Office of Traffic Safety just received. It is quite a comprehensive summary of the literature available on motorcycle helmet effectiveness and discusses some of the arguments which have been brought up against helmet usage. Among other things, the position paper points out and documents that:

1. The majority of motorcycle fatalities are caused by head injuries, and the use of approved helmets significantly reduces the occurrence of serious and fatal head injuries.
2. The U.S. Supreme Court has held that the motorcycle helmet law is constitutional.
3. Motorcycle helmets do not increase neck injuries.
4. Helmet use does not reduce hearing.
5. Helmet use does not restrict vision substantially.



To: PA 7

COMMONWEALTH of VIRGINIA

Highway Safety Division  
300 Turner Road

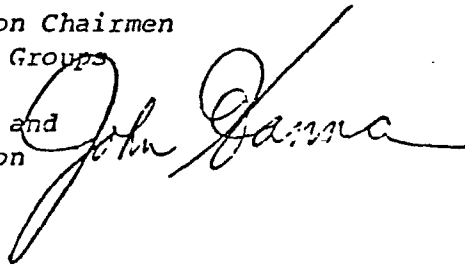
RICHMOND, VA. 23225  
(804) 276-9500

JOHN T. HANNA  
DIRECTOR

December 6, 1976

TO: Highway Safety Coordinating Committee  
Chiefs of Police  
Highway Safety Commission Chairmen  
Highway Safety Interest Groups

FROM: Highway Safety Division and  
Highway Safety Commission



SUBJECT: Motorcycle Helmet Law

Virginia has had a motorcycle helmet law since 1970. The fatality rate, based on motorcycle registrations, has decreased significantly.

The Virginia Highway Safety Division and the Commission have received information that a bill to repeal the helmet law may be introduced during a future session of the General Assembly. The Division and the Commission plan to oppose the repeal of this law for the reasons contained in our attached position paper. Your observations, pro or con, on this law would aid our efforts. We would appreciate a statement from you or your organization.

The Highway Safety Division is looking for a limited number of helmets that have been damaged in motorcycle accidents and have probably resulted in saving a life. These will be used for display purposes and the Division will replace these helmets with new ones. However, the case will have to be certified or authenticated by the treating physician or the investigating police officer. Arrangements can be made for the helmet pick-up by notifying the office of Mr. John T. Hanna, Director, Highway Safety Division, 300 Turner Road, Richmond, Virginia 23225, telephone (804) 276-9600.

JTH:pb

Attachment



# COMMONWEALTH of VIRGINIA

## Highway Safety Commission

HIGHWAY SAFETY COMMISSIONERS  
SHEARER C. BOWMAN, JR., CHMN., RICHMOND  
ERNEST W. GOODRICH, SURRY  
E. CULLEN JOHNSON, RICHMOND  
CHARLES H. KETCHAM, JR., MARSHALL  
EDGAR P. LAYMAN, JR., WAYNESBORO  
MRS. W. GOODE ROBINSON, LYNCHBURG  
DR. GEORGE G. SINGLETON, ETTRICK  
KENNETH W. SMITH, ALEXANDRIA  
S. STROTHER SMITH, JR., RICHMOND  
DR. ROBERT W. WADDELL, VIRGINIA BEACH  
JUDGE RUTH O. WILLIAMS, STUART

December 6, 1976

300 TURNER ROAD  
RICHMOND, VA. 23225  
(804) 276 9600

You may or may not be aware that Virginia has had a motorcycle helmet law since 1970. As a result of this law, motorcycle fatalities have been reduced in Virginia by 50% in spite of the fact that motorcycle registrations have increased 63% since 1970.

The Virginia Highway Safety Commission has received information that a bill to repeal the helmet law may be introduced in the January 1977 General Assembly. Those of us who manage trauma cases are well aware of the benefit of helmets and need not be reminded of their effectiveness.

You can be of great service to the Commonwealth of Virginia by contacting your legislators at your earliest convenience and expressing your opposition to the repeal of this law.

