

ROADS AND HIGHWAYS COMMITTEE MEETING - FEBRUARY 3, 1972

The Roads and Highways Committee met in room 510 S at 2:45 P. M. on February 3, 1972. Chairman Dierdorff called the meeting to order and all members were present except Ratner, Arbuthnot, Bush and Ossmann.

Conferees were: On House Bill 1989 - Representative Lady, L. A. Byers, Motor Vehicle Department; on House Bill 1662 - Representative Jerry Harper, Fred W. Phelps representing Topeka Wheelmen, Dick Peyton, Assistant Highway Director; on House Bill 1691 - Representative Mulich; on House Bill 1962 - Representative Steichen, Colonel Wm. Albott of the State Highway Patrol, Elton Lobban of the Motor Vehicle Department.

A roster of others who registered their attendance is attached.

HOUSE BILL 1989 - AN ACT relating to registration fees on certain vehicles; amending KSA 1971 Supp. 8-143, and repealing the existing section.

Mr. Lady explained the bill and said he feels there are valid reasons for the bill - identification, conformity with surrounding states, enforcement of payment of property tax.

Mr. Byers said there would be 185,000 such registrations. A total of \$860,250 would be remitted to the State Highway Department and credited to the State Highway Fund, and \$305,250 expended from the fund to carry out the provisions of the act. The balance would total \$555,000.

Mr. Lady said Senate Bill 547 does the same thing but proposes to charge \$1.00 for the license. Mr. Byers does not feel this would take care of the cost of administering the licensing.

HOUSE BILL 1662 - AN ACT relating to streets and highways; authorizing and requiring the establishment and maintenance of foot-

paths and bicycle trails; providing for the payment of the cost thereof; authorizing the adoption of rules and regulations providing for signs and regulations governing the use of such paths and trails; declaring certain acts to be a misdemeanor and prescribing penalties for the violation thereof.

Mr. Harper explained the bill and said the state highway commission shall expend in each fiscal year for the establishment and maintenance of footpaths and bicycle trails an amount equal to not less than one percent of the state highway fund.

Mr. Davis called attention to the fiscal note - "It is estimated that during FY 1973 expenditures totaling \$744,678 would represent a minimum one percent of the funds mentioned in the bill - \$441,613 would be expended by the State Highway Commission and \$303,065 would be expended by cities and counties from their receipts of the distributions from the Special City and County Highway Fund as set out in the bill."

Fred Phelps appeared in support of the bill. He was speaking for the Topeka Wheelmen and those interested in jogging.

Mr. Peyton told the committee he had been advised by his legal department that the that it would be administratively impossible to implement this bill. Joggers and bike riders are not licensed forms of transportation. The Department takes a dim view of the bill.

HOUSE BILL 1691 - AN ACT amending the uniform act regulating traffic on highways; requiring bicycles to be equipped with certain lamps and equipment; amending KSA 1971 Supp. 8-587 and repealing the existing section. (See attachments)

Mr. Mulich explained the bill and brought some of the reflectors for the committee members to examine. His reason for introducing the

legislation was for safety. The new language begins on line 12.

The cost for each old bike to be equipped with these reflectors would be 25¢.

HOUSE BILL 1962 - AN ACT providing for a driver's license credential, including important medical and other personal information; providing certain acts unlawful and prescribing penalties for violation.

Dr. Steichen explained the bill. He feels this would be the perfect identification as it would contain any information required for identification or for helping a person with a physical problem that sometimes renders one unconscious.

Col. Albott said the driver's license has become the number one identification. With an identification giving all the information it would be possible for the Highway Patrol to call ahead to the hospital with necessary information.

The Chairman asked if it would be necessary to have legislation enacted before the Vehicle Department could request medical information on the license, and Col. Albott replied that it would be necessary.

Mr. Lobban told the committee that the size of the card would still have to be 2 7/8 x 2 3/8 and he is not sure all of that information could be put on the card.

HOUSE BILL 1812 - AN ACT providing for facilities in roadside parks and rest areas adjacent to U. S. highways.

Mr. Harper requested the Chairman to submit the following amendment to HB 1812 to take care of the technical error Mr. Peyton called to the attention of the committee: "On page 1, in line 4, by striking "U. S. highway in this state" and inserting in lieu thereof "Kansas

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highway with U. S. markers in any county having a population of more than fifteen thousand one hundred (15,100) and less than sixteen thousand (16,000)"; And in the title, in line 2, by striking "U. S. highways" and inserting "certain Kansas highways with U. S. markings."


Dr. Hughes made a motion, second by Mr. Allison, that HB 1812 be reported adversely.

