Approved August 14, 1985
Date

MINUTES OF THE House COMMITTEE ON Transportation.

The meeting was called to order by Representative Rex Crowell at
Chairperson

1:30 ~~a.m.~~/p.m. on March 18, 1985 in room 519-S of the Capitol.

All members were present except: Representative Norman Justice, excused.

Committee staff present:

Hank Avila, Legislative Research Department
Fred Carman, Office of the Revisor of Statutes
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Senator Joe Norvell
Senator Roy Ehrlich
Mr. Kelly Wendelyn, Chanute, Kansas
Mr. John Smith, Kansas Motor Vehicle Department
Captain Don Pickert, Kansas Highway Patrol

The meeting was called to order by Chairman Rex Crowell and the first order of business was a hearing on SB-151 relating to speed limits on highways.

Senator Joe Norvell, a sponsor of the bill, briefed the Committee on its contents. He said that SB-151 is a "triggering device" which would increase the speed limit to 65 miles per hour on interstate highways and 60 miles per hour on all other highways in the event the United States Congress establishes a maximum speed limit great enough to accomodate such speeds or removes limitations entirely.

The hearing on SB-151 was ended.

The next order of business was a hearing on SB-52 concerning the damage threshold which requires the driver of a motor vehicle involved in an accident to give notice to the police.

Senator Roy Ehrlich, sponsor of the bill, briefed the Committee on its contents.

Mr. Kelly Wendelyn of Chanute testified in support of SB-151. (See Attachment 1)

The hearing on SB-151 was concluded.

The meeting was recessed from 2:00 to 2:25 p.m.

The hearing on SB-52 resumed. Mr. John Smith of the Motor Vehicle Department testified in opposition to the bill.

Captain Don Pickert of the Kansas Highway Patrol, appeared in support of SB-52. (See Attachment 2) He said the Patrol supports raising the reporting requirement in accidents involving only property damage from $300 to $1,000, as the advanced figure is more realistic in today's economy.

The hearing on SB-52 was concluded.

Chairman Crowell appointed a subcommittee consisting of Representatives Spaniol as chairman, Erne and Snowbarger to study SB-52.

Chairman Crowell appointed a subcommittee to study SB-118 consisting of Representatives Knopp as chairman, Patrick, Adam, Moomaw and Campbell.

The meeting was adjourned at 3:15 p.m.

Rex Crowell
Rex Crowell, Chairman

GUEST LIST

COMMITTEE: Transportation DATE: 3-18-85

PLEASE PRINT

NAME	ADDRESS	COMPANY/ORGANIZATION
ED DE SOIGNIE	SOB	KDOT
Paul R. GUEVARA	SAB	KDOT
Michael Woolf	Lawrence	Intern – Sen. Morris
~~Kelly Steenbergen~~ –	Chanute	
Richard Schlegel	Manhattan	ABATE of KANSAS
Teresa J. Boos	Liberal	Girl Scouts
Lisa Lunsford	Liberal	Girl Scouts
Michelle Russell	Prairie Village	Girl Scouts
Debbie Medlock	Overland Park	Girl Scouts
John W. Smith	Topeka	Dept of Revenue
Lee WRIGHT	MISSION	FARMERS INS. GROUP
Don Pickett	Topeka	KANS. Hwy PAT.
Diana Sanders	Wichita	Girl Scouts
Mikell Smoll	Spring Hill	Girl Scouts of America
Chris Barker	Lawrence	AP

70 m.p.h. pegged as comfortable highway speed

SAN DIEGO (UPI) — Drivers in late model cars without speedometers to nag them about speeding are most comfortable traveling about 70 miles an hour on the highway, according to student safety researchers.

The conclusion was reached in a research project carried out by students at Texas A & M University.

"The experiment clearly demonstrates that the average comfortable speed is well above the existing national speed limit of 55 miles per hour," said Dr. Ronald S. Morris of Texas A & M, when he presented a paper on the experiment at a meeting here of the SAFE Association, an organization of safety equipment researchers, manufacturers and users.

