

ROADS AND HIGHWAYS COMMITTEE MEETING -- January 27, 1971

The Roads and Highways Committee met in room 529 at 2:45 P. M. on January 27, 1971. Chairman Dierdorff called the meeting to order and all members were present except Dempsey, Ossmann and Wingert.

Guests present were M. W. Rhea, Yates Center, Kansas Contractors Association; Mary Turkington, Topeka, Kansas Motor Carriers Association; Clarence Rupp, Manhattan, Kansas Farm Bureau; Fred T. Stewart, Wichita, Kansas Highway Commission.

Conferees were Jim Clark, Topeka, Kansas Optometric Association; Claud R. McCammet, Topeka, Kansas Highway Commission; Representative Fred Linde; Merritt Buffon, Legislative Research.

Bills considered were House Bill No. 1016 and House Concurrent Resolution No. 1005.

HOUSE CONCURRENT RESOLUTION 1005 - expressing the support of the legislature of the state of Kansas for a study by the United States Department of Health, Education and Welfare, which study was approved as an expression of legislative intent in the House debate on the Clean Air Act amendments of 1970.

Mr. Buffon explained that the Roads and Highways Committee of the Legislative Council made extensive studies concerning the feasibility and possibilities of utilizing alcohol produced from wheat as a substitute for tetraethyl lead as an additive to gasoline and there is no question that it could be used in automobiles with very little adjustment.

Mr. Jacobs made a motion, second by Mr. Nowlin, that House Concurrent Resolution 1005 be adopted. Motion carried.

HOUSE BILL 1016 -- AN ACT relating to the Kansas drivers' license act; amending KSA 1970 Supp. 8-240 and 8-247 and repealing the existing sections.

Mr. Clark said that a committee composed of members of the Kansas Medical Society and the Kansas Optometric Association recently completed recommendations for visual standards for driver licensing. (See attached sheet)

The provisions of the bill were discussed and the Chairman announced that he had invited Mr. Montgomery, Highway Director, to appear before the committee on Monday, February 1st, with his recommendations as to the implementation of the driver licensing law.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:

ARDEN DIERDORFF, CHAIRMAN

January 28, 1971

2-27-1971
December 17, 1968

Mr. Claud McComment
Secretary Kansas Citizens Safety Council
State Safety Director
State Office Building
Topeka, Kansas

Dear Mr. McComment:

A committee composed of members of the Kansas Medical Society and the Kansas Optometric Association has recently completed recommended visual standards for driver licensing.

The recommendations enclosed were adopted by this committee which is composed of four each from ophthalmology and optometry.

Each member of the committee has agreed to testify on behalf of these recommendations before legislative committees or other official groups.

The committee is composed of the following from the Kansas Medical Society:

Harry Watts, M.D., Heys, Chairman of the Section on Ophthalmology
Albert N. Lemoine, M.D., Kansas City, Dean of the School of Ophthalmology of the Kansas University School of Medicine
James Hill, M.D., Arkansas City, a member of the Kansas Board of Healing Arts
Michael Dietz, M.D., Kansas City

Representing the Kansas Optometric Association on the committee are:

James Kensett, O.D., Chanute, K.O.A. President
Paul Bullock, O.D., Manhattan, K.O.A. President-elect
Wendell Waldie, O.D., Wichita, K.O.A. Treasurer
Jack French, O.D., Osage City, K.O.A. Immediate-Past President

Mr. Oliver Ebel, Executive Director of the Kansas Medical Society and I attend the meetings of the committee and will assist in implementing these minimum standards in any way we can.

As you will note copies of this letter and the recommendations are being sent to several other individuals who should be interested in the committee's work. Please feel free to use these recommendations as you desire.

Sincerely,

James W. Clark, Jr.
Administrative Director

cc: Senator Smith, Representative Bierwirth, Messrs Montgomery, Billings, and Ebel, Committee

KANSAS VISUAL STANDARDS FOR DRIVERS LICENSES

Nov. 27, 1977

The following are standards for vision recommended for the Kansas Examiners Manual for driver license examiners by the Joint Committee of Ophthalmology and Optometry representing the Kansas Medical Society and the Kansas Optometric Association.

1. In examining drivers for licenses, every test which we give should aim at two simple things:
 - (A) Require every applicant to do all he reasonably can to qualify as a safe driver.
 - (B) After that, keep off the road any applicant who is not a reasonably safe risk.
2. This means that we must consider two different scores when we screen vision. The first score, so high that all who pass may be considered quite safe (insofar as vision is concerned); and second, so low that the drivers who cannot pass may be considered quite dangerous and should be kept from driving for their own protection and for the protection of the public. This leaves a middle group who should be permitted to drive only under restrictions after they have seen a vision specialist to have their vision improved as much as possible.
3. Nobody need be failed because of color blindness. Color blindness apparently does not prevent people from driving reasonably safe, and if one is color blind, there is no practical way he can improve himself. Yet, it is helpful for the driver to know he is color blind so that he may take precautions at the times when signal lights are involved in his driving.
4. If a driver can see sharply enough without lenses to score 20/30 on the vision screening test with each eye separately and has 180° field of vision he should be passed without restriction. Those passing with lenses are restricted to driving with lenses. Applicants failing to meet the above requirements will be given a vision form and referred to an optometrist or ophthalmologist of the applicants choice.
5. The following standards apply to applicants who have been referred:
 - (A) 20/40 or better in either eye, pass. If lenses are necessary to achieve 20/40 then license will be restricted to the use of lenses.
 - (B) Applicant with visual field of less than 60 degrees in the left eye should be restricted to "left outside rear view mirror".

6. In such cases when the applicant is unable to meet the above visual standard requirements and appeals the decision of the chief examiner, a committee composed of the chief examiner, a state consulting optometrist, and a state consulting ophthalmologist will evaluate the circumstances of each individual case and act according to the merits of each case. The chief examiner should be certain to place the restrictions necessary to keep the applicant within a reasonable degree of safety at all times.
7. A state consulting optometrist and a state consulting ophthalmologist shall be appointed by the Motor Vehicle Department upon the recommendations of the Kansas Optometric Association and the Kansas Section of Ophthalmology and that these appointees shall be paid for their services.
8. No visual standards are meaningful without periodic vision re-testing. Re-testing of visual ability shall be performed with every other driver license renewal under age 40 and every driver license renewal after age 40. The testing shall be done at a State Visual Screening Station, or by an optometrist or an ophthalmologist.