

Approved _____

Date

2/9/1984
sh

MINUTES OF THE HOUSE COMMITTEE ON PUBLIC HEALTH AND WELFARE

The meeting was called to order by Marvin Littlejohn at _____
Chairperson

1:30 A.M./P.M. on February 7, 1984 in room 423-S of the Capitol.

All members were present except:

Representative Ken King

Committee staff present:

Sue Hill, Secy to Committee

Conferees appearing before the committee:

Representative Steve Cloud
Representative Edgar Moore
Representative Robert VanCrum
Representative Jessie Branson
Dr. Art Cherry, Pediatrician, Topeka, Ks.
Dr. Pat Schloesser, M.D., Department of Health and Environment
Sgt. Bill Jacobs, Kansas State Highway Patrol
David Reavis, Kansas Fraternal Order of Police, Lawrence, Ks.
Phyllis Windell, Ks. Women for Highway Safety, Liberal, Ks.
Ron Welch, AAA Automobile Club of Ks., Safety Director, Topeka.
Ruth McKenzie, Vice President of Kansas P.T.A., Shawnee, Ks.
Patti Slider, consumer,
Jane Krueger, parent, Shawnee, Ks.
Mary Pat Beale, Ks. Association of Head Injury
Ted McFarlane, Ks. Assoc. of E,T's Administration, Lindsborg, Ks.
Largo Cullenback, pre-natal educator, grief counselor, Shawnee Mission, Ks.
Diane Bottorff, Asst. Director of Ks. State Nurses Assoc.
Linda Lungren, Registered Nurse, St. Francis Hospital, Topeka, Ks.
Lois Cook, Ks. Association EMT's, Womego, Ks.
Rosie Greenemeyer, Kansas State PTA, Wichita, Ks.
Elizabeth Taylor, Ks. Assoc. of Education of Young Children, Topeka, Ks.
Eleanor Lowe, Board member of Ks. Action for children
Jim Murry, perimedic, Sr. nursing student, Topeka/Lawrence, Ks.
Barbara Reinert, Ks. Women's Political Caucus, Topeka, Ks.

(Attachment No. 1.) visitor's register.

Chairman called the meeting to order, giving committee the good news that Rep. Ken King is still in the hospital, but is coming along nicely, and should be discharged in a few days. We miss him.

Chairman stated since there are so many conferees this date, and if we are unable to hear all that have requested to be heard on HB 2723, we may possibly have to scheduled continued hearings another day.

Hearings on HB 2723:-

Rep. Stephen R. Cloud, stated he had spoken to this issue before, and would continue to until an adequate bill regarding child passengers is on the books. Making 2 points, he stated, we are able to save lives of someone who has no choice in the matter. Children ages 0 to 4 do not choose to be un-restrained. This bill would require adults to make the choice and the decision to save their lives. Their injury or death can be avoided. Second point he made was to show to committee a photograph of a jeep accident that involved 3 children that were properly secured in child restraints, and they were unharmed. (See Attachment No. 2.), for photo. He urged for support of this bill.

Rep. Edgar Moore spoke to HB 2723, in that he feels the bill is effective in preventing injury to young children, and supports the bill. Further, relating to a personal story of a child named Jimmy.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON PUBLIC HEALTH AND WELFARE,
room 423-S, Statehouse, at 1:30 // a.m. p.m. on February 7, 1984

HB 2723 hearings continue:-

Representative Robert Van Crum spoke in strong support of HB 2723, pointing out that we are not going to make criminals of parents who for their own reasons choose to make the wrong decision and not use child restraints in motor vehicles, since the penalty could be waived if the persons provide proof that purchase or leasing of a restraint seat has been made. He urged for favorable passage of HB 2723.

Rep. Jessie Branson, sponsor of HB 2723 spoke to issues of what this bill will do now. Further, usage of child restraints have increased, but there are still too many accidents where youngsters are being killed or injured. She gave an overview of (Attachment No. 3.), see for details. in regard to specifics on statistics, noting -- Summaries from traffic accident reports for 1981, 82, 83, do not indicate any fatalities where a child restraint device was in use. She has been approached by many many groups to work at improving this law, and many of these groups have representatives here today to give testimony on their concerns.

Dr. Art Cherry, stated he had been in practice for 25 years and has been interested in trying to campaign to increase the use of safety restraints for youngsters. They have sponsored educational programs, have provided safety seats for parents to transport their new-born and older children home from hospitals. I spoke in 1981 to the bill introduced at that time, and I am here today to try to help strengthen this bill. The number one cause of death and injury in children over the age of one is motor vehicle accidents. Any age child being transported without protection of restraints is extremely dangerous to his well being, without exception... Cost of children injured in motor vehicle accidents is over \$9,000,000 a year. This cost is in regard to those who will have to have medical care and attention for the rest of their lives. The cost of human suffering is something I could talk about for hours. I have been in this business for 25 years, and the human suffering that results after these injuries to children can be prevented. I am here today representing these children. The 3 leading causes of motor vehicle accidents are alcohol, unexperienced drivers, and speeding. The present law is inadequate. I am urging you all to support this bill in order to protect the children. Dr. Cherry then answered questions from committee.

Dr. Pat Schloesser, M.D., gave a hand-out to committee, (see Attachment No. 4.), for details. She stressed need to amend the child passenger act by raising the age of children from two to four years of age, and placing a fine of \$10.00 for non-compliance, and urged for approval of HB 2723.

Sgt. Bill Jacobs, of Ks. Highway Patrol had hand-out for committee, (see Attachment No. 5.), for details. He stated that 50% of all traffic deaths and injuries could be avoided through the use of restraints. Agrees with the fines for non-compliance, and feels further expansion of the law to make it mandatory for the driver to prove the age of the children in the car would help to make the law more enforceable. Also to provide a penalty for failure to do so when providing false information. The Patrol supports this bill and feels concern for youngsters too young to make the decision to use the restraints and must depend on the adult drivers for their safety. Please support HB 2723, he urged. He then answered questions from committee, i.e. how would tourists traveling through the state be handled in this situation, how are pick-up trucks rated in accident injury statistics, etc.

David Rievis, Fraternal Order of Police, (State President), stated the police departments see a need for this bill, and urged committee to do what they need to do in passing this bill, then their departments all around the state will do their job and do it effectively.