"The analysis of our data resulted in an overall mean comfortable speed of 69.94 m.p.h. with a standard deviation of 4.425 m.p.h. From this it is reasonable to conclude that the probability that the entire population's comfortable speed is 55 m.p.h. is essentially zero."

Morris, also secretary of the association, said 18 volunteer students drove both ways over an isolated segment of Interstate 30 west of Texarkana, Tex., during daylight hours when weather was dry and sunny.

The students used a 1970 Datsun 240Z, a 1973 Ford Torino station wagon and a 1973 GMC Sports Van selected to represent the range of commercially available passenger vehicles.

In each vehicle, the speedometer was masked. Road speeds were logged with a special speed recorder placed in the rear seats and camouflaged so drivers did not know speed was being measured.

Each was instructed to "find a speed which is comfortable to you and maintain it," Morris said. As to purpose, the student volunteers were told only that the experiment was "intended to measure various human factors associated with driving."

Morris said he and graduate student Charles H. Berry Jr. theorized, in setting up the experiment, that any driver desiring "to remain legal" when the gap between comfortable speed and legal speed is wide would be "continually required to adjust his vehicle speed by throttle changes" and keep any eye on the speedometer.

"The net effect of this mismatch then will be increased control effort by the driver and consequently increased fatigue," he said. "Further, any relaxation of constant vigilance by the driver will result in a tendency to return to the comfortable speed."

The experiment showed differences in comfortable speeds for each vehicle with "mean" velocities of 66 miles an hour for the station wagon, 70 miles an hour for the sports car and 77 miles an hour for the van.

"The comfortable spee demonstrates that if the present speed limit of 55 m.p.h. is to be continued, further research is needed in the areas of vehicle and roadway design to establish a more acceptable interface between inherent vehicle characteristics and legal speed limits," Morris concluded.

"If the difference between the comfortable speed and the legal speed is large, the driver is placed in a stressful and fatiguing situation. This additional stress can lead to exposure to greater accident hazard.

"Further, the constant throttle correction will result in poor engine performance and efficiency ...."

2/18/85

Attach. 1

THE WICHITA EAGLE Tuesday, September 17, 1974 4B

U.S., Britain Disagree On Drop in Fatalities

Drivers and passengers are dying less often this year. Injuries are less frequent, as well.

The welcome downturn in carnage is reflected in this country and in England.

The National Safety Council suggests most of the 24 per cent reduction in American traffic deaths is due to lower speed limits and increased use of seat belts.

The British disagree. They tie the reduction to the pocketbook.

The NSC today released an analysis of factors believed responsible for the lowered death rate.

Speed limits were at the top of the list. Reduction in travel and fewer passengers were also on the list. Less night driving followed.

In England, however, speed limits were restored to 70 m.p.h. in April, the same as before the petroleum shortage.

A death and serious injury accident rate, which dropped 20 per cent during the lowered speed limit period, stayed down. Accidents producing "slight" injuries stayed down 19 per cent. British Automobile Manufacturers Association spokesmen note that the American death rate has remained below pre-55 m.p.h. level, in spite of a de facto speed increase of 5 to 10 m.p.h. on most highways.

BAMA analysts feel costs of driving and purchasing an automobile may be heavy contributors to the drop in deaths.

"In this regard, we note that in the past 10 years, safety devices have added $400 to $500 to the cost of cars. Emission control equipment has added another $250 to $300."

The British traffic analysts feel safety devices, though effective, aren't main factors, as the numbers of accidents are down, not just deaths and injuries associated with them.

They note, "It now costs nearly 30 cents per mile to operate a standard-size American car, and even subcompact operating costs have risen dramatically. Furthermore, inflation may be making drivers more concerned with keeping their vehicles running longer."

The NSC, in its analysis, shows interlocking devices have raised the usage of seat belts from 25 to 50 per cent when 1973 models are compared with 1974 models. Interlock systems will no longer be required, by an act of Congress which passed this year. The new legislation applies on 1976 models.

In Kansas, miles driven during the first six months of the year are estimated to be only 3 per cent less than the same period last year.

Neither the British nor the American analysts are claiming proof of their theories are correct. The British add, "... whatever is causing the welcome death and injury drop may be more than speed alone, or the reduction thereof, and it is this we have to thank."

