

MINUTES OF THE House COMMITTEE ON Roads and Highways Subcommittee

Held in Room 528 , at the Statehouse at 1:15 ~~xxx~~/p.m., on

February 12 , 1973.

All members were present except: _____, _____, _____,
_____, _____, _____.

Conferees appearing before the Committee were: Senator Bob Storey; Ray Orłowski, Kansas Highway Safety Coordinating Office; Claud R. McCammet and John Gehr, Kansas Highway Commission; Roberta Sharpe, Kansas Women for Highway Safety; Mary Turkington, Managing Director of Kansas Motor Carriers; Jim Clark, Kansas Optometric Ass'n.; Ross Martin, Kansas Motor Car Dealers; Bud Grant, KACI; Jim Foster, Wichita COC. The Committee considered the following items:

Senate Bill 20 - AN ACT RELATING TO DRIVER LICENSE RENEWAL - EXAMINATION AND RE-EXAMINATION. Senator Storey explained the bill was introduced on the recommendation of an interim study committee on highway safety. Visual and written tests will be required; driver examiner could order a driving test if he believed the motorist needed further tests. The license would be renewed every four years. Before expiration of license, applicant would be notified in writing and receive Rules of the Road for a written test. Initial cost would be about \$899,000, annual cost, \$757,000; license fee would bring in \$790,000 a year. The legislation would be required to save state's federal funds - must be in effect one year from end of this session.

Mr. Orłowski told the committee this bill would bring us into federal compliance. Rep. Reeves asked if this had to go into effect at the end of this session or the end of next, as was his understanding, and Mr. Orłowski agreed to check with the federal authorities to be sure.

Mr. McCammet testified that this would affect all drivers and that a knowledge of Rules of the Road would make all drivers safer. Compulsory eye re-examination will be a safety factor. The testing will enable the examiners to determine if people are able to drive at night or have limited license.

Mr. Gehr had no additional comments to add to Mr. McCammet's.

Mrs. Sharpe testified that the Kansas Women for Highway Safety endorse the legislation as they feel it would do much to reduce accidents.

Miss Turkington's statement is attached.

Mr. Clark's "1972 Survey of State Requirements For Motor Vehicle Operators" is attached. He testified that a very small percentage of people of driving age cannot be brought up to 20-40 vision. He said eyesight can change every six months. Rep. McMaster suggested that perhaps every four years is not often enough for the re-examination and that perhaps the bill should be amended. No action was taken on the recommendation because it was felt the bill might not pass.

(continued)

The next meeting of the Committee will be held on (no date set), 1973,

at 1:15 ~~xxx~~/p.m., in Room 528 .

These minutes were read and approved
by the Committee on _____.

Arden Dierdorff
Chairman
ARDEN DIERDORFF

Mr. Martin's testimony is attached.

Bud Grant said they have had a policy on their books supporting legislation of this type since 1950, and he hopes the committee will give favorable consideration to the bill.

Mr. Foster is very much in favor of the passage of this type of legislation. It would make the roads in the community as safe as the highways.

Dr. Hughes asked Miss Turkington what increase would be fair. She called the committee's attention to the fiscal note -- does not see the necessity for uniformed people, equipped with cars, to do the testing. She questions the administrative costs.

Dr. Hughes made a motion, second by Rep. Sellers, that Senate Bill 20 be reported favorably to the Transportation and Utilities Committee. The motion carried. (Rep. Rosenau voted no.)

STATEMENT
By The
KANSAS MOTOR CARRIERS ASSOCIATION

In Support of S.B. 20 relating to
licenses and permits to operate
motor vehicles.

Submitted to the House Transportation
and Utilities Committee, State House,
Topeka, February 12, 1973.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

This statement is submitted by Mary Turkington, Managing Director of the Kansas Motor Carriers Association with offices in Topeka. I appear before you today on behalf of the member-firms of our Association in support of the provisions of Senate Bill 20.

The highway transportation industry is in accord with the principles embraced in this bill calling for stricter requirements for the issuance and retention of a license to operate a motor vehicle. As members of this committee are well aware, the physical examination requirements for operators of commercial motor vehicles are much more demanding than the examination requirements contained in Senate Bill 20.

