

Approved March 25, 1991
Date

MINUTES OF THE HOUSE COMMITTEE ON FEDERAL AND STATE AFFAIRS

The meeting was called to order by Representative Kathleen Sebelius at
Chairperson

1:30 ~~xxx~~/p.m. on Thursday, February 21, 19⁹¹ in room 526-S of the Capitol.

All members were present except:

Representative Arthur Douville - Excused
Representative J.C. Long - Excused

Committee staff present:

Mary Galligan - Kansas Legislative Research Dept.
Lynne Holt - Kansas Legislative Research Department
Mary Torrence - Office of the Revisor
Connie Craig Secretary to the Committee

Conferees appearing before the committee:

Delbert Ekart, Director of Safety, Kansas Farm Bureau
Nancy Kantola, Legislative Agent, Kansas Farm Organizations

Chair Sebelius called the meeting to order.

HB 2130

In continuance of the hearing for House Bill 2130, Delbert Ekart asked the Committee to not support this bill, but to allow the law to remain as is. He presented testimony, Attachment #1, that supported his request by saying that 14 and 15 year old children are responsible drivers and that the agricultural economy depends on these young drivers. Attached to Delbert Ekart's written testimony is a statement from Robert W. Stites, Litigations Supervisor for Farm Bureau Mutual Ins. Co., Inc.; and a chart done by Jan Gable from the Research Department of Farm Bureau which gives a summary of motor vehicle traffic accidents in Kansas for the year 1982 by age of driver, Attachment #1.

When asked by a Committee member, Mr. Ekart explained that raising the driving age to 16 would only eliminate part of the drivers who drive on someone else's insurance policy and therefore probably would not affect insurance premiums. He reminded the Committee that problem driving occurred more often in the 16 to 18 year old drivers and not the 14 to 15 year old drivers.

One Committee member asked how rural could be defined so that this bill could be amended to exempt rural drivers. Mr. Ekart did not have an answer, but felt that the bill would be unnecessary if parents who support this bill would tell their 14 and 15 year old children no to driving. Mr. Ekart also offered to the Committee material relating to motor-vehicle accidents up to 1988 from the National Safety Council, Attachment #2.

Nancy Kantola asked the Committee to oppose HB 2130 and the removal of restricted licenses for fourteen year olds. She gave testimony that supported the current restrictions and stronger enforcement of them, Attachment #3.

One Committee member asked how much money it saved the agricultural family to have the 14 year old children driving, and would the rural community object to these kids driving agricultural tagged vehicles only? Ms. Kantola did not know the answer to either except to say that in answer to the second question, there would be a problem in regards to driving back and forth to school.

Representative Edlund presented to Chair Sebelius seven separate items for bill introduction:

- Concerning a recent case in Wyandotte County requiring clarification of the 1,000 feet of school property drug zone. A judge in Wyandotte County ruled that it only applied when school is in session, and there is some feeling that this may not be what the Legislature's intent was.
- Concerning convictions of the Controlled Substances Act.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON FEDERAL AND STATE AFFAIRS

room 526-S, Statehouse, at 1:30 ~~am~~/p.m. on Thursday, February 21, 1991.

- Two bill requests concerning juvenile offenders which have come out of the Mayor's special task force on crime in Kansas City.
- Suggestive legislation which would authorize cities to introduce a $\frac{1}{4}$ ¢ sales tax subject to the vote of the people which could be used to support special crime efforts within a community.
- A bill requested identical to SB 348, from the 1989 Legislative Session, dealing with municipal housing authorities.

Representative Graeber moved that these bills be introduced. Representative Hamilton seconded the motion which passed on a voice vote. Representative Charlton asked if these bills could be referred to the House Committee on Local Government. Chair Sebelius replied that she would be happy to see if that could be done.

Chair Sebelius asked for a motion to approve minutes from January 31, 1991. Representative Empson moved that the minutes from the January 31, 1991 Committee meeting be approved. Representative Jones seconded that motion which passed on a voice vote.

Chair Sebelius opened the floor for discussion for possible action of HB 2063. Representative Roy moved that the HB 2063 be reported adversely. Representative Ramirez seconded the motion. Representative Graeber asked the Chair if substitute motions were in order. Chair Sebelius replied that they were. Representative Graeber made a substitute motion to pass HB 2063 favorably. Chair Sebelius then stated that the substitute motion could not be directly opposite the first motion, only a substitute motion to amend would be in order. Representative Jones called for a point of order and asked whether there was a rule that said that the Committee could not pass out bills adversely. Chair Sebelius replied that there were a couple of committees that did adopt rules that say the committee needs to make a recommendation one way or the other and they would not accept a bill coming to the floor without a recommendation, but that to report the bill adversely would kill the bill. She added that our rules do not preclude that point, but that they do preclude a directly opposite motion. The original motion failed on a voice vote.

Representative Graeber moved that HB 2063 be passed out of Committee favorably. Representative Rock seconded that motion. The motion passed on a voice vote.

HB 2064

Representative Gjerstad moved that HB 2064 be reported favorably. Representative Empson seconded the motion, which passed on a voice vote.

HB 2065

Representative Empson moved that HB 2065 be reported favorably. The motion was seconded by Representative Jones. Chair Sebelius ruled that the ayes appeared to have the majority. Representative Graeber asked for division. Chair Sebelius ruled that the motion carried by a show of hands, and that HB 2065 would be reported favorably.

Chair Sebelius brought to the attention of the Committee testimony for the February 19, 1991 Joint Hearings on Children's Issues from Sue Lockett, Executive Director, CASA of Shawnee County, Inc. and the Co-Chair, Kansas CASA Association, who was on the agenda, but unable to be there, Attachment #4.

Chair Sebelius then announced that subcommittee working initiative and referendum would meet upon adjournment of the full Committee.

The meeting was adjourned at 2:29 p.m..

GUEST LIST

FEDERAL & STATE AFFAIRS COMMITTEE

DATE 2/21/91

(PLEASE PRINT)

NAME	ADDRESS	WHO YOU REPRESENT
Fredz Culver	Cherokee Co.	
Nancy Kantola	Topeka	CKFO
Delbert Ehart	Manhattan	KANSAS FARM BUREAU
Walter Parker	Manhattan	Kansas Farm Bureau
Debra J. Giles	Topeka	Kansas for Highway Safety
Christina Spalding	Topeka	Office of Traffic Safety
John	Topeka	CRCPA
J. Allen Stephens		D.V. 229
James Smith	Topeka	Unitarian
Tom Whitaker	Topeka	Ks Motor Carriers Assn
Mad Kokina	Clath	Self
Sammi Oulson	Clath	Intern / Rep. Parkerson
Rebecca Bassermeier	Topeka	SOS
Cleta Renyer	Salvella	Right to Life
Mike Beqn	Topeka	Ks LUSTK. ASSN.
Bobbi Huek	Coldwater	
Sudy Herd	Coldwater	Parent of 12 yrs
Bill Newman	Topeka	DDA: Legal
Carrie Nicks	Topeka	Legislative Research
Justin McBride	Topeka	Observer
Heard McClure	Glen Elder	self
Darlene Skarus	Topeka	RCAP of Newman
Jim Edwards	Topeka	KCCF
Mark Tallman	Topeka	KASIB
Marge Turkington	Topeka	Ks Motor Carriers Assn



Kansas Farm Bureau

2627 KFB Plaza, P.O. Box 3500, Manhattan, Kansas 66502-8508 / (913) 587-6000

HOUSE FEDERAL & STATE AFFAIRS COMMITTEE

RE: HB #2130
February 20, 1991

I am Delbert Ekart, Director of Safety for the Kansas Farm Bureau and it's Affiliated Services. I have held this position for the last 25 years.

Kansas Farm Bureau has for more than the past 40 years, sponsored and conducted safety programs for it's members, 4-H Clubs, the FFA, and thousands of other Kansas youth.

It's my opinion valid mileage death rate statistics concerning youthful drivers do not exist.

We recommend the law remain as is for the following reasons.

1. It has been my observation youthful operators drive much more carefully at age 14-15 than at later teen years. Remember how careful you were when you were driving your parents car, compared to your driving habits when you got that first car of your own.
2. In many of the cases where a 14-15 year old are involved in accidents parents of the youth were knowingly and willingly violating the law.

