

Approved February 29, 1988  
Date

MINUTES OF THE SENATE COMMITTEE ON EDUCATION

The meeting was called to order by Vice-chairperson Alicia Salisbury at  
Chairperson

1:30 ~~xxx~~ p.m. on Thursday, February 25, 1988 in room 123-S of the Capitol.

All members were present except:

Committee staff present:

Mr. Ben Barrett, Legislative Research Department  
Ms. Avis Swartzman, Legislative Revisor's Office  
Mrs. Millie Randell, Secretary

Conferees appearing before the committee:

SB 617 - School transportation vehicle safety programs (Mulich)

Proponents:

Senator Bill Mulich, Sponsor of SB 617  
Mr. James Mankin, Director, Bureau of Local Health Services,  
Kansas Department of Health and Environment  
Ms. Nancy Bauder, President, Kansans for Highway Safety  
Mr. John Dunn, concerned parent, Winchester, Ks.  
Ms. Connie Hanson, R.N., speaking on behalf of the Kansas State  
Nurses' Association  
Mr. Cliff Heckathorn, representing the Kansas Head Injury Association  
American Medical Society (written testimony only)  
Mr. David Ross, Trinity Insurance Company, Topeka (written testimony  
only)  
Mr. Burdel N. Welsh, Director of Emergency Preparedness, Leavenworth  
County (written testimony only)

Opponents:

Mr. John Koepke, Executive Director, Kansas Association of School  
Boards  
Ms. Brilla Highfill Scott, Asst. Executive Director, United School  
Administrators of Kansas  
Mr. Ed Lindsay, Asst. Superintendent, USD 340 Meriden; speaking on  
behalf of United School Administrators of Kansas

Comments:

Mr. Craig Grant, Director of Political Action, Kansas-National  
Education Association (written testimony only)

Vice-chairperson Alicia Salisbury called the meeting to order and announced that SB 617 would be heard by the Committee today. She then recognized Senator Bill Mulich, sponsor of the bill. Senator Mulich explained that SB 617 is a bill about children and their safety while passengers of school buses. Senator Mulich's testimony is found in Attachment 1. Senator Mulich, however, informed the Committee that he is requesting an amendment to the bill and explained that the amendment (Attachment 2) had been drafted by the Transportation Department and would ensure that only yellow school buses would be affected by the provisions of SB 617.

The Director of the Bureau of Local Health Services, Mr. James Mankin, explained that SB 617 provides an opportunity for several Kansas school districts to develop and implement a school transportation vehicle safety program which would be evaluated over the next five years, including evaluation of seat belts in school buses. (Attachment 3)

Ms. Nancy Bauder stated that her organization, Kansans for Highway Safety, supports installation of seat belts on all NEW school buses during everyday transportation and on school-related field trips. (Attachment 4 )

Mr. John Dunn, a concerned parent from Winchester, Ks. related the story of his daughter's school bus accident and maintained that our laws should

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON EDUCATION

room 123-S, Statehouse, at 1:30 ~~xxx~~ p.m. on Thursday, February 25, 1988

not be written for just one person or adult on a school bus (the driver) but for the protection of each and every child on the bus. (Attachment 5)

Giving testimony on behalf of the Kansas State Nurses' Association, Ms. Connie Hanson informed the Committee that the intent of SB 617 is to provide for a five-year pilot study in fifteen school districts in Kansas which would initiate a school transportation vehicle safety program. (Attachment 6)

A member of the Board of Directors of the Kansas Head Injury Association, Mr. Cliff Heckathorn, testified that the mission of his organization is to improve the quality of life for persons with head injury and their families and advocate for the prevention of head injury. Mr. Heckathorn affirmed that there was sufficient evidence available which states that seat belts do decrease the severity of injuries sustained in accidents and said that SB 617 is a means of preventing such injuries.

Mr. John Koepke, Executive Director of the Kansas Association of School Boards, stated that appropriations, not safety, is the issue involved in SB 617. Mr. Koepke further stated that each of the concepts contained in SB 617 could be enacted by a local school board without passage of the bill. He reminded the Committee that current state-mandated programs are not scheduled for full funding and projected that school districts are facing possible major property tax increases to offset inadequate funding for the School District Equalization Act. (Attachment 7)

The Assistant Executive Director of the United School Administrators of Kansas, Ms. Brilla Highfill Scott, urged the Committee to report SB 617 unfavorably (Attachment 8). She then introduced Mr. Ed Lindsay who, she said, would provide in-depth testimony on behalf of United School Administrators of Kansas.

Mr. Ed Lindsay informed the Committtee that he is, also, president of the Kansas State Pupil Transportation Association. Mr. Lindsay's testimony against SB 617 is found in Attachment 9. Mr. Lindsay also reaffirmed testimony of Mr. Koepke by stating that those school districts whose patrons desire restraining belts on school buses can already implement this action without passage of SB 617. Mr. Lindsay called the Committee's attention to the forthcoming Kansas State Pupil Transportation Association spring conference being held in Hutchinson on March 23. He invited Committee members to attend to hear the keynote speaker, Safety Engineer Morris Adams of Thomas Built Buses.

The Vice-chairperson announced that written testimony in support of SB 617 had been submitted by the American Medical Society and that copies of this testimony had been distributed to the Committee. Also, she added, written testimony in support of SB 617 will be sbumitted by Mr. David Ross, Trinity Insurance Company, and Mr. Burdel N. Welsh, Director of Emergency Preparedness, Leavenworth County, both of whom were unable to attend today's meeting. Mr. Craig Grant, Kansas-National Education Association, also, will offer written testimony regarding SB 617, she said. (Attachments 10, 11, 12, 13)

The Vice-chairperson turned the meeting over to Chairman Joseph C. Harder. The Chairman asked the Committee to turn its attention to SB 495 and announced that the floor was open for Committee discussion and/or action. Senator Karr moved to amend SB 495, relating to out-of-state tuition at Kansas community colleges, by changing the word "twice" to "thrice" on line 0031, SB 495. This motion was seconded by Senator Montgomery, and the amendment was adopted. When the Chair called for a vote on the bill Senator Salisbury moved to report SB 495, as amended, favorably for passage. The motion was seconded by Senator Kerr, and the motion carried.

SB 616 - When the Chairman called for discussion and/or action on SB 616, relating to establishment of the Kansas-Rhodes scholarship program, Sena-

CONTINUATION SHEET

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tor Langworthy made a conceptual motion to amend SB 616 in Sub. 1 (b) by clarifying that an eligible Kansas-Rhodes scholar could include those permanent residents of Kansas who are attending out-of-state institutions. Due to lack of time, however, no further action was taken on SB 616. The Chairman adjourned the meeting.

SENATE EDUCATION COMMITTEE

TIME: 1:30 p.m. PLACE: 123-S DATE: Thursday, February 25, 1988

GUEST LIST

<u>NAME</u>	<u>ADDRESS</u>	<u>ORGANIZATION</u>
<u>Paul White</u>	<u>Lenexa</u>	<u>City of Lenexa</u>
<u>Art Davis</u>	<u>12350 W. 87th Street Pkwy</u>	<u>Lenexa, City of Lenexa</u>
<u>Cliff Heckathorn</u>	<u>Topeka</u>	<u>Ks. Head Injury Assoc.</u>
<u>Beth Plattner</u>	<u>Topeka</u>	<u>KSNA</u>
<u>Vicky S. Johnson</u>	<u>KDOT - office of Chief Counsel</u>	
<u>Noble D Morrell</u>	<u>KDOT - Bureau of Personnel Services</u>	
<u>Robert Hales</u>	<u>KDOT</u>	
<u>Nancy Bauden</u>	<u>Leavenworth</u>	<u>Kansans for Highway Safety</u>
<u>STAN CRAMER</u>	<u>K.C.</u>	<u>KCTV</u>
<u>John Koehn</u>	<u>Topeka</u>	<u>KASB</u>
<u>Connie Hanson RN.</u>	<u>Topeka</u>	<u>Ks State Nurse Assn.</u>
<u>Jim Mankin</u>	<u>Topeka</u>	<u>Ks Dept of Health &amp; Environment</u>
<u>Red Guntzay</u>	<u>Meriden</u>	<u>KSPTA</u>
<u>Billie Highfill Scott</u>	<u>Topeka</u>	<u>USA</u>
<u>Carol Berger RN</u>	<u>1612 Secony Augusta KS 67010</u>	<u>Bi. County Health Dept, El Dorado <sup>67042</sup></u>
<u>Janet Blasing RN</u>	<u>252 Village Rd Andover 67002</u>	<u>Bi Co H.D. El Dorado</u>
<u>Janis Spillman LPN</u>	<u>Box 93 Rosalia KS 67132</u>	<u>" "</u>
<u>Jim Cottle</u>	<u>Wichita</u>	<u>KFT</u>
<u>Grace Sprunger</u>	<u>Onaga</u>	<u>USD 322</u>
<u>Dennis Schwant</u>	<u>Blaine KS</u>	<u>BD Member USD 322</u>