MOTORCYCLE RIDER
THE JOURNAL OF THE
BRITISH MOTORCYCLISTS FEDERATION
MAY/JUNE 1981
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Continental Speed Limits

SPEEDING fines are imposed on-the-spot in most countries and can be very expensive so it is well to know what the limits are. Visitors to France and Portugal who have held a full driving licence for less than one year are restricted to driving at 90 kph (56 mph).

Country	Town kph (mph)	Country kph (mph)	Motorway kph (mph)
Austria	50 (31)	100 (62)	130 (80)
Belgium	60 (37)	90 (56)	120 (74)
		*120 (74)	
France	60 (37)	90 (56)	130 (80)
		*110 (68)	
Germany (West)	50 (31)	100 (62)	**130 (80)
Greece	50 (31)	80 (49)	100 (62)
Italy	50 (31)		
Up to 599 cc	50 (31)	80 (49)	90 (56)
600-900 cc	50 (31)	90 (56)	110 (68)
901-1300 cc	50 (31)	100 (62)	130 (80)
over 1300 cc	50 (31)	110 (68)	140 (86)
Luxembourg	60 (37)	90 (56)	120 (74)
Netherlands	50 (31)	80 (49)	100 (62)
Portugal	60 (37)	90 (56)	120 (74)
Spain	60 (37)	90 (56)	120 (74)
		*100 (62)	
Switzerland	60 (37)	100 (62)	130 (80)
Yugoslavia	60 (37)	80 (49)	
		*100 (62)	120 (74)

* Speed on dual carriageways and, in France, non-toll motorways.
** If signposted, otherwise recommended.

England 60 70

British Motorcyclists Federation Limited
4 Hammersmith Broadway, London W6 7AU
Telephone: 01-741 3787

MOTORCYCLE RIDER

July/Aug 1977 P. 2

HIGHER SPEED LIMITS

From June 1 the 'temporary' 50 and 60 'fuel-saving' speed limits were raised to 60 and 70 respectively. The Department of Transport recently consulted interested parties, including the BMF, for their views on speed limits. The BMF joined many other groups in recommending that the 'temporary' limits be dropped and the old 70 mph maximum be restored.

The DoT says that the reason for raising the limits is because people were not obeying the present ones and it was feared this was having a bad effect on respect for traffic law. Perhaps if drivers do not adhere to the latest limits they will be raised again on the same reasoning?

In any case road users lose out with the new limits, because single-carriageway roads will have a 60 mph limit and dual carriageway and motorways 70 mph. Before the 'temporary' limits were introduced in December 1974 the maximum was 70 on all types of roads. Now we're stuck with a new 60 mph limit which wasn't there before.

MOTORCYCLE RIDER
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Petrol costs

THE approximate cost of four-star petrol abroad is:

	£ p		£ p
Austria	1.33	Italy	1.75
Belgium	1.59	Netherlands	1.43
Denmark	1.58	Portugal	1.66
France	1.54	Spain	1.47
German (West)	1.31	Switzerland	1.36
Greece	1.38	Yugoslavia	1.26
Ireland	1.40		

1£ = $1.88 in 1981

State Automobile Speed Limits

(Except as otherwise posted)

Source: American Automobile Assn. Digest of Motor Laws 1973

Alabama: Interstate highways, 70 mph. daytime, 60 mph. nighttime; open highways, 60 mph. daytime, 50 mph. nighttime; residential districts, 25 mph., business districts, school zones, etc., 15 mph.

Alaska: Divided highways, 70 mph; state highways, surfaced, 60 mph, unsurfaced, 50 mph; city streets, 30 mph.

Arizona: All highways, 65 mph. or as posted, residential areas, business districts, 25 mph. or as posted; school zones, 15 mph.

Arkansas: Interstate and controlled access roads, 75 mph; urban districts, 30 mph.

California: Statewide limit, 65 mph. (except freeways posted for 70 mph.); residential and business districts, school zones, 25 mph.

Colorado: 4-lane highways, 70 mph; open highways, 60 mph., residential districts, 30 mph.; business districts, 25 mph., open mountain highway, 40 mph.; winding mountain highway, 20 mph.