HOUSE FEDERAL AND STATE AFFAIRS
February 21, 1991
ATTACHMENT #1 - Page 1

My organization also owns some insurance companies for which I sometimes do loss control work. Never have they indicated the young teenager was a problem. However hundreds and perhaps thousands of times I've heard "What can we do about those 18-21 year old drivers?" I think raising the age would only deprive our young drivers of two years of very valuable driving experience before they reach those dangerous years of the later teens.

4. Lastly, the farmers and ranchers of this state need their young family members to assist with the farm work. Let's not deprive our delicate agriculture economy of this service.

Thanks for providing the opportunity to share my and my organizations views with you today.

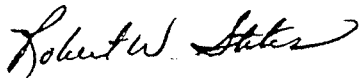
2-18-91

To: Delbert Ekart

Over the past twelve years with Farm Bureau Mutual Ins. Co. Inc. as a adjuster and as Litigations Supervisor, I do remember a few accidents involving 14 and 15 year old drivers. However, generally the bad accidents I remember involved older individuals; people from age 16 to 25 years of age.

I believe an explanation for this is that 14 and 15 year old drivers are more careful in their driving habits starting out and they are more closely supervised by their parents. As they get older, they become somewhat over confident in their abilities and begin taking risks which translates to accidents.

Robert W. Stites

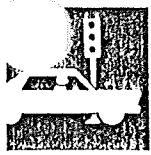


SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS
IN KANSAS FOR THE YEAR 1982

LEGALLY REPORTED ACCIDENTS ARE THOSE INVOLVING DEATH, BODILY INJURY OR PROPERTY DAMAGE OF \$300 OR MORE

Age of Driver	% of All Drivers By Age Group	No. of Licensed Drivers by Age & Sex		No. of Licensed Drivers by Age Group	Legally Reported Accidents			% of Drivers Involved in Legally Reported Acc. by Age Group	% of Total Accidents by Age Group	% of Premium Rate up Based on Accident Frequency by Age	Ratio of Drivers To Losses by Age Group
		Male	Female		All Accidents	Fatal Accidents	Injury Accidents				
14-15	1.1	10250	8320	18570	1564	9	527	8.4	1.5	136.36	12 - 1
16	1.5	13144	11956	25100	3425	10	1094	13.6	3.4	226.67	7 - 1
17	1.8	16016	14943	30959	4074	16	1311	13.2	4.0	222.22	8 - 1
18-19	4.4	38329	36644	74973	9414	58	3157	12.6	9.2	209.09	8 - 1
20-21	12.5	40437	38406	211734	18771	142	6452	8.9	18.4	147.20	11 - 1
22-23		48183	44956								
24		19790	19962								
25		21878	20724								
26-27	23.8	48882	44140	402477	23326	168	8062	5.8	22.9	96.22	17 - 1
28-29		40306	38293								
30-31		43341	39861								
32-33		35348	33240								
34		18953	17511								
35-44		16.1	138969								
45-54	12.5	106273	104742	211015	8248	60	2628	3.9	8.1	64.80	26 - 1
55-64	12.3	104899	104127	209026	6974	47	2214	3.3	6.8	55.28	30 - 1
65-74	9.0	74379	78711	153090	4335	21	1338	2.8	4.3	47.78	35 - 1
75 & Over	5.0	43543	41736	85279	2837	35	849	3.3	2.8	56.00	30 - 1
TOTAL		862920	831404	1694324	*6837 101910	*13 659	*1146 32874				

*Not Stated.



MOTOR-VEHICLE ACCIDENTS, 1988

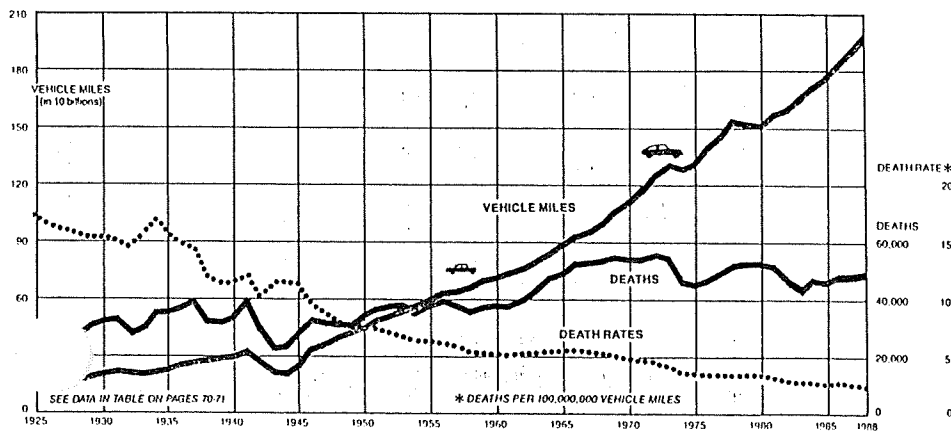
Between 1912 and 1988, motor-vehicle deaths per 10,000 registered vehicles were reduced 91 per cent, from 33 to about 3. (Mileage data were not available in 1912.) In 1912, there were 3,100 fatalities when the number of registered vehicles totaled only 950,000. In 1988, there were 49,000 fatalities, but registrations soared to 188 million. The 1988 mileage death rate was the lowest rate on record.

Deaths	49,000
Disabling injuries	1,800,000
Cost (see also pages 3 and 4)	\$70.2 billion
Motor-vehicle mileage	1,991 billion
Death rate per 100,000,000 vehicle miles	2.46
Registered vehicles in the U.S.	188,187,000
Licensed drivers in the U.S.	164,197,000

Accident totals

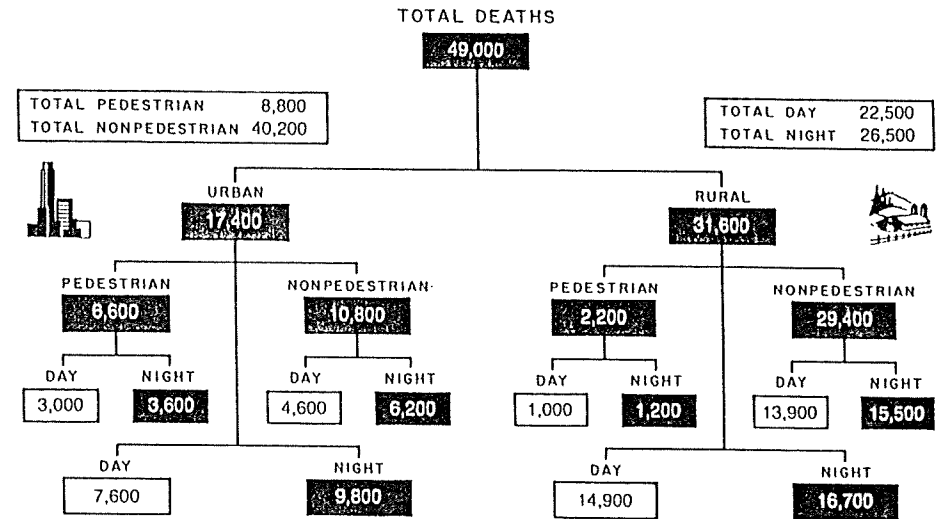
	Number of Accidents	Drivers (Vehicles) Involved
Fatal	43,400	64,000
Disabling injury	1,200,000	2,100,000
Property damage and nondisabling injury	19,400,000	34,000,000
Total (rounded)	20,600,000	36,200,000

Travel, deaths and death rates



Principal classes of motor-vehicle deaths

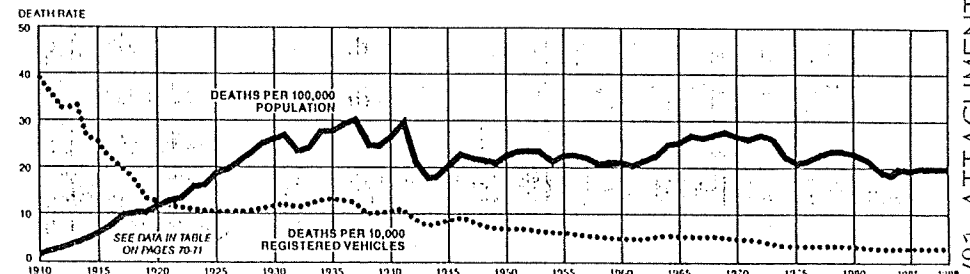
Almost two out of three deaths in 1988 occurred in places classified as rural. In urban areas, more than one third of the victims were pedestrians; in rural areas, the victims were mostly occupants of motor vehicles. More than one half of all deaths occurred in night accidents.



