

# MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

3013

2005 HOUSE TRANSPORTATION

HCR 3013


2005 HOUSE STANDING COMMITTEE MINUTES

BILL NO. HCR 3013

House Transportation Committee

☐ Conference Committee

Hearing Date February 10, 2005

Tape Number	Side A	Side B	Meter #
1	X		0.6-21.6
Committee Clerk Signature 			

Minutes:

**Chairman Weisz** opened the hearing on HCR 3013 a concurrent resolution directing the Legislative Council to study the causes of and factors that reduce the severity of motor vehicle crashes.

**Rep. Ole Aarsvold** In support: (See attached testimony #1)

**Chairman Weisz** Anyone else in support?

**Dawn Mayer**:(4.8) (see attached testimony #2).

**Chairman Weisz** What kind of information would the Department of Health have that we would request on motor vehicles crashes?

**Dawn Mayer**:(6.3) We got the death certificates set up. We are working on more visual use data and prevention programs.

**Rep. Thorpe**:(6.5) Aren't there allot of studies constantly going on these issues? What benefits are we going to see from additional studies?

**Dawn Mayer:** There are studies going on all the time and we are getting additional information from them.

**Marcia Lembke:**ND DOT(7.1) One of my responsibilities is to administer traffic safety program and through that the federal funding that is received from Congress for exactly what Rep. Aarsvold has introduced here. To answer Rep. Thorpe there are many studies, from A-Z from different areas. We are glad he mentioned the 3 E's: Education, Enforcement and Engineering. Those are the ones we work on together. We do work on the behavior side of it too. Discussed how the programs fit.

**Rep. Kelsch**(8.9) What are you doing to do with the data now? If it is an issue regarding gravel roads perhaps the best place to go is the school boards. They have all that information and understand it better.

**Marcia Lempke:** That is a very good point. How the program of traffic safety works now, according to the rules that go along with the Federal traffic safety funds we have to work from a problem identification. A gravel road is probably a very good point, because the National Highway and Traffic Safety does not seem to think there is a large problem. Another question is why don't we have seat belts in buses; because they are not departmentalized it is not an issue and we don't have very many crashes in buses in ND. I am not sure what roll you could play in that except to give us more ideas.

**Chairman Weisz** You have compiled all the data and accident information on gravel roads now. How detailed is your information? Is it relative to what we are looking at?

**Marcia Lempke:**(11.5) The data is relative and it comes from the crash reports.

**Rep. Ruby** Not to drink alcohol is a safety prevention measure. The seat belt I kinda look at there is going to be crashes and this is the best way to protect yourself. Rep. Weisz did say you have data on every curve and every intersection where there are accidents on the roads. What information would you find from this? What are the solutions? Do you use the studies to come up with those things?

**Marcia Lempke**: We already have allot of that information and we have been given allot of ideas of what is happening in other states. Until it is identified as a problem we probably won't be do anything with it. Education is a part of that and then this study would fit it better to ND than the national studies.

**Rep. Dosch**(13.7) Distractions while driving; are you currently collecting that kind of data?

**Marcia Lempke**: No, we are not collecting that type of data in the crash reporting. There are lots of National studies who are drawing conclusions and looking at it, unless there was alcohol related to it.

**Rep. Dosch**(14.7) That seems to be the just of the study resolution to obtain that data now. Is this going to help you. Would you be able to do anything with it. Sounds like there should be a motification to the crash report to be able to get this information?

**Marica Lempke**: Yes, we would have to modify the crash report to get that information. I am not sure what we would do at this point. If it would be a survey of drivers or something.

**Chairman Weisz** Doesn't the crash report now show the cause of the accident if it was a distraction?

**Marica Lempke**: Not sure about what the report does cover.

**Rep. Schmidt**(16.0) The accident that this bill referred to; they we on a gravel road. Will this study show that maybe these gravel roads should be paved.

**Marica Lempke**: We look at all the 3 E's.

**Mark Bethke**: ND Highway Patrol. Is that located on the crash report. There is a section that is for contributing circumstances. I think it does include drivers distraction. Not sure it specifies what that distraction was?

**Rep. Thorpe**(17.7) Do you feel this study would help come up with more intricate ideas?

**Mark Bethke**: Yes, I think it would. Sometimes what we have is certain data that is available, but tying all the data together is the problem. That would identify some of the solutions or ideas on how to prevent this type of crash it the number one concern. Whether that is education or a different enforcement techniques are things we could use and it would be important.