The Highway Safety Division is looking for a limited number of helmets that have been damaged in motorcycle accidents and have resulted in probably saving a life. These will be used for display purposes and the Highway Safety Division will replace these helmets with new ones. However, the case will have to be certified or authenticated by the treating physician or the investigating police officer. Arrangements can be made for the helmet pick-up by notifying Mr. John T. Hanna, Director, Highway Safety Division, 300 Turner Road, Richmond, Va. 23225, telephone (804) 276-9600.

The Virginia Highway Safety Commission will vigorously oppose the repeal of the helmet law and your opposition to repeal of this law would aid our efforts. Please send your statements of opposition to Mr. Hanna at the above address.

Sincerely yours,

Robert W. Waddell, M.D., F.A.C.S.

KWD r

"We're All Out Here Together"

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MANDATORY MOTORCYCLE HELMET LAW  
Position Paper of the  
VIRGINIA HIGHWAY SAFETY DIVISION

November 15, 1976

## EXECUTIVE SUMMARY FOR MANDATORY MOTORCYCLE HELMET LAW POSITION PAPER

The Virginia Highway Safety Division considers the Virginia mandatory motorcycle helmet law useful and effective in promoting highway safety and encourage its retention and enforcement. The preponderance of evidence indicates that safety helmets significantly reduce the extent of injury and the number of fatalities incurred in motorcycle-related accidents and do not pose major adverse effects to their wearers.

Contrary to the claims generated by advocates of helmet law repeal, helmets do not reduce auditory capacity, as they in no way alter the signal-to-noise ratio inherent in the driving situation. This ratio is the primary factor involved in whether or not a given traffic noise is perceived. In addition, helmets have not been found to significantly impair general visual capacity and contribute only minimally to reduction of peripheral vision. Although proponents to repeal the law assert that helmets cause serious neck injuries, research has not upheld this allegation. The U. S. Supreme Court has held that the helmet law is constitutional.

In studies undertaken on state and national levels, it was found that the use of helmets undeniably reduces the occurrence of serious and fatal head injuries sustained by those motorcyclists involved in accidents. In states where helmet law has been enforced, motorcycle fatalities have dropped dramatically. On this basis, the Virginia Highway Safety Division designates this law as beneficial and in the safety interests of the individual motorcyclist and the general public of the Commonwealth.

The Highway Safety Division feels that the law can and should reasonably require usage while operating a motorcycle on public highways as a public safety measure which benefits society in many ways.

MANDATORY MOTORCYCLE HELMET LAW

POSITION PAPER

In June, 1967, the National Highway Traffic Safety Administration included a motorcycle safety standard as one of thirteen such Highway Safety Program standards. According to their proposal, individual states were designated as responsible for requiring the use of safety helmets among motorcycle riders. The legislative body of the Commonwealth of Virginia, in April, 1970, established a statewide law requiring the use of safety helmets for all motorcycle operators and passengers on Virginia's highways and roads.

Although many groups composed of vocal motorcycle enthusiasts deny the effectiveness and utility of this law and favor its repeal, the Virginia Highway Safety Division advocates its support by all those agencies and individual citizens concerned with motorcycle safety. On the basis of the evidence reviewed, the Highway Safety Division endorses the mandatory motorcycle helmet law and encourages its continual enforcement, as well as public education campaigns designed to promote its advantages.

The Motorcycle Safety Foundation states that head injuries account for the majority of motorcycle fatalities and that the preponderance of research indicates that the use of approved helmets significantly reduces the occurrence of serious and fatal head injuries (9). Another source asserts that the risk of death to motorcyclists and their accompanying riders, as compared to automobile occupants, is 7 to 8 times greater per mile of travel. Of all possible occurring injuries, head injury poses the most serious threat (6).

In Washington state, before their establishment of a mandatory helmet law, a two year study revealed that two-thirds of all motorcycle fatalities resulted from trauma to the head (2). California, which currently requires no helmet while operating a motorcycle, attributed half of all occurring motorcycle injuries to the head area (3). The vulnerability of the motorcyclist was further emphasized by the fact that 90% of the motorcycle-related crashes that were examined in this study resulted in injury or death, as compared with only 10% for a comparable number of automobile accidents (8). It is apparent that the individual on a motorcycle is more prone to fatal or more serious injury (especially to the head) if involved in an accident than his or her counterpart in an automobile. The enforcement of a mandatory motorcycle helmet law would serve to greatly minimize this crucial safety problem.

