

MINUTES OF THE House COMMITTEE ON Transportation

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~xxx~~ p.m. on February 13, 1986 in room 519-S of the Capitol.

All members were present ~~except~~

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Mr. Larry Ross, Bicycle Kansas, Inc.
Reverend John F. Richter
Ms. Tracey McVey, Johnson County Bicycle Club
Mr. Ed DeSoignie, Kansas Department of Transportation
Representative Bill Roy, Jr.

The meeting was called to order by Chairman Crowell, and the first order of business was a hearing on HB-2559 which concerns the operation of bicycles on highways.

Mr. Larry Ross, Bicycle Kansas, Inc., Wichita, Kansas, testified in support of HB-2559. (See Attachment 1)

Mr. Ross told the Committee that HB-2559 was drafted in cooperation with KDOT and conforms with the bicycle related portions of the Uniform Vehicle Code (UVC).

Reverend John F. Richter, Meriden, Kansas, gave favorable testimony concerning HB-2559. (See Attachment 2)

Representative Shore asked if a bicycle is to be considered a vehicle, should a license be required to drive it. Mr. Richter said that is a question the Department of Transportation will have to deal with.

Ms. Tracey McVey, Johnson County Bicycle Club, Kansas City, Kansas, testified in support of HB-2559. (See Attachment 3)

Ms. McVey said the Johnson County Bicycle Club has 400 recreational cyclists and many ride 5,000 or more miles a year. She stated these riders have had first-hand experience with the kind of confusion on the road that is possible under the current Kansas Uniform Vehicle Code.

Representative Spaniol asked Lt. Jacobs, Kansas Highway Patrol, if there is a minimum speed limit on Kansas roadways. Lt. Jacobs said on interstate highways the minimum speed is 40 miles per hour, and on other highways a vehicle cannot impede the normal flow of traffic.

Mr. Ed DeSoignie, Kansas Department of Transportation, testified in support of HB-2559. (See Attachment 4)

CONTINUATION SHEET

MINUTES OF THE House COMMITTEE ON Transportation,
room 519-S, Statehouse, at 1:30 ~~am~~/p.m. on February 13, 1986

Mr. DeSoignie stated the amendments contained in HB-2559 bring the statutes into substantial conformance with amendments to the Uniform Vehicle Code, which is published by the National Committee on Uniform Laws and Ordinances, and has been the standard used in modeling Kansas traffic laws.

Representative Bill Roy, Jr., testified favorably concerning HB-2559.

The hearing on HB-2559 was concluded.

The meeting was adjourned at 2:45 p.m.


Rex Crowell, Chairman

TESTIMONY
BEFORE
KANSAS HOUSE OF REPRESENTATIVES TRANSPORTATION
COMMITTEE
February 13, 1986

LARRY ROSS

Thank you, Mr. Chairman, for the opportunity to give testimony on behalf of HB 2559. Honorable Representatives, Ladies & Gentlemen & fellow Kansas citizens I am here today to tell you that positive action is necessary to update the state statutes that relate to the operation of bicycles upon the streets, roads & highways of our great state.

My name is Larry Ross, I reside at 452 No. Clifton in Wichita and am a native son of Kansas. I am president of Bicycle Kansas, Inc. and Bicycle Wichita, Inc., two not-for-profit organizations dedicated to bicycle safety and the encouragement and fostering of bicycle use for health, recreation, sport and transportation. I am an active bicyclist -- I grew up on my bicycle when I was a child and was a source of genuine frustration to my mother and father as I seldom got very far away from it, I even missed several meals because of my trusty bicycle.

Most recently, I have been cycling for the past twelve years as a commuting and touring bicyclist. I have been a member of the Oz Bicycle Club of Wichita for twelve of its fourteen year existence -- I served on various committees and on the Board of Directors of on occasions. I am immediate past president of the Wichita Bicycle Committee. Serving on the Committee for the past nine years and on four occasions as president of that Citizen Advisory Group. I have commuted to my job frequently over the past ten years in Wichita and am quite familiar with Wichita area streets and roads from the perspective of a bicyclist. I have also bike toured extensively, having ridden in twenty-three states some seventy thousand miles. Most of those seventy thousand miles have been on the roads and highways of Kansas.