Trends in death rates

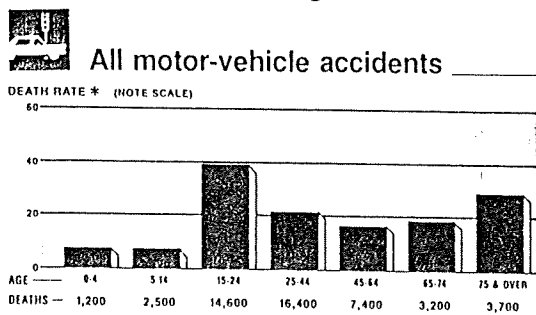
Motor-vehicle deaths increased 1 per cent in 1988 over 1987, mileage increased 3 per cent, the number of vehicles increased 2 per cent, and population increased 1 per cent. As a result of the smaller percentage increase in deaths than in vehicle registrations and mileage, the registration and mileage death rates decreased in 1988; the population death rate showed no change.

Comparing 1988 with 1987 death rates, the mileage rate per 100,000,000 vehicle miles decreased 2 per cent to 2.46 from 2.52 (see chart on page 48); the registration rate per 10,000 motor vehicles decreased 1 per cent to 2.60 from 2.63 (see chart below); the population rate per 100,000 persons showed no change from 19.9 (see chart below.) See also pages 70 and 71.



people died in motor-vehicle accidents, 1988

Type of accident and age of victim

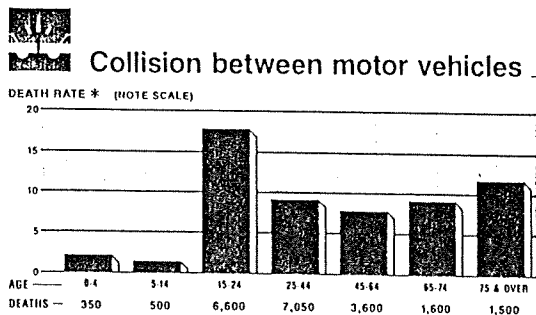


All motor-vehicle accidents

	Death Total	Change from 1987	Death Rate ²
All motor-vehicle accidents	49,000	+1%	19.9

Urban	17,400	-1%	
Rural	31,600	+2%	

Includes deaths involving mechanically or electrically powered highway-transport vehicles in motion (except those on rails), both on and off the highway or street.

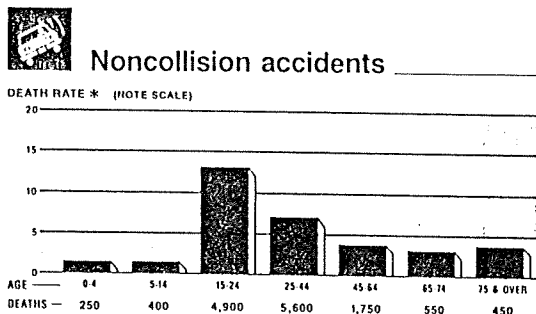


Collision between motor vehicles

Collision between motor vehicles	21,200	+1%	8.6
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Urban	6,800	+3%	
Rural	14,400	+1%	

Includes deaths from collisions of two or more motor vehicles. Motorized bicycles and scooters, trolley buses, and farm tractors or road machinery traveling on highways are motor vehicles.

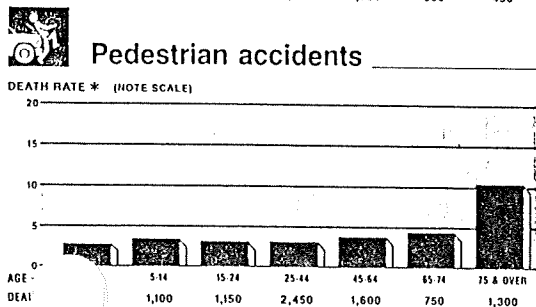


Noncollision accidents

Noncollision accidents	13,900	+2%	5.7
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Urban	1,200	-20%	
Rural	12,700	+4%	

Includes deaths in all types of noncollision accidents. Classification is according to first injury or damage producing event.

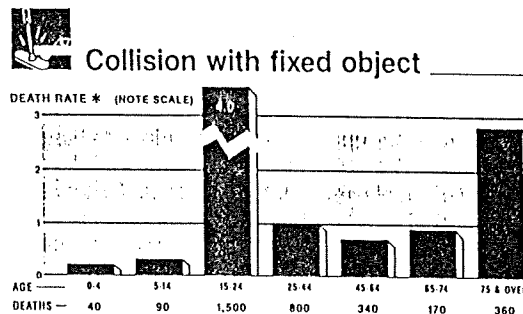


Pedestrian accidents

Pedestrian accidents	8,800	-1%	3.6
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Urban	6,600	-4%	
Rural	2,200	+10%	

Includes all deaths of persons struck by motor vehicles, either on or off a street or highway, regardless of the circumstances of the accident.

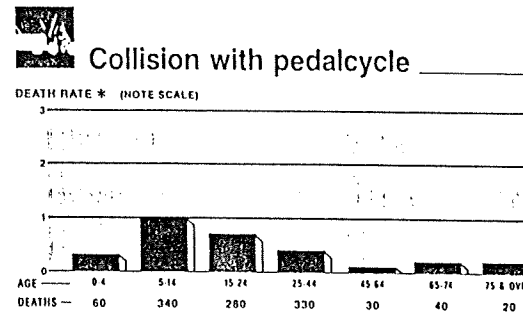


Collision with fixed object

	Death Total	Change from 1987	Death Rate ²
Collision with fixed object	3,300	+7%	1.3

Urban	2,100	+31%	
Rural	1,200	-20%	

Includes deaths from collisions in which the first harmful event is the striking of a fixed object such as a guardrail, abutment, impact attenuator, etc.

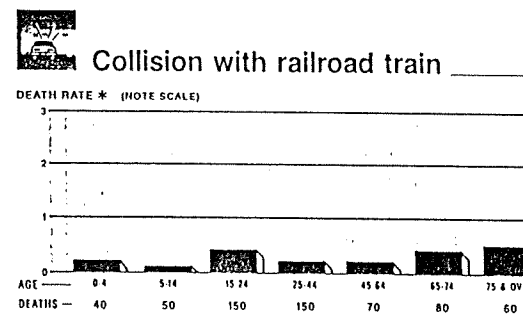


Collision with pedalcycle

Collision with pedalcycle	1,100	-8%	0.4
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Urban	600	-25%	
Rural	500	+25%	

Includes deaths of pedalcyclists and motor-vehicle occupants from collisions between pedalcycles and motor vehicles on streets, highways, private driveways, parking lots, etc.

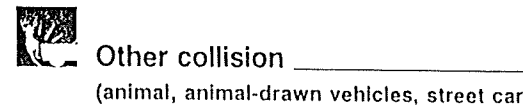


Collision with railroad train

Collision with railroad train	600	+20%	0.2
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Urban	100	0%	
Rural	500	+25%	

Includes deaths from collisions of motor vehicles (moving or stalled) and railroad vehicles at public or private grade crossings. In other types of accidents, classification requires motor vehicle to be in motion.



Other collision

Other collision	100	0%	(b)
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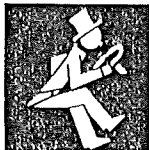
(animal, animal-drawn vehicles, street cars)

Includes deaths from motor-vehicle collisions not specified in other categories above. Most of the deaths arose out of accidents involving animals or animal-drawn vehicles. Death from accidents involving street cars are not yet known for 1988.

*Deaths per 100,000 population in each age group.

²Deaths per 100,000 population. ³Death rate was less than 0.05.

Alcohol



Drinking is indicated to be a factor in 50 to 55 per cent of the fatal motor-vehicle accidents, according to special studies. According to 1986 data from the National Highway Traffic Safety Administration National Accident Sampling System, alcohol was reported as a factor in 7 per cent of the property damage accidents, and 29 per cent of the serious injury accidents. This means that in 1988 alcohol was a factor in at least 22,000 fatal accidents, about 350,000 injury accidents, and about 1,400,000 property damage accidents. The estimated cost of alcohol-related motor-vehicle accidents is about \$16 billion.