SENATE EDUCATION COMMITTEE

TIME: 1:30 p.m. PLACE: 123-S DATE: Thursday, February 25, 1988

GUEST LIST

<u>NAME</u>	<u>ADDRESS</u>	<u>ORGANIZATION</u>
Craig Grant	Topeka	IT-NEA
John M. Dunn	Winchester	SELF
Dorothy D. Dunn	Winchester	SELF
Jeanette Whitsett	Phillipsburg	KSNA
Jean Boston	Manhattan	KSNA / SN.
Wayne P. Strape	Leavenworth	KSNA
Darin Lemoa	Kansas City, Ks.	K.S.N.A.
Jeanne Hanson	Overland Park, Ks.	K.S.N.A.
Palmer Smith	Gardner	K.S.N.A.
Julius Salch	Hays	KSNA
Teresa & Kazlawski	Hays, Ks.	KSNA - FHSLU
Melanie Fontanilla	Mission, Ks.	KSNA - KU
Lori Dodgen	KC, KS	KSNA - KU
Linda Diepenbrock	Overland Park KS	KSNA / Ks Head Inj. Assn.

STATE OF KANSAS

WILLIAM (BILL) MULICH  
SENATOR FIFTH DISTRICT  
WYANDOTTE COUNTY  
3744 NORTH 67TH  
KANSAS CITY, KANSAS 66104  
PHONE (913) 299-5283 OR  
299-1237



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS  
MEMBER: ASSESSMENT AND TAXATION  
CONFIRMATIONS  
LOCAL GOVERNMENT  
PUBLIC HEALTH AND WELFARE

NATIONAL CONFERENCE  
OF STATE LEGISLATORS  
COMMITTEE ON COMMERCE  
LABOR AND REGULATIONS

February 25, 1988

Mr. Chairman, Members of the Education Committee.

I thank you for the opportunity to appear before you in the support of Senate Bill No. 617.

Senate Bill No. 617 is a bill that is about children and their safety while passengers of school buses. For the children that have suffered injuries while passengers of school buses, many seriously, and for the children that have died from injuries while passengers of school buses, this bill is many a day late. Those students that will be in accidents in the future, I only hope that your action will not leave them a dollar short for preventing serious injury or death.

As you are aware, child safety while passengers of school buses is an issue that I have worked several years to improve. So far, we are still a dollar short. Senate Bill No. 617 is an effort to end some of the conflicts that have arisen during previous discussions of this issue. This is a pilot program that will create the school transportation vehicle safety program. This program will provide each school district willing to participate:

1. The presence in every yellow school bus of a safety guard to assist the driver in monitoring pupils while boarding and disembarking from school buses.

Attachment 1, 2/25/88

2. Preparation of a school vehicle safety manual covering subjects such as loading zone behavior, procedures for student discharging, and behavior while the bus is in transient. Procedures for bus drivers, safety guards, and instructions for using passenger safety restraint systems is also included.
3. Encourage discussions from pupils, teachers, bus drivers, safety guards, and parents concerning school bus safety procedures, school district bus safety regulations, control discipline measures for students, and rules and regulations for implementation.
4. Provide for time and facilities to allow law enforcement personnel, State Department of Transportation, and the Department of Health and Environment to acquaint school personnel, parents, and pupils with pupil transportation safety rules.
5. Allow installation of passenger restraint systems in yellow buses owned or leased by school districts and require that new yellow buses be equipped with passenger restraint systems.

To assist funding for this program, each participating school district may apply for a grant from the state. The State Board of Education shall be required to adopt rules and regulations to administer this program. Upon completion of the 1992-93 school year, an evaluation will be made of the program to determine if it should be continued.

I hope, with your support, that our children will not continue to be "a dollar short" with regard to school passenger safety in the future. I urge that you give this bill favorable consideration.

WILLIAM " BILL" MULICH, Senator

Dear Senator Mulich:

January 26, 1988

I would like to take this opportunity to express my support for Senate Bill 179, which is concerned with seat belts or some other form of restraint in school vehicles.

As a former Garden City KS Police Officer, I can personally vouch for the effectiveness of seat belts and child restraints. Now that I am the mother of a child approaching school age in a rural school district, I find it distressing that it has taken this long for a bill like yours to find it's way to Committee. I applaud your efforts, and offer my assistance in any way. I am passing the word around about Senate Bill 179, and I would be glad to send a note to anyone you know of who is opposing the passage of this Bill.

Thank you for caring about our children!

Respectfully,



Pamela J. Niehoff  
222 W. 3rd  
Erie, KS 66733



## Proposed Amendment to Senate Bill No. 617

On page 1, in line 26, by striking "transportation vehicle" and inserting "bus"; in line 34, by striking "vehicle" and inserting "bus"; in line 36, by striking "vehicles" and inserting "buses"; in line 37, by striking "vehicle" and inserting "bus"; in line 40, by striking "vehicle" and inserting "bus"; in lines 41 and 42, by striking "vehicle" and inserting "bus";

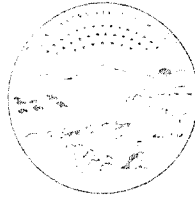
On page 2, in line 51, by striking all before the semicolon and inserting "buses"; in line 52, by striking "transportation vehicles" and inserting "buses"; in line 54, by striking all after "School"; by striking all in lines 55 and 56; in line 57, by striking all before "of" and inserting "bus" has the meaning ascribed thereto in subsection (g)(1)"; in line 61, by striking "vehicles" and inserting "buses";

On page 4, in line 124, by striking "transportation vehicle" and inserting "bus"; in line 130, by striking "transportation vehicle" and inserting "bus"; in line 150, by striking "transportation vehicles" and inserting "buses"; in line 153, by striking "transportation vehicle" and inserting "bus"; in line 155, by striking "transportation vehicle" and inserting "bus";

On page 5, in line 156, by striking "transportation vehicle" and inserting "bus"; in line 157, by striking "transportation vehicles" and inserting "buses"; in line 158, by striking "transportation vehicle" and inserting "bus"; in line 159, by striking "transportation vehicle" and inserting "bus";

In the title, in line 17, by striking "transportation vehicle" and inserting "bus";

STATE OF KANSAS



DEPARTMENT OF HEALTH AND ENVIRONMENT

*Forbes Field*

*Topeka, Kansas 66620-0001*

*Phone (913) 296-1500*

Mike Hayden, *Governor*

Stanley C. Grant, Ph.D., *Secretary*

Gary K. Hulett, Ph.D., *Under Secretary*

Testimony Presented to  
Senate Education Committee

by

The Kansas Department of Health and Environment

SENATE BILL 617

This bill provides an opportunity for several Kansas school districts to develop and implement a school transportation vehicle safety program which would be evaluated over the next five years. One important component of the safety program is the evaluation of seat belts in school buses.