I have taught bicycle commuting and bicycle touring classes at Wichita Free University and Heartland Learning Connection for six years. And I'll be starting two more sessions at the end of this month. I have conducted several bicycle law seminars for the Wichita Police Department at the Law Enforcement Training Center and will conduct four additional seminars next month. The more, I become involved in bicycling the more I learn and I learn that there is even more to be learned.

I was here at the Capitol Building last week and noted that increasing load limits on state highways was under consideration. I took special interest -- not that I have any particular interest in the trucking industry, but that after conceding defeat in the "Battle of the Bulge", I'm well into the "Battle of the Blimp" and that has yet to be decided, although I have a good headstart. I'm living proof, that contrary to TV and magazine ads, bicyclists are not necessarily anorexic and undernourished -- but are of all sized and shapes. With a richly carried background of careers, life-styles and interests. In the past

H. Transp. 2/13/86

Attachment 1

LARRY ROSS
TESTIMONY
February 13, 1986
Page 2

ten years, bicycle sales have been about even with automobile sales. In the U.S.

In spite of the large number of cyclists, bicyclists of all ages, interests and abilities, a prevailing attitude -- which is changing and I'm here today to ask you to pay a role in changing that attitude -- the attitude is that a bicycle is a child's toy and is not to be taken seriously. The attitude that bicycles are not to be acknowledged as a vehicle, ladies and gentlemen, is a dangerous attitude.

It is a dangerous because according to the national highway traffic administration (NHTSA) figures, 900 bicyclists were killed in bicycle/motor vehicle accidents during 1984, a 7% increase over 1983. If bicycle accidents that didn't involve motor vehicles were considered, the number of fatalities for 1984 could be as many as 1,100 with one and a half million injuries. In Kansas, bicycle fatalities accounted for seven deaths in 1985. In Wichita and its metropolitan area, there were 3 fatalities in 1983, four in 1984 and three in 1985. Two of the fatalities in 1985 were bicyclists. Who were victims of a motorcyclist driving under the influence and an eight year old girl, Michele Jessogne was struck by a motorist driving under the influence. There has been significant movement in changing state statutes relating to operating a motor vehicle while under the influence of alcohol and/or drugs and I congratulate and thank you for the part that you have played in getting tougher laws enacted.

You might say, well good enough -- what does that have to do with HB 2559? I believe that it has a great deal to do with HB 2559. We are here today to consider changing, updating and improving if you will, the state statutes that would grant vehicular status to the bicycle -- but we are also dealing with an attitude -- is the bicycle to be taken seriously and considered as a viable transportation mode? Or are we here to perpetuate the outmoded lead that the bicycle is indeed a child's toy and not worthy of status as a vehicle. With the current statutes, the law acknowledges that bicycles exist and are being used on the roads and highways of our state and have been since before the automobile became such a necessity of American life.

I did not ride my bicycle up from Wichita yesterday -- it was 40° and I would have required a trailer to haul my paperwork -- I drove up and I'm happy to have an automobile that makes my life more enjoyable and allows me to do things that would be all but impossible on a bicycle. However, I do pedal my bicycle a considerable number of miles each year. I enjoy riding and feel that it enriches my life. Bicyclists, according to state statutes as they currently exist are given the rights and duties given the drivers of other vehicles. But, bicycles rather embarrassingly are not legally considered as a vehicle. Rather, they are excluded in the definition of a vehicle, although they are being used as such in

LARRY ROSS
TESTIMONY
February 13, 1986
Page 3

ever increasing numbers.

The passing of HB 2559 will serve to acknowledge this use as a vehicle and will hopefully serve as an impetus to some sort of effective state-wide instruction in bicycle safety education. Only through a well-thought out bicycle safety education program can we truly affect and change attitudes, of both youth and adults, towards safe operation of the bicycle throughout the state of Kansas. But before we can embark on that goal, we must first tend to the business at hand -- granting the bicycle vehicle status.