Drinking and driving facts

Drinking and driving is one of the nation's most serious public health and safety problems. The following are estimates by the National Highway Traffic Safety Administration National Center for Statistics and Analysis of the extent of the problem:

- There is an average of one alcohol-related motor-vehicle fatality every 22 minutes and one alcohol-related injury every minute.
- Each year, at least 24,000 people are killed and about 534,000 are injured in alcohol-related motor-vehicle accidents.
- About two in every five Americans will be involved in an alcohol-related motor-vehicle accident at some time during their lifetime.
- Police report the presence of alcohol in 10 per cent of the approximately 6 million accident reports filed each year.
- Three times as many fatal alcohol-related motor-vehicle accidents occur at night compared to during the day.
- Single-vehicle accidents account for more than one half of all alcohol-related motor-vehicle fatalities.
- About two thirds of all people fatally injured in alcohol-related motor-vehicle accidents are drivers, pedestrians and pedalcyclists who had been drinking. One third are non-drinking drivers, non-occupants (pedestrians and pedalcyclists) and passengers.
- Motor vehicle accidents are the leading single cause of death for persons between the ages of five and 34. More than half of these fatalities are alcohol-related.
- More than 40 per cent of all deaths to persons 15 to 19 years of age are the result of motor-vehicle accidents. About half of these fatalities involved alcohol.
- An estimated 3,300 persons aged 15 to 19 are killed annually in alcohol-related motor-vehicle accidents.
- Of those killed, safety belts were used by about 8 per cent of the drivers who were drunk (Blood Alcohol Concentration (BAC) of .10 per cent or above), by 9 per cent of the drivers who had some alcohol involvement (BAC .01-.09), but more than 24 per cent of the non-drinking drivers were using safety belts.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, National Center for Statistics and Analysis. *Drunk Driving Facts*, August 1988. Washington, DC: Author.

Minimum drinking age laws

A recent update of a 1985 study by the National Highway Traffic Safety Administration of the effectiveness of minimum drinking age laws based on 1975-1986 data from 13 states found an estimated 12 per cent reduction in fatal accident involvements among drivers affected by raising the legal drinking age. The study estimated about 1,070 were saved in 1987 due to minimum drinking age laws.

Source: Van Dyke, J. and Womble, K. *The impact of minimum drinking age laws on fatal crash involvements: an update of the NHTSA analyses*. (DOT HS 807 349) Washington, DC: U.S. Department of Transportation, National Highway Traffic Safety Administration, November 1988.

Occupant protection



According to National Highway Traffic Safety Administration studies, safety belts are 45 per cent effective in preventing fatalities, 50 per cent effective in preventing moderate to critical injuries, and 10 per cent effective in preventing minor injuries. As of June 8, 1989, thirty-two states and the District of Columbia have enacted mandatory safety belt use laws. All fifty states and the District of Columbia have mandatory child safety seat laws.

Usage. According to a 19-city observation survey by the National Highway Traffic Safety Administration, driver restraint use in the U.S. was estimated to be 43 per cent in June 1988, up from 42 per cent for the year 1987. For the 13 cities in states with laws, belt use was 48 per cent. For the 6 cities in states without laws, belt use was 31 per cent. As of August 1988, belt use in all states that had passed belt laws averaged about 50 per cent, with rates ranging from 65 per cent in North Carolina to 22 per cent in Utah. The wide variability was taken to reflect the differences in laws, enforcement, public information, and educational programs among states with belt laws.

Child safety seat usage in the 19-city study was estimated to be 80 per cent. However, a recent study by the National Highway Traffic Safety Administration³ indicates that although some states report rates comparable to those of the 19-city study, many other states report use rates of less than 40 per cent. The study concluded that the use of child restraints in accidents is much lower than reported in observation studies and that most children in serious accidents remain unprotected.

Usage rates remain influenced by persistent myths involving the survival value of ejection and fears of entrapment. In refuting such notions, a recent study⁴ found that the fatality rate for ejected occupants was 40 times that for non-ejected occupants and that there was no evidence that wearing a safety belt increased fatality risk from vehicle fire or submersion.

³Partyka, S. (1988, December). Lives saved by child restraints from 1982 through 1987. *Research Notes*. Washington, DC: National Center for Statistics and Analysis, NHTSA.

⁴O'Day, J. and Scott, R.E. (1984). Safety belt use, ejection and entrapment. *Health Education Quarterly*, 11(2), 141-146.

Effectiveness of mandatory belt use laws. A study by the National Highway Traffic Safety Administration⁴ estimates that between 1983 and 1987, seat belts saved the lives of 10,938 travelers over four years old in the front seats of passenger vehicles. Belt use laws saved 6,907 or 63 per cent of these lives by increasing seat belt use over pre-law levels in states with belt laws and encouraging belt use in states without belt use laws. States with belt use laws experience, on average, 7 per cent fewer fatalities than would be expected without belt laws.

An evaluation of North Carolina's belt use law⁵ found that during a fifteen month warning ticket phase following enactment of the law, driver belt use increased to an average of 45 per cent from a pre-law baseline of 25 per cent. During the \$25 citation phase which followed, driver belt usage immediately hit a high of 78 per cent and leveled off at around 60 per cent nearly one and a half years later. Current statewide usage is estimated at 64 per cent. Casualty reductions from those forecast for covered occupants were consistent with the increases in observed belt usage during the citation phase, including an 11.6 per cent reduction in fatalities, a 14.6 per cent reduction in serious or fatal injuries, and an 11.6 per cent reduction in moderate or worse injuries. The reduction in fatalities represents a savings of 197 lives during the eighteen month period. Overall, an estimated 7,530 persons involved in crashes in North Carolina during the citation phase benefitted from the seat belt law in terms of reduced moderate or worse injuries.

⁵Partyka, S. (1988). *Lives saved by seat belts from 1983 through 1987* (Report No. DOT HS 807 324) Washington, DC: National Highway Traffic Safety Administration.

⁶Reinfurt, D.W., Campbell, B.J., Stewart, J.R. and Stults, J.C. (1988). *North Carolina's occupant restraint law: A three year evaluation* (Report No. NCHRP-PR15B). Chapel Hill, NC: UNC Highway Safety Research Center.

Age of driver



Twenty-five per cent of the 164,200,000 licensed drivers in the nation in 1988 were in the 25 to 34 year age group and accounted for 27 per cent each of the drivers involved in fatal and all motor-vehicle accidents. The figures in the last two columns at the right indicate the frequency of accident involvement. The fatal accident involvement rates (per 100,000 drivers in each age group) ranged from a low of 24 for drivers 55 to 64 years of age to a high of 68 for drivers 20 to 24. The all accident involvement rates (per 100 drivers in each age group) ranged from a low of 13 for drivers 65 to 74 years of age to a high of 39 for drivers under 20 years of age.

Age of Drivers—Total Number and Number in Accidents, 1988

Age Group	All Drivers		Drivers in Accidents					
	Number	%	Fatal		All		Per No. of Drivers	
			Number	%	Number	%	Fatal ^a	All ^b
Total	164,200,000	100.0%	64,000	100.0%	36,200,000	100.0%	39	22
Under 20	14,000,000	8.5	8,700	13.6	5,500,000	15.2	62	39
20-24	16,500,000	10.1	11,200	17.5	6,100,000	16.9	68	37
25-34	40,200,000	24.5	17,200	26.9	9,900,000	27.3	43	25
35-44	34,300,000	20.9	10,500	16.4	6,200,000	17.1	31	18
45-54	24,300,000	14.8	6,300	9.8	3,400,000	9.4	26	14
55-64	18,400,000	11.2	4,400	6.9	2,500,000	6.9	24	13
65-74	12,700,000	7.7	3,200	5.0	1,700,000	4.7	25	13
75 and over	3,800,000	2.3	2,500	3.9	900,000	2.5	66	24

Source: Drivers in accidents based on reports from 9 state traffic authorities. Number of drivers by age are National Safety Council estimates based on reports from state traffic authorities and research groups.
^aDrivers in Fatal Accidents per 100,000 drivers in each age group.
^bDrivers in All Accidents per 100 drivers in each age group.

Sex of driver



Of the estimated 164,200,000 drivers in 1988, about 85,200,000 are males and 79,000,000 are females. Males are involved in more accidents than are females, as shown in the table below. The difference is due at least partly to differences in the amount of driving done by the members of each sex, and to differences in time, place, and circumstance of the driving.