Each year some 21 million school children are transported to and from school each weekday in school buses. While school buses have the highest safety record compared to other forms of surface transportation, school bus fatalities do occur. In 1983, there were 69 school bus related fatalities with 50 of those deaths being pedestrians. Seventeen deaths were on-board passengers and an additional two were bus drivers. According to the Kansas Department of Transportation in 1985, 22 passenger injuries were reported and one of those injuries was incapacitating. The figures for 1986 increased over 100 percent to 53 school bus passenger injuries with 13 being incapacitating.

Preventable injuries and deaths are the major issue when considering safety restraints on school buses. Many states have passed or are considering passing seat belt safety laws for school buses. All 50 states and the District of Columbia have mandatory child passenger safety laws for automobiles so many children at the pre-school level have learned to travel in safety restraints. Furthermore, John States, M.D., Chairman of the New York Coalition for Safety Belt Use, Inc. asserts that the educational benefit to school children is a principal reason for requiring seat belt use in school buses. Dr. States reports that "buses will not increase the risk of injury for children using lap belts but will actually reduce the risk and that it is essential that children continue the habit (using seat belts) while riding in school buses" (December, 1985).

The National Highway Traffic Safety Administration reports that driver inattention is a major cause of school bus accidents. According to the school bus seat belt coalition passenger conduct improves on buses with safety belt use thus curtailing distractions and increasing the driver's concentration.

Attachment 3, 2/25/88

Rollover accidents account for 50 percent of school bus occupant fatalities and 14.7 percent occur in side impact accidents. These types of accidents are the most likely to decrease with the use of seat belts since belts prevent ejections from the vehicle.

On the national scene since 1984, 200 school districts have installed seat belts in some or all school buses and the trend is growing. In Hays, Kansas USD 489 a 66 passenger bus with seat belts has been ordered and Shawnee Mission USD 512 is conducting a pilot project using belts in large buses. The van-type school buses (under 10,000 pounds gross weight) are required, the same as passenger cars, to have safety belts.

An additional \$1,500 per bus is needed for installation of seat belts on new buses. The investment in school bus seat belts seems well worth it when one considers that in Kansas an estimated 450-500 persons are permanently and severely disabled from motor vehicle accidents per year. The cost per case over a lifetime for this type of accident is estimated at \$2,500,000. The cost to Kansas for all accidental deaths for one year is about \$650,000,000 with an average amount per accident of \$510,600.

While child restraint and mandatory seat belt laws have been enacted in Kansas, the state does not require seat belts in school district vehicles. Both the American Medical Association and the American Academy of Pediatrics support the concept of seat belts in school buses.

We recommend passage of Senate Bill 617.

Presented by:

James D. Mankin, D.D.S., M.P.H.  
Director, Bureau of Local Health Services  
February 25, 1988

Testimony to be Delivered to  
THE KANSAS SENATE EDUCATION COMMITTEE  
February 25, 1988

by Nancy Bauder, President  
Kansans for Highway Safety

On behalf of Kansans for Highway Safety and the National Coalition for Seatbelts on School Buses, I ask that you support SB 617, which would authorize the development and implementation of school transportation vehicle safety programs for selected school districts in Kansas.

Our organization and the other various organizations (listed at the conclusion of this testimony) still support installation of seatbelts on all NEW school buses to give all children in Kansas schools the availability of a seatbelt during everyday transportation, twice per day, 180 days per year, and on school related field trips.

Several other states are in the process of pilot school bus safety programs administered by the state departments of education in conjunction with the state departments of school transportation. We have learned a great deal from such programs as well as the over 150 school districts which have used belts on their large Type I (greater than 10,000 lb. 22-, 36-, or 66-, passenger) school buses and strengthened their safety education programs. Besides these, most districts employ at least one smaller Type II bus that have been equipped with lap belts by federal standard since 1977.

In 1987, school bus seat belt legislation was introduced in 23 states. In 1986, New York became the first state to require the installation of lap belts in new school buses, as well as extra padding on seat backs over and above the federal requirements. The law also requires (three times per year) that school districts provide instruction on the proper use of seat belts. Carol Fast, NY State PTA President, of Ardsley, NY, has testified many times for this law. She bases her testimony on many factors including the experiences of her school district and other districts which have used belts on buses for several years. The use of safety belts is a "way of life" in Ardsley, according to an Ardsley school official.

Some of these districts have provided information regarding seat belt use policies, and safety and educational benefits. According to a study published in January 1986 by the Natl. Highway Traffic Safety Administration, "Administrators, transportation directors, and drivers reported improved behavior on buses equipped with belts." The study went on to report that drivers "experienced fewer distractions in belt-equipped buses than in non-equipped

vehicles." Other testimony from drivers, transportation directors, and school officials repeat the same story. Wayne Amundsen, transportation director of Skokie, IL School District 71 stated, "If nothing else - it keeps kids in their seats. Look at any bus on the road. Kids are standing or in the aisle. We don't have that problem. There's order on the bus." In the first week of usage in Skokie School District 68, veteran drivers of junior high students said that they couldn't believe that they were driving junior high students, because of the improved behavior.

However, with no federal standards or guidelines regarding installation of belts and the types of belts used, some districts have encountered problems. The Derby, KS school district abandoned their seat belt program because the belts were so long that they touched the floor and became soiled, could be buckled across the aisles to cause a tripping hazard, the large metal buckles were difficult to fasten and could be removed from the belt, and the long black belts became tangled and confused. The same problem occurred in Dalton, GA, but was solved when the next buses were ordered with shorter, color-coded belts with push-button buckles. When this more practical belt was used in a pilot study in Merriam, KS, School Services and Leasing Company reported "no vandalism and no accidents with seat belt equipped buses," according to Harvey Gaskins, the company's safety director.

Mike Brown, Transportation Director of the Wentzville, MO school district reported in an interview with the KCTV5 Reporter Stan Cramer (Kansas City) that the Wentzville school bus safety program "seems to be a pretty good experience." One-half of the district's buses have been equipped with belts for at least three years. He stated, "The drivers seem to like them." When asked if the drivers are more attentive to the road, he stated, "A lot of drivers have expressed that to me, that by having them (students) belted, then the student is not up, and when that student gets out of their seat, they're (driver) taking their eyes off the road."

About the safety education, he said that they taught safety in conjunction with the local police department in a general school bus safety program. Mr. Brown stated that "Most of the time, the elementary students buckle up - no problem. Most of the time the high school kids don't buckle up because of peer pressure." When Mr. Brown was asked how he felt about the school bus belts, he said, "Anything that can increase the safety of the school bus should be done. There is nothing that can pay for one child's life, and if the cost of one seat belt would save a child's life, it would greatly be worth the cost. I feel very positively about the seat belts. I'm looking forward to getting belts on all the buses, and getting going on (students) being required to wear them because I feel that it is safer with them than without them." The Wentzville district will not make use mandatory until all buses are equipped with belts.

This bill, Senate Bill 617, could help to develop safety programs in certain districts which could be used as a prototype or guide for other districts. Thank you for hearing our testimony today, and for taking into consideration our children's well-being in school transportation.

Sincerely,

Nancy Clark Bauder

- President, Kansans for Highway Safety
- President, National Coalition for Seatbelts on School Buses
- Chairman, School Bus Safety Committee, National Association of Women Highway Safety Leaders

THE FOLLOWING ORGANIZATIONS SUPPORT SB 617:

The National Coalition for Seatbelts on School Buses  
Kansans for Highway Safety  
The Kansas Department of Health & Environment  
The Kansas Coalition for Drug-Free Driving  
The Kansas Head Injury Association  
The Kansas Medical Society  
The Kansas Council of Women  
The Kansas State Nurses Association



#### FATAL CRASH SCENE

*Dodge City Globe 5/5/89*

Rescue workers assist one victim on the ground while others work to remove injured victims from a Jetmore School District station wagon that was involved in a two-vehicle accident Monday afternoon. The driver and four Jetmore Grade School students were

killed when their vehicle pulled into the path of a cattle truck on US 156 two miles west of Jetmore. (Jetmore Republican staff photo)

## Jetmore mourns five accident victims

By LEE FINCH  
and  
SANDY BRYANT

JETMORE — Jetmore is in mourning today for four grade school children and their driver who died Monday as the result of an accident when the school station wagon they were riding in was struck by a loaded cattle truck.