Australia was the first country to initiate legislation requiring the use of protective helmets. Through a successfully enforced program, motorcycle fatalities in that country were reduced by half two years after the law went into effect (3). An analysis of all the factors that could have been involved in the decrease indicated that the use of helmets was primarily responsible and that the risk of fatality in an accident involving a helmet user was one-third that of an accident with a helmet non-user.



Subsequent programs in the United States support the conclusions reached by the pioneer Australian investigators. A study published in 1975 compared eight states with mandatory helmet legislation and eight states that had no such requirement. The states with helmet laws (Arizona, Colorado, Idaho, Kansas, Kentucky, Louisiana, Maryland and Minnesota) were observed between 1967 and 1969, with the exception of Kansas, studied in 1972. For the states without the protective law, (California, New Mexico, Montana, Iowa, Virginia, Mississippi, West Virginia and Iowa, two years later) the observations ranged in years from 1967-1970, with Iowa examined again between 1971 and 1973. In states with helmet legislation, the death rate declined from 10 deaths per 10,000 registered motorcyclists to approximately 7 per 10,000 during the years the law initially went into effect. The remaining states maintained a steady average of 10 fatalities per 10,000 motorcyclists throughout the duration of the study (10).

In Ohio, the motorcycle fatality rate dropped 31% after its mandatory motorcycle helmet law was put into effect. An equally radical effect was noted in the State of Virginia following the initiation of its helmet law. In 1968 and 1969, two years prior to the law's establishment, Virginia reported 50,860 registered motorcycles, 2,807 motorcycle-related accidents and 59 motorcycle deaths. In the years 1974 and 1975, following the law's institution, Virginia claimed 180,531 registered motorcycles. Out of all the state's filed accident reports in those years, 6,504 involved motorcycles and 112 motorcycle riders were killed. Although the actual quantitative figures for accidents and fatalities increased somewhat, their ratio to the number of motorcyclists in the state decreased dramatically. Specifically, the ratio of accidents to number of registered motorcycles was reduced by one-third and fatalities were cut in half. Between 1968 and 1975, although the actual number of accidents involving motorcycles rose from 1,486 to 2,786, fatalities showed only a small increment from 36 to 51.

Proponents of helmet law repeal attack the law on the basis of several presuppositions. One of these is the alleged "unconstitutionality" of mandatory helmet laws. Although, the U. S. Supreme Court officially declared that the law was not in violation of constitutional rights, advocates of repeal assert that helmet use is a private matter and should not be subject to governmental dictate. This argument holds several inherent weaknesses.

The roadways on which motorcycles are operated are public domain, over which the state has been ascribed powers of regulation for the safety and benefit of all citizens. A motorcyclist struck on an unprotected head, whether in a vehicular accident or contact with a roadside object, could lose control of the motorcycle and become a potential threat to other citizens on the road.

In response to the claim that it is an individual's personal right to decide whether or not to use a helmet, the Wisconsin Supreme Court said that "No one has the right to use public highways for risking or courting self-destruction. Protection of people, even from themselves is proper use of police powers." It is fairly obvious that helmet laws are designed to serve the general public. The Federal District Court in Massachusetts ruled that the helmet law promoted public welfare by reducing insurance costs, medical and hospital costs, loss of wages, cost of employment benefits and welfare payments and loss of work time. As the law was of benefit to the majority of the state's citizens, it was therefore to be considered constitutional.

In addition, many states have laws prohibiting self-maiming and self-destructive behavior. Laws requiring hard hats for construction workers and eye protection for welders pose little controversy and are accepted as useful and fair laws which enhance the safety of the individual. Motorcycle helmet laws follow the same rationale as these regulations, aiming to preserve individual lives, as well as to benefit the general public (1).

Opponents of the mandatory motorcycle law state that the use of safety helmets increases the risk of neck injury. Current scientific investigation does not support this allegation. Although motorcyclists have been wearing helmets for approximately 30 years, in that span of time no significant patterns of injury have emerged (7). In fact, research in Nebraska, Canada, and Australia revealed that neck injuries occur in only 2% of all motorcycle crashes (7). Reports from coroners and multi-disciplinary accident investigation teams in a variety of locations, including New York, Texas, Michigan, Illinois, Washington and Japan, show that helmets cause no significant adverse effects to the neck (7). In contrast, 9% of all motor vehicle related spinal cord trauma occurred to motorcycle riders in California, which does not have a mandatory helmet law (7).