Phyllis Windell, representing Ks. Women for Highway Safety, also Mayor of Liberal, Ks. She gave hand-out (see Attachment No. 6.), for details,

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON PUBLIC HEALTH AND WELFARE,
 room 423-S Statehouse, at 1:30 ~~a.m.~~/p.m. on February 7, 1984

Hearings on HB 2723 continued:-

Ruth McKenzie, V. President of Ks. P.T.A., read from printed text, see (Attachment No. 7.), for details. She stated there is confirmed statistics proving fewer death and injury accidents when restraints are used. She reviewed concerns of their group, and stressed hope for favorable passage of this bill by committee.

Patti Slider, consumer, stated she had worked on the bill now on the books, and intends to continue working until the law is improved. We all know that child restraints can save lives and it is time to give this law some teeth. She asked for favorable passage of HB 2723.

Jane Krueger, a parent from Shawnee, Ks., gave hand-out, (see Attachment No. 8,) for details. She stated we, as adults and drivers of the motor vehicles are held accountable for the consequences, if we choose not to act on this bill in a favorable manner. The causes of far too many deaths and injuries are known, the effects are clearly visible but society has yet to act. Let's do it now... She urged committee to act favorably on HB 2723.

Mary Pat Beale, Ks. Head Injury Association stated her group has passed a resolution to urge this committee to act favorably to pass HB 2723, and she is confident that will take place.

Ted McFarlane, distributed hand-out to committee, (see Attachment No. 9.), for details. We have seen the plus factor in the present bill, and also the shortcomings. We all know safety belts, and restraints for young children save lives. We believe the penalty provision in this bill is just, and we know the expansion of the bill is just as well. Urged for support.

Largo Cullenback, pre-natal educator, and grief counselor gave hand-out (see Attachment No. 10.), for details. She spoke from printed material, saying that Secretary Elizabeth Dole supports U.S. HB 4016, and Ms. Cullenback urged committee to support our HB 2723.

Diane Bottorff, Asst. Director, Ks. State Nurses Association urged for support of HB 2723.

Atch. 11
 Linda Lungren, Registered nurse from St. Francis hospital related a few emergency room experiences to committee, confirming that when proper use of child restraints were used, many many lives were saved and injuries prevented in youngsters, and urged for support of this bill.

Ron Welch, of AAA Auto Club of Ks., appearing today in favor of HB 2723. Would like the language in the bill to read, (All residents of the state.) Says the law enforcement officers are having difficulty in determining if the driver of the cars are parents or guardians, and feels elimination of this language and adding (all), would help make the law more enforceable, and thanked committee for their cooperation.

Lois Cook, speaking for EMT's (emergency medical technicians), urged committee for passage of this bill. She cited some examples of motor vehicle accidents that confirm prior statistics quoted.

Rosie Greenemeyer, urged for favorable passage of this bill.
 Eleanor Lowe, Bd. member of Ks. Action for Children urged for passage.
 Elizabeth Taylor, urged for favorable passage of HB 2723.
 Jim Murry, perimedic, and nursing student stated he had been involved in emergency medical care for 8 years, and feels protection of children in motor vehicles should be afforded the same as from abuse and neglect as say laws already passed. We need to act on this bill as well.
 Barb Reinert, Ks. Women's Political caucus, also urged for support.

Jerry Slaughter, of Ks. Medical Society wished to make a statement today, and perhaps will be heard at a later time.

Meeting adjourned. 2:45. (Fiscal Note on HB 2723 is Attachment 3 of 3
No. 12.)