Sex of Driver Involved in Accidents, 1974-1988

Year	Drivers in Fatal Accidents				Drivers in All Accidents			
	Male		Female		Male		Female	
	No.	Rate ^a	No.	Rate ^a	No.	Rate ^b	No.	Rate ^b
1974	48,000	55	9,800	24	17,800,000	205	7,300,000	177
1975	46,500	52	9,600	22	19,100,000	212	8,400,000	195
1976	48,100	51	10,900	24	19,600,000	206	8,800,000	191
1977	51,900	53	11,800	25	20,600,000	209	9,300,000	193
1978	51,500	50	15,500	30	21,700,000	209	9,800,000	192
1979	52,700	52	12,500	25	20,600,000	202	9,100,000	180
1980	56,100	56	12,200	24	20,100,000	200	9,700,000	192
1981	53,200	52	11,800	23	20,500,000	200	9,500,000	183
1982	48,800	47	11,500	22	20,600,000	198	9,900,000	186
1983	46,300	43	11,700	21	20,400,000	187	10,300,000	184
1984	47,600	42	13,300	23	21,800,000	192	11,200,000	190
1985	46,800	40	12,700	21	21,400,000	185	11,600,000	191
1986	46,400	41	13,100	18	22,100,000	196	12,900,000	177
1987	45,500	42	13,500	16	20,700,000	192	12,300,000	148
1988	49,200	45	14,800	17	22,500,000	204	13,700,000	155

Source: Accidents and Drivers—National Safety Council estimates based on reports from state motor-vehicle departments and Federal Highway Administration. Mileage—National Safety Council estimates.
 Number of drivers in fatal accidents per 1,000,000,000 miles driven.
 Number of drivers in all accidents per 10,000,000 miles driven.

Type of accident—urban and rural places

Motor-vehicle deaths occur more frequently in rural areas, but injuries occur more often in urban locations. With specific types of accidents, however, the urban-rural proportions vary considerably. For example, although about one third of all motor-vehicle deaths occur in urban places, three fourths of all pedestrian deaths and more than one half of all pedalcycle deaths occur in such areas. However, more than nine out of ten noncollision deaths and most collisions with railroad trains happen in rural places. For all locations, persons aged 15 to 44 years old account for 63 per cent of all motor-vehicle deaths.

Four out of five pedalcycle injuries occur in urban areas and 15 to 24 year olds make up more than one third of those injured. Most pedestrian injuries (86 per cent) also occur in urban settings. Other urban-rural and age differences are noted in the tables below.

Motor-Vehicle Deaths and Injuries by Type of Accident, 1988

Type of Accident	Deaths			Nonfatal Injuries		
	Total	Urban	Rural	Total	Urban	Rural
Total	49,000	17,400	31,600	1,800,000	1,120,000	680,000
Collision with—						
Pedestrian	8,800	6,600	2,200	70,000	60,000	10,000
Other motor vehicle	21,200	6,800	14,400	1,340,000	930,000	410,000
Railroad train	600	100	500	3,000	2,000	1,000
Pedalcycle	1,100	600	500	50,000	40,000	10,000
Animal, animal-drawn vehicle	100	(^c)	100	7,000	3,000	4,000
Fixed object	3,300	2,100	1,200	60,000	45,000	15,000
Noncollision	13,900	1,200	12,700	270,000	40,000	230,000

Source: National Safety Council estimates, based on reports from city and state traffic authorities.
^cLess than 5.

Motor-Vehicle Deaths and Injuries by Type, Location, and Age, 1988

Type of Accident	ALL AGES	0-4 Years	5-14 Years	15-24 Years	25-44 Years	45-64 Years	65-74 Years	75 Years and Over
DEATHS								
TOTAL	49,000	1,200	2,500	14,600	16,400	7,400	3,200	3,700
Pedestrian	8,800	450	1,100	1,150	2,450	1,600	750	1,300
Pedalcycle ^a	1,100	60	340	280	330	30	40	20
Other types	39,100	690	1,060	13,170	13,620	5,770	2,410	2,380
Total—Urban	17,400	500	1,200	4,800	5,100	2,700	1,400	1,700
Pedestrian	6,600	360	890	700	1,730	1,220	600	1,100
Pedalcycle ^a	600	30	130	180	220	10	20	10
Other types	10,200	110	180	3,920	3,150	1,470	780	590
Total—Rural	31,600	700	1,300	9,800	11,300	4,700	1,800	2,000
Pedestrian	2,200	90	210	450	720	380	150	200
Pedalcycle ^a	500	30	210	100	110	20	20	10
Other types	28,900	580	880	9,250	10,470	4,300	1,630	1,790
INJURIES								
TOTAL	1,800,000	40,000	140,000	620,000	660,000	240,000	60,000	40,000
Pedestrian	70,000	5,000	22,000	12,000	18,000	8,000	2,000	3,000
Pedalcycle ^a	50,000	700	17,000	16,800	14,500	500	300	200
Other types	1,680,000	34,300	101,000	591,200	627,500	231,500	57,700	36,800
Total—Urban	1,120,000	20,000	100,000	370,000	410,000	160,000	40,000	20,000
Pedestrian	60,000	4,300	19,400	9,800	15,100	6,900	1,800	2,700
Pedalcycle ^a	40,000	300	11,700	14,300	13,000	350	200	150
Other types	1,020,000	15,400	68,900	345,900	381,900	152,750	38,000	17,150
Total—Rural	680,000	20,000	40,000	250,000	250,000	80,000	20,000	20,000
Pedestrian	10,000	700	2,600	2,200	2,900	1,100	200	300
Pedalcycle ^a	10,000	400	5,300	2,500	1,500	150	100	50
Other types	660,000	18,900	32,100	245,300	245,600	78,750	19,700	19,650

Source: National Safety Council estimates based on reports from the National Center for Health Statistics and state traffic authorities.
^aPedalcycle excludes mopeds.

Vehicle movement in accidents

Collisions involving pedestrians account for the largest number of fatal motor-vehicle accidents in urban areas and the smallest number of fatal accidents in rural areas. Non-collisions accounted for the largest number of fatal motor-vehicle accidents in rural areas but were the smallest number of fatal accidents in urban areas. Two-vehicle collisions accounted for the largest number of all accidents in both urban and rural places.

Numbers of Accidents, Total, and by Selected Movement, 1988

Vehicle Movement	Fatal Accidents			All Accidents		
	Total	Urban	Rural	Total	Urban	Rural
Total Accidents	43,400	15,400	28,000	20,600,000	15,300,000	5,300,000
Pedestrian	8,500	6,200	2,300	90,000	70,000	20,000
Two-vehicle collision total	17,000 ^a	5,700 ^a	11,300 ^a	16,960,000	13,950,000	3,010,000
Angle collision	5,500	2,200	3,300	4,970,000	4,340,000	630,000
Head-on collision	5,600	1,200	4,400	600,000	420,000	180,000
Rear-end collision	1,500	700	800	5,370,000	4,420,000	950,000
Other two-vehicle collision	4,400	1,600	2,800	6,020,000	4,770,000	1,250,000
Other collision total	4,500 ^a	2,400 ^a	2,100 ^a	1,090,000 ^a	880,000 ^a	210,000 ^a
Noncollision total	13,400 ^a	1,100 ^a	12,300 ^a	2,460,000 ^a	400,000 ^a	2,060,000 ^a

Source: Based on reports from state traffic authorities and the Deaths and Injuries by Type of Accident table on page 55, top.

^aTotal not comparable to data prior to the 1977 edition of *Accident Facts*.

Accidents by class of trafficway

Fatal accidents happen mostly in rural areas, while nonfatal injury accidents and property damage accidents happen mostly in urban areas. In urban areas, local streets comprised the largest proportion in each of the categories listed. In rural areas, county roads accounted for the largest proportion in all categories except deaths.

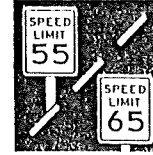
Motor-Vehicle Accidents, Deaths, and Injuries by Class of Trafficway, 1988

Class of Trafficway	Fatal Accidents	Injury Accidents	Property Damage Accidents	Deaths	Injuries
All Trafficways	43,400	1,200,000	19,400,000	49,000	1,800,000
		URBAN^a			
Number	15,400	830,000	14,500,000	17,400	1,120,000
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Local streets	43.2	56.8	61.0	42.5	55.1
State roads	19.9	19.0	16.6	20.0	19.8
Interstate	17.0	11.6	9.5	17.1	11.9
U.S. routes	13.4	7.8	8.6	14.0	8.2
County roads	5.7	3.7	2.9	5.6	3.9
Other controlled access roads	0.3	0.4	0.2	0.3	0.4
Major arterial	0.3	0.4	0.5	0.2	0.4
Other	0.2	0.3	0.7	0.3	0.3
		RURAL^a			
Number	28,000	370,000	4,900,000	31,600	680,000
Total	100.0%	100.0%	100.0%	100.0%	100.0%
County roads	34.8	43.0	37.7	33.5	41.5
State roads	33.9	29.8	28.5	34.8	30.8
U.S. routes	13.8	10.0	11.8	14.3	10.9
Interstate	12.4	9.2	10.1	12.8	9.4
Local streets	4.0	6.5	10.1	3.6	6.0
Major arterial	0.3	0.3	0.5	0.3	0.3
Other controlled access roads	0.1	0.4	0.3	0.1	0.4
Other	0.7	0.8	1.0	0.6	0.7

Source: Based on reports from 5 state traffic authorities.