The accident happened shortly before 3:30 p.m. at the intersection of a country road and US 156 about two miles west of Jetmore. The east-bound cattle truck hit the north-bound white school vehicle broadside, and, according to those who reached the scene shortly after the

crash, the children were killed immediately.

A highway patrol representative at the scene said that, according to a witness, the school vehicle driver stopped at the stop sign and waited until one truck had passed and then pulled in front of a second truck. The site of the accident is on a stretch of the highway which is marked with rolling hills.

Classes were canceled today in memory of the four grade school children and their driver.

School Superintendent Francis Seybold said Jetmore was shocked by the accident.

"We'll be in a state of shock for

quite some time. We'll bring in the psychologists and mental health experts," he said.

The dead children are Andrea Querbach, 7; Joshua Tarman, 6; Anisa Torrez, 6; and Jeramiah Rasmussen, 7, said Kansas Highway Patrol Trooper Morgan Wright.

Joel Querbach, 16, suffered head injuries and was in critical condition at St. Francis Regional Medical Center in Wichita.

Another student, 17-year-old Skip Evans, was treated at the Dodge City hospital and released.

The driver of the school vehicle, Leonard Ford, 85, died from his injuries about 9 p.m. Monday at

Humana Hospital Dodge City.

Ford, an 85-year-old retired bus driver, was substituting as a driver because the school's art teacher had taken the regular yellow school bus on a trip to Quinter, Seybold said.

The driver of the truck, Donald Musgrave, 51, of Indianola, Neb., said the school vehicle stopped at a stop sign and then pulled out in front of the truck, according to Wright. The truck was owned by Speedway Transportation of Holdrege, Neb.

Musgrave, who was not injured, told the patrol he was unable to stop in time to avoid the collision. The truck, with its load of cattle, ended in a ditch on the north side of he

highway about 50 yards past the intersection. The truck put down skidmarks about 150 feet before the collision.

A National Transportation Safety Board official was expected to begin investigating the accident today, Wright said.

School district officials also canceled a high school track meet planned today.

"This is a shock to our town," second-grade teacher Eleanor Nuss said. "We wonder why things like this happen to anybody, but why younger children?"

See JETMORE Page 3

## ★ Jetmore

(Continued from Page 1)

Jim and Linda Frantz of the *Jetmore Republican* were early arrivals at the scene of the accident. "One thing about living in a community this size is that everyone knows everyone else and is related to some of the victims," they said.

With tears in her eyes, Linda Frantz, a cousin of one of the victims, said, "Anisa was going out to spend the night with another girl, otherwise she wouldn't have been there."

"This would be a horrible accident in New York City," Jim Frantz said, "but it is even worse in a small town like this."

Information on the lives of the four children and the driver were not available at *Daily Globe* press time. The obituaries will be published in Wednesday's edition.

In an unrelated accident in Dodge City Monday afternoon, four people were injured, including an eight-week-old child who has been transferred to St. Francis.

The Dodge City Police Department reported that the accident occurred at the drive to the Silver Spur at 1510 W. Wyatt Earp at 5:30 Monday, when a car driven by Ruth F. Thielen, 71, of Satanta, made a left turn in front of a car driven by Edwin D. Swinney, 27, of 2945 E. Trail.

According to accident reports Thielen was driving east on Wyatt Earp and she failed to see Swinney's vehicle as she attempted a left turn

into the Silver Spur. The two vehicles hit almost head-on, the police department reported.

Thielen and Swinney's wife Katherine, 22, who was a passenger in the front seat of the car, were both treated and released from Humana following the accident. Swinney remains hospitalized at Humana in satisfactory condition. The couple's eight-week-old son Ryan was transferred to St. Francis, where he is listed in serious condition with a skull fracture.

In a third accident, Brent A. Carmona, 17, of 1002 Ave. C, sustained possible injuries but refused medical treatment after he failed to stop for a stop sign and struck a car driven by Stacey L. Barnes, 18, of 806 Ave. B, the police department reported.

According to accident reports, Carmona was driving south on Third when he failed to stop for a stop sign at Third and Cedar and struck Barnes' westbound vehicle.

The accident occurred shortly after 3:30 p.m.

(The Associated Press contributed to this report.)

### HEARING TEST SET

Dodge City  
Thursday, May 7  
10:00 a.m. to 12:00 noon  
Dodge House Motel

Electronic Hearing tests will  
be given by a factory-trained  
Hearstone Hearing Aid Specialist.



# Jetmore school patrons demand bus safety

By DAVE McQUEEN

JETMORE — An emotion-charged gathering of parents and citizens wouldn't let the Jetmore Unified School District 227 Board of Education forget its recommendations for bus safety Monday night.

The board recommended the approval of 14 recommendations presented by a group of parents concerned about the safety of the district's bus system. Those concerns stem from the accident that killed four students and a driver and seriously injured a fifth student on

May 5.

Along with the recommendations, the group also called for the dismissal of USD 227 Superintendent Frances Seybold.

The board also called for a special meeting to discuss the recommendations within two weeks. But the board took no action on the proposals until two hours after they were presented.

"We didn't get no response until we had to get nasty," group spokesman David Danser said. "That wasn't our intent.

"We came here in a civilized manner and we got pushed to the back burner."

While the board and the crowd of 80 sitting in the stuffy Jetmore High School commons area listened, Danser read through the list of proposals. Some 40 or 50 parents met earlier in the week to discuss them, he said.

The proposals included:

- Designating a person to serve as transportation supervisor;
- Requesting all buses be marked in accordance to Kansas School

Transportation Regulations codes;

- Limiting the age of regular and substitute drivers to 62 or 65 and requiring annual driver's and physical examinations;
- Requiring bus drivers to make daily inspections of their vehicles;
- Putting seatbelts on all buses;
- Assigning one driver and one substitute for each route;
- Making drivers responsible for children until they reach the school building;
- Dismissing grade school buses five minutes early to help ease traf-

fic congestion around the school;

- Mapping out all routes to provide the safest and most efficient routes possible;
- Using larger buses on muddy routes.

"We feel confident that these problems can and will be dealt with, and that we won't have to deal with them further than here tonight," Danser said.

Those hopes were soon dashed when the board members began go-

See JETMORE page 3

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KANSAS  
Dodge City Daily Globe

JUN. -2. 1987

February 22, 1988

This district now has a new school transportation policy, and six new buses with belts. Must it always take a tragedy?

Nancy Bauder  
President  
National Coalition for Seatbelts  
on School Buses

ing down the agenda without discussing the proposals. But it wasn't long before it came up again.

A discussion on bids for remodeling the high school's home economics brought comments about money used for school buses. "If we can afford this, why can't we afford new school buses?" one man in the crowd said.

A recommendation to move a fifth-grade teacher into a vacant first-grade opening soon became a discussion on bus driver hiring policy. One parent charged that drivers were not being hired by the board, but by other drivers.

When Seybold prepared to read the settlement reached with the Cimarron Insurance Co. on the station wagon damaged in the accident, the emotions came to a head.

"Why were 10 kids loaded in a wagon made for seven and sent off to their deaths?" asked Elaine Ihloff. Ihloff's grandson, 6-year old Joshua Tarman, was one of the children killed in the accident. Seven were riding in the station wagon when it was broadsided by a cattle truck on US 156 outside of Jetmore.

"You played Russian Roulette with their lives with Leonard Ford driving," Ihloff added. "The chamber came up loaded and it's not fair."

Ford, an 85-year-old substitute

driver, was killed along with Tarman, Anisa Torrez, 6, Andrea Querbach, 7, and Jeremy Rasmussen, 7. Another passenger, Joell Querbach, 16, is still hospitalized. Skip Evans, 17, escaped with minor injuries.