Date: 2-7-85

GUEST REGISTER

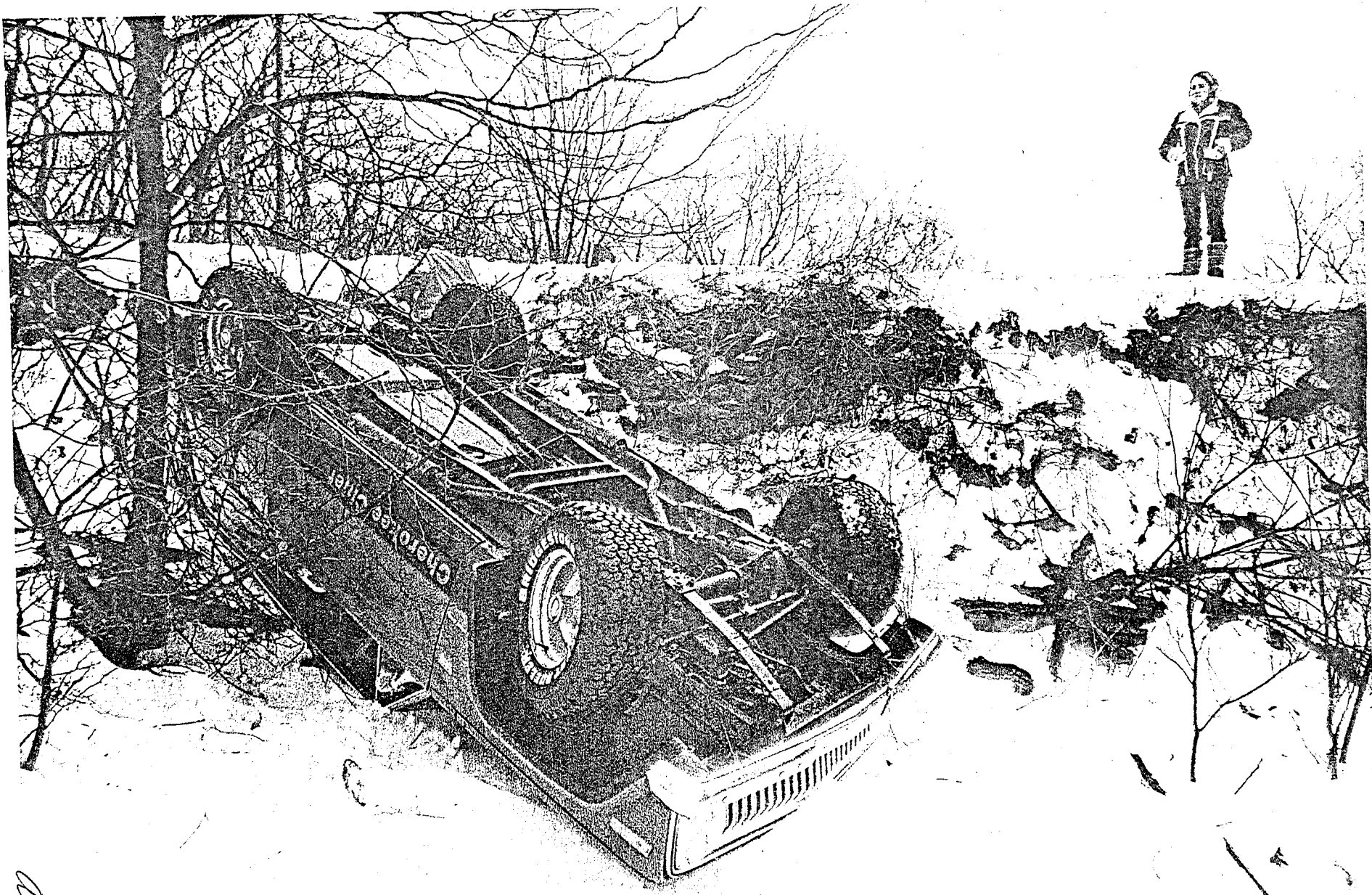
HOUSE

PUBLIC HEALTH AND WELFARE

Please Print

NAME	ORGANIZATION	ADDRESS
Phyliss Winkle	Ks. Women Highway Safety	809 W 4th Liberal, KS - 67901
Lois D. Cook	Ks Emergency Medical Res Assoc. KEMTA	200 Walnut Wamego, Ks. 66547
Viola Reese	Nursing Student	R.H.I Ozawie, Ks 66070
Ken Gorman	FRATERNAL ORDER OF POLICE	204 W 5th Topeka KS
Sgt Bill Jacobs	KANSAS HIGHWAY PATROL	TOPEKA
G. Knudsen	AP	Topeka
J. Robertson	SRS	Topeka
William Plummer M.D.	Ks. Chapter American Academy of Pediatrics	Topeka
Largo Callenbach SW	Social worker Prenatal educator	6101 Lamar Shawnee Mission, Ks. 66202
Gene A. Krueger	Parent & Child Advocate	10530 W. 59th St. Shawnee, Ks. 66203
Scott Metzger	Kansas PTA	10810 W. 53rd St. Shawnee, Ks. 66203
Doris Greening	Kansas PTA	7445 1/2 terrace Wichita, Ks. 67218
Jim McBride	United Way of Topeka	820 Quincy Topeka 66602
Robert Johnson	Kans Dept Health & Senior	Topeka

Attn. #1
2-7-1984



Alt. 72
2-7-1984

JESSIE M. BRANSON
 REPRESENTATIVE, FORTY-FOURTH DISTRICT
 800 BROADVIEW DRIVE
 LAWRENCE, KANSAS 66044
 (913) 843 7171



TOPEKA

HOUSE OF
 REPRESENTATIVES

3
 2-7-84
 COMMITTEE ASSIGNMENTS
 MEMBER: EDUCATION
 PENSIONS, INVESTMENTS AND BENEFITS
 PUBLIC HEALTH AND WELFARE

February, 1984

Fatalities and Injuries in Young Children in Kansas

In the 1982 calendar year, 14.6% of the children under 5 years of age were properly restrained when involved in an accident. This compares to 9.2% in 1980, and 8.9% in 1981. These comparisons indicate a slight increase in child restraint usage since the Child Passenger Safety Act went into effect. It is not nearly enough when we consider the number of fatalities and injuries that still occur to the unprotected passengers.

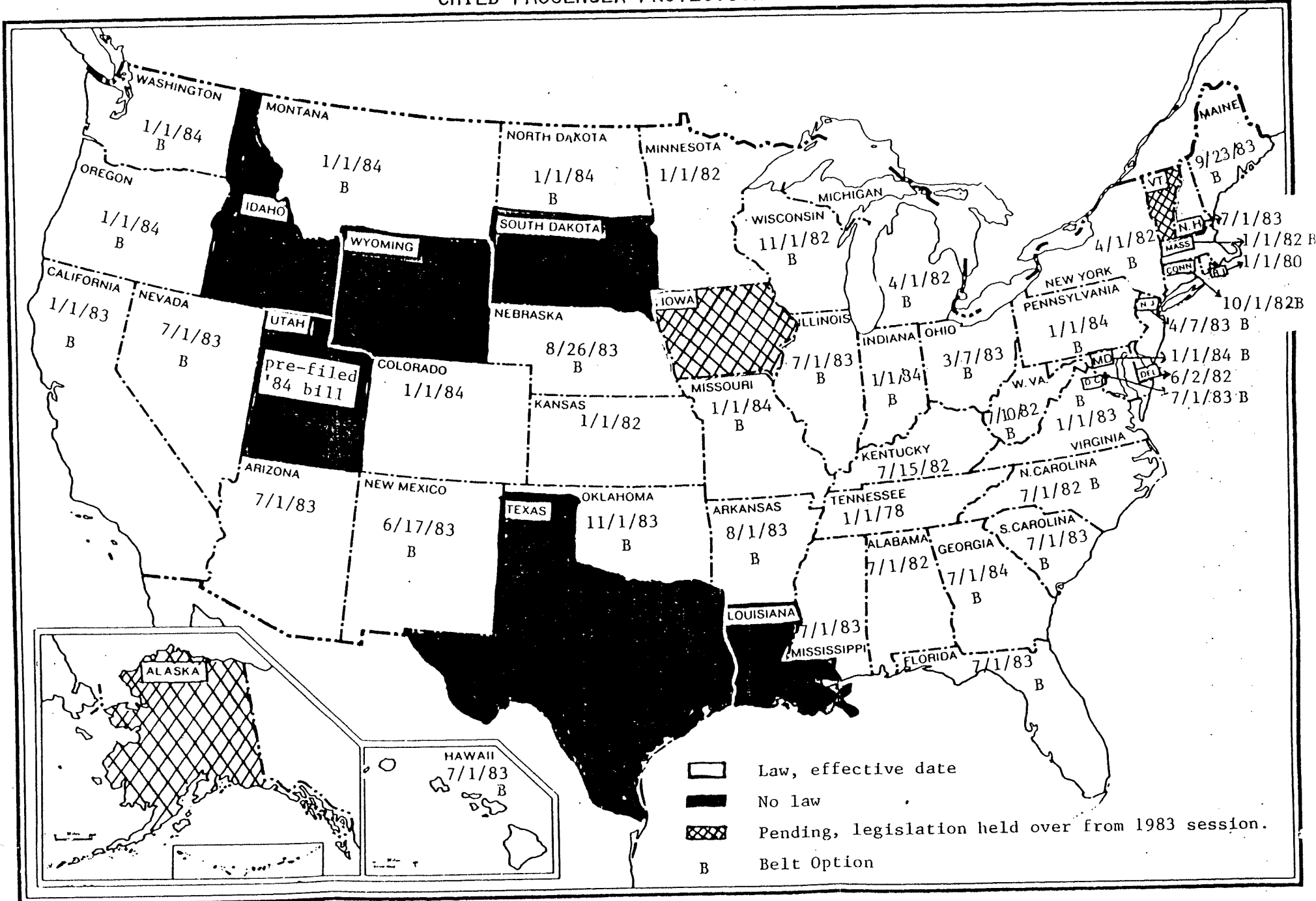
In 1982, accident records show that 5,822 children under 5 years of age were involved in accidents. The result was 14 fatalities, 74 incapacitating injuries. In accidents where a child restraint device was in use, there were no fatalities and only 5 incapacitating injuries. The most important statistic involves fatality accidents since 1981. In the three periods from 1981 through 1983, 39 fatalities to children under the age of 5 occurred. Record show that none of the 39 innocent victims were properly restrained at the time of the accident.