For instance, motor carriers subject to the safety rules and regulations of the Kansas Corporation Commission and/or the Department of Transportation must require all drivers to have a comprehensive physical examination every 24 months. As a company policy, many motor carriers (particularly those transporting persons for-hire), require annual physical examinations of their driver employees.

Initial employment requirements in our industry include completion of a written test, a road test of the driver's ability to operate the type of motor vehicle he is employed to drive, as well as the comprehensive physical examination. In addition, motor carriers must review, at least annually, the driving record of each of its

employees and determine that the employee is indeed fit to continue to operate a commercial motor vehicle within the guidelines prescribed by the safety rules and regulations for our industry.

I mention these matters to demonstrate that the requirements of Senate Bill 20 do not appear to present any additional compliance burden for those who operate the motor vehicles for the highway transportation industry.

We note that the bill proposes some increases in the fees for both an operator's and for a chauffeur's license. We would hope that such fee increases would not prove to be necessary in the final consideration of this proposal. We are aware that the Division of Vehicles would experience some increased costs in administering a more comprehensive driver examination program and believe fees should be established to cover such costs provided such costs are closely controlled and carefully managed.

Our industry is aware that many citizens may be apprehensive concerning the adoption of a more comprehensive driver examination policy with respect to the privilege to operate a motor vehicle on our streets and highways. Our understanding of the proposed legislation however, would indicate that the requirements established in Senate Bill 20 would not cause any undue hardship on those qualified to operate a motor vehicle and that the objective of the proposal is a positive step in the establishment of a higher degree of safety both for those driving and riding in motor vehicles on our streets and highways.

Based on this understanding, Mr. Chairman, the Kansas Motor Carriers Association supports Senate Bill 20.

#

STATEMENT

To: The House Committee on Transportation and Utilities

Subject: Senate Bill no. 20: Driver's License Examination

From: The Kansas Motor Car Dealers Association

Date: Monday, February 12, 1973

Mr. Chairman, members of the Committee, my name is Ross Martin. I am here today representing over 500 new motor vehicle dealers who are members of the Kansas Motor Car Dealers Association.

Last month, KMCDA offered brief testimony on S. B. 20 to the Senate Committee on Transportation and Utilities. At that time our position was that KMCDA favors legislation which is of demonstrated worth in the area of public safety.

KMCDA is much concerned about safety legislation, particularly when it applies to the operation of motor vehicles. S. B. 20 certainly falls into that category and, although some persons may be inconvenienced by a law of this kind, KMCDA believes the safety and protection of all Kansas citizens should be of overriding importance.

Mr. Chairman, members of the Committee, KMCDA wishes to go on record as being in favor of legislation which this Committee finds is a positive means of improving public safety on Kansas streets and highways.

Thank you for giving us time to express the views of our members. The Kansas Motor Car Dealers Association will be glad to assist your Committee whenever you call on us.



1972 SURVEY OF STATE REQUIREMENTS FOR MOTOR VEHICLE OPERATORS

An invaluable aid to educators, highway safety organizations, and motor vehicle examiners throughout the country, the survey of state requirements for motor vehicle operators has been published biennially by the public relations department of American Optical Corporation since 1948. In addition to promoting public interest in continued safety on our nation's highways, this survey is also aimed at making the motor vehicle operator aware of the vital need for visual efficiency in driving.

As in the past, the 1972 survey makes use of pertinent details supplied by motor vehicle operators throughout the country and includes the latest operating requirements as well as up-to-date regulation revisions for each state and the District of Columbia. Also included is a list of basic

vision requirements plus excerpts from selected works on proper motor vehicle operation and night driving safety precautions.

The 1972 Survey of State Requirements for Motor Vehicle Operators was not intended to report every intricacy of current motor vehicle regulations. Those requiring additional information should seek the advice of state motor vehicle administrators, without whose cooperation this survey could not have been published.

Additional copies of the survey may be obtained by writing to American Optical Corporation, Dept. 4638-Survey, Southbridge, Massachusetts 01550. American Optical Corporation grants full reprint permission, and will appreciate a credit line whenever feasible.