In 1983, HB 2525 was introduced -- it was considered in 1983 and 1984. There were several objectionable sections, suggested by KDOT and Transportation Committee members. HB 2559 was drafted in cooperation with KDOT and in speaking with Ed Desioigne of KDOT, yesterday he said that KDOT has no problems with HB 2559. HB 2559 was drafted to conform with the Uniform Vehicle Code (UVC) -- bicycle related portions, while state statutes do not have to conform to the UVC -- it is the national standard for traffic law.

I would like at this time to go through HB 2559 and point out the affected sections and the language of the proposed changes. (Reference: copy of HB 2559)

I might add that several sections of the Wichita traffic ordinances were updated several years ago to conform to the UVC and the changes have created no problems.

I would like to call your attention to a story that appeared in the Topeka Capital-Journal on Saturday, March 13, 1982 which stated: "Kansas at Top in Traffic Safety". (This article referred to a Washington based safety group -- The National Committee On Uniform Traffic Laws & Ordinances (NCUTLO) compared road laws to its code and awarded Kansas the No. 1 rating among all 50 states. Although Kansas has held the top spot for the past seven or eight years, it still falls short of making all the improvements suggested . . . most notably in the area of drunken driving and bicycle laws. Arlan Hicks, a Policy Development Engineer for KDOT was quoted in the article as saying 'we have a way to go'.")

Ladies and Gentlemen, there have been notable advances in legislation relating to drunken driving and driving under the influence of drugs. You and your fellow members of the Kansas Legislature have moved to remedy one of the two shortcomings referred to in the NCUTLO report. These changes has hopefully made driving and traveling on the state highway system safer and more enjoyable.

LARRY ROSS
TESTIMONY
February 13, 1986
Page 4

However, we have resolved only half of the two problems addressed in that report. We have failed to make any movement on improving and updating bicycle law. We have neglected to address the issue. That issue is -- will we continue to ignore the bicycle as a vehicle, while granting and requiring the bicyclist to the rights and duties given the drivers of other vehicles. We have, by not addressing the issue help keep alive the notion -- the attitude -- that a bicycle is just a child's toy and not to be taken seriously as a vehicle on the roadway.

Ladies and gentlemen, I call upon you to consider and pass HB 2559. By doing so, you will have played a role in making the roads and highways of Kansas a safer place for the bicyclist and motorist alike. Hopefully, in the future through bicycle safety education we can provide guidance and instruction for both youth and adults on the safe operation of bicycles in Kansas. It is with this in mind that I ask you to favorably consider and pass along to the full House HB 2559. Thank you for the pleasure of appearing as a witness before your committee.

Kansas at top in traffic safety

By FORT LINENBERGER
United Press International

A Washington-based safety group ranks traffic laws in Kansas among the safest, most up-to-date in the country. But an engineer for the Kansas Department of Transportation insists there's plenty of room for improvement.

Of the 50 states, Puerto Rico and the District of Columbia, Kansas is ranked No. 1 in its compliance with safety guidelines formed by the National Committee on Uniform Traffic Laws and Ordinances. Trailing near the bottom of the group's list is neighboring Missouri, second only to Massachusetts for having the most outmoded laws.

"The traffic laws in Missouri are so bad they're just unfair to everybody," said Edward Kearney, executive director of the committee.

Kearney's committee, a non-profit, private organization that advocates a Uniform Vehicle Code for governing the nation's roadways, compared road laws to its code and awarded the Missouri Vehicle Code only 279 points out of a possible 1,065.

Particularly ranking to some Missourians is the No. 1 rating given neighbor Kansas. The Sunflower state pulled in 932 points, easily outdistancing No. 2-ranked South Carolina.

The Uniform Vehicle Code has been rewritten several times since it was adopted in a 1926 meeting led by committee founder President Herbert Hoover, then U.S. Secretary of Commerce. The committee recommends its code because there are no federal standards.

"The federal government doesn't have police officers to enforce its laws," said Kearney. "And the federal court system couldn't handle all the violators."