Motor Vehicle Accident Records/Rep. J. Branson

Attn. # 3
 2-7-1984



CHILD PASSENGER PROTECTION



STATE OF KANSAS

JESSIE M. BRANSON
REPRESENTATIVE, FORTY FOURTH DISTRICT
800 BROADVIEW DRIVE
LAWRENCE, KANSAS 66044
(913) 843-7171



TOPEKA

HOUSE OF
REPRESENTATIVES

COMMITTEE ASSIGNMENTS
MEMBER: EDUCATION
PENSIONS, INVESTMENTS AND BENEFITS
PUBLIC HEALTH AND WELFARE

January, 1984

Child Passenger Fatalities/Injuries - 0-4 yrs.

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1977	10	1,075
1978	10	1,060
1979	4	1,002
1980	4	925
1981	14	1,016
1982	15	830
1983	10 (12 mos)	379 (first 6 mos. only)

Summaries from traffic accident reports for 1981-82-83 do not indicate any fatalities where a child restraint device was in use.

Source: Kansas Department of Transportation

*Attn # 3
2-7-1984*

Thursday August 18, 1983

It's Safety First in Royal Family

When your kid is heir to the throne, you don't go taking unnecessary risks with him. That's why Prince Charles and Princess Diana make sure that little Prince William, now almost 14 months old, is strapped into a properly fitted infant car seat, complete with shoulder belt. Pity so many other parents



Prince William, safely seated

don't treat their own children like future kings.

William was photographed at Aberdeen Airport in Scotland, where he was to be driven with his parents to Balmoral, summer home of the royal family. His grandma, Queen Elizabeth II, will meet him there.

ANN LANDERS

Michigan legislature gets thanks

The following appeared in the *Muskegon Chronicle*. I wish you would run it in your column. Millions may profit from it. It is an open letter to all subscribers:

"Public Act 117 of 1981.

"THAT STUPID LAW.

"Dear Editor: I would like to tell your readers how mad I was when I was forced to go out and pay \$45 for an infant seat, and to top it off we couldn't fit everybody in my pickup truck with that big, bulky thing.

"On April 2 my wife was forced off highway M-120 into a ditch to avoid a collision — that's 55 mph to a dead stop. The back of the child car seat was facing the windshield (as I was told the law required for 4-month-old infants). That seat broke off the ashtray, cracked the dashboard and chipped the windshield. Our baby didn't have a scratch on her.

"I would like to thank God and whoever else is responsible for passing that stupid law."

Greg Hibbard, Holton, Mich.

Dear Greg: God does many wonderful things, but he is not in the Michigan legislature.

Your thanks should go to those lawmakers who did a terrific job on behalf of their constituents. Bless them one and all.

CHILD PASSENGER PROTECTION IN TENNESSEE

1978 - 1983

Public and professional concern about deaths of young children from motor vehicle crashes provided the impetus for the Tennessee Child Passenger Protection Act of 1977. Approximately 20 children per year died in motor vehicle crashes prior to passage of the law. Table 1 shows the number of children less than four years of age whose lives would have been saved by child restraint use. One death each in 1977, 1978, 1981 and 1982, and two deaths in 1979 are not reflected because the crash was so severe that child fatalities were unavoidable regardless of restraint use.

TABLE 1

Selected Motor Vehicle Deaths of Passenger Children Less than Four Years of Age, Tennessee 1974-1981

Age in Years

Year	Less Total	Than 1	1	2	3
1974	29	7	10	4	8
1975	22	5	4	4	9
1976	17	6	4	2	5
1977*	21	9	3	7	2
1978*	17	7	4	3	3
1979*	25	12	5	3	5
1980	20	11	3	4	2
1981*	11	3	1	2	5
1982	<u>5</u>	-	2	2	1
	78				

*One death in each of the years 1977, 1978, 1981, two deaths in 1979, and one death in 1982 were eliminated from the study after investigation of the death certificate revealed the presence or absence of a child restraint device would not have affected to the outcome of the accident.

Source: Tennessee Department of Public Health - Health Statistics Section

The total number of children killed since the law was passed is 78. To date in 1983, only four (4) children under the age of 4 have been involved in highway fatalities. Enforcement of the law via citation issuance did not really occur until November of 1980, when officials noticed that our fatalities were not being reduced, but indeed, were rising. Enforcement appears to be a very important component of child passenger legislation.

#4
2-7-84

KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT

TESTIMONY ON HOUSE BILL 2723
PRESENTED FEBRUARY 7, 1984

HOUSE PUBLIC HEALTH AND WELFARE COMMITTEE

This is the official position taken by the Kansas Department of Health and Environment on House Bill 2723.

NEED FOR:

House Bill 2723 amends the child passenger safety act which requires the use of a child passenger restraint system by raising the age of children from two to four years. It replaces the oral warning by a law enforcement officer with a fine of \$10 which can be waived if proof is furnished by the parent or guardian that a child passenger restraint system has been acquired.

According to the Annual Summary of Vital Statistics, Kansas Department of Health and Environment, for the years 1978 through 1982, there were 84 motor vehicle deaths of children 0 through 4 years of age as follows:

	<u>Under 1</u>	<u>1-4</u>
1978	3	13
1979	0	13
1980	2	10
1981	2	20
1982	<u>3</u>	<u>18</u>
Total	10	74

Additionally it is estimated that 840 head injuries and other incapacitating injuring occur in the age group 4 and younger. Most of these deaths and injuries could be avoided with proper restraints.

STRENGTHS:

The strengthening of this law should result in a decrease of loss of lives and incapacitating injuries of very young children.

Secondary benefits include increased community awareness from publicity about the requirement and local loaner programs, as well as improved useage of seat belts by other family members.

WEAKNESSES:

None

DEPARTMENT'S POSITION:

The Department of Health and Environment recommends that the committee report House Bill 2723 favorably.