In a survey sent to 562 motorcycle riders involved in crashes, the self-report of neck injuries did not figure prominently. Of the 36% who responded, 71% favored a helmet law, 19% were mildly opposed and 9% were strongly opposed. Of those wearing helmets at the time of the accident, 86% indicated that helmet use reduced the severity of their injuries while 8 respondents claimed it saved their lives. Of the 15 respondents who did suffer some degree of neck injury, all stated that helmet use reduced the extent of their total injuries.

Motorcycle helmets have been reported by some riders as reducing auditory capacity. However, it has been established that whether or not a given sound can be heard is contingent upon the intensity and frequency of a given sound at the driver's ear and the intensity and frequency of any extraneous ambient noise that might mask or hide the given sound (i.e. the signal-to-noise ratio). The motorcycle itself, in conjunction with wind noises, produces sound ranging in level from 85 to 110 decibels. For a given traffic noise to be perceived, it must be louder than this level. Even without a helmet, the chances of this are unlikely. When a helmet is worn, it reduces both the given traffic sounds that the driver wants to attend to and the superfluous masking noise caused by the motorcycle. The signal-to-noise ratio, the major determiner of sound perception, is not altered or distorted in any way. Because this ratio is equal, with or without a helmet, it can be concluded that the reduction of hearing capacity as a result of wearing a helmet is inconsequential in the driving situation (5).

A similar concern is the possibility that helmets may obscure their users' vision, especially from side to side. The evidence suggests that motorcycle helmets have only negligible detrimental effects on visual capacity. Full coverage helmets, the most common type found on the road, provide only minor sight restrictions with a reduction in peripheral vision of 3%, as compared with un-helmeted persons (4).

The worst restriction of vision (21.9%) is found in helmets that are used for racing and are not regularly used on public roadways (4). All helmets which meet state licensing requirements provide at least a 140 degree peripheral view horizontally (4).

Finally, anti-helmet crusaders argue that motorcycle deaths are not a result of non-helmet use, but of accidents. To eliminate motorcycle deaths it is necessary to eradicate motorcycle-involved crashes. This idea is, of course, true and is wholeheartedly supported by highway safety oriented individuals. However, it cannot be considered a valid argument for repeal of helmet laws. Motorcycle helmets do not save lives in every motorcycle-related accident, but are proven to reduce injuries and fatalities. Realistically, accidents will continue to occur and as long as they do, the use of protective helmets will serve the ameliorative function of reducing the consequences of these accidents.

It is interesting to note that helmets may possibly serve to deter certain roadway accidents from occurring. The motorcycle helmet serves to identify the motorcycle rider to surrounding traffic. It's distinctive size, shape and bright color make the motorcyclist increasingly visible. Because of the reduced size and stability of the motorcycle, in comparison to automobiles, the extra visibility afforded by the use of a helmet is an important, if seldom mentioned advantage.

In conclusion, the Virginia Highway Safety Division feels that the bulk of evidence suggests that the mandatory use of motorcycle helmets upholds the better interests of the individual rider and the public at large. As helmets reduce the severity of accident-related injuries and exhibit no truly adverse effects, their use should be not only encouraged but, required by law.

The duly elected legislators, as representatives of the people, have the right to require by law, that certain safety conditions be met for public benefit while operating motor vehicles on public highways. Driver licenses, safety belts for school bus operators, safety equipment on vehicles, eyeglasses for operators, lights on bicycles, insurance or financial responsibility and motorcycle helmets are a few of these requirements. These are fair, reasonable, proper and in the public interest. The mandatory helmet law should be retained for betterment of the public and it's safety.