Although Kansas has held the top spot for the past seven or eight years, it

still falls short of making all the improvements suggested in the committee's 1979 Uniform Vehicle Code, most notably in the area of drunken driving and bicycle laws, said Arlan Hicks, a policy development engineer for KDOT.

"There has been a considerable effort made to have our laws comply with the code," Hicks said in explaining why the state ranks so high on the list. "I must say, however, that the Legislature does not follow it widely. We should comply with all the standards; we have a way to go."

Hicks conducted a study on the state's compliance with the code and discovered only a few areas either not covered adequately or not covered at all.

But Kansas differs sharply from the Code on what constitutes intoxications. And further, Kansas does not address the crime of driving while under the

influence of a combination of alcohol and drugs. The code does. Of five possible points on that issue, Kansas got zero, Hicks said.

The state took only three of five points for its laws governing vehicular homicide, often defined as the killing of a person with a vehicle while in the process of committing another crime. The maximum prison penalty is one year under Kansas laws; five years under the code.

Kansas also is lax in dealing with the safety of its bicyclists, he said. It has no laws governing signals and procedures for left turns, stops, bicycle parking and bicycle racing.

"This is an area in which we have been silent too long," he said. "It may not have been practical to deal with bicycle laws 20 years ago, but it is today."

Despite any shortcomings it might have, Kansas still impressed the com-

Kansas first, Missouri near last

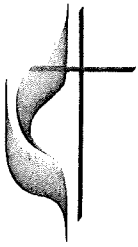
The National Committee on Uniform Traffic Laws and Ordinances, a non-profit association that advocates uniform motoring laws in the United States, claims Missouri's traffic laws are among the most obsolete in the country while Kansas is the best.

The rankings are based on the comparison of state traffic laws to 213 rules of the road in its Uniform Vehicle Code. Points are given on a sliding scale from five to zero. Negative points are assessed when state laws oppose the Code's rules.

Here are the rankings, with rank, state, and points:

1. Kansas 932
2. South Carolina 867
3. Utah 852
4. Idaho 836
5. North Dakota 833
6. Georgia 827
7. Washington 812
8. Pennsylvania 787
9. Illinois 775
10. Colorado 747
11. Delaware 720
12. Maryland 718
13. Nebraska 713

14. Florida 711
15. Hawaii 683
16. Texas 649
17. New York 648
18. Vermont 630
19. New Hampshire 627
20. Alaska 620
21. Wyoming 620
22. Oklahoma 615
23. Indiana 598
24. New Mexico 596
25. Montana 586
26. Arizona 582
27. Minnesota 576
28. Ohio 565
29. Rhode Island 560
30. Tennessee 560
31. Louisiana 548
32. Oregon 529
33. West Virginia 528
34. Nevada 509
35. South Dakota 461
36. California 454
37. Washington D.C. 452
38. Kentucky 448
39. Arkansas 434
40. Iowa 419
41. Connecticut 415
42. Michigan 407
43. Wisconsin 404
44. Maine 396
45. Puerto Rico 391
46. Alabama 358
47. North Carolina 339
48. Mississippi 318
49. Virginia 316
50. New Jersey 314
51. Missouri 279
52. Massachusetts 254



The United Methodist Churches

OF
MERIDEN AND OZAWKIE, KANSAS

JOHN F. RICHTER, PASTOR
OFFICE PH: 1-913-484-2224

POST OFFICE BOX C
MERIDEN, KS. 66512

TO: House Transportation Committee
SUBJ: Testimony in Support of House Bill 2559
DATE: February 13, 1986
FROM: John F. Richter

1. Mr. Chairman, members of the House Transportation Committee, other witnesses and observers. I bring you greetings from the Outdoor Christian Education Committee of the Kansas East Conference of The United Methodist Church. I am a youth and adult camp director in our church's summer camping program. The camps I direct are unique in that they are what we refer to as off-site camps. In fact, the very reason that I am before you today is because they are bicycle touring camps.

2. I am in the bicycle camp touring business because of my motivation, first to lead young people and adults from our churches in wholesome and inspirational outdoor Christian education experiences, and secondly, because of my own love of bicycling for exercise, sport and utility. In fact, I ride nearly 2,500 miles annually. Hence, my concern for updating our State's Uniform Vehicle Code to promote safe, efficient and responsible sharing of our public roadways.