Seybold, who has served as the district's superintendent for 28 years, was charged by the group with misconduct in office. Also, Danser said Seybold's removal was needed to heal a divided community.

"It would help the healing process to bring someone new," he said earlier. "We need new ideas and new directions.

Danser asked for a show of hands from the crowd indicating favor for Seybold's removal. Nearly half raised their hands.

Seybold declined comment. "What can you say? No matter how I react to it I'm going to make some hard feelings," he said.

While he sympathized with the parents' concerns, board member Gary Whiteside said implementing their recommendations would present some problems.

"The whole thing is pretty complicated," Whiteside said. "How are we going to paint and make the vans legal when the one with the lowest mileage has 89,000 miles on it? It just wouldn't pay. And we'll have to look at adjusting the size of buses to the size of bus routes, and vice versa."

## SEAT BELT STUDY

Despite Michigan's mandatory seat belt use law, a University of Michigan study has found that children aged four to 15 are buckled up just 32 percent of the time—the lowest rate for all age groups.

The survey, by the University of Michigan Transportation Research Institute, revealed that children under four years of age were most likely to be restrained, with belts or safety seats used by 63 percent. However, the researchers found that this age group was incorrectly positioned in the safety seat or the safety seat was incorrectly positioned in the car 28 percent of the time.

After ages 4-15, use rates increased with age. Thirty-seven percent of 16-29 year olds, 47 percent of 30-59 year olds, and 56 percent of those 60 years and older were buckled up.

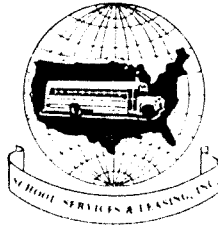
The survey included observations of 24,414 occupants in 16,225 cars and light trucks at 240 sites across the state.

In December 1984, Michigan's belt use rate was 20 percent. After the law became effective in July 1985, seat belt use rates jumped to 58 percent, but dropped subsequently and have now stabilized at about 44 percent, according to the survey.

---

# SCHOOL SERVICES and LEASING, INC.

General Offices:  
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Overland Park, Kansas 66204  
(913) 384-1190



Operations:  
5639 Merriam Drive  
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December 4, 1986

Nancy Bauder  
Kansans For Highway Safety  
Route 4  
Box 241 A  
Leavenworth, Ks. 66048

Dear Mrs. Bauder:

Re: Seat Belts (School Buses)

We are now into our second school year with our experimental program.

Our district is completely urban and the equipment was placed on route vehicle that transports all grades, High School, Junior High, and Elementary.

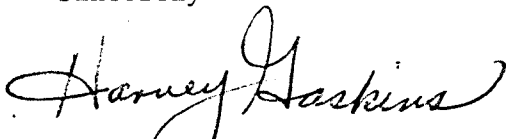
When a seat belt bus was placed into service a supervisor was aboard and students were notified and encouraged to use the belts. After six weeks of monitoring, the bus was moved to another route with another driver where monitoring continued.

The number of students using seat belts has been somewhat disappointing. Overall student usage is listed below.

Elementary	17 - 21%
Junior High	5 - 7%
High School	0 - 5%

We have experienced no vandalism and no accidents with seat belt equipped buses. We hope this information can be of some help.

Sincerely

  
Harvey Gaskins  
Director of Safety

HG/ws

# SCHOOL TRANSPORTATION DIRECTOR

THE ONLY INDEPENDENT NATIONAL NEWS SERVICE FOR SCHOOL TRANSPORTATION DIRECTORS  
Volume 7, Number 16 September 23, 1987

## Danbury Evaluates Belts after Accident

The Danbury, CT Board of Education is looking at the effectiveness of its seat belt regulation after the first "serious" accident the community has had since it began using seat belts on school buses two years ago.

The accident occurred September 14 when a fully loaded dump truck hit a school bus broadside at an intersection when the bus was leaving Danbury High School. The driver of the truck failed to stop when signaled to stop by a special duty police officer assigned as a crossing guard. The bus rolled over on its side, pushing against a parked car as it did so. Evacuation was by the rear exit.

The most serious injury was to the driver of the bus -- a shoulder injury. The approximately 25 students and one faculty member on the bus were treated at Danbury Hospital and released. Injuries were the bumps and bruises sort; there weren't any lacerations or sprains, according to Walter Skowronski, Director of Finance and Support Services for the Danbury Board of Education.

(Continued on Page Eight)

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The bus, a 1981 Wayne 59-passenger vehicle, was operated for the school by JACE Transportation Co. Out of concern for damage to the frame of the bus, it probably will be considered a total loss, Skowronski said. The driver of the truck was charged with reckless driving and second degree assault. Police still are attempting to reconstruct the accident, and estimate the speed of the truck at 40 mph.

Skowronski told SCHOOL TRANSPORTATION DIRECTOR that the Board of Education has asked school officials to provide information on where the students were sitting and whether or not each was belted. The point of impact of the truck was three or four rows behind the driver of the bus. They would hope to be able to draw some conclusions about the effectiveness of belts from that information, although Skowronski acknowledges that students who were not belted may be reluctant to admit that.

Danbury required seat belts on buses out of two concerns -- discipline and safety. There are no specific requirements to police the wearing of belts, although students must be seated before the driver starts the bus. Skowronski says that from information available at this time, he "could not give an opinion" as to whether seat belts were a factor in the injury occurrences on the bus.

SCHOOL TRANSPORTATION DIRECTOR, however, calls the attention of our readers to similarities between this accident and one in Bronson, FL on August 28 (STD, September 9).

Both accidents involved a bus at an intersection hit by a heavy vehicle traveling at an approximate speed of 40 mph. Both buses were hit broadside in the left front area; both rolled onto their side (although the Bronson accident involved a head-on secondary impact to the bus). Those are the similarities.

Among the differences: The Bronson bus was a 1982 Thomas Built, which had a separation of body and chassis. The Danbury bus was a 1981 Wayne which did not separate. The Bronson bus had six fatalities and serious injuries to all occupants; Danbury's had minor injuries only. The Danbury bus was equipped with seat belts. If our readers are aware of any other similarities or differences, or wish to comment on the accidents, we'd like to hear from you.



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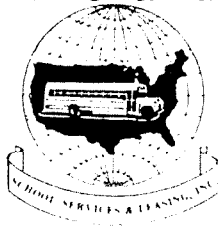
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We have experienced no vandalism and no accidents with seat belt equipped buses. We hope this information can be of some help.

Sincerely

A handwritten signature in cursive script that reads "Harvey Gaskins".

Harvey Gaskins  
Director of Safety

HG/ws

TESTIMONY FROM JOHN M. DUNN  
FOR THE  
SENATE EDUCATION COMMITTEE  
February 25, 1988

Senator Harder and distinguished Committee Members, my wife and I testified before this Committee last January 20th in favor of seat belts on school buses. We come before this distinguished Committee again today to reinforce our past testimony.

As you know, our daughter was involved in a school bus accident February 25, 1987, in which the driver of the other vehicle was killed. The school bus driver being held in his seat went home the same day of the accident while our daughter sitting directly behind him spent five days in the hospital and will carry facial scars for the rest of her life because she was not given the choice of any seat restraint while the bus driver was. In Leavenworth County there is a young girl without an arm because she was not restrained in her seat, while her school bus driver remained in her seat in this roll-over accident.

This week my wife visited with a school bus driver from McLouth, Kansas (whose statement in favor of belts you have, dated November, 1987) and she told her as a mother of three she feels that the lack of seat belt restraints increases the possibility of injury. Additionally, the use of such restraints would assist the bus driver in limiting student movement while in transit, she said. She thought the excuse of the children hitting one other with a belt is not a concrete excuse since they have plenty of other things to use. I believe this is another 'excuse' not to install belts. She also told us of the special tool the school bus driver can carry in the school bus in case a belt could not be unbuckled. I, and many other Kansans, find the opposition's arguments absurd about being unable to unbuckle the belts still being given in this day and age as another excuse not to install seat belts. With this reasoning it would follow that the bus driver's belts should be immediately removed, wouldn't it? Injured and unconscious students certainly cannot help an adult bus driver out of their belts. I am in possession of a news article which show a bus with children belted that had overturned and getting their belts undone has not been a problem. The opponents to this issue are grasping at straws to save a few dollars.