**Chairman Weisz** Any further support of HCR 3013? Any one in opposition of HCR 3013?

Hearing closed (19.1)

**Motion Made By Rep. Ruby      Seconded By Rep. Delmore**

**Do Pass      15 Yes      0 No      0 Absent      Carrier: Rep. Delmore**

(21.7)

Date: 2-10-05  
Roll Call Vote #:

2005 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO. 3013

House Transportation Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken

Do Pass

Motion Made By

Rep. Ruby

Seconded By

Rep. Delmore

Representatives	Yes	No	Representatives	Yes	No
Rep. Weisz - Chairman	✓		Rep. Delmore	✓	
Rep. Hawken - Vice Chair.	✓		Rep. Meyer	✓	
Rep. Bernstein	✓		Rep. Schmidt	✓	
Rep. Dosch	✓		Rep. Thorpe	✓	
Rep. Iverson	✓				
Rep. Kelsch	✓				
Rep. Owens	✓				
Rep. Price	✓				
Rep. Ruby	✓				
Rep. Vigasaa	✓				
Rep. Weiler	✓				

Total (Yes) 15 No 0

Absent 0

Floor Assignment

Rep. Delmore

If the vote is on an amendment, briefly indicate intent:

**REPORT OF STANDING COMMITTEE (410)**  
February 10, 2005 1:09 p.m.

**Module No: HR-27-2413**  
**Carrier: Delmore**  
**Insert LC: . Title: .**

**REPORT OF STANDING COMMITTEE**

**HCR 3013: Transportation Committee (Rep. Weisz, Chairman) recommends DO PASS**  
(15 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HCR 3013 was placed on the  
Eleventh order on the calendar.



2005 SENATE TRANSPORTATION

HCR 3013

2005 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HCR 3013

Senate Transportation Committee

☐ Conference Committee

Hearing Date 3-11-05

Tape Number	Side A	Side B	Meter #
1	x		30-1000
Committee Clerk Signature <i>Mary K Monson</i>			

Minutes:

**Chairman Trenbeath** opened the hearing on HCR 3013 directing the Legislative Council to study the causes of and factors that reduce the severity of motor vehicle crashes.

**Representative Ole Aarsvold** (District 20) See attached testimony in support of HCR 3013.

**Senator Espgaard** asked if the drivers in the two accidents were wearing seat belts.

**Rep. Aarsvold** said they were not. In fact, it was the observation, in the case of the young girl that was killed, that she was buckling her belt when the accident happened.

**Senator Warner** made the comment that in his district there was an unusual stretch of accidents during daylight hours involving males coming home from school. These all happened on the same road. Through an investigation, it was found that, as the pavement had been resurfaced time and time again over the years, there was a ledge about a foot high at the edge of the pavement. The shoulders had never been recontoured and, if that ledge was hit with a tire, it caused a rollover. It was an engineering flaw.

**Senator Espegard** said he could see the merits of what was trying to be done. But, he asked what they were trying to do -- what they envisioned happening from this resolution.

**Rep. Aarsvold** said there were several things that could happen. For one, he thinks they should look at the age they allow young people to drive.

**Senator Espegard** said he agreed that 14 1/2 is way too young to be driving today. There is much more traffic today.

**Rep. Aarsvold** said road maintenance and design are other things that should be looked at.

**Lynn Heinert** (ND DOT, Drivers License Traffic Safety Division) She appeared before the committee to report that the DOT supports this study resolution. They would be more than willing to work with the Legislative Council and provide them with whatever information they need.

**Carol Meidinger** (Director of the Injury Prevention Program, State Health Department.)

See attached testimony in support of HCR 3013.

With no further testimony, the hearing on HCR 3013 was closed.

**Senator Warner** motioned a **Do Pass**. Seconded by **Senator Bercier**.

As per Chairman Trenbeath, the vote was held open for Senator Mutch.

Final roll call vote 6-0-0. **Passed**. Floor carrier **Senator Warner**.