John T. Hanna, Director  
Virginia Highway Safety Division

RESOLUTION

RESOLUTION SPONSORED BY THE PATRICK HENRY MEDICAL SOCIETY  
AND THE HIGHWAY SAFETY COMMITTEE

RE: Repeal of the Motorcycle Helmet Law In Virginia

WHEREAS, Statistical surveys have shown that 40-50% of all motorcycle fatalities are due to head injuries, and

WHEREAS, States having helmet laws have been able to show, without question, a reduction in fatalities due to head injuries, and

WHEREAS, Many non-fatal head injuries result in permanent brain damage, now be it therefore

RESOLVED, That The Medical Society of Virginia strongly oppose repeal of the helmet law in Virginia, and be it further

RESOLVED, That The Society strongly endorse even greater public education about motorcycle-automobile safety, and be it further

RESOLVED, That it strongly support increased safety training and be it further

RESOLVED, That it also support more stringent licensing requirements for motorcycle drivers.

ADOPTED BY THE HOUSE OF DELEGATES - November 5, 1976

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RESOLUTION

BE IT RESOLVED that the Virginia Association of Chiefs of Police supports the Highway Safety Commission's resolution in their opposition of the repeal of the motorcycle helmet law in Virginia

Clarence H. Benson  
Chairman

## References

- 1) California Office of Traffic Safety, Mandatory Motorcycle Helmet Statistical Analysis and Safety Study. State of California Business and Transportation Agency, January 15, 1974.
- 2) Crancer, A., Motorcycle fatality study (1965 and 1966 data). Washington State Department of Motor Vehicles, January, 1967.
- 3) Foldvary, L.A. & J.C. Lane, The effect of compulsory safety helmets on motorcycle accident fatalities. Australian Road Research, 2, 1, pp. 7-14, September, 1964.
- 4) Gordon, S. & J. Prince, Field of view with and without motorcycle helmets. NHTSA Technical Report DOT HS-801,758, U. S. Department of Transportation, October, 1975.
- 5) Henderson, R.L., Effect of safety helmets on auditory capacity. NHTSA Technical Note DOT HS-801,759, U. S. Department of Transportation, September, 1975.
- 6) Injury Control and Emergency Health Services Section Council, American Public Health Association, Fact Sheet--Motorcycle Helmet Usage Laws.
- 7) Johnson, P., L. Buchanan & P. Levy, Motorcycle safety--the case for helmet use. NHTSA Technical Note DOT HS -301, 836, U. S. Department of Transportation, February, 1976.
- 8) Kraus, J.F., R. S. Riggins, W. Drysdale & C. E. Franti, Some epidemiological features of motorcycle injury in a California community (A preliminary report). Presented to the Epidemiology Section of the American Public Health Association at the 100th Annual Meeting, Atlantic City, N.J., November 14, 1974, (Unpublished).
- 9) Motorcycle Safety Council, Motorcycle Safety Council Position on Mandatory Motorcycle Helmet Usage Laws, April 24, 1975.
- 10) Robertson, L.S., Motorcycle helmet and daytime headlamp use laws: Effects on use and fatalities. Insurance Institute for Highway Safety, Washington, D.C., November, 1975.

## Virginia Retains Helmet Law

Virginia has beaten back what the state's highway safety director called a "well coordinated" effort to repeal its motorcycle helmet use law. Virginia is one of 20 states that has been confronted this year with bills aimed at overturning the required use of motorcycle helmets.

John T. Hanna, director of Virginia's Highway Safety Division, told members of that state's House Roads and Internal Navigation Committee, "Motorcycle helmet laws are constitutional, an appropriate exercise of police power, are in the public interest, promote public safety and health. This is a legitimate concern of the state and not an area reserved to the individual. . . . society picks up a person off the highway, delivers him to a hospital, provides him with unemployment compensation, social security and welfare disability payments and assumes responsibility for the family's subsistence." The committee voted 15 to 3 to table the measure, thereby retaining the state's helmet use law.

Hanna, who led efforts to save the law, told *Status Report* that an important element in defeating the repeal efforts were endorsements of mandatory helmet use from physicians, orthopedic clinics, law enforcement officials, local safety commissions, the state associations of volunteer rescue squads, driver education instructors, women highway safety leaders, state medical officials and the state medical society.

The state's highway safety commission had asked physicians throughout the state to oppose repeal efforts. It asked for "helmets that have been damaged in motorcycle accidents and have resulted in probably saving a life." Hanna displayed three such helmets during his presentation, pointing out to the committee, "These three helmets saved three lives in Virginia, in the opinion of orthopedic surgeons and police officers who were familiar with each accident." Physicians were asked to send the commission endorsements of the helmet law and were also urged to personally contact their state representatives.