It seems very well to say, 'Let the local school board decide about seat belts' but when local school boards do not yield to parents and patrons of that district the children are again the LOSERS. We did not vote locally on whether belts should be installed in cars, trucks, and other vehicles. Similarly, we did not decide 'locally' to be mandated to wear seat belts. The State of Kansas decided this issue and now our children deserve the same consideration on school buses.

We believe there is a loop-hole in the law big enough to drive a school bus through and the time has long past to do something to correct this error. Our laws should not be

written for just one person or adult on a school bus but for the protection of each and every child. There isn't one state that would take a seat belt away from the school bus driver. We have personally reached many people in S.E., N.E., and Central Kansas who cannot comprehend why the children are being left out of this law. We are belting up and our children are being scarred and maimed because the public school transportation does not have to protect our children. Kansas State Law protects the 'VOTING ADULT' who is the school bus driver.

The records kept on the injuries of these children are not complete and forthright. Only accidents going to school and coming home from school are reported. Field trips and other trips where there are accident injuries are conveniently slid under the carpet. Some states do not even report accidents; consequently the statistics quoted are a CRUEL JOKE! There was a school bus accident during a recent mild sleet and ice storm in Kansas City when the greater Kansas City area school buses were taking children to school. The noon TV news reported the school bus accident using the term 'serious'. That afternoon I phoned the largest ambulance service in Kansas City to find the outcome. Their response was "which school bus accident". Within a two week period in November of 1987 we heard of three school bus accidents in this area involving many children who were injured including broken collarbones, concussions, and other injuries. I am saying again, that there are innumerable injuries across our country that may never be reported and people as yourself are led to believe that the erroneous statistics are in fact correct.

Over and over we hear the remark, "We know of no conclusive evidence". Well, New York State has conclusive evidence. A dead child about whom the coroner stated, "If he had a seat belt on, he would have been restrained and wouldn't have hit the (seat) frame". At any time a similar accident could happen in Kansas and cause the death of a child not restrained in their seat. You are NEVER going to have evidence if these accidents are not INVESTIGATED. Our six-year-old daughter came too close to becoming conclusive evidence and it seems there should have been an investigation to determine conclusively she would have benefited from a seat belt since a man was killed in this school bus-van accident. We know of no such investigation for conclusive evidence and therefore we continue to hear of this ELUSIVE EVIDENCE about seat belts. The child in our neighboring county is a constant reminder of conclusive evidence living with a handicap for the rest of her life simply because she did not have the right to a seat belt.

We as parents are also weary of the negative propaganda related to us about the use of seat belts on school buses. On November 17, 1987 a person representing the Kansas School Transportation Association came to our school district and displayed slides telling parents the children will 'twist



this way or that' during an accident and injure themselves from the use of a seat belt. What he did not say was the FACT seat belts are Federally mandated in smaller school buses where the impact is much greater. Common sense again tells us if belts are safe in the smaller buses where the impact is greater the benefits in the larger buses would be excellent where many more students are transported. So we are not protecting the greater number of students.

Can the money for a seat belt be too much to spend for a child's life? How great is your concern that a small child will have to go through life without an arm or that our child had a horrendous head injury leaving her face scarred for life and her lip approximately 1/8 inch off? Is it comprehensible a child in a 19-passenger bus needs belts but our daughter in a 22-passenger school bus does not need a seat belt?

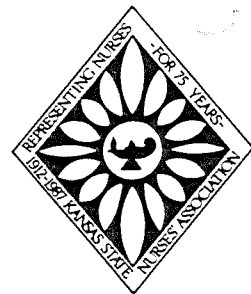
The 'compartmentalization' is definitely not the total answer and common sense tells us 40-lb. children do NOT stay seated when impacted at normal operating speeds. ALSO, 20 years ago UCLA clearly recommended compartmentalization AND SEAT RESTRAINTS.

In conclusion, the time for testing the compartmentalization theory on our children needs to end NOW. The 1977 safety regulations was to implement both compartmentalization theory and seat restraints. Ninety percent of the Kansas individuals we have talked with support the belting of children in school buses and many organizations and groups also support this issue. As a concerned parent, we urge the Senate Education Committee not only to join in this support for seat belts on school buses but to implement their immediate installation on all new buses before more needless and horrible injuries occur as we all know will happen. You may claim belts are too expensive but the injured children are more costly and a TRAGEDY. To argue the expense is meaningless to parents who put their children in a position of potential risk and injury each time their child boards a school bus with no restraints. The laws of Kansas today protect our children in our personal vehicles, but not in school buses. The parents of Kansas have NOT heard ONE GOOD REASON and we will not SETTLE FOR LESS THAN THE SAME PROTECTION PROVIDED FOR OURSELVES BY LAW.

Thank you,

# KSNA

the voice of Nursing in Kansas



FOR FURTHER INFORMATION CONTACT:



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## S.B. 617 SCHOOL DISTRICTS, SCHOOL TRANSPORTATION VEHICLE SAFETY PROGRAMS

Senator Harder, and members of the Senate Education Committee, my name is Connie Hanson and I am a registered nurse and am presenting testimony on behalf of the Kansas State Nurses' Association. I am currently serving as the Project Coordinator for the KSNA grant project entitled Nurse Advocates for Motor Vehicle Occupant Protection.

The Kansas State Nurses' Association supports S.B. 617.

The intent of this bill is to provide a five year pilot study in fifteen school districts in Kansas that would initiate a school transportation vehicle safety program.

Intensive education to school personnel, administrators, teachers and students about the need for transportation vehicle safety is an essential component in promoting and establishing a greater compliance in safety belt use and other related motor vehicle safety activities. A safety manual, that could serve as a resource would also be a valuable tool if distributed and reinforced at the local level. The local school boards would have the flexibility to design and initiate a program designed for their specific safety needs.

As nurses we are confronted with both the traumatic and long-range disabilities that often occur with motor vehicle accidents. Automobile accidents are the leading cause of death in children, and others from ages 1-44. Advanced medical technology can do little to reduce tragic and avoidable accident-related deaths. It is largely a matter of personal choices and behavior, however, by passing this legislation the State is fostering more careful behavior and providing a safer environment for transporting school children in the state of Kansas. Prevention of accidents and injuries within the school age population reduces the financial burden for rehabilitation and institutionalization for families and society.

The Kansas State Nurses' Association has been awarded a \$5000 grant from the American Nurses' Association to promote motor vehicle occupant safety in the next year. The project will educate nurses and promote initiation by nurses of safety belt and child safety seat use in Kansas. School Nurses are one of the major focuses of the grant project and The Kansas School Nurse Organization is working in conjunction with KSNA on this grant.

Attachment 6, 2/25/88

THANK YOU Kansas State Nurses' Association • 820 Quincy • Topeka, Kansas 66612 • (913) 233-8638  
Peggy Erickson, M.N., R.N.—President • Terri Roberts, J.D., R.N.—Executive Director

KANSAS  
ASSOCIATION



OF  
SCHOOL  
BOARDS

5401 S. W. 7th Avenue Topeka, Kansas 66606  
913-273-3600

TESTIMONY ON S.B. 617  
before the  
SENATE EDUCATION COMMITTEE

by  
John W. Koepke, Executive Director  
Kansas Association of School Boards

February 25, 1988

Mr. Chairman and members of the Committee, S.B. 617 is one of several bills being heard this week which take a similar approach to issues of concern in public education. We have a grave concern about the approach being taken which utilizes a system of grants or awards to address issues which could be addressed without legislative action.