VISION REQUIREMENTS FOR SAFE DRIVING

Visual Acuity:

Every responsible motorist should make sure of his ability to look at an object, with each eye separately and both eyes together, and see it without blur. At least half (20/40) of normal (20/20) Snellen visual acuity is usually required for a driver's license. For most people this requirement can be reached with proper glasses for at least one, if not both, eyes. Night and high speeds lessens acuity.¹

Acuity is necessary for reading signs, seeing danger in time, and seeing the clues that indicate what the other driver is apt to do.

Field of Vision:

This skill is determined by how large an area a motorist sees without moving his eyes or his head. It is essential since many hazards must be seen from the side if they are to be avoided, such as crossroad traffic and pedestrians at the roadside.

Depth Perception:

Good depth perception permits a driver to correctly judge distances and to locate objects properly in space. Poor visibility confuses distance perception while shadows at dusk and dawn alter the appearance of the world. Depth perception includes stereoscopic vision and factors which distort two-eyed vision as well as other aspects of seeing.

Muscle Balance:

Major driving problems can be eliminated if the two eyes are able to point simultaneously and easily at a given object. Any inequality of the muscles makes seeing difficult and slight differences, when not corrected, add to discomfort and fatigue.

This ability is essential for good two-eyed vision, for acuity, depth perception and for field of vision.

Night Vision:

Despite the adaptability of the eyes, much less can be seen with the small amount of light available in night driving, and any deficiency in the driving requirements becomes a great hazard. Adequate sun glasses worn during daytime exposure to high glare (from snow or at the beach) protect and help night vision since over-exposure of the eyes to sunlight reduces their ability to see under low-contrast conditions at dusk or at night.

Safe night driving demands such visual skill abilities as (1) Seeing under low illumination, (2) Seeing against glare, (3) Recovering rapidly after being blinded by oncoming headlights.

Age:

Studies show that older people require more light than do younger people for equal seeing. Slower driving may be necessary and the best possible vision should be obtained from proper glasses.

Seeing — Key To Safe Driving

Follow these practical, tested rules for safe driving.²

1. **Aim high in steering.** Glance well ahead at the center of the path the vehicle should follow, a block ahead in town, a half mile or so in the country, and well ahead at the center of your turning path.
2. **Get the big picture.** View all objects in the scene and the ground around them as part of the complete scene. Avoid trying to see everything in sharp detail unless necessary.
3. **Keep the eyes moving.** Glancing near and far ahead, to the sides and to the rear mirror avoids the dangerous fixed stare, lessens fatigue and takes advantage of the warning ability of peripheral vision.
4. **Leave yourself an out.** Adjust your driving pace so as to keep a stopping or escape route open for emergency use.
5. **Make sure others see you.** Make sure other motorists or pedestrians know where you are or where you are going by tapping your horn or flicking your headlight beams.

Safety After Dark

These facts can help make your night driving safer.³

1. **Become adapted.** Take time enough to get used to seeing when leaving a bright place to drive at night. Drive slower when entering a darker road or tunnel.
2. **Keep the eyes moving.** Although the picture is smaller at night, keep the eyes moving as much as safe driving permits in order to prevent the dangerous fixed stare.
3. **Protect the eyes from glare.** Look over the lights toward the right side of the road instead of into oncoming lights. Dim bright lights.
4. **Never wear sunglasses at night.** Sunglasses, tinted lenses or absorbing glasses cut down seeing ability at night.
5. **Keep windshields, glasses, and lights clean.** Keep them from surface damage that reduces light transmission and produces glare.
6. **Slow down.** Keep your seeing distance longer than your stopping distance by driving slower until the seeing load is not too great for safe driving.

References Cited

1. Most drivers can be corrected to 20/40; J. Am. Optom. Assoc. 1958, 29:513-519.
2. Harold L. Smith and Dr. R. A. Sherman, "Training Your Eyes for Expert Driving," Inst. Driver Behavior, Detroit 26, Mich.
3. Adapted from the work of Dr. O. W. Richards, e.g. "Night Driving Seeing Problems," J. Am. Optom. Assoc. 1958, 35:565-579.

Since 1833 . . . Better Vision for Better Living



**AMERICAN OPTICAL
CORPORATION**

OPTICAL PRODUCTS DIVISION • SOUTHBRIDGE, MASS. 01550