Hanna read excerpts from several of the "50 to 60" letters that urged Virginia to retain its helmet use law:

- "The brain is the master organ of the body which is responsible for those qualities which define 'humaness'. The brain deserves protection from unusual hazards. Any device that will raise the level of protection for the head will serve to reduce the number of injuries and fatalities due to brain injuries."

*David K. Wiecking, M.D., Office of the Chief Medical Examiner  
Virginia Department of Health*

- "The Norfolk Police Department has a squad of 12 motorcycles and 24 officers assigned which ride daily doing all types of traffic enforcement duty. Since these men have been wearing helmets, the injuries they have received have been greatly lessened and I am proud to state that no Norfolk motorcycle officer has been killed since the wearing of helmets became mandatory. They have been involved in accidents when the use of helmets undeniably saved their lives."

*C. D. Grant, Chief of Police, City of Norfolk*

- "I was fortunate, or unfortunate as the case may be, to be a resident in neurological surgery in California at the time that California did not have a helmet law and I understand does not have one to this date. At least 9-10 percent of our injuries seen at the Long Beach VA Hospital at that time were head injuries incurred on motorcycles. You may be sure that I am in favor of the mandatory motorcycle helmet law."

*John C. Bucur, M.D., Chief of Neurosurgery, Arlington Hospital  
and Northern Virginia Doctors Hospital*

Hanna also used data on motorcycle helmets that the National Highway Traffic Safety Administration recently sent to all governor's safety representatives. This data included findings from Insurance Institute for Highway Safety research that helmet laws cut motorcycle helmet fatalities by 30 percent. (See *Status Report*, Vol. 10, No. 18, Nov. 5, 1975.) With NHTSA's data he rebutted charges by anti-helmet law activists that helmets reduce peripheral vision, significantly affect motorcyclist's hearing and cause increases in neck injuries.

He also took issue with the claim that the helmet law was forced down the throat of Virginia legislators. "The Virginia General Assembly adopted this law because most legislators felt a genuine concern for tragic and needless loss of young lives. . . . In furthering highway safety, the legislature is not limited to measures to prevent accidents, it may also design a program to reduce the consequences of accidents," Hanna said.

Among his other arguments for retaining the helmet law, Hanna said that the "statute benefits the driver of a motor vehicle which may accidentally collide with a motorcyclist. If the helmet succeeds in mitigating what otherwise would be a fatal injury then not only has the cyclist survived, but the motor vehicle operator has not killed anyone" and has avoided possible manslaughter charges. (University of North Carolina researchers have found that 59 percent of all motorcycle collisions are with automobiles.)

He cited statutes other than helmet laws that require individuals to protect themselves such as these: prohibiting self-maiming, prohibiting self-destruction, requiring use of hard hats in construction areas, requiring use of life preservers while water skiing, and requiring use of safety belts on planes.

According to an official of a national motorcyclist organization, the 19 states with motorcycle helmet repeal laws now pending include: Colorado, Florida, Georgia, Idaho, Indiana, Maine, Maryland, Massachusetts, Missouri, New Hampshire, New Mexico, Nevada, South Carolina, Texas, Utah, Vermont, Washington, Wisconsin and Wyoming.

### *Michigan Supreme Court Upholds Helmet Law*

The Michigan Supreme Court has upheld the constitutionality of a city ordinance requiring mandatory use of motorcycle helmets. The legality of the mandatory use requirement had been challenged by a motorcyclist charged with violating the ordinance.

In upholding the requirement, the court said that mandatory use laws are a "creative, relatively nonintrusive response of government to protect the public from detrimental technological change. Wearing a helmet is a minor burden, the effects of which benefit not only both parties involved in an accident, but society as a whole."

According to National Highway Traffic Safety Administration records, the highest courts in at least 26 states have now upheld mandatory helmet use laws, while only the Illinois Supreme Court has ruled that such a law is unconstitutional. And, according to NHTSA, "at least five times, the United States Supreme Court has refused to overturn decisions which sustained the constitutionality of helmet laws."

