

ROADS AND HIGHWAYS COMMITTEE MEETING -- MARCH 30, 1971

The Roads and Highways Committee met in room 535 at 2:45 P. M. on March 30, 1971. Chairman Dierdorff called the meeting to order and all members were present except Representative Ossmann.

Conferees on Senate Bill 200 were: Senator John Crofoot, one of the authors of the bill; Paul Fleener, Kansas Farm Bureau; Claud McCammet, Safety Director of the Motor Vehicle Department; Roberta Sharp, Kansas Women for Highway Safety; Marshall Ray, Minnesota Mining and Manufacturing.

Other guests were: Mr. and Mrs. Ray Crofoot, Cedar Point, Kansas; Ken Comfort, Kansas Contractors' Association; Merritt Buffon, Research Department.

SENATE BILL 200 - AN ACT relating to certain vehicles; requiring the display of certain emblems thereon; defining certain terms; declaring certain acts to be unlawful and prescribing penalties for violation thereof.

Senator Crofoot explained the bill. He said this legislation was adopted in Nebraska in 1965. In 1965, there were 170 collisions on Nebraska roads resulting from slow moving vehicles. The number dropped to 145 in 1968. Deaths went from 11 in 1965 to 6 in 1968 - a forty per cent reduction.

Twenty-four states now have the law in effect. To overcome the objection of the cost, a bracket can be attached to each vehicle and the emblem changed from one to another.

Mr. Fleener said that on behalf of the Kansas Farm Bureau, he would like to speak strongly in favor of the legislation.

A comprehensive study was undertaken in Ohio to determine the nature of slow moving vehicle accidents, and some of the facts learned by this research include:

1. Nearly 90% of the collisions occurred during daylight hours on dry highways.

2. Most of the motor vehicle-slow moving vehicle accidents occurred on good highways; over 20% on federal, over 40% on state and nearly 25% on county.

3. Regarding the location of the accidents, over 50% of the 708 collisions studied occurred on open, level highways, nearly 40% occurred at intersections, and the remainder on hills, grades and curves.

4. The slow moving vehicle was hit from the rear in 2/3 of the accidents, broadside 1/6 of the time, and head-on 1/8 of the time.

5. Nearly 75% involved farm tractors, 20 highway and construction equipment and the remainder animal drawn equipment.

6. Motorists reported their view of the slow moving vehicle obstructed by hills in only 6% of the collisions and their view obstructed by another vehicle in only 2% of the collisions.

Mr. McCammet said they have investigated this thoroughly. They use it on their equipment in the highway commission, and they have experienced a reduction in their accidents. He said last year we had three times as many people killed in this type of accident as Nebraska, and we do not have three times that many people. Some states use red flags, and if it is raining

the flags wrap around the holder and are unsatisfactory. Ohio was the first state to adopt this and they experimented with it for four years. Most of the farm states have been putting this into law. Most of the people today buy new equipment and ask for this emblem to be put on it when it is purchased. He does feel it is something that we should give serious consideration.

Mr. Weaver asked Mr. McCammett if he thought this emblem would be better than the amber flashing light.

Mr. McCammett said flashing amber lights are not unique, especially when placed in competition with turn signals of automobiles, road construction barriers, etc. They will alert and are used for school busses and rural mail carriers.

Mrs. Sharp said the Kansas Women for Highway Safety are in favor of this bill and urged the committee to give it favorable consideration.

Mr. Ray showed one of the reflectorized devices and demonstrated how it could be used. He said six companies make the emblems.

Dr. Hughes made a motion, second by Mr. Wingert, that Senate Bill 200 be reported favorably. Motion carried.

SENATE BILL 137 - AN ACT relating to the state system of modern express highways and freeways; providing for the issuance of highway bonds of the state of Kansas.....

Chairman Dierdorff distributed copies of the attached proposed amendment. He said it contains something for everyone -- it is not going to build a lot of roads but it is a

start in the right direction. Mr. Dierdorff explained the amendments.

Mr. Ratner suggested the bill should also be amended on page 17, in line 28, by deleting "(a)"; on page 18, lines 20-24 inclusive, should be deleted.

Mr. Jacobs made a motion, second by Mr. Spotts, that the amendments as proposed by Mr. Dierdorff and Mr. Ratner be accepted. Motion carried.

Mr. Bush made a motion, second by Mr. Hayes, that Senate Bill 137 be amended: on page 13, line 27, by inserting after the semicolon the following: "and commencing in the vicinity of the intersection of state highway 61 and the southwest city limits of the city of Hutchinson in Reno county; thence in a southwesterly direction within a corridor including and generally delineated by state highway 61 to a point near the north city limits of the city of Pratt in Pratt county;"

The motion lost. (Mr. Hayes asked to be recorded as voting for the amendment.)

Mr. Ratner made a motion, second by Dr. Hughes, that Senate Bill 137 be reported favorably as amended. Motion carried. Mr. Nowlin voted NO. Mr. Gray said he would vote YES but might offer an amendment later.

Mr. Hayes asked to be relieved of his commitment to try to keep his turnpike bill down on the calendar. He felt the Senate probably would not concur in the amendments to their bill. Mr. Ratner made a motion, second by Mr. Lady, that Mr. Hayes be released from that commitment. Motion carried.

The chairman announced there would be no more meetings of the committee as we have taken care of all the bills.

The meeting was adjourned.

Fran Stafford, Recording secretary

APPROVED:

Arden Dierdorff
ARDEN DIERDORFF, CHAIRMAN

March 31, 1971

SUGGESTED AMENDMENTS TO SENATE BILL NO. 137
(As Amended by Senate Committee)

On page 1, in line 7 before the period, by inserting ", and state highways of a kind and type other than specified in said section 68-2301";

On page 2, in line 31 before the period, by inserting "but the annual principal amount of such bonds issued in any calendar year shall not exceed thirty million dollars (\$30,000,000)";

On page 3, in line 3; by striking "six and one-half percent"; in line 4, by striking " $6\frac{1}{2}\%$ " and inserting in lieu thereof "five and one-half percent ($5\frac{1}{2}\%$)"; also in line 4, by striking "thirty (30)" and inserting in lieu thereof "twenty (20)"; in line 11, by striking "thirty-year" and inserting "twenty-year";

On page 5, in line 20, by striking "The" and inserting in lieu thereof "Two-thirds ($2/3$) of the"; in line 26 following the period, by inserting "The remaining one-third ($1/3$) of the proceeds from the sale of the highway bonds authorized to be issued under this act shall be paid into the state treasury to the credit of the state highway general fund, and the moneys paid into said fund are hereby appropriated for the exclusive purpose of providing funds for the construction, reconstruction and improvement of highway projects in the state other than express highways and freeways established and constructed pursuant to K. S. A. 1970 Supp. 68-2301, as amended, and shall not be used for any other purpose.";

On page 9, in line 10, by striking "obligation" and inserting in lieu thereof "obligations";