After discussion the motion was withdrawn, and no action was taken on the bill.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN
February 4, 1972

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ROADS AND HIGHWAYS COMMITTEE

GUESTS

NAME	ADDRESS	FIRM OR CORPORATION REPRESENTED
FRED W. HELPS	3701 W. 12 th , Topeka	Self
Walter W. Kieker	Topeka	KANSAS Motor CARRIERS ASS'N.
Dick Reynolds	Topeka	KHC
ELTON D. HOBAN	TOPEKA.	M.U.D.
HAROLD B. TOWNLINE	TOPEKA.	M.U.D.
A. Byers	"	"
Dud Grant	Topeka	KACI
Jim Foster	Wichita	COFC
Shelley Hammond	Dugston	Washington State Student - Intern
Mr. Hibendall	Topeka, Ks.	Topeka Wheelmen

HB 1691

THE KANSAS CITY KANSAN

A Stauffer Publications Newspaper

JOHN H. STAUFFER, Editor and Manager • 901 North 8th, Kansas City, Kansas 66101 • DRexel 1-4300

May 5, 1971

The Honorable William Mulich
House of Representatives
State House
Topeka, Kansas 66612

Dear Bill:

I am enclosing the material I talked to you about Sunday at the ball park.

The amendment states: "On and after January 1, 1972, no person shall sell a new bicycle or a pedal for use on a bicycle that is not equipped with a reflector of a type approved by the department, on each pedal of such bicycle which is visible from the front and rear of the bicycle during darkness from a distance of 200 feet."

In most foreign countries, this has been a law for many years primarily because of the great number of bicycles in operation. We have secured samples of the plastic reflectorized strips, which I am enclosing.

If the passage of this bill in our state saves the life of only one person, it will certainly be well worth our effort.

I am attaching a copy of the California bill. On Page 1, you will find the amendment to the bill: Page 2, the complete bill. The reference to the new amendment you will find on lines 34 through 38.

Thanks Bill, I appreciate your introducing this bill during the interim session this fall.

Sincerely,


William Bopp

WB:mw

Enclosure

AMENDED IN ASSEMBLY MAY 27, 1970
AMENDED IN ASSEMBLY MAY 12, 1970
AMENDED IN ASSEMBLY APRIL 29, 1970

CALIFORNIA LEGISLATURE—1970 REGULAR SESSION

ASSEMBLY BILL

No. 1053

Introduced by Assemblyman Gonsalves

March 9, 1970

REFERRED TO COMMITTEE ON TRANSPORTATION

*An act to amend Sections 375 and 21201 of the
Vehicle Code, relating to bicycles.*

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 375 of the Vehicle Code is amended to
2 read:
3 375. "Lighting equipment" is any of the following lamps
4 or devices:
5 (a) Any headlamp, auxiliary driving, passing, or fog lamp,
6 tail lamp, stop lamp, supplemental stop lamp, license plate
7 lamp, clearance lamp, side-marker lamp, signal lamp or de-
8 vice, supplemental signal lamp, cornering lamp, running lamp,
9 diffused nonglaring lamp, red or amber warning lamp, and
10 flashing red schoolbus lamp.

LEGISLATIVE COUNSEL'S DIGEST

AB 1053, as amended, Gonsalves (Trans.). Bicycle pedals: reflectors.
Amends Secs. 375, 21201, Veh.C.

Prohibits, on and after January 1, 1972, the selling of any new
bicycle or pedal for use on a bicycle; and the operation of such bicycle
~~on any roadway~~, that is not equipped with reflector on each pedal of
such bicycle, which is approved by the Department of the California
Highway Patrol and is visible from the front and rear of the bicycle
for a distance of 200 feet during darkness. Includes reflectors, rather
than red reflectors, for use on bicycles under definition of "lighting
equipment."

Vote—Majority; Appropriation—No; Fiscal Committee—Yes.

1 (b) Any operating unit or canceling mechanism for turn
2 signal lamps or for the simultaneous flashing of turn signal
3 lamps as vehicular hazard signals, and any flasher mechanism
4 for turn signals, red schoolbus lamps, warning lamps, and the
5 simultaneous flashing of turn signal lamps as vehicular hazard
6 signals.

7 (c) Any equipment regulating the light emitted from any
8 lamp or device or the light sources therein.

9 (d) Any reflector, including reflectors for use on bicycles
10 and reflectors used for required warning devices.

11 Sec. 2. Section 21201 of the Vehicle Code is amended to
12 read:

13 21201. (a) No person shall operate a bicycle on a roadway
14 unless it is equipped with a brake which will enable the oper-
15 ator to make one braked wheel skid on dry, level, clean pave-
16 ment.

17 (b) No person shall operate on the highway any bicycle
18 equipped with handlebars so raised that the operator must
19 elevate his hands above the level of his shoulders in order to
20 grasp the normal steering grip area.