The Michigan Supreme Court decision, *City of Adrian v. Poucher* was announced on Dec. 21, 1976.

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ASSEMBLY BILL NO. 207—COMMITTEE ON JUDICIARY

FEBRUARY 1, 1977

Referred to Committee on Transportation

SUMMARY—Makes technical correction to provision on code letters for vehicle license plates. (BDR 43-311)

FISCAL NOTE: Local Government Impact: No.  
State or Industrial Insurance Impact: No.

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

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AN ACT relating to vehicle licensing and registration; making a technical correction to a provision on license plate code letters.

*The People of the State of Nevada, represented in Senate and Assembly,  
do enact as follows:*

- 1 SECTION 1. NRS 482.273 is hereby amended to read as follows:  
2 482.273 1. The director shall order the preparation of vehicle license  
3 plates for trucks in the same manner as provided for passenger cars in  
4 NRS 482.270.  
5 2. The registration numbers assigned to trucks, after January 1,  
6 1970, shall be coded for Carson City and the several counties and  
7 consecutively numbered. The code letters and numbers assigned shall  
8 be as follows:  
9 Carson City, OA0001 to OZ9999, inclusive;  
10 Churchill, AA0001 to AZ9999, inclusive;  
11 Clark, BA0001 to BZ9999, inclusive, and when exhausted YA0001  
12 to YZ0001, inclusive;  
13 Douglas, DA0001 to DZ9999, inclusive, except DS0001 to DS9999,  
14 inclusive;  
15 Elko, EA0001 to EZ9999, inclusive, except EL0001 to EL9999,  
16 inclusive;  
17 Esmeralda, FA0001 to FZ9999, inclusive;  
18 Eureka, GA0001 to GZ9999, inclusive;  
19 Humboldt, HA0001 to HZ9999, inclusive, except HU0001 to  
20 HU9999, inclusive;  
21 Lander, JA0001 to JZ9999, inclusive;  
22 Lincoln, KA0001 to KZ9999, inclusive;  
23 Lyon, LB0001 to LZ9999, inclusive;  
24 Mineral, MA0001 to MZ9999, inclusive, except MN0001 to  
25 MN9999, inclusive;

Original bill is 2 pages long.  
Contact the Research Library for  
a copy of the complete bill.



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ASSEMBLY BILL NO. 285—COMMITTEE  
ON TRANSPORTATION

FEBRUARY 7, 1977

Referred to Committee on Transportation

SUMMARY—Deletes obsolete reference to Nevada Highways and Parks magazine. (BDR 35-47)

FISCAL NOTE: Local Government Impact: No.  
State or Industrial Insurance Impact: No.

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EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

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AN ACT relating to highways and roads; deleting an obsolete reference to the Nevada Highways and Parks magazine from NRS; and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. NRS 408.100 is hereby amended to read as follows:  
2 408.100 Recognizing that safe and efficient highway transportation  
3 is a matter of important interest to all the people of the state, and that an  
4 adequate highway system is a vital part of the national defense, the legis-  
5 lature hereby determines and declares that:  
6 1. An integrated system of state highways and roads is essential to  
7 the general welfare of the state.  
8 2. Providing **[of]** such a system of facilities, its efficient manage-  
9 ment, maintenance and control is recognized as a problem and as the  
10 proper prospective of highway legislation.  
11 3. Inadequate highways and roads obstruct the free flow of traffic,  
12 resulting in undue cost of motor vehicle operation, endangering the health  
13 and safety of the citizens of the state, depreciating property values, and  
14 impeding general economic and social progress of the state.  
15 4. In designating the highways and roads of the state as provided in  
16 this chapter, the legislature places a high degree of trust in the hands of  
17 those officials whose duty it **[shall be,]** *is*, within the limits of available  
18 funds, to plan, develop, operate, maintain, control and protect the high-  
19 ways and roads facilities of this state, for present as well as for future use.  
20 5. To this end, it is the express intent of the legislature to make the  
21 board of directors of the department of highways custodian of the state  
22 highways and roads and to provide sufficiently broad authority to enable  
23 the board to function adequately and efficiently in all areas of appropriate

Original bill is 2 pages long.  
Contact the Research Library for  
a copy of the complete bill.