3. I began bicycling as a youngster with my father in the small, rural Kansas town of Madison. When I first remember riding with him, his bicycle was his principle means of transportation to and from work. Early in my experience, the bicycle became essential to my own entrepreneurial interests as a paper boy. As a youth, I longed to live close enough to belong to a bike club or to be in a large enough Boy Scout Troop to pursue the bicycling merit badge. As an adult intrested in fitness, I found my way back to bicycling as my principle form of exercise. Only later did a group of Scouts in a church I was serving hook me into helping them with their

*H. Transp. 2/13/86
Attach. 2*

bicycling merit badge. They insisted that I ride with them 25, then 50 miles at a time. Subsequently, I discovered the wonderful world of bicycle touring that I had missed as a youth and young adult. Since then, I have been introducing it to others and making it possible for young people to enjoy its facination and adventure.

4. Thus, I come before you today in support of House Bill 2559 because of my years of riding alone and with organized tour groups, directing bicycle touring camps, as well as training children, youth and adults in bicycle maintenance, safety and vehicular traffic law. My experience has raised several concerns about Kansas law governing the use of human powered vehicles including the bicycle. For example, I agree it is entirely correct and appropriate that such vehicle operators upon a public roadway "shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle." Why, then, I ask you should the bicycle be excluded from the statutory definition as a vehicle.

5. One observed consequence of this exclusion is to leave the definition of a bicycie confused as to whether it is to function as a vehicle or as a pedestrian when operating on the public roadway. When forced to operate a bicycle according to pedestrian rules rather than vehicle operator rules, the bicyclist is placed in a vague and compromising position that endangers both life and limb. Further, there is the question of liability and the loss not only of rights, but of legal status in the event of an accident resulting in personal injury or property damage. The purpose of my testimony in support of H. R. 2559 is not to shift liability and responsibility to the motorist, I'm one of those too, but rather to clarify and share that responsibility more equitably.

6. A second consequence of our present vehicle laws as they pertain to the operation of bicycles upon public roadways is to force the trained and experienced cyclist into a "Catch 22" in which he or she is in violation of the law if nationally recognized safe bicycling practices are adopted and followed. This is true because Kansas Law lags behind the principles adopted by the National Uniform Vehicle Code

and recognized organizations such as the League of American Wheelman. It is my understanding that House Bill 2559 would bring our state's code into such compliance and therefore help us begin to resolve these issues.

7. National studies professionally done in the past twelve years by organizations such as Bike Centennial and The League of American Wheelman have exhaustively studied four categories of bicycle riders including children, college affiliated adults, members of The League of American Wheelman and cross country touring riders. The studies have demonstrated that children are in the highest risk group as bicycle riders. The studies then pointed out that untrained college affiliated adults were little safer than children for lack of appropriate training. It revealed that club trained riders are 80% less likely to be injured in a bicycle related accident than untrained adults operating bicycles. In fact, trained riders enjoy a safety rate approximately equal to that of motorists per hundred thousand miles of exposure. The trained biker is three times safer than a pedestrian. The cross country bicycle tourist has an even more enviable safety record as a group. Surprisingly, the studies also noted that only 20% of bicycle injury accidents involve a motor vehicle. Another 20% involved another bicycle, while over 50% are single bicycle accidents involving a small animal, an unsafe roadway, an obstacle, an improperly loaded bicycle, lack of rider skill, a rider suffering from fatigue, etc.

8. Bicycling is clearly one of the fastest growing sports in the United States today. With the success of the USA Bicycle Team in the Olympics last year, we can expect more of our young people to pursue bicycling for sport, recreation and exercise. In light of this substantial trend, the data suggests the need for more emphasis upon training at an earlier age to help our children and youth acquire respect of the bicycle as a vehicle and then to learn both basic riding skills and safety techniques. Studies show that well-planned training programs can reduce injury accidents as much as 80%. Hence, whatever we do, we should encourage schools, police departments, automobile and bicycle clubs, Scout, 4-H Clubs, service

clubs and other groups to be vigilant in promoting the development of bicycle safety.