^aSee definitions of Urban and Rural on inside back cover.

Speed



The Surface Transportation and Uniform Relocation Assistance Act of 1987, enacted April 2, 1987, allowed states to raise the speed limit to 65 mph on Interstate highways passing through areas with populations of less than 50,000. In April 1987, 18 states raised the speed limit. In May, nine more states followed suit. By the end of 1987, 38 states had implemented the 65 mph limit.

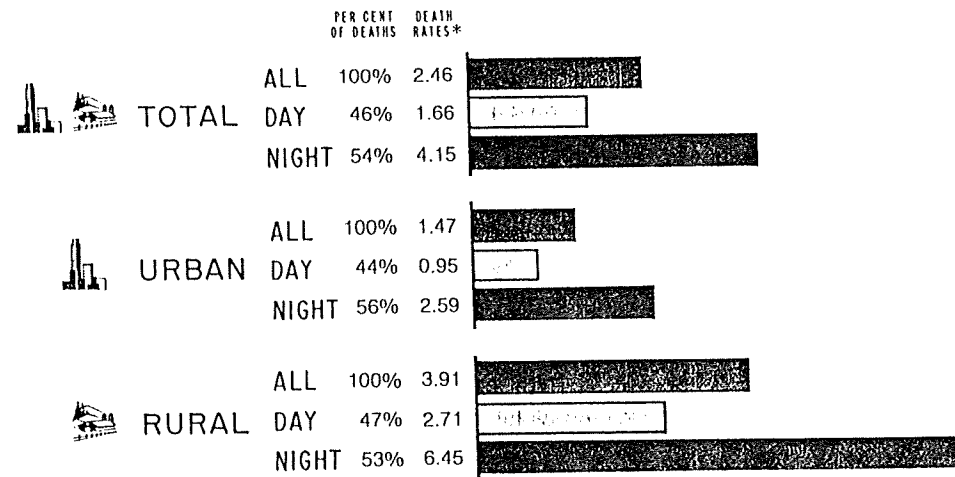
The National Highway Traffic Safety Administration was directed by Congress to assess the impact of the speed limit increase on highway safety. The main conclusions from the January 1989 report (the first of three annual reports) are presented here.

- Data for 1987 indicate that vehicle miles traveled on rural Interstates increased 8.4 per cent in the 38 states that raised the speed limit by the end of December 1987 and 5.2 per cent in those states that did not.
- For the 38 states that raised rural Interstate speed limits during 1987, 1987 rural Interstate fatalities were 19 per cent higher during the period after the speed limits were increased through the end of the year than for the same period in 1986. Rural Interstate fatalities increased 7 per cent in the 10 states that retained the 55 mph limit on rural Interstates. Rural Interstate fatalities nationwide increased 18 per cent in the 48 states (Alaska and Delaware do not have rural Interstates) with these highways.
- There are about 4,000 fatalities on all Interstate highways each year, of which about half occur on rural Interstates.
- In the first 28 states that raised the speed limit, rural Interstate fatalities increased 18 per cent during June-December, 1987 versus 1986. Rural Interstate fatalities increased 25 per cent during the June-December period in the other 10 states that raised the speed limit during 1987.
- Eight states (Arizona, California, New Mexico, North Carolina, Ohio, Tennessee, Texas, and Utah) accounted for 71 per cent of the total 1987 increase in rural Interstate fatalities in those states that raised their rural Interstate speed limit.
- The fatality rate (deaths per 100 million vehicle miles traveled) on all rural Interstates increased 15 per cent in 1987 compared to 1986 (1.5 vs. 1.3). The fatality rate was 14 per cent higher in the 38 states that increased the speed limit (1.6 vs. 1.4), while the rate was unchanged for the 10 states that remained at 55 mph (0.9 both years).
- In the first full calendar year quarter after the speed was raised (July-September), average travel speeds on rural Interstates increased in 13 states that raised the speed limit and provided data. The increase was from 60.3 mph to 62.2 mph compared to an increase from 57.2 mph to 57.6 mph in those states that retained 55 mph.
- As a complement to the 1986-1987 fatality comparisons, a mathematical model was developed which used the historical relationship from 1975 through 1986 between rural Interstate fatalities and fatalities on other highways to estimate the expected number of 1987 rural Interstate fatalities. Rural Interstate fatalities increased 18 per cent in the 38 states that raised their speed limit compared to what would have been expected in 1987 based on the model. An aggregated national model of fatality change produced the same result, estimating that fatalities were on average 16 per cent higher after the speed limit increase than would have been expected from the history of changes. Controlling for the effects of vehicle travel resulted in an estimate that rural Interstate fatalities were about 16 per cent higher in 1987 than would have been expected based on the historical relationship between fatalities and vehicle travel.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration. *The Effects of the 65 mph Speed Limit During 1987. A Report to Congress*, January 1989. Washington, DC. Author.

Deaths and death rates by day and night

Motor-vehicle deaths and the mileage death rates are sharply higher at night, as noted in the chart below. In both urban and rural places, the mileage death rates at night are at least three times the day rates.



Source: State traffic authorities and the Federal Highway Administration.

*: Deaths per 100,000,000 vehicle miles.

Hourly Distribution of Accidents by Day of Week, 1988

Hour Beginning	Fatal Accidents					All Accidents				
	Total	Mon.-Thurs.	Fri.	Sat.	Sun.	Total	Mon.-Thurs.	Fri.	Sat.	Sun.
All Hours	100.0%	47.1%	16.7%	20.0%	16.2%	100.0%	55.7%	18.3%	15.2%	10.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Midnight	6.3	6.5	3.0	7.1	8.0	2.4	1.5	1.8	4.6	5.2
1:00 a.m.	5.5	3.7	3.8	8.4	9.2	2.2	1.2	1.6	4.3	5.5
2:00 a.m.	5.2	3.9	3.9	7.1	7.9	1.9	1.0	1.4	3.8	4.8
3:00 a.m.	3.2	1.9	2.5	5.2	5.0	1.1	0.6	0.8	2.1	2.9
4:00 a.m.	1.8	1.3	1.0	2.6	3.5	0.8	0.5	0.5	1.4	1.9
5:00 a.m.	2.0	1.8	1.9	2.1	3.0	0.9	0.8	0.7	1.2	1.4
6:00 a.m.	3.2	3.6	2.9	2.7	2.8	2.0	2.4	1.8	1.4	1.5
7:00 a.m.	2.9	3.9	2.5	2.1	1.6	4.7	6.2	4.4	1.7	1.7
8:00 a.m.	2.6	3.2	2.7	1.4	2.3	4.4	5.6	4.0	2.5	2.0
9:00 a.m.	2.3	3.0	1.3	2.4	1.1	3.7	4.0	3.2	3.4	2.9
10:00 a.m.	2.7	3.3	2.8	1.7	2.2	4.2	4.3	3.8	4.5	3.4
11:00 a.m.	3.1	3.6	2.9	3.0	2.0	5.0	5.2	4.8	5.4	4.0
Noon	3.5	3.8	3.7	2.6	3.2	6.0	6.2	6.0	5.9	5.7
1:00 p.m.	3.3	4.2	2.7	2.0	2.8	5.7	5.8	5.5	5.8	5.6
2:00 p.m.	4.2	4.7	3.7	3.9	3.6	6.3	6.5	6.2	6.0	6.0
3:00 p.m.	4.9	5.5	5.9	3.2	4.3	8.0	8.7	8.3	6.0	6.4
4:00 p.m.	5.2	6.1	5.3	3.2	4.5	8.3	9.1	8.9	6.1	6.7
5:00 p.m.	5.5	5.3	5.4	5.6	5.6	8.3	9.1	8.5	5.9	6.8
6:00 p.m.	5.8	5.6	7.4	5.6	5.3	5.9	5.9	6.0	5.7	6.3
7:00 p.m.	5.4	5.4	6.7	4.9	4.9	4.6	4.2	4.9	4.9	5.2
8:00 p.m.	5.6	5.7	5.5	5.8	5.2	3.7	3.3	4.0	4.3	4.4
9:00 p.m.	5.5	5.7	7.0	4.6	4.5	3.6	3.1	4.2	4.3	3.9
10:00 p.m.	5.0	4.3	7.0	5.5	4.2	3.3	2.6	4.3	4.3	3.1
11:00 p.m.	5.3	4.0	8.5	7.3	3.3	3.0	2.2	4.4	4.5	2.7

Source: Based on reports from 7 state traffic authorities.