PRESENTED BY: Patricia T. Schloesser, M.D.

Attn #4
2-7-1984

SUMMARY OF TESTIMONY
BEFORE THE HOUSE COMMITTEE ON PUBLIC HEALTH AND WELFARE

#5
2-7-84

HOUSE BILL 2723

Presented by The Kansas Highway Patrol
(Sergeant William A. Jacobs)

February 7, 1984

APPEARED IN SUPPORT

The Patrol supports House Bill 2723.

It cannot be denied that restraint systems are a critical need in today's traffic, particularly for young persons who cannot fend for themselves. Especially when one considers National Safety Council research that indicates approximately 50% of all traffic deaths and injuries could be avoided through their use.

Statistics are not complete for calendar year 1983 at this time, therefore, statistics for calendar year 1982 pertaining to Kansas accident experience in the age group 0-4 years are used for the following illustrations.

ALL KANSAS ACCIDENTS-1982

INJURY SEVERITY-AGE 4 and UNDER

<u>Total</u> <u>Involved</u>	<u>No</u> <u>Injury</u>	<u>Incapacitating</u> <u>Fatal</u>	<u>Incapacitating</u> <u>Injury</u>	<u>Non-Incapacitating</u> <u>Injury</u>	<u>Possible</u> <u>Injury</u>	<u>Unknown</u> <u>If Injured</u>
5,822	4,897	14	74	384	372	81

The statistics also indicate that of the 14 fatalities, 12 did not have a child restraint installed and 2 were unknown.

We are in agreement with the amendments to K.S.A. 8-1345 which would establish a fine for non-compliance. We feel that the oral warning now stipulated, does little to encourage compliance. Also, we cannot determine to what extent the law is violated. A written record would afford this information.

From an enforcement standpoint, we have a concern about the ability to determine the age of a person under the age of four and determining the relationship to the driver. Possibly, the law could be amended to make it mandatory for a driver to provide this information when asked by a law enforcement officer and provide a penalty for failure to do so or when providing false information.

Attn. #5
2-7-1984

Key Facts

Approximately 50,000 Fatalities Caused by Motor Vehicle Accidents Annually

- Leading cause of death among people 44 and younger.
- Number 1 cause of on-the-job fatalities.
- Costs the average employer nearly \$120,000 per employee death.
- Comparable to the number of American soldiers killed in Vietnam.
- Two and one half times greater than all fatalities caused by accidents in the home.
- Ten times greater than fatalities caused by all other forms of transportation.
- Equivalent to a 727 passenger jet crashing every day.

Safety Belts Make A Difference

- Approximately 35,000 people die annually in cars, light trucks or vans equipped with safety belts.
- About 50 percent (17,000) of these people could be saved if they wore safety belts.
- Safety belts cut your chances of being killed or seriously maimed in a crash by about 50 percent.
- On any single vehicular trip the chance of an accident is very low; but the possibility of a serious accident on one of the many trips in your lifetime is better than 50 percent. (What percent of your friends have never been in an accident? Ask around . . . the percentage will be low.)
- Three out of four crashes happen within 25 miles of home.
- A common cause of death and injury to children in automobiles is being crushed by adults who are not wearing safety belts. In fact, one out of four serious injuries to passengers is caused by occupants being thrown into each other.
- Drivers wearing safety belts have more control over their car in emergency situations and are therefore more likely to avoid an accident.

Common Myths

Myth: "I don't need safety belts because I'm a real good driver. I have excellent reactions."

Fact

"No matter how good a driver you are, you can't control the other car. When another car comes at you, it may be the result of mechanical failure and there's no way to protect yourself against someone else's poor judgement and bad driving."

Myth: "I don't want to be trapped in by a safety belt. I'd better to be thrown free in an accident."

"Being thrown free is 25 times more dangerous . . . 25 times more lethal. If you're wearing your belt you're far more likely to be conscious after an accident . . . to free yourself and help your passengers. Safety belts can keep you from:

- plunging through the windshield
- being thrown out the door and hurtled through the air
- scraping along the ground
- being crushed by your own car

In almost any collision, you're better off being held inside the car by safety belts

Myth: "If I wear a safety belt, I might be trapped in a burning or submerged car!"

"Less than one-half of one percent of all injury-producing collisions involve fire or submersion. But if fire or submersion does occur, wearing a safety belt can save your life. If you're involved in a crash without your safety belt, you might be stunned or knocked unconscious by striking the interior of the car. Then your chances of getting out of a burning or submerged car would be far less. You're better off wearing a safety belt at all times in a car. With safety belts, you're more likely to be unharmed, alert, and capable of escaping quickly."

Myth: "I don't need it. In case of an accident, I'll brace myself with my hands."

"At 35 miles per hour, the force of impact on you and your passengers is brutal. There's no way your arms and legs can brace you against that kind of collision. The speed and force are just too great. The force of impact at just 10 mph is equivalent to the force of catching a 200-pound bag of cement from a first story window."

Myth: "Most people would be offended if I asked them to put on a seat belt in my car."

"Polls show that the overwhelming majority of passengers would even willingly put their own belts on if only you, the driver, would ask them."

Myth: "I just don't believe it will ever happen to me."

"Everyone of us can expect to be in a crash once every ten years. For one out of 20 of us, it'll be a serious crash. For one out of every 60 children born today, it will be fatal."

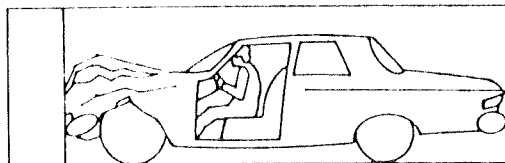
Myth: "I only need to wear them when I go on long trips, or at high speeds."

"Eighty percent of deaths and serious injuries occur in cars traveling under 40 miles per hour and 75 percent of deaths or injuries occur less than 25 miles from your home."

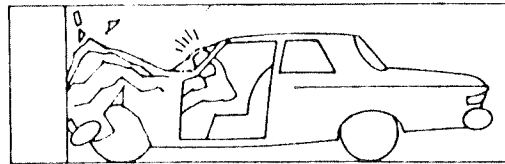
Myth: "I can touch my head to the dashboard when I'm wearing my seat belt so there's no way it can help me in a car accident."

Safety belts were designed to allow you to move freely in your car. They were also designed with a latching device that locks the safety belt in place if your car should come to a sudden halt. This latching device keeps you from hitting the inside of the car or being ejected. It's there when you need it."