9. In conclusion, I submit to you that it is extremely urgent to amend the Kansas Uniform Traffic Code, first, by including the bicycle in the Code's definition of a vehicle, then, by prescribing the operation of the bicycle in a manner consistent with other vehicles to reduce the confusion of vehicle operators as well as to enhance the safety of cyclists, and finally, by securing the cyclists' legal rights and declaring their responsibility as co-users of public roadways. I thus urge your favorable consideration and recommendation of House Bill 2559 to the House of Representatives for passage during this session of the Kansas Legislature as a timely first step. I will be pleased to answer any questions that I can now or later. Thank you.

ATTACHMENTS:

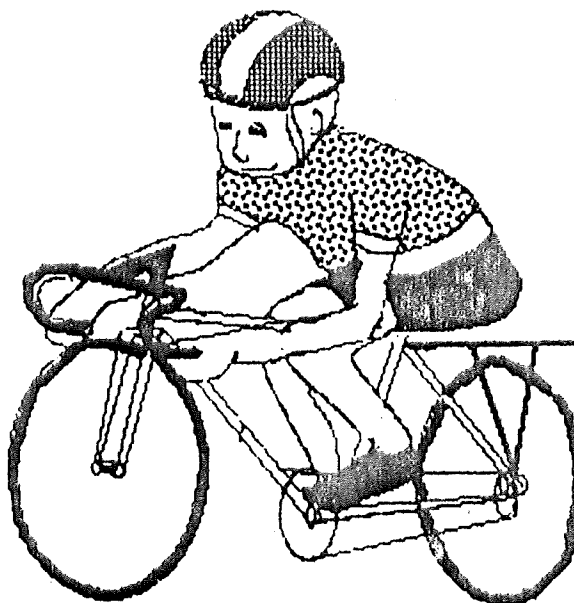
1. Kansas East Conference Youth Bicycle Tour Promotional Brochure
2. Kansas East Conference Youth Bicycle Tour News Release

Kansas East Conference Youth Bike Tour 300

**Coffeyville to
Hiawatha**

June 23-29, 1985

Orientation at Lowman UMC
14th and Gage in Topeka
Saturday, May 11th
1-3:00 p.m. (Mandatory)



DEAR KEC YOUTH BIKER:

Al Pope and I are again planning a KEC Youth Bike Tour for this June. The registration form is again found in the KEC Outdoor Christian Education Catalog that your pastor has received. Following are the details for this year's ride. If you are interested in riding with us again, plan to join us at the Orientation (and bring pictures from last year's ride. If you won't be able to be with us, be sure to tell your friends about this year's ride.

BIKE TOUR ORIENTATION WORKSHOP, May 11th

This skill/safety workshop is required for youth who plan to ride on the 1985 KEC Youth Bike Tour 300 June 23-29 and is open to those who might want to go in the future. The orientation will be held from 1-3 p.m. at Lowman United Methodist Church, Drury Ln at Gage Blvd, Topeka. For more information, contact John Richter, 227 Penn, Holton, KS 66436; 913-364-3834.

CONFERENCE YOUTH BIKE TOUR 300, JUNE 23-29.

This "Bike Across KEC" event for bicycle enthusiasts (grades eight through twelve) is of moderate difficulty. The tour will average 60 miles per day with SAG vehicle support. The group will explore area history, visit sites of interest, and examine contemporary ministries.

The tour route beginning at Coffeyville near the Oklahoma line and concluding at Hiawatha near the Nebraska line will be announced at the mandatory KEC Bike Tour Orientation on May 11th.

Cost will be \$110. Registration deadline is May 11th. For more information, contact John Richter, 227 Penn, Holton, KS 66436, 913-364-3834.

HOPE IT WILL BE POSSIBLE FOR YOU TO JOIN US AGAIN! Sincerely, John Richter & Al Pope, Co-Directors

Happy Riding!!!
(And Safe, Too!)