Deaths by day and month

Motor-vehicle death totals vary sharply for different days of the week and different months of the year. Totals run above average from Friday through Sunday and during the latter part of the year.

Comparison of the National Safety Council estimated percentage distribution by day of week of 1986 fatalities based on reports from 9 states with the National Center for Health Statistics distribution based on all death certificates shows that the two agree within two percentage points on each day.

The figures shown below are "complete" deaths, which include all motor-vehicle deaths that occur within twelve months after the day of accident. These totals should not be compared with "immediate" death figures, such as those quoted during holiday periods. These latter totals include only those deaths which occur during the holiday period from accidents which occur during the holiday period, and do not include any subsequent deaths.

Motor-Vehicle Deaths by Day and Month, 1988

Day	1988 Deaths by Day		Total Deaths by Month and Average Deaths by Day											
	%	Avg.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Total	100%	49,000	3,310	3,130	3,630	3,720	4,220	4,320	4,710	4,610	4,450	4,500	4,010	4,410
Daily Avg.		134	107	108	117	124	136	144	152	149	148	145	134	142
Monday	12%	113	90	91	99	105	115	121	128	126	125	122	113	120
Tuesday	11%	104	83	84	91	96	106	112	118	116	115	113	104	110
Wednesday	12%	113	90	91	99	105	115	121	128	126	125	122	113	120
Thursday	12%	113	90	91	99	105	115	121	128	126	125	122	113	120
Friday	17%	160	128	129	140	148	162	172	181	178	177	173	160	170
Saturday	20%	188	150	152	164	174	191	202	213	209	208	203	188	199
Sunday	16%	151	121	122	132	140	153	162	171	168	167	163	151	160

Source: Based on reports from 9 state traffic authorities.

Deaths and rates by month

Motor-vehicle deaths are at their lowest levels in January and February. Deaths increase to their highest levels in July and remain at this general level the rest of the year. Mileage death rates generally rise during the year with the highest rates in late summer and autumn.

The 1985 fatality total of 45,901 and the 1988 mileage death rate of 2.46 were the lowest recorded in the five year period. Compared to 1987, eight of the twelve months recorded increases in fatalities during 1988.

Motor-Vehicle Deaths and Death Rates by Month, 1984-1988

Month	1988		1987		1986		1985		1984	
	Deaths	Death Rate ^a	Deaths	Death Rate ^a	Deaths	Death Rate ^a	Deaths	Death Rate ^a	Deaths	Death Rate ^a
Total	49,000	2.46	48,400	2.52	47,865	2.60	45,901	2.59	46,263	2.69
January	3,310	2.26	3,230	2.31	3,274	2.46	3,102	2.49	3,011	2.46
February	3,130	2.25	3,000	2.21	2,814	2.27	2,753	2.31	2,921	2.49
March	3,610	2.22	3,520	2.23	3,559	2.35	3,397	2.35	3,485	2.54
April	3,720	2.26	3,580	2.24	3,607	2.40	3,693	2.50	3,373	2.39
May	4,220	2.42	4,270	2.54	4,331	2.70	4,063	2.59	3,966	2.63
June	4,320	2.48	4,280	2.55	4,460	2.75	4,394	2.77	4,244	2.77
July	4,710	2.59	4,470	2.54	4,704	2.75	4,319	2.59	4,437	2.74
August	4,610	2.53	4,880	2.75	4,895	2.81	4,536	2.68	4,386	2.66
September	4,450	2.63	4,380	2.67	4,197	2.70	4,037	2.68	4,277	2.93
October	4,500	2.61	4,520	2.71	4,244	2.66	4,076	2.64	4,260	2.89
November	4,010	2.49	4,200	2.70	3,920	2.65	3,942	2.80	3,919	2.85
December	4,410	2.73	4,070	2.62	3,860	2.58	3,589	2.53	3,984	2.93

Source: Deaths—National Center for Health Statistics; (1984-1986), National Safety Council estimates; (1987 revised, 1988 preliminary). Mileage—Federal Highway Administration. ^aDeaths per 100,000,000 vehicle miles

Types of motor vehicle

The types of vehicles listed in the table below are classified by body style, not by vehicle use. The truck or truck tractor category includes noncommercial vans, light trucks and pick-ups as well as commercial trucks.

In 1988, passenger cars comprised 75 per cent of the registered vehicles and were involved in less than their share of the fatal accidents (61 per cent). Trucks and motorcycles have the opposite experience from that of passenger cars. Trucks comprised 22 per cent of the vehicles registered and were involved in 28 per cent of the fatal accidents. Motorcycles, motor scooters, and motor bikes comprised 3 per cent of the registrations and were involved in 7 per cent of the fatal accidents.

Types of Motor Vehicles Involved in Accidents, 1988

Type of Vehicle	In Fatal Accidents		In All Accidents		Per Cent of Total Vehicle Registrations ^a	No. of Occupant Fatalities
	Number	%	Number	%		
All Types	64,000	100.0%	36,200,000	100.0%	100.0%	(^b)
Passenger cars	39,300	61.4	28,200,000	77.9	74.6	26,100
Trucks	17,900	28.0	6,800,000	18.8	22.4	7,500
Truck or truck tractor	11,300	17.7	5,400,000	14.9	21.6	(^c)
Truck tractor and semi-trailer	5,200	8.1	900,000	2.5	0.8	(^c)
Other truck combinations	1,400	2.2	500,000	1.4		(^c)
Farm tractors, equipment	200	0.3	30,000	0.1	(^d)	110
Taxicabs	300	0.5	100,000	0.3	0.1	70
Buses, commercial	200	0.3	150,000	0.4	0.1	20
Buses, school	200	0.3	50,000	0.1	0.3	50
Motorcycles	4,000	6.3	350,000	1.0	2.5	3,800
Motor scooters, motor bikes	400	0.6	20,000	0.1		
Other ^e	1,500	2.3	500,000	1.3	(^c)	970

Source: Based on reports from 7 state traffic authorities. Vehicle registrations based on data from Federal Highway Administration and International Taxicab Association.

^aPercentage figures are based on numbers of vehicles and do not reflect miles traveled or place of travel, both of which affect accident experience.

^bIn addition to these occupant fatalities, there were 8,800 pedestrian, 1,100 pedalcyclist, and 100 other deaths.

^cData not available. ^dNot included in total vehicle registrations; estimated tractors—4,420,000.

^eIncludes fire equipment, ambulances, special vehicles, other.

Motorcycles

The mileage death rate for motorcycle riders during 1988 is estimated to be about 41 (deaths per 100,000,000 miles of motorcycle travel). Based on data collected by the Federal Highway Administration, the 1988 rate represents a 5 per cent decrease from the 1987 rate of 43. The motorcycle mileage death rate of 41 compares with the overall motor-vehicle death rate of 2.46.

When a motorcycle is involved in an accident, the rider's chances of being injured or killed are greater than if the operator were riding in a vehicle which afforded more protection. The number of motorcycle riders injured in 1988 is estimated to have been 460,000, including both minor and severe injuries.

Motorcycle^a and Total Motor-Vehicle Data, 1979-1988

Year	Vehicles				Occupant Deaths			
	Motorcycles		All Mot. Veh.		Motorcycles		All Mot. Veh.	
	No.	% Change ^b	No.	% Change ^b	No.	% Change ^b	No.	% Change ^b
1979	5,502,450	+13.3	159,600,000	+3.9	4,080 ^c	-9.9	41,400	+0.7
1980	5,724,602	+4.0	161,600,000	+1.3	4,480 ^c	+9.8	41,700	+0.7
1981	5,831,132	+1.9	164,100,000	+1.5	4,720 ^c	+5.4	40,500	-2.9
1982	5,743,463	-1.5	165,300,000	+0.7	4,370 ^c	-7.4	36,200	-10.6
1983	5,535,112	-3.6	169,400,000	+2.5	4,340 ^c	-0.7	35,400	-2.2
1984	5,479,822	-1.0	172,000,000	+1.5	4,580 ^c	+5.5	36,900	+4.2
1985	5,444,404	-0.6	177,100,000	+3.0	4,440 ^c	-3.1	36,100	-2.2
1986	5,262,322	-3.3	181,500,000	+2.5	4,700 ^c	+5.9	38,300	+6.1
1987	5,148,000	-2.2	186,100,000	+2.6	4,200 ^c	-10.6	38,700	+1.0
1988	4,719,000	-8.3	188,200,000	+1.1	4,180 ^c	-0.5	39,000	+0.8

^aIncludes motor scooter, motorized bicycle, and motorized tricycle.