Each of the concepts being forwarded in S.B. 617 could be enacted by a local school board without the use of scarce state resources at a time when mandated programs are not scheduled for full funding and many school districts are facing major property tax increases due to the lack of adequate funding for the School District Equalization Act.

While the goals of S.B. 617 may be worth favorable consideration, we do not think the time is right for the state to establish funding for new programs.



SENATE BILL NO. 617

Testimony presented before the Senate Education Committee  
by Brilla Highfill Scott, Associate Executive Director  
United School Administrators of Kansas

February 25, 1988

Mr. Chairman and Members of the Senate Education Committee.

United School Administrators of Kansas opposes Senate Bill #617 which requires the presence in every school bus of a safety guard and the installation of passenger safety restraint systems.

As school administrators we desire the operation of school buses to be as safe and cost effective as possible. We are unable to find significant research which supports the need for guards and seat belts on buses.

Mr. Ed Lindsay of Meriden will provide information about the school bus safety studies he and his transportation associates have made. United School Administrators of Kansas would ask that you report SB 617 unfavorably.

Attachment 8, 2/25/88



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This bill is a combination of two earlier bills: HB 2022 which was killed in the House Education Committee, and SB 179. The best way to explain our opposition to this bill is to speak to it in parts. Part one, the issue of aides or guards on buses, is not new in that we do some of this now on our special ed transportation buses, but as far as volunteers, we've had no luck in this area. We do not provide aides or guards on regular transportation buses since it is cost prohibitive.

Parts 2 through 4, dealing with a safety manual, rules and regulations, and the provision time and facilities to promote safety rules, most districts are doing this now to one degree or another.

We have the greatest disagreement with part 5 of the bill which deals with lap belts, and the requirement for districts to retrofit the buses with belts. Both sides agree that lap belts should be factory installed rather than retrofitted. We still feel the research shows that lap belts would have a negative effect on safety.

State grants are added as an enticement to fund these changes for the 15 qualifying districts. Our position are that if there is extra funds available for this use, we would much prefer to see it added to the transportation funding process so that all districts would benefit therefrom, rather than restricting its use to just fifteen districts.

The cutback in state funding overall from 100% to 95% has already forced us to make some adjustments. This underfunding can be absorbed for a couple of years, then it will begin to have a negative effect on our present safety record.

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## LET'S REVIEW THE MOST RECENT FACTS OF THIS ISSUE:

- 1ST CANADIAN CRASH TEST 1985
  - A. COMPARTMENTALIZATION PROVIDES EXCELLENT PROTECTION
  - B. THE USE OF LAP BELTS MAY RESULT IN MORE SEVERE HEAD AND NECK INJURIES
- 2ND THOMAS FRONTAL AND SIDE IMPACT CRASH TEST 1985
  - A. COMPARTMENTALIZATION WORKS AS DESIGNED, LAP BELTS WOULD NOT MAKE A DIFFERENCE
- 3RD UNITED STATES DEPARTMENT OF TRANSPORTATION AND NATIONAL HIGHWAY SAFETY ADMINISTRATION JUNE OF 1985
  - A. SCHOOL BUS IS THE SAFEST FORM OF GROUND TRANSPORTATION
  - B. COMPARTMENTALIZATION IS A AUTOMATIC PROTECTION SYSTEM
  - C. ALL AVAILABLE TEST DATA & REAL WORLD ACCIDENT DATA INDICATE THAT COMPARTMENTALIZATION HAS WORKED EXTREMELY WELL.
- 4TH NATIONAL TRANSPORTATION SAFETY BOARD "PASSENGER BELT SURVEY" AUG 1986
  - A. THIS STUDY OF BELTS IN CARS RAISED SOME SERIOUS QUESTION OF THE EFFECTIVENESS OF LAP ONLY BELTS
- 5TH NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION REAUTHORIZATION
  - A. FEDERAL SENATE BILL 853 HAS A REQUIREMENT THAT NHSTA MANDATE INSTALLATION OF REAR SEAT LAP-SHOULDER BELTS IN HALF OF ALL VEHICLES PRODUCED AFTER SEPT. 1, 1990
- 6TH NATIONAL TRANSPORTATION SAFETY BOARD MARCH 1987
  - A. BASED ON THE FINDINGS OF THIS STUDY, THE SAFETY BOARD DOES NOT RECOMMEND THAT STATES OR SCHOOL DISTRICT ALLOCATE FUNDS TO RETROFIT OR ORDER LARGE POSTSTANDARD SCHOOL BUSES WITH LAP BELTS FOR PASSENGERS. THE SAFETY BOARD ALSO DOES NOT RECOMMEND THAT FEDERAL SCHOOL BUS SAFETY STANDARDS BE AMENDED TO REQUIRE THAT ALL NEW, LARGE SCHOOL BUSES BE EQUIPPED WITH LAP BELTS FOR PASSENGERS. THE SAFETY BENEFITS OF SUCH ACTION, BOTH IN TERMS OF REDUCED INJURIES FOR SCHOOLBUS PASSENGERS AND IN SEAT BELT USE HABIT FORMATION, HAVE NOT BEEN PROVEN.
- 7TH SCHOOL BUS FLEET MAGAZINE OCTOBER/NOVEMBER 1987
  - A. FAIRFAX COUNTY VIRGINIA, 5TH LARGEST SCHOOL DISTRICT OWNED FLEET IN THE NATION VOTED TO END 13 MONTH TRIAL ON LAP BELT ON BUSES. THEY RECOMMENDED REMOVAL OF LAP BELTS FROM 263 UNITS AND TO PURCHASE 186 NEW UNITS WITHOUT BELTS.
- 8TH STATE LAW IS NOT NEEDED TO ALLOW LAP BELTS ON BUSES. THOSE DISTRICTS, WHOSE PATRONS WANT BELTS ON BUSES, CAN DO THAT NOW.

## SUMMATION

WITH THE MOST RECENT FACTS I AM PRESENTING TODAY, WHY ARE WE EVEN CONSIDERING LAP BELTS ON BUSES. IF WE WANT TO MAKE A VIABLE SAFETY MOVE INSTEAD OF A COMESTIC SAFETY MOVE, SHOULD WE NOT BE TALKING ABOUT LAP-SHOULDER BELTS. YES, THAT WOULD TAKE SOME REDESIGNING OF THE BUS, BUT THAT IS THE MOST LOGICAL SOLUTION IF YOU WANT BELTS ON SCHOOL BUSES.

# Kansas State Pupil Transportation Association SPRING CONFERENCE

DATE: MARCH 23, 1988

LOCATION: HUTCHINSON HOLIDAY INN HOLIDOME  
HUTCHINSON, KANSAS

## PROGRAM:

8:30 - 9:30 A.M. Conference Registration - South Lobby, Coffee and Rolls.  
9:30 - 10:30 A.M. Welcome, Introductions and Current Activity Update and  
Legislative Review.  
Ed Lindsay - President K.S.P.T.A.  
10:30 - 10:45 A.M. Break  
10:45 - 12:00 P.M. School Bus Legal Issues.  
Vicky Johnson, Staff Attorney, Kansas Department of Transportation, Topeka, Kansas.  
12:00 - 1:15 P.M. Conference Luncheon.  
1:15 - 2:00 P.M. 1988 Road-e-o Rules Review - Mark Wuertz, K.S.P.T.A. North  
Central - Vice-President.  
2:00 - 3:00 P.M. Thomas Bus Crash Test, Seat Belts.  
Morris Adams, Safety Engineer, Thomas Built Buses.  
3:00 - 3:15 P.M. Break  
3:15 - 4:30 P.M. Open Discussion with - Morris Adams.

## REGISTRATION

Conference registration will be \$20.00 and will include Coffee and Rolls, Lunch and the meeting facility. K.S.P.T.A. membership will not be collected at the Spring Conference.

The Holiday Inn Holidome has agreed to commercial rates for those staying at the Holidome and attending the conference.