TO: AREA NEWS MEDIA

SUBJ: KEC YOUTH BIKE TOUR 300

FROM: THE REV. JOHN RICHTER, CO-DIR., P.O. BOX C, MERIDEN, KS 66512

FOR IMMEDIATE RELEASE

Kansas East Conference United Methodist Youth visited _____ on June _____ continuing a 354 mile bicycle tour of across Eastern Kansas. The _____ youth and their six adult sponsors are exploring church heritage and ministries, Kansas history and Christian community as they pedal together during the seven day experience.

The ride began in Coffeyville, Kansas where the group assembled at Trinity United Methodist Church for a Sunday evening orientation on June 23rd. The riders and sponsors left Coffeyville at 7:30 a.m. on Monday morning accompanied by a SAG wagon to carry their baggage, bed rolls and other equipment. The group will stay in United Methodist Churches along their route from Coffeyville to Columbus and on to Ft. Scott, Osawatomie, Oskaloosa and Hiawatha.

Church groups will provide rest stops and brunches at towns along the way and host churches will prepare their evening meals. The youth themselves will share many housekeeping responsibilities enroute such as breakfast preparation, facility cleanup, SAG loading and unloading as well as contributing to morning and evening devotional experiences.

Leaders of the tour include three cycling United Methodist pastors, John Richter of Meriden-Ozawkie United Methodist Churches and Alton Pope of Roeland Park United Methodist Church in Roeland Park and George Chase of Otterbein United Methodist Church of Topeka. Other staff members include Mrs. Mary Richter and Miss Ruthy Richter both of Meriden, Kansas. Mr. John Mahin of Mirriam, Kansas is also accompanying the group as an interested parent.

The KEC Youth Bike Tour 300 participants come from cities and towns scattered throughout Eastern Kansas. They range in age from 13-18 and vary in riding skills and experience. Bicycle safety is a daily theme throughout the tour. The one thing the youth and adults have in common is their love of bicycling and perhaps a fantasy of bicycle touring that is quickly being tested and shaped by the reality of first-hand experience.

The riding event is part of the Kansas East Conference Outdoor Christian Education Program directed by the Rev. Jerry Grabher of Topeka.



JCBC

Box 66203
Shawnee Mission
Kansas 66201

To the members of the House of Representatives Transportation Committee:

We, the undersigned officers and members of the Johnson County Bicycle Club, wish to urge you to consider recommending House Bill 2559 for passage in the State Legislature during this current session.

The Johnson County Bicycle Club is an organization of approximately 400 recreational cyclists living for the most part in Johnson and Wyandotte Counties. In addition to our membership, there is a significantly large non-member group of serious cyclists in the area. Many of our members are long-distance riders who ride 5,000 or more miles a year on bicycles and have had first-hand experience with the kind of confusion on the road that is possible under the current Kansas Uniform Vehicle Code. We feel that House Bill 2559, with its specific changes regarding cyclists on the road, could go a long way toward correcting this confusion by clarifying acceptable roadway practices for motorists and cyclists alike. The resulting changes in the Vehicle Code could make the State of Kansas a much safer place in which to ride a bicycle and drive a car by making the behavior of cyclists in traffic much more predictable by virtue of the fact that House Bill 2559 clearly states what that behavior should be. This letter is intended to make you aware of our support for the bill. Thank you very much for your attention.

Richard J. Call
President JCBC

Peter J. Heston
Vice President JCBC

Christine Rowe
Secretary

Atch. 3
H. Transp 2/13/86

Sincerely,

Audrey Rowe, Chairman of Board

Lee Holmes

David M. Smalley

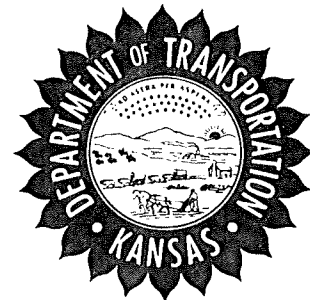
John W. Kunkin

Edward W. Nicholson, Board

Jacyn Morkin, Touring Chairman

Cheryl A. Moore, Treasurer
Attach. 3

KANSAS DEPARTMENT OF TRANSPORTATION



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: The Honorable Rex Crowell, Chairman
House Committee on Transportation

FROM: Edward R. DeSoignie
Policy Coordinator

REGARDING: House Bill 2559

DATE: February 13, 1986

Mr. Chairman, members of the Committee, House Bill 2559 of the 1985 Session amends those statutes in the Act regulating traffic (Chapter 8, Article 15 of the Kansas Statutes Annotated) which address bicycles.