Connecticut: Reasonable and proper for conditions. Posted limits prima facie evidence of reasonable speed; residential and business districts posted locally.

Delaware: Open highways, 4-lane, 60 mph., 2-lane, 50 mph.; residential and business districts, 25 mph.

District of Columbia: Expressways, 45 mph.; school and playground areas, 15 mph.; other roads, 25 mph.

Florida: Interstate highways, 70 mph. day, 65 mph. night; open highway, 65 mph. day, 60 mph. night; residential & business districts, 30 mph.

Georgia: Interstate highways, 70 mph. daytime, 65 mph. nighttime; open highway, 60 mph. daytime, 50 mph. nighttime; residential, business and school areas, 25 mph.

Hawaii: Open highways, 45 mph.; or as posted. Residential and business districts, local ordinances govern.

Idaho: Interstate highways, 70 mph.; open highway, 60 mph. daytime, 55 mph. nighttime; urban and business districts, 35 mph.

Illinois: Expressways, 70 mph.; open highways, 65 mph.; urban areas, 30 mph.; school zones, 20 mph.

Indiana: Interstate highways, 70 mph.; Open highways, 65 mph.; residential district, 30 mph.; school zones as posted.

Iowa: Interstate limited access roads, 75 mph. daytime, 65 mph. nighttime; open highways, 70 mph. daytime, 60 mph. nighttime; suburban, 45 mph.; residential and school districts, 25 mph.; business districts, 20 mph.; secondary roads, 60 mph. daytime, 50 mph. nighttime.

Kansas: Interstate highways 75 mph. daytime, 70 mph. nighttime; open highways, 70 mph. daytime, 60 mph. nighttime; residential districts, 30 mph.; business districts, 20 mph.; Kansas Turnpike, 75 mph.; 40 mph. minimum.

Kentucky: Interstate highways, 70 mph.; open highways, 60 mph. daytime, 50 mph. nighttime; residential and business districts, 35 mph.

Louisiana: Open highways 4-lane, 70 mph., other open highways, 60 mph.

Maine: Turnpikes, 70 mph. daytime, 65 mph. nighttime; open highways, 45 mph.; residential and business districts, 25 mph.

Maryland: Interstate highways 70 mph.; Open country, expressways, 60 mph.; dual lane highways, 55 mph.; other highways, 50 mph.; residential and business districts, 30 mph.; thinly settled areas, 35 mph.; other highways 30 mph.

Massachusetts: Turnpike, 65 mph.; divided highway, 50 mph.; other highways, 40 mph.; residential and business districts, 30 mph.; school zones, 20 mph.

Michigan: Freeways, 70 mph.; open highways, 65 mph. daytime, 55 mph. nighttime; residential, 25 mph.

Minnesota: Open highways, 65 mph. daytime, 55 mph. nighttime, all speeds in urban districts, 30 mph.

Mississippi: Interstate highways 70 mph.; Open highways, 65 mph., residential districts, 25 mph., business districts, 20 mph.; school zones, 15 mph.

Missouri: Dual lane U. S. routes, 70 mph., undivided U.S. routes, 70 mph. daytime, 65 mph. nighttime; other open highways, 65 mph. daytime, 60 mph. nighttime; municipalities, 45 mph.

Montana: Open highways, day, reasonable and prudent unless posted, 55 mph. night, except Interstate highways 65 mph. nights; residential and business districts, 25 mph.

Nebraska: Interstate highways, 75 mph.; open highways, 65 mph., residential districts, 25 mph.; business districts, 20 mph.; on non-hard surfaced roads, 50 mph.

Nevada: Careful and prudent; residential and business, as posted.

New Hampshire: Turnpike, 70 mph.; open highways, 60 mph., rural residential districts, 35 mph.; urban and business districts, 30 mph.; school zones, 20 mph.

New Jersey: Turnpike, 60 mph.; open highways, 50 mph., residential and business districts, 25 mph.

New Mexico: Open highways, 70 mph. daytime, 60 mph. nighttime, other highways, 60 mph. daytime, 50 mph. nighttime; residential and business districts, 25 mph.; school zones, 15 mph.