21 (c) No person shall operate upon any highway a bicycle
22 which has been modified or altered in such a way as to cause
23 the pedal in its lowermost position to be more than 12 inches
24 above the ground.

25 (d) Every bicycle operated upon any highway during dark-
26 ness shall be equipped with a lamp emitting a white light
27 visible from a distance of 300 feet in front of the bicycle and
28 with a red reflector on the rear of a type approved by the
29 department which shall be visible from a distance of 300 feet
30 to the rear when directly in front of lawful upper beams of
31 headlamps on a motor vehicle. A lamp emitting a red light
32 visible from 300 feet to the rear may be used in addition to the
33 red reflector.

34 (e) ~~(1)~~ On and after January 1, 1972, no person shall sell
35 a new bicycle or pedal for use on a bicycle that is not equipped
36 with a reflector, of a type approved by the department, on
37 each pedal of such bicycle which is visible from the front and
38 rear of the bicycle during darkness from a distance of 200 feet.

39 ~~(2)~~ On and after January 1, 1972, no person shall operate
40 a bicycle on a roadway, which is subject to the provisions of
41 paragraph ~~(1)~~ of this subdivision, unless it is equipped pursu-
42 ant to the provisions of paragraph ~~(1)~~ of this subdivision.



—Staff Photo by Herb Shoebridge

BIKE SAFETY—Mrs. Whipple Manning, La Canada Junior Women's Club Safety Committee chairman, checks a pedal reflector while Bill Dewey, chairman of the La Canada Kiwanis Business and Public Affairs Committee, affixes reflector. Paul Eberle, 8th grade, observes. Reflectors will be installed in La Canada.

La Canada Clubs To Install Bicycle Pedal Reflectors

Through the combined efforts of the La Canada Junior Women's Club and La Canada Kiwanis Club, a community-wide bicycle safety program will be held Saturday.

Between 10 a.m. and 2 p.m., add-on pedal reflectors will be distributed and applied on children's bikes at two locations — the Crescenta-Canada YMCA, 1930 Foothill Blvd., and La Canada Plaza between Ivers Department Store and the Bank America.

The bicycle safety program has been selected as a community project by the two organizations in view of the rise in bicycle accidents, especially at dusk or after dark.

"The project is designed not only to create an awareness, but to increase cycling safety," Mrs. Whipple Manning, junior club safety committee chairman, pointed out.

"The bright yellow reflectors are attached to the front and back of the pedal and the revolving motion alerts the motorist, even from side angles, as he approaches the cyclist," she explained.

The concept of the reflector was instigated in California by Lee Owens, president of the Board of Directors of the Whittier Boys Club and business manager of The Daily News of Whittier. While touring Europe, he noted that numerous countries required bicycles to be equipped with this safety device.

He contacted Assemblyman Joseph A. Gonsalves, D-Norwalk, who sponsored a bill requiring all new bicycles to be equipped with this reflector.

In May 1970, Owens appealed to local service clubs and organizations for their support in the program. The La Canada Junior Women's Club followed up their offer of assistance by writing letters to all assemblymen and congressmen, submitting information on The Bicycle Reflector Pedal Bill No. AB-1053 and asked for their consideration for a "yes" vote.

On Aug. 13, 1970, the California Senate passed the bill requiring all new bicycles sold in the State of California to have imbedded reflectors after Jan. 1, 1972.

With this legislation covering only new bicycles, Owens was concerned with the multitude of older bikes not covered by the law.

With his guidance, the Whittier Boys Club developed the add-on type reflector that will bring existing bicycles up to safety standards of the new law.

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Frank Gwynn, circulation manager of the Pasadena Star-News, who has served as chairman of the Newspaper Boys Safety Committee of the International Circulation Managers Association for the past three years, reported that the Board of Directors of the association has adopted the bicycle reflector device as part of its international program.

"My goal," Gwynn stated, "is to have a chairman in every state promoting a bill similar to the one passed in California."

The National Safety Council reports that in 1969, 700 children were killed in the United States and some 30,000 seriously injured in auto-bike collisions, most of which occurred after dark.

"If this simple and inexpensive device saves just one child's life and prevents the sickening distress of the driver who could not see the child, it will be worthwhile," Gonsalves said.

Assisting Mrs. Manning in spearheading the community safety drive are Mmes. Larry Ratliff, Paul Johnson, Alex Abreu, Hayden Carney, Larry Cummings, Esker Davis, Henry Segismonte, Alan McQueen, A. L. Nordeen, Gordon Sanders, Dwayne Neely, Richard Green and Whipple Manning.

Charles Wise, chairman of the Boys and Girls Committee of the La Canada Kiwanis Club, assisted by Leon Ellis, assistant chairman, and Joseph Morgan, club president, will install the "Life Lite" reflectors on children's bikes Saturday at the two locations.