The amendments contained in House Bill 2559 bring the statutes into substantial conformance with amendments to the Uniform Vehicle Code. The Uniform Vehicle Code (UVC) is published by the National Committee on Uniform Laws and Ordinances and has been the standard used in modeling Kansas traffic laws.

The Department has worked closely with those bicycle groups advocating the legislation. Attached to my comments is a section by section analysis of the bill for your review.

The Department requests the House Committee on Transportation to report House Bill 2559 favorable for passage. Thank you.

Attachment

*H. Transp. 2/13/86
Attach. 4*

Attachment To

Memorandum to: The Honorable Rex Crowell, Chairman
House Committee on Transportation

From: Edward R. DeSoignie
Policy Coordinator

Regarding: House Bill 2559

Date: February 13, 1986

Section 1. Amends K.S.A. 8-1485 to conform with the Uniform Vehicle Code (UVC), subsection 1-184.

Section 2. Amends K.S.A. 8-1545. Amendments on lines 43 through 45 are not in UVC. The purpose of the amendment appears to be to prohibit vehicles other than bicycles from crowding out bicycles from a left-hand turn lane. Amended language on lines 46 through 59 conform with UVC, subsection 11-1207.

Section 3. Amends K.S.A. 8-1550 to permit bicyclists only, the option of using a manual right turn signal consisting of an extended, horizontal right arm and hand. This deviates from the current practice of signaling by extending the left arm and hand upward as provided in UVC 11-606. The rationale is used that the amendment is safer because it reduces the hand's distance from the bicycle's handlebars.

Section 4. Amends K.S.A. 8-1577 to conform with UVC, 11-1105, as revised, 1975.

Section 5. Amends K.S.A. 8-1586 to conform with UVC, 11-1201, which deleted the provisions in paragraph (c) in 1975.

Section 6. Amends K.S.A. 8-1587 to conform with UVC, 11-1202 as revised, 1975.

Section 7. Amends K.S.A. 8-1588 to conform with UVC, 11-1203 as revised, 1975. On the subject of transporting children on bicycles, the KDOT has gone on record as having concerns with the UVC provision which permits adult bicycle riders to transport children in backpacks or slings. The Department is therefore supportive of the amended language on lines 112 through 114 (which does not conform with the UVC) for reasons of safety.

Section 8. Amends K.S.A. 8-1589 to conform to UVC, 11-1204, 1975.

Section 9. Amends K.S.A. 8-1590 to conform to UVC 11-1205, 1979.

Section 10. Amends K.S.A. 8-1591 to conform with UVC, 11-1206 as revised, 1975.

Section 11. Amends K.S.A. 8-1592.

- Paragraph (a). Amendments conform to UVC 12-702.
- Paragraph (b). Amendments conform to UVC, 12-703.
- Paragraph (c). Amendments conform to UVC, 12-704.
- Paragraph (d). Amendments conform to UVC, 12-705.
- Paragraph (e). Amendments conform to UVC, 12-706.
- Paragraph (f). Amendments conform to UVC, 12-707.
- Paragraph (g). Amendments conform to UVC, 12-708.
- Paragraph (h). Current law, not in UVC. Provision was modeled after similar provisions in Georgia and Illinois.
- Paragraph (i). Amendments conform to UVC, 12-709.
- Paragraph (j). Not in UVC. Can only assume that the amendment was requested so that bicycles would not be required to comply with K.S.A. 8-1907; Towing vehicles; connection and safety equipment.

Section 12. Amends K.S.A. 8-1703.

- Paragraph (a). Amendments conform to UVC, 12-201.
- Paragraph (b). Amends the provisions for when lighted lamps are required on motorcycles, motor-driven cycles and motorized bicycles.