^bChange from previous year.

^cMay include some moped rider fatalities.

Improper driving

In most accidents, factors are present relating to the driver, the vehicle, and the road, and it is the interaction of these factors which often sets up the series of events which culminates in the mishap.

The table below relates just to the driver and shows the principal kinds of improper driving which were factors in accidents. Correcting these improper practices could have an important effect on accident occurrences. This does not mean that road and vehicle conditions can be disregarded.

Improper Driving Reported in Accidents, 1988

Kind of Improper Driving	Fatal Accidents			Injury Accidents			All Accidents ^a		
	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Improper driving	61.4	59.6	62.2	69.5	70.4	67.8	67.2	68.0	65.5
Speed too fast ^b	30.3	28.2	31.2	25.1	22.0	30.4	20.4	17.9	26.0
Right of way	11.3	17.0	8.9	23.8	28.9	15.3	22.8	26.3	15.3
Failed to yield	7.3	10.0	6.2	16.7	19.5	12.1	17.1	19.3	12.6
Passed stop sign	2.2	2.6	1.9	2.3	2.5	2.0	1.8	1.8	1.6
Disregarded signal	1.8	4.4	0.8	4.8	6.9	1.2	3.9	5.2	1.1
Drove left of center	8.1	3.3	10.2	3.1	1.2	6.1	2.8	1.5	5.5
Improper overtaking	5.1	3.7	5.7	2.0	1.6	2.7	2.5	2.3	2.9
Made improper turn	0.5	0.5	0.5	1.5	1.8	1.0	2.6	3.0	1.6
Followed too closely	0.4	0.4	0.4	5.7	6.8	3.7	6.2	7.1	4.3
Other improper driving	5.7	6.5	5.3	8.3	8.1	8.6	9.9	9.9	9.9
No improper driving stated	38.6	40.4	37.8	30.5	29.6	32.2	32.8	32.0	34.5

Source: Based on urban and rural reports from 7 state traffic authorities.

^aPrincipally property damage accidents, but also includes fatal and injury accidents.

^bIncludes "speed too fast for conditions."

Motor carriers

In 1986, slightly more than one half of the drivers of motor carriers involved in accidents had less than two years of experience with the reporting carrier according to data from the Federal Highway Administration Office of Motor Carriers. Generally, as age and experience increase the involvements in accidents decrease.

Accident Involvements by Driver Age and Years of Experience with Reporting Motor Carrier^a, 1986

Driver Age	All Years ^b	Years of Experience									
		Under 1 Year	1 Year	2 Years	3 Years	4 Years	5-9 Years	10-14 Years	15-19 Years	20-24 Years	25 Years and Over
All Ages ^b	100.0%	15.9%	37.7%	11.4%	6.1%	3.2%	11.3%	5.5%	3.3%	1.9%	1.5%
Under 18	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)
18-19	0.1%	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)
20-24	6.0%	1.4	3.6	0.7	0.1	(^c)	(^c)	(^c)	(^c)	(^c)	(^c)
25-29	16.2%	3.5	8.0	2.0	1.0	0.5	1.0	(^c)	(^c)	(^c)	(^c)
30-34	16.5%	3.1	7.1	2.0	1.1	0.6	2.0	0.5	(^c)	(^c)	(^c)
35-39	16.2%	2.6	6.3	1.9	1.1	0.5	2.3	1.1	0.3	(^c)	(^c)
40-44	13.4%	2.1	4.6	1.6	0.8	0.5	1.9	1.0	0.7	0.2	(^c)
45-49	11.7%	1.4	3.5	1.4	0.8	0.5	1.6	1.0	0.8	0.5	0.1
50-54	10.0%	0.9	2.3	0.9	0.6	0.3	1.2	0.8	0.6	0.5	0.3
55-59	6.5%	0.7	1.6	0.6	0.4	0.2	0.8	0.7	0.6	0.5	0.6
60 and over	3.4%	0.2	0.7	0.3	0.1	0.1	0.5	0.4	0.3	0.2	0.4

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Motor Carriers. *Accidents of Motor Carriers of Property 1986*, September 1988. Washington, DC: Author.

^aIncludes only motor carriers engaged in interstate or foreign commerce and generally subject to regulation by the Interstate Commerce Commission.

^bComponents may not add to totals due to rounding. Totals include driver age and years of experience not reported.

^cLess than 0.05 per cent.

Motor vehicle deaths on major holidays

Generally, both deaths and death rates are higher during the holidays than they are during comparable nonholiday periods. For traffic deaths, the number that occurred during five holidays (excluding Thanksgiving) over the three years 1986-1988 was 4 per cent higher than what would have been normal for nonholidays at the same time of the year. Over these same holidays, vehicle travel was 5 per cent higher. Because travel increased more percentage-wise than deaths, death rates averaged 3 per cent lower during holidays.

Year	Memorial Day		Fourth of July		Labor Day		Thanksgiving		Christmas		New Year's	
	Immed. Deaths ^a	Total Deaths	Immed. Deaths	Total Deaths	Immed. Deaths	Total Deaths	Immed. Deaths	Total Deaths	Immed. Deaths	Total Deaths	Immed. Deaths	Total Deaths
1976 ^b	455 (3)	610	523 (3)	700	526 (3)	700	508 (4)	630	441 (3)	590	339 (3)	450
1977	456 (3)	610	574 (3)	770	469 (3)	630	498 (4)	620	390 (3)	520	338 (3)	450
1978	542 (3)	720	712 (4)	890	559 (3)	750	562 (4)	700	456 (3)	610	370 (3)	490
1979	508 (3)	680	164 (1)	250	519 (3)	690	475 (4)	590	693 (4)	870	493 (4)	620
1980	447 (3)	600	463 (3)	620	531 (3)	710	522 (4)	650	502 (4)	630	463 (4)	580
1981	420 (3)	560	578 (3)	770	473 (3)	630	442 (4)	550	354 (3)	470	338 (3)	450
1982	341 (3)	460	470 (3)	630	492 (3)	660	433 (4)	540	346 (3)	460	282 (3)	380
1983	437 (3)	580	447 (3)	600	480 (3)	640	400 (4)	500	238 (3)	320	274 (3)	370
1984	378 (3)	500	451 (3)	600	402 (4)	500	537 (4)	670	366 (4)	460
1985	411 (3)	550	492 (4)	620	439 (3)	590	390 (4)	490	168 (2)	240	202 (2)	290
1986	435 (3)	580	450 (3)	600	487 (3)	650	443 (4)	550	380 (4)	480	356 (4)	480
1987	416 (3)	550	415 (3)	550	453 (3)	600	503 (4)	630	389 (4)	490	375 (4)	470
1988	404 (3)	540	463 (3)	620	422 (3)	560	454 (4)	570	386 (3)	510	317 (3)	420

Source: Immediate deaths, press associations; Total deaths, National Safety Council estimates.
^aImmediate deaths include only those which occurred by midnight of the last day of the holiday period. Total deaths include immediate deaths plus an estimate of delayed deaths—those which occur within twelve months after the day of accident (they are charged back to the day of the accident).
^bFigures in parentheses show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

Milestones in motor-vehicle deaths

The first motor-vehicle death in the United States is reported to have occurred in New York City on September 14, 1899. The world's first motor-vehicle death probably occurred in London, England, on August 17, 1896.
 Since the first motor-vehicle death in the United States, slightly more than 2,700,000 persons have died in motor-vehicle accidents through the end of 1988. Based on historical figures, the 1,000,000th motor-vehicle death occurred sometime during 1952. The 2,000,000th motor-vehicle death occurred in early 1974.
 If the current annual trend in motor-vehicle deaths continues, the 3,000,000th motor-vehicle death will probably occur in the early 1990s.

Residence of driver

According to 1988 data from five state traffic authorities, about 89 per cent of the drivers involved in fatal accidents were residents of the state in which the accident occurred; 69 per cent of them were local