Date: 3-11-05  
Roll Call Vote #: \_\_\_\_\_

2005 SENATE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO 3013

Senate TRANSPORTATION Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken No Pass

Motion Made By Sen. Warner Seconded By Sen. Bercier

Senators	Yes	No	Senators	Yes	No
Senator Espegard	✓		Senator Bercier	✓	
Senator Mutch	✓		Senator Warner	✓	
Senator Nething	✓				
Senator Trenbeath, Chairman	✓				

Total (Yes) 6 No 0

Absent 0

Floor Assignment Senator Warner

If the vote is on an amendment, briefly indicate intent:

**REPORT OF STANDING COMMITTEE (410)**  
March 14, 2005 9:28 a.m.

**Module No: SR-46-4836**  
**Carrier: Warner**  
**Insert LC: . Title: .**

**REPORT OF STANDING COMMITTEE**

**HCR 3013: Transportation Committee (Sen. Trenbeath, Chairman) recommends DO PASS (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HCR 3013 was placed on the Fourteenth order on the calendar.**

**2005 TESTIMONY**

HCR 3013

# NORTH DAKOTA HOUSE

STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360



COMMITTEES:  
Appropriations

Representative Ole Aarsvold  
District 20  
Route 2, Box 12  
Blanchard, ND 58009-9513  
oaarsvold@state.nd.us

2-10-05

#1

To: House Transportation Committee  
Rep. Robin Weisz, Chair

Re: HCR 3013

Two recent fatal traffic accidents near my home prompted me to initiate the resolution before you. Both involved young drivers and resulted in death to both. One was a bright, conscientious 14-year old driving the family SUV to school. Her brother was riding with her and sustained minor injuries. She recently had passed her classroom driving training, the behind-the-wheel experience, and state supervised driver's test. By all accounts she was a good driver.

The second event involved a 12-year old, unlicensed driver taking the family's pickup truck for a joyride. Two friends were with him but survived the rollover.

There were similarities between the two events, one being they occurred on a gravel surfaced road. Secondly, the drivers were distracted by events around them. Thirdly, both were drivers of limited experience not having dealt with the situation they found themselves in and reacting inappropriately.

It is, of course, not only the young and inexperienced that have traffic accidents, although young males have a 400% greater likelihood than average. Anecdotally, however, it is my observation that young female drivers tend to speed more than any other driver group.

Drivers of all ages are subject to events and behaviors that take their minds off the task at hand. Loud music, friends chattering, food and drink, and cell phone use distract drivers. I know of one businessman and farmer who removes the electrical fuse for the AM-FM radio from all vehicles or off-road equipment operated by young drivers. They can have the fuse replaced when they demonstrate attentiveness and competence in operating the vehicle. He feels the program works well.

Our Department of Transportation and law enforcement have a vast collection of accident reports that are in need of analysis. Driver education, road design and engineering, vehicle features, and several other contributing factors to traffic accidents could benefit from a more current review of elements contributing to vehicle crashes.

I encourage your committee to recommend this resolution for interim study. The DOT and law enforcement agencies across the state have the data. We should compile, review, and make recommendations for safer road travel in North Dakota.



#2

**Testimony**

**House Concurrent Resolution 3013**

**House Transportation Committee**

**Thursday, February 10, 2005; 9 a.m.**

**North Dakota Department of Health**

Good morning, Chairman Weisz and members of the House Transportation Committee. My name is Dawn Mayer, and I work in the North Dakota Department of Health's Injury Prevention Program as a health educator. I am here to testify in support of House Concurrent Resolution 3013.

Unintentional injuries are the fifth leading cause of death for North Dakotans and the leading cause of death for North Dakotans age 1 through 44, with motor vehicle crashes being the leading cause of injury death. From 1999 through 2003, 446 North Dakotans died in motor vehicle crashes – an average of 89 deaths per year.

Reducing motor vehicle deaths involves either preventing the crash from occurring or minimizing the severity of injuries sustained in a crash. Crashes can be attributed to many causes, including speed, impaired driving, distracted driving, inexperience and road conditions. Injury severity is influenced by speed, type of vehicle and restraint use, as well as age, developmental status and health condition of the occupants.

If this resolution is selected, the North Dakota Department of Health is willing to assist by providing statistical information, technical publications and other injury prevention resources.


This concludes my testimony. I am happy to answer any questions you may have.

# NORTH DAKOTA HOUSE

STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360



COMMITTEES:  
Appropriations



Representative Ole Aarsvold  
District 20  
Route 2, Box 12  
Blanchard, ND 58009-9513  
oaarsvol@state.nd.us

To: Senate Transportation Committee  
Senator Tom Trenbeath, Chair

Re: HCR 3013

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## **Testimony**

### **House Concurrent Resolution 3013**

### **Senate Transportation Committee**

**Friday, March 11, 2005; 9 a.m.**

### **North Dakota Department of Health**

Good morning, Chairman Trenbeath and members of the Senate Transportation Committee. My name is Carol Meidinger, and I am director of the North Dakota Department of Health's Injury Prevention Program. I am here to testify in support of House Concurrent Resolution 3013.

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