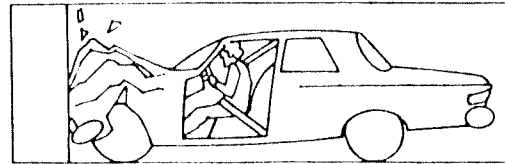
The Human Collision



On impact, the car begins to crush and slow down. The person inside continues to move forward at the same speed the car was traveling.



1/50 of a second after the car has stopped, the unbelted person slams into the dashboard or windshield. This is the human collision.



With effective safety belts, the person will stop before hitting the steering wheel, dash or windshield.

The car has come to a complete stop within one tenth of a second. However, the unbelted driver is still moving along inside the car at 30 mph. It will take the driver about one-fiftieth of a second more to hit something—say the windshield or the steering wheel. That's the human collision. It happens about 0.02 seconds after the first collision, and belts can make a big difference in determining how serious that second collision is. A lot of people think they are strong enough to brace themselves in a crash. They aren't. At just 30 mph you'd be thrown toward the dash with the same force as if you'd jumped head first off a three-story building. No one's arms are anywhere near strong enough to "catch" himself and break a three-story fall. Safety belts are, though. And that's why people need them, even in a low-speed crash.

How Effective are Safety Belts?

Most people accept the fact that wearing safety belts offers protection in a crash, but too few bother to find out exactly how much protection they can expect. If they asked, they would probably be surprised by the answer. While researchers may differ by a few percentage points either way, average figures coming out of safety belt studies look like this:

- Safety belts cut the number of serious injuries received by 50 percent.
- Safety belts cut fatalities by 60 to 70 percent.

To put these figures in other words, not wearing a safety belt doubles your chance of being hurt seriously in a crash. Serious injuries received in crashes often involve the head or spinal cord. In fact, in the U.S., auto accidents are the number one cause of epilepsy (from head injury) and paraplegia (from damage to the spinal cord). The restraining action of safety belts—especially shoulder belts—helps explain why they so drastically reduce the likelihood of being seriously hurt. Wearing just a lap belt gives you twice as good a chance of living through a crash as you'd have if you wore no belt at all. And using a lap/shoulder belt combination makes your chances of survival *three to four times better* than they are if you drive beltless. One important note: These improved chances of escaping injury or death thanks to safety belts hold true *regardless of speed*. Whether you're going 5 mph or 75 mph, you're a lot better off using belts.

The aim of safety belts is to:

- First, maximize whatever benefits come from the First Collision through "riding down." By making the impact of the first collision work on you sooner, belts give you the benefit of increased stopping distance and dissipation of the forces of impact by the car itself.
- Second, minimize the harm of the Second Collision. By taking the forces of impact quickly (but not too quickly), the belts dissipate those forces through a relatively safe medium (the belt itself) instead of through a dangerous medium (glass or steel).

Safety belts help occupants in five ways:

1. There is the "ride down" benefit, in which the belt begins to stop the wearer as the car is stopping.
2. The belt keeps the head and face of the wearer from striking objects like the wheel rim, windshield, interior post, or dashboard.
3. The belt spreads the stopping force widely across the strong parts of the body.
4. Belts prevent vehicle occupants from colliding with each other.
5. Belts help the driver to maintain vehicle control, thus decreasing the possibility of an additional collision.

354-6568

#6
2-7-84



Liberal Police Department

P.O. Box 830

Liberal, Kansas 67901

(316) 624-0101

February 3, 1984

The Honorable Phyliss Windle
Mayor Of Liberal, Kansas 67901

Dear Mayor Windle:

On Monday, January 30, 1984, about 9:00 AM, I assisted Sgt. Fern Noble with an accident investigation on Pine Street just East of Clay Avenue.

The results of the investigation indicated that a 23 year old female, driving a 1976 Mercury Marquis 4-door, had struck the rear end of a truck. The collision spun the car around and it slid approximately 51 feet passed the initial point of impact.

Approximately one hour was required by fire rescue personnel to extricate the driver from the vehicle. She was not wearing the shoulder harness/ seat belt and is in very critical condition with multiple injuries.

A 4½ month old passenger in the Mercury was on the seat beside the driver in a child restraint device. The baby was secured in the restraint, but the device was not properly fastened to the vehicle seat.

It is my opinion that, had the baby not been in the restraint device, he would have been killed or very seriously injured. If the restraint device had been properly secured in the vehicle seat, I don't feel there would have been any injury to the baby.

Respectfully,

Capt. Thomas Anderson

Captain Thomas Anderson
Line Services Commander
Liberal Police Department

CTA/kb

*attn #6
2-7-1984*

7
2-7-84

February 7, 1984

To: Chairman Marvin Littlejohn and
All members of House Committee on Public Health and Welfare

From: Ruth McKenzie, Second Vice President for Kansas Congress of Parents
and Teachers.
Representing: Betty Anglin, Dodge City, President of the Kansas Congress
of Parents and Teachers.

I am representing Betty Anglin, Dodge City, President of the Kansas Congress
of Parents and Teachers. Betty is sorry she can not be here today to speak
to you personally but she is representing PTA in Washington, D.C.

As an officer of Kansas PTA we are speaking for a membership of 61,500
representing all areas of the state, rural and urban; and all walks of life -
parents, teachers, students, grandparents, senior citizens, school adminis-
trators, child care specialists, journalists, fire fighters, policemen,
legislators, and others who cares about children and youth. We represent
317 local P TA units with a membership of 50 to a unit of 1500 plus.

On their behalf, I want to say thank you for the law passed in 1981
which became effective January, 1982. Studies show this has helped due
to the publicity and educational process at the time of passage of the
initial law. We are back today to show Kansas PTA's support for House Bill
#2723.

A resolution was passed at our State Convention in Dodge City, October, 1982
with 350-400 delegates representing their local units in attendance; and at
our National Convention in Albuquerque, June, 1983, with 1500-1800 in attendan-
ce that the PTA would disseminate information regarding child restraint and
safety belt usage and we would promote legislative action to strengthen
the existing child restraint laws to require that all children under the age
of five, riding in either the front or back seat, use an approved child
restraint.

The following statistics are the reason for the overall concern of parents
today:

1. The number 1 killer andcripler of children is the motor
vehicle accident.
2. Studies show that the dramatic effectiveness of seat belt usage
could prevent 90% of the deaths and 80% of the crippling injuries
of traffic accidents.
3. Seat belt usage could reduce health costs significantly.

On the state level our concerns even with the law as presently written are:

1. It applies only to children under the age of two (2).
2. It applies to front seat only.
3. It applies only to passenger cars.
4. No penalty - law enforcement officers can give oral warnings only.