## DISTRICT ROAD-E-O'S

April 30, 1988 - South East, Chanute and South Central, Maize.  
May 7, 1988 - North East, Forbes, Topeka and North West, Oakley.  
May 14, 1988 - South West, Dodge City and North Central, Junction City.  
June 13-16, 1988 - State Road-e-o, Heart of America Inn, Salina.



KANSAS MEDICAL SOCIETY

1300 Topeka Avenue · Topeka, Kansas 66612 · (913) 235-2383

February 25, 1988

TO: Senate Education Committee  
FROM: Kansas Medical Society  
SUBJECT: Senate Bill 617, As Introduced

The Kansas Medical Society wishes to express its support for the provisions of SB 617. Our organization has a history of supporting measures which are designed to reduce the severity of injuries when vehicular accidents occur. Our members are particularly sensitive to these issues because many of them work in emergency rooms or are otherwise called upon to treat patients who have been injured in such accidents.

We recognize that implementation of SB 617 would be subject to appropriations that may or may not materialize. Nonetheless, we believe the intent is commendable and we would urge school districts to develop school transportation vehicle safety programs regardless of the availability of state grants.

Thank you for considering our comments.

CW:nb



MISTER CHAIRMAN, MEMBERS OF THE SENATE EDUCATION COMMITTEE,

I am David Ross. I am the Kansas Claims Supervisor for The Trinity Companies, a multi-line property and casualty insurance company with administrative offices located in Topeka, Kansas. I apologize for not being able to appear before you when hearings were conducted for Senate Bill No. 617, which pertains to child safety. Unfortunately, the demand upon my attention created by my work has increased recently. I ask that you accept my apology and allow my testimony to be entered on the record in support of Senate Bill No. 617. I do so on my own behalf.

Senate Bill No. 617 is a bill that provides a means to improve safety for child passengers on school buses. I am the parent of two grade school age children that ride school buses to and from school. I want my children to come home from school in the same condition that they were in when they left for school. I am sure all parents have similar feelings. However, some parents have children that come home injured; some parents have children that don't come home at all. Life is full of perils. I believe it my duty as a parent to limit my children's exposure to accidents. However, I know that is not always possible.

Senate Bill No. 617 is an effort to reduce the incidents for injury incurred by children riding as passengers on school buses. This bill allows each school district to develop a School Transportation Vehicle Safety Program. This program would provide a safety guard in school buses to assist the driver in monitoring pupils, require preparation of a vehicle safety manual, encourage discussions between pupils, teachers, parents, school vehicle drivers, safety guards, and require the installation of safety belts in school district owned or leased school transportation vehicles. Additionally, all new acquisitions of school buses are to be equipped with safety belts.

At issue is whether or not school district responsibilities would increase if safety belts were available for use by child passengers. I think not. The only increase is in the exposure children have for injury resulting from being thrown about the passenger compartment of the bus, in some instances, thrown out of a bus, when involved in a collision.

It is known that the use of safety belts by passengers of vehicles involved in collisions reduces the likelihood for severe injury. Because of that knowledge, many states, including the State of Kansas, have passed legislation requiring some or all passengers of vehicles to wear safety belts. Children under a certain age are required to be restrained by safety belts while being transported in vehicles, passengers on airplanes must wear seat belts on take-offs and landings. The school bus drivers are required to wear seat belts. All are required because it is known that the use of safety belts by passengers of vehicles involved in collisions reduces the likelihood for severe injury. Why are children on school buses exempted from protection? Their bones break just like everyone else's.

The traffic control laws and the tort law pertaining to bus accidents and passenger injuries is the same law that governs all motor vehicle accidents and passenger injuries. Negligence is attributed to involved

drivers and liability apportioned accordingly. Injured passengers are allowed to recover damages from the wrongdoers when their injuries have medical bills that exceed \$2000., or the injury consists in whole or in part of permanent disfigurement, a fracture to a weight bearing bone, a compound, comminuted, displaced or compressed fracture, loss of a bodily member, permanent injury within reasonable medical probability, permanent loss of a bodily function or death. This does not change whether or not the passengers are wearing seat belts. So why not limit the extent for injury by child passengers on school buses and allow those school districts that are interested in child passenger safety to implement school transportation vehicle safety programs. This does not mean that a school district's exposure for liability would be completely unchanged by this legislation. The presence of a safety guard in school buses will require that person to make sure that all passengers disembarking from school buses exit away from the bus so that it will not roll over children that are not safely away from the bus prior to its leaving or when it is being backed. However, if followed, the effort by safety guards will limit many injuries to children that result from non-collision accidents.

Mister Chairman, Members of the Committee, I urge your support for Senate Bill No. 617. I will be glad to answer any questions in regard to this issue. I can be contacted by phone at (913) 272-2310 or you can write to me at The Trinity Companies, P.O. Box 3515, Topeka, Ks. 66601-3515. I thank you for your attention.

David A. Ross

DAR/wh

LEAVENWORTH COUNTY OFFICE OF EMERGENCY PREPAREDNESS

OFFICE OF THE COORDINATOR

Leavenworth County Courthouse

Leavenworth, Kansas 66048

March 18, 1988

Senator Joseph Harder  
Statehouse--143 North  
Topeka, Ks 66612

RE: SB 617

Dear Senator Harder;

Thank you for the opportunity to address you and your committee regarding SB 617. I first became interested in the issue of seat belts on school buses during my tenure as a deputy sheriff with the Leavenworth County Sheriff Department. As a deputy with the Atchison County Sheriff Department and later with Leavenworth County, I had the opportunity to observe the scenes of many vehicle accidents, some of which involved safety belts.

One thing impressed me was that persons wearing safety belts seemed to be injured much less often, and if they were injured, the safety belts appeared to reduce the seriousness of injury. Even police officers who scoffed in public at safety belts, could be seen reaching for their belts every time they ran red lights & siren, even if they were not a supporter of safety belts. Why? It was not department policy or law at that time, but the realization that safety belts do prevent many serious injuries and reduce the seriousness of others.

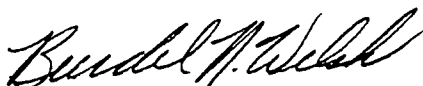
After nine years in law enforcement as a patrol officer and coordinator of a rescue unit, I moved into crime prevention/community relations, where I instructed school children about many areas of safety. During that time, I addressed 7,000 to 9,000 persons per year.

One thing that struck me was the need for education of the public as to how and why safety belts protect you and I. A person that was given that information seemed much more likely to utilize a safety belt properly without much hesitation.

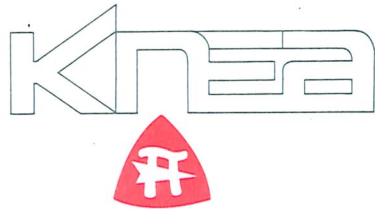
Education is the strong point of SB 617. Without provisions for education, safety belts will be installed improperly and used improperly in many cases and the program will fail. While I prefer immediate statewide action on this issue, pilot programs is an acceptable short-term, stop-gap measure. It is not a solution.

Thank you for your consideration of this bill and I urge your support.

Sincerely,



Burdell N. Welsh  
Coordinator



Craig Grant Testimony Before The  
Senate Education Committee  
Thursday, February 25, 1988

Thank you, Mr. Chairman. Members of the Committee, I am Craig Grant and I represent Kansas-NEA. I appreciate this chance to visit with you about SB 617.

Since SB 617 has now become a voluntary pilot project for the study of passenger safety restraint systems on our school buses, we believe that it could serve as a basis for Kansas statistics on whether these restraint systems are beneficial to the students. Kansas-NEA is interested in the safest method of transportation in the state. Maybe through these pilot studies, we can determine what that method will be. I am especially happy to see that this will not be just seat belts, but full safety restraint systems which are likely to prove to be the safest method of transporting students.

Kansas-NEA can support SB 617 since it is a departure from other types of bills dealing with this subject. Thank you for listening to our concerns.

Attachment 13, 2/25/88