

February 28, 1973

TO: Fred Harris, Chairman
Transportation and Utilities Committee

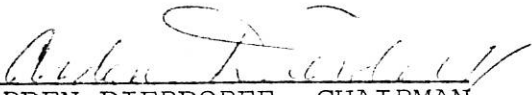
At the meeting of the Roads and Highways Subcommittee on February 28, 1973, the following action was taken:

Rep. Reeves made a motion, second by Rep. D. Miller, that H. B. 1332 be reported favorably to the Transportation and Utilities Committee. The motion carried.

Rep. McMaster made a motion, second by Rep. Sutter, that H. B. 1466 be reported favorably to the Transportation and Utilities Committee. The motion carried.

Rep. McMaster made a motion, second by Rep. Rosenau, that H. B. 1467 be reported adversely to the Transportation and Utilities Committee. The motion carried.

Rep. Sutter made a motion, second by Rep. Rosenau, that S. B. 151 be reported adversely to the Transportation and Utilities Committee. The motion carried.


ARDEN DIERDORFF, CHAIRMAN
ROADS AND HIGHWAYS SUBCOMMITTEE

MINUTES OF THE House COMMITTEE ON Roads and Highways Subcommittee

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

February 28, 1973.

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

Conferees appearing before the Committee were: Rep. J. H. Reeves;
H. J. Ulrich, John D. McNeal, Paul Clark, State Highway Commission.

The Committee considered the following items:

H. B. 1332 - AN ACT CONCERNING EMERGENCY VEHICLES. Mr. Reeves explained the bill and told the committee it was introduced at the request of the Highway Patrol. There are times when a police car needs to approach "unannounced" in order to apprehend a criminal. -- Rep. Reeves made a motion, second by Rep. D. Miller, that the bill be reported favorably to the Transportation and Utilities Committee. Motion carried.

H. B. 1466 - AN ACT AUTHORIZING THE STATE HIGHWAY COMMISSION TO MAKE DIRECT PAYMENT TO THE SELLER OR SELLERS OF CERTAIN LANDS OR INTERESTS THEREIN ACQUIRED BY COUNTIES OR CITIES FOR HIGHWAY, ROAD OR STREET PURPOSES. -- Mr. Ulrich explained that this legislation would be of benefit in their right-of-way acquisitions in cities. -- Rep. McMaster made a motion, second by Rep. Sutter, that H. B. 1466 be reported favorably to the Transportation and Utilities Committee. Motion carried.

H. B. 1467 - AN ACT REPEALING KSA 68-149, RELATING TO DAMAGE ACTION BY REASON OF DEFECTIVE BRIDGES, CULVERTS OR DEFECTS IN STATE HIGHWAYS. Mr. Ulrich said the impact of this is substantial as it permits the Highway Commission to be immune for all liability for defects in bridges, et. in the state of Kansas. The Commission is aware and mindful of their duties in maintaining the roads, bridges, culverts, etc., but they are also being faced with a serious problem of definition on whether the deficiency is a highway problem or whether it is a negligent driver. He presented attached exhibits on Defective Highway Cases and Law Suits. -- Mr. McNeal explained that what was used as guidelines by the Association of State Highway Officials was taken by the Federal Government and became requirements on new construction. They did tell the states they could get some federal funds if they would make improvements, but the restrictions on getting the money are sometimes next to impossible. -- After much discussion, Mr. McMaster made a motion, second
(continued)

The next meeting of the Committee will be held on March 5, 1973,
at 1:15 a.m./p.m., in Room 528.

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

Arthur K. ...
Chairman

by Rep. Rosenau, that H. B. 1467 be reported adversely to the full Transportation committee. Motion carried.

S. B. 151 - AN ACT RELATING TO THE STATE HIGHWAY SYSTEM; CONCERNING THE DESIGNATION AND MILEAGE THEREOF. Mr. McNeal stated the reason for requesting this legislation is that in order to maintain roads in the parks, they would have to make them a part of the state highway system with route markers and signing. The roads would have to be built to standards they cannot afford. Most of them are built with two-inch overlays, which may or may not be adequate, and they would have to build them to not less than five inches. The bill last year gave them permissive authority to build the roads. Roughly 200 miles are involved. The park board has only requested maintenance of those with a bituminous surface. The Highway Commission has the necessary machinery in every county that the parks do not have. -- Dr. Hughes made a motion, second by Rep. Sellers, that S. B. 151 be reported favorably. Some of the members felt the priorities for the highway money were greater in other areas. Mr. Sutter made a substitute motion, second by Rep. Rosenau, that S. B. 151 be reported adversely to the Transportation and Utilities Committee. Motion carried.

Fran Stafford, Recording Secretary

I.

STATEMENT
By The
DIVISION OF VEHICLES

Concerning Senate Bill No. 461
Exempting Registration of Certain Vehicles

Submitted to the Roads and High-
ways Committee, March 20, 1973.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

We estimate that registration on approximately 250 vehicles would be affected by this bill with an annual registration fee of \$425.00 each.

By exempting these vehicles from registration we would lose in revenue annually - \$106,250.00.

Section 8-581 --- page #1

Amendment would clarify times lights would be required by the wording "due to insufficient light or unfavorable atmospheric conditions." Also increase from 500 feet to 1000 feet the distance lights must render person & vehicles on the highway discernible.

Section 8-582 --- page #2

(b)

The portion requiring motor cycles or motor driven cycles to be equipped with head lamps is stricken but is later made required equipment under New Section 7 on page 7. The lower extreme forehead lamp location is raised from 21 to 24 inches. The date of application to certain motor vehicles is amended from July 1, 1959 to July 1, 1973.

Section 8-583 --- pages 2, 3, 4

Tail lamps--All motor vehicles & trailers shall be equipped with two tail lamps instead of one and be visible for a distance of 1000 feet instead of 500. The only exception will be passenger cars manufactured prior to 7-1-59 who will need only 1 tail lamp. (On line 8, page three --- the wording should be "only the tail lamps" -- plural -- as the law would require two tail lamps on a combination of vehicles) Lower mounting height of 20 inches is dropped to 15 inches.

Reflectors --- The date of 7-1-59 is stricken & all motor vehicles & trailers are required to display two red reflectors to the rear. Lower mounting height is dropped from 20 to 15 inches. All reflectors would be visible, when required, from a distance of 600 to 100 feet. Except on vehicles manufactured prior to 7-1-73 the distance applicable would be visible within 300 to 50 feet.

Section 8-590 --- pages 4 & 5

Stop lamps -- allows red or amber to be used in stop lamps or any shade of color between red & amber.

Turn signals -- allows white or amber light from front on turn signals prior to 7-1-73. Amber only following the date specified.

8-590a --- pages 5 & 6

Strikes the reference to requirement of licensed vehicles & trailers. Also eliminates 6000# exemption on trailers. Requiring all to have two stop lamps & turn signals after 12-31-71.

8-592 --- pages 6 & 7

Upper distribution of light on auxiliary lamps raised from 350 to 450 feet. Lower distribution raised from 100 to 150 feet.

New Section 7 -- page 7

Requires head lamp on motorcycles & prescribes mounting requirements.

New Section 8 -- page 7

Requires at least one tail lamp on motor cycles & prescribes mounting requirements. Also requires a white lamp to illuminate the rear registration plate.

New Section 9 -- pages 7 & 8

Requires at least one stop lamp on motorcycles. All cycles manufactured after 7-1-73 shall be equipped with turn signals. Motor driven cycles optional.

New Section 10 -- page 8

Motorcycles required to be equipped with multiple beam lighting equipment. Upper beam visibility 300 feet. Lower beam 150 feet to reveal persons on vehicles on the highway.

New Section 11 --- pages 8 & 9

Lists head lamp requirements for motor driven cycles. Giving the distance light required to reveal persons & vehicles at 3 different speeds. Also light aiming information for single beam lamps.

Summation

These proposed amendments principally raise the distance head lights must make persons & vehicles discernible on the highway -- adding considerable safety to our drivers by allowing longer sight distances. The requirements for 2 tail lamps on the rear of all vehicles & trailers, excepting motor cycles increase the safety factors -- allowing for failure of one light & still having one burning. The only exception being passenger vehicles manufactured prior to 7-1-59. Again 2 reflectors on all vehicles gives more margin for safety. Turn indicators are required on all motor vehicles except motor driven cycles: The new sections deal with all types lights on motorcycles & motor driven cycles. All requirements are well defined.

This updating of the lighting statutes are very timely & certainly merit our careful attention.

532 (b) (3)

The proposed ammendment would raise from 8000 to 12000 pounds the registered weight of vehicles which are restricted to 60 mph speeds. In other words, any single vehicle registered as a truck, for 12000 pounds or less, could then be operated on the open highway at a speed of 70 mph instead of 60 mph. Except on interstate, where the daytime limit is 75 mph. Since some owners must register for 12000 pounds to pull various types of trailers and still be legal --- they are penalized by a reduced speed where not pulling a trailer. A more equitable speed limit for all users of our highways in the above weight categories would be established if this bill is passed.

8-532 (b) (4)

This proposed ammendment restricts any combination of vehicles coupled together to a speed of 60 mph on any roadway in the state, where a lower posted limit is not applicable. Also any vehicle licensed as a truck in excess of 12000 pounds is limited to 60 mph.