Statistics kept by the Kansas Department of Transportation show 14 deaths
in 1981, 15 in 1982, and 10 in 1983. Not a one of these fatalities were
protected by safety restraints.

Attn. # 7
2-7-1984

There appears to be a decrease in incapacitating injuries among children under age four. KDOT reported 1,016 injuries in 1981 and 379 in the first six months of 1983. All indications are seat belts are being used more - and, as I mentioned earlier, it is felt it is due to education and publicity.

Kansas PTA is asking you to act favorably on House Bill 2723 and make every effort to see that it becomes law so children four years of age and younger will be guaranteed a full healthy life and not a statistic or disabled due to not being in a safety restraint device. Besides increasing the age to four, another very important part of the law is that the law enforcement officers have the ability to fine violators.

Forty-one states now have child restraint laws - of these three do not impose a penalty of which Kansas is one - after this legislative session we trust there will only be two and Kansas will be one of the majority.

Thank you for your concern for our children.

Ruth McKenzie
10810 West 52nd Terr.
Shawnee, Kansas 66203

8

2-7-84

STATEMENT, JANE A. KRUEGER
PARENT & CHILD ADVOCATE
PUBLIC HEALTH & WELFARE COMMITTEE
HEARINGS ON HB 2723
CHILD RESTRAINT LAW
FEBRUARY 7, 1984
TOPEKA, KANSAS

Attn. #8
2-7-1984

REPRESENTATIVE LITTLEJOHN AND COMMITTEE MEMBERS

My name is Jane Krueger and I live in Shawnee, Kansas with my husband and two children, ages 13 and 10. I want to thank you for the privilege of appearing before you to comment on HB 2723 to strengthen our child restraint law.

As a parent and as a child advocate I am here today because I have made a choice. I believe in the well known quote which says, "The greatest power we have is the power to choose. We do not have to do anything, but we are accountable for the consequences if we choose not to do something." A year and a half ago, through volunteer work, I became involved in administering a small grant from the National Highway Traffic Safety Administration to promote and educate about the effectiveness of safety belts and child restraints. Joining us in this project were the American Academy of Pediatrics, the American Red Cross, the National Safety Council and 19 other prominent organizations.

Our present child restraint law assures me that you are already aware of the effectiveness of child restraints in dramatically reducing the number of deaths and injuries and lessening not only the personal & family cost but the costs to all of us. Those costs can be even further reduced by raising the age of our present law to cover all children under 4 years of age and giving this lifesaving protection to those children who are physically incapable of protecting themselves and who are not covered under our existing law.

Statistics in the state of Tennessee, whose child restraint law does cover children up to age 4 show a death rate of 45 in 1977 prior to child restraint legislation and 4 deaths in 1983. After nearly 20 years of educating the public, attitudes toward safety restraints are changing and most parents are eager to comply with such laws. However, the law is necessary because education is shown to change attitudes but not behavior. My personal experience confirms this.

The issue of individual freedom and infringement upon parental rights is often raised when discussing mandatory child restraints. As a conservative Republican I am very concerned about any possibility of infringing upon individual freedoms. However, it is the rights of children that are truly at risk. It is their lives and well being that are at risk; but the facts and statistics are in and they are overwhelmingly pro child restraint.

The alarming statistics which make traffic accidents the number one killer of children also make the neglect of children's rights a societal responsibility. The noted journalist, author and editor Norman Cousins states it most articulately, "At the turn of the 20th century, the principal causes of death for American children were tuberculosis, diphtheria, smallpox and poliomyelitis. These diseases have been replaced, however, by man-made agents of death and disability in the form of . . . motor vehicles. The causes are known. The effects are clearly visible and just as clearly felt. But society has yet to act on the connection between cause and effect in a major area of its responsibility."

I urge you on behalf of the children of Kansas to strengthen our present child restraint law and assume the social responsibility for our children's rights.

TED McFARLANE, Chmn.
P.O. Box 706
Lawrence, Ks. 66044
(913) 843-7777

JAY SCOTT EMLER, Sec.
Lindsborg (913) 227-3355

#9
2-7-84

DAVID DENNIS, V-Chmn.
Coffeyville (316) 251-1200

DONALD WHITE, Treas.
Salina (913) 823-3738

KANSAS
ASSOCIATION of EMS ADMINISTRATORS



February 7, 1984

TO: House Committee on Public Health and Welfare

REFERENCE: House Bill 2723

My name is Ted McFarlane and I am the Director of the Douglas County Ambulance Service in Lawrence and Chairman of the Kansas Association of Emergency Medical Service Administrators. Our organization represents 49 administrators who serve more than 70% of the Kansas population.

I want to voice our support for House Bill 2723. We have seen the benefits of the original act and also the short comings. There is no doubt that the child safety seat is a life saver. No one can take on the windshield, door post or dash of a car and win. Adults can protect themselves with seat belts but what can the 3 year old do?

The Legislature was far sighted 2 years ago when it passed the original safety seat law. But the vision has blurred over the past 2 years. Safety seats save lives if they are used, but the current law has no penalty for lack of use except the death of a child. We believe the penalty in House Bill 2723 is just. We find little justice in the death of an infant. We urge your passage of 2723 as submitted so the infants of our state will all live to wear seat belts as children and adults.

Ted McFarlane, Chairman

Attn #9
2-7-1984

Testimony of Largo Callenbach

#10

2-7-84

Tuesday afternoon - February 7, 1984

Good afternoon! My name is Largo Callenbach and I live in Shawnee Mission, Kansas. Professionally, I am both a social worker and a certified childbirth educator. Personally, I am married to a pediatrician and the mother of two sons, ages 8 and 12.

As a social worker and grief counselor, the primary focus of my professional experience has centered on families who have experienced the death of a treasured child to the Sudden Infant Death Syndrome. SIDS is a disease for which there remains no cause and no cure. The remaining family members become the subsequent victims.

Sharing in the profound, devastating and long-lasting grief of parents whose children have died from a disease without cause or cure has been the primary motivator behind my efforts in the area of community safety belt and child restraint programs. This area provides an opportunity to prevent 90% of the deaths and to prevent up to 80% of the disabling injuries and subsequent emotional and financial drain that follows auto accidents.

As a result of my involvement in the development of a hospital-based, prenatal child restraint education program and my directorship of a community-wide child passenger safety project co-sponsored by the Parent Teacher Association and the American Association of University Woman (Shawnee Mission Branch), I was asked to testify at the federal Department of Transportation hearings held in Kansas City during December of 1983. During those hearings, Secretary of Transportation, Elizabeth Dole, once again reiterated her support of strong child passenger safety legislation. Secretary Dole's support of United States House Bill #4016 which would provide incentives to states that pass strong child restraint laws clearly demonstrates tangible commitment to child passenger safety.