New York: New York State Thruway, 65 mph.; open highways, 55 mph.; school zones when children going to and from school as posted.

North Carolina: Interstate, 70 mph.; open highways, 65 or 60 mph. permitted as posted, otherwise 55 mph.; residential districts, 35 mph, business, 20 mph.

Ohio: Ohio Turnpike and expressways, 70 mph.; open highways, 60 mph. daytime, 50 mph. nighttime; within municipal corporations, 25 mph; school zones, 20 mph.

Oklahoma: Turnpikes and Interstate highways, 70 mph.; open highways, 65 mph. daytime, 55 mph. nighttime; school zones, 25 mph.

Oregon: Open highways, 55 mph.; freeways up to 75 mph; residential districts, 25 mph.; business and school zones, 20 mph.

Pennsylvania: Turnpike, 65 mph; open highways 55 mph, residential and business districts 25 mph., school zones, 15 mph.

Rhode Island: Residential and business districts, 25 mph.; elsewhere, 50 mph. daytime, 45 mph. nighttime.

South Carolina: Interstate System 70 mph. daytime, 65 mph. night. State highways 60 mph. daytime, 55 mph. night, urban districts 30 mph.

South Dakota: Interstate highways, 75 mph. daytime, 70 mph. nighttime, open highways, 70 mph. daytime, 60 mph. nighttime, residential and business districts, 30 mph.; school zones, 15 mph.

Tennessee: Open highways, 65 mph. day, 55 mph. night, school zones, 15 mph; Interstate highways 75 mph.

Texas: Federal or State roads, 70 mph. daytime, 65 mph. nighttime, other rural roads, 60 mph. daytime, 55 mph. nighttime; in urban districts, 30 mph.

Utah: Open highways, as posted, residential and business districts, 25 mph. school zones, 20 mph.

Vermont: Interstate highways, 65 mph.; open highways, 50 mph.

Virginia: Interstate 70 mph., all others, 55 mph. or as posted, residential, business and school areas, 25 mph.

Washington: County roads, 50 mph.; cities and towns, 25 mph., school zones, 20 mph. Interstate highways 70 mph.; in other locations, 60 mph.

West Virginia: Interstate highways, 70 mph., Turnpike, 60 mph., open highways, 55 mph.; residential districts, 25 mph., school zones, 15 mph.

Wisconsin: Interstate highways, 70 mph. daytime, 60 mph. nighttime, open highways, 65 mph. daytime, 55 mph. nighttime; residential and business districts, 25 mph.; school zone, 15 mph.

Wyoming: Open highways 4-lane divided, 75 mph, open highways, 65 mph.; residential districts, 30 mph.; business and school districts, 20 mph.

Canal Zone: Outside town limits, 40 mph.; within town limits, 25 mph.

Guam: Roads, 45 mph.; school zones when children at recess or going to and from school, 10 mph.

Puerto Rico: Open highways, 45 mph.; urban districts and school zones, 25 mph.

SUMMARY OF TESTIMONY

Before the House Committee on Transportation

Senate Bill 52

Presented by the Kansas Highway Patrol
(Captain Don Pickert)

March 18, 1985

APPEARED IN SUPPORT

The Patrol supports raising the reporting requirement in accidents involving only property damage from $300 to $1000.

We consider that in today's economy and particularly the cost of vehicles and their repair, the advanced figure is more realistic. In recent years the figure was advanced from $100 to $300 and we assume for the same reason.

It is difficult for officers at an accident scene to determine the full extent of damage when it may not be apparent on the surface. Additionally, it is not unusual to solicit repair bids and have those bids on the same vehicle vary by several hundred dollars.

The Patrol generally guards against this possibility by investigating every accident to which we are summoned in the interest of providing the best protection to those involved.

Our experience would indicate the majority of persons involved in accidents resulting only in property damage desire an investigation to aid in any ensuing claims process or civil litigation.

The report is also vital to police and engineering authorities in determining causation factors and violations of the statutes.

For these reasons we urge your favorable consideration of this bill.

2/18/85
Attach 2