In 1972, there were 162 accidents in the State of Kansas involving trailers being towed by another vehicle. This does not include accidents involving trucks or truck tractors pulling trailers. Solely vehicles included in the proposed ammendment of section 8-532 (b) (4). These accidents are only required to be reported when damage in excess of \$200.00 total property damage occurs.

In the 162 total accidents, there were two fatalities, twelve incapacitating injuries and 49 non-incapacitating injuries. One hundred thirty-six of the accidents occurred on a dry road surface.

Many of our drivers pulling the various types of trailers are only doing so on weekends & during vacations and are consequently relatively unexperienced. A reduction of the speed limit to 60 mph would aid these persons in compensating for their relative lack of experience by allowing them more time for reactions & evasive or corrective action in an emergency situation.

3-20-73
JB
539

IV

STATEMENT
By The
DIVISION OF VEHICLES

Concerning Senate Bill No. 539
Relating to Non-Driver Identification Cards

Submitted to the Roads and Highways
Sub-committee, March 19, 1973.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

To implement and administer this bill would require that we incorporate these non-driver identification cards into our computerized system of storing of driver's license records and of issuance of driver's licenses. This bill will require the Division of Vehicles to keep records of address and name changes and duplicate identification card issuance.

We estimate that approximately 100,000 persons would be eligible for the non-driver identification cards, with an increase of 5% over this number annually and the issuance of 2,000 duplicate identification cards annually. Based on these estimated figures, to accomplish the additional workload that will be recognized, it will involve more personnel, equipment, supplies, plastic laminating machines, laminating materials, postage, forms, envelopes, data processing storage and key punch time.

TOTAL ANNUAL ADDITIONAL EXPENSES (amortized over a 6 year period)	\$ 35,763.00
ONE TIME EXPENSE FOR EQUIPMENT	\$ 5,160.00
TOTAL ANNUAL REVENUE (amortized over a 6 year period)	\$ 88,660.00

There are several things that must be considered, the card should be kept to billfold size for convenience of carrying it. All of the figures as quoted above are based on 100,000 persons applying for and being issued an identification card, if this number should be increased it would necessitate more personnel for the handling of applications.

surrounding Kansas presently allow passengers to ride in the back of the trailers. The Mobile Home Institute of Kansas is neutral in its position regarding the legislation. -- Mr. Allen said that from a personal viewpoint, he has a travel trailer and he feels that the drivers with recreational vehicles are better than average drivers. He does not see anything wrong with riding in the back of the trailers. -- Mr. McNeal told the committee the Highway Commission has no position on this bill. They do wonder what the federal highway safety requirements would be in the future.

H. B. 1389 - AN ACT RELATING TO BRIDGE AND POOR BONDS, ELECTIONS THEREFOR. Mr. Bower told the committee this bill would change the voting majority from 3/5 to a simple majority. The present statute dates back to 1872. It is important that it be changed. In his county there are some seventy bridges that have been declared obsolete. They will be spending \$10,000 extra a year in school bus travel rather than drive school busses over the bridges. All kinds of heavy traffic is involved. Last fall their bond issues failed because of the law, even though a majority of the voters favored the issues voted upon. -- Mr. Allen spoke in favor of the bill on behalf of the counties. -- Mr. McNeal cited Pottawatomie County as another that had the same problem. -- Mr. Sellers made a motion, second by Mr. Rosenau, that House Bill 1389 be reported favorably to the Transportation and Utilities Committee. The motion carried.

The meeting adjourned at 2:30 P. M.

March 20, 1973

TO: Fred Harris, Chairman
Transportation and Utilities Committee

At the meeting of the Roads and Highways Subcommittee on March 20, 1973, after hearings on Senate Bills Nos. 300, 444, 446, 461 and 539, the following action was taken:

Rep. Sellers made a motion, second by Dr. Hughes, that SB 300 be recommended favorably for passage. The motion carried.

Rep. R. Miller made a motion, second by Rep. Dempsey, that SB 444 be amended: On page 3, in line 18, page 4, in line 7, page 7, in line 21, by striking "fifteen (15)" and inserting "twenty (20)". The motion carried.

There were unanswered questions on several points on both Senate Bill 444 and 446. The Highway Patrol is to be contacted again before action is taken on the bills.

On SB 461, a subcommittee consisting of Representatives Sellers, McMaster and Hamm is to report to the committee Thursday.
On SB 539, the Division of Vehicles presented the attached statement. Mr. Harris is going to contact Rep. Ehrlich and get his proposed amendments. Action will be taken at that time by the full Transportation and Utilities Committee.

Arden Dierdorff
ARDEN DIERDORFF, CHAIRMAN