The state of Kansas was a leader in the establishment of basic child passenger legislation. Of that we can be proud. However, of the current 41 states with existing child passenger safety laws, Kansas is one of only three without penalty for violation. It has been clearly documented that adequate enforcement increases the efficacy of the law. I encourage you to support HB #2723 which positively expands the age, efficacy, and educational impact of our current law. Your support can make a lifesaving difference! Thank you.

Largo Callenbach
6101 Lamar
Shawnee Mission, KS 66202
913-831-3372

Attn #10
2-7-84

KSNA

the voice of Nursing in Kansas

#11
2-7-84

Statement of Linda Lundgren, R.N. Emergency Nurse
before the House PH & W Committee
February 7, 1984

In strong support of HB 2723, Child Passenger Safety

My name is Linda Lundgren. I am a Registered Nurse with eight years experience in Emergency Nursing. Currently I am Head Nurse of St. Francis Hospital Emergency Department, Topeka. I am representing KSNA and speaking in favor of HB 2723, Child Passenger Safety. In my years of experience in Emergency Nursing, I have seen many children who have received injuries when involved in automobile accidents. These injuries were needless and could have been avoided had the children been restrained.

I recall one case that had come into the ED. A mother and child were involved in a one car accident. The mother had lost control of the car she was driving, the car left the road at a high rate of speed, and the car flipped several times before landing upright. The mother received severe facial lacerations and a broken leg. She had to be hospitalized. The child, who was 1 year of age, had been restrained properly in a safety restraint seat, and came out of the accident without a scratch.

My most recent case was a car accident that occurred January 24, 1984 in Topeka. Two children were involved, a three year old and a three month old. The three year old unrestrained patient was thrown from her seat into the dash of the vehicle. Because a child's head is so heavy, and large in proportion to their body, you will often see head and neck injuries in little children. The three year old did not lose consciousness but did have several lacerations to the top of her head, and bruising around her left eye. She was allowed to go home with head injury instructions, ice to the bruises, and to follow up with her pediatrician if any problems. The three month old child had been properly restrained in a safety seat and was fine . . . due to the protection of the safety restraint seat.

Please support House Bill #2723.

Atch. 11

L I N D A D . L U N D G R E N
2032 Washburn Avenue, Topeka, KS 66604
(913) 232-5149

EMERGENCY/CRITICAL CARE
TRAUMA NURSING

EMERGENCY DEPARTMENT HEAD NURSE for 4½ years at St. Francis Hospital and Medical Center where responsible for the management of the unit and the nursing care given on the unit 24 hours a day, 7 days a week.

AIR AMBULANCE—Have designed all policies for working with air ambulance helicopters for St. Francis Hospital and Medical Center and have assisted with transporting patients via fixed-wing aircraft.

PSYCHIATRIC EXPERIENCE—well experienced in dealing with psychiatric patients in a high pressure emergency environment.

HAVE WRITTEN POLICIES AND PROCEDURES for the Emergency Department for St. Francis Hospital.

CERTIFICATIONS

Nursing Administration, American Nurses Association.
Emergency Nursing, Emergency Dept. Nurses Assoc.
Advanced Cardiac Life Support, American Heart Assoc.

EDUCATION

STORMONT-VAIL SCHOOL OF NURSING, Grad. 1977
Specialization—Emergency Department Nursing

WASHBURN UNIVERSITY, 1972 to 1974
Pre-Nursing Curriculum

HIGHLAND PARK HIGH SCHOOL, Grad. 1972

Continuing Education

Gave a workshop on Nursing Assessment in the Emergency Department, Sabetha Outreach Program, June 1980.

Presented a workshop with Dr. Truitt on Spinal Cord Injuries at St. Francis Hospital, April 1980.

Coordinator for the Advanced Cardiac Life Support Provider Course at St. Francis Hospital, February to March 1980.

Certification Exam in Emergency Nursing	1983	Coping and Managing Difficult people	1980
Supervisory Training, St. Francis Hospital	1983	Publishing Workshop	1980
Infectious Disease Emergencies	1983	Child Abuse	1980
Advanced Cardiac Life Support Course	1982	Psychological Considerations for the	
Time Management, St. Francis Hospital	1982	Assault/Rape Victim	1980
Nursing Management	1982	Instructor Course on Home Nursing	1980
Triage and Shock	1982	Working with Victims of Rape and Assault	1979
Basic Critical Care Workshop	1982	Assessments in the Emergency Department	1979
Employee Relations Seminar	1982	Basic Coronary Care	1979
Nurse Accountability	1981	Chest Tubes and CVP's	1979
Depression and Suicide	1980	Advanced Cardiac Life Support Provider	1979
Compassionate Friends Organization	1980		

#12
2-7-84

The Honorable Marvin Littlejohn, Chairperson
Committee on Public Health and Welfare
House of Representatives
Third Floor, Statehouse

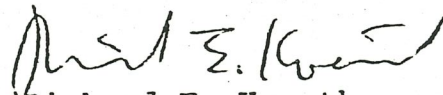
Dear Representative Littlejohn:

SUBJECT: Fiscal Note for House Bill No. 2723 by Committee
on Public Health and Welfare

In accordance with K.S.A. 75-3715a, the following fiscal note concerning House Bill No. 2723 is respectfully submitted to your committee.

House Bill No. 2723 amends existing state law regarding the transportation of children in the front seat area of a passenger car. The bill would amend existing state law to require that children under the age of four years who reside in this state when transported in the front seat area of a passenger car shall be in a child passenger safety restraining system of a type approved by the Kansas Department of Transportation. In addition, the bill provides that a person violating the provisions of this bill shall be fined an amount of \$10 per occurrence. The fine provided for in this bill and court costs assessed under K.S.A. 28-172a shall be waived if the parent or legal guardian provides proof prior to trial that such parent or legal guardian has purchased or acquired an approved child safety restraining system.

The bill by increasing the age of children required to use an approved child passenger safety restraining system from two years to four years of age and by providing for a penalty for violation of the act will increase the workload of state and local law enforcement authorities. The additional cost to state and local governments cannot be estimated at this time. In addition, the bill by providing for a fine will increase revenues to local court systems and the state judicial program by the amount of the fine and court costs. The bill will not require any additional expenditures by the Kansas Department of Transportation.



Richard E. Koerth
Principal Budget Analyst
For the Director of the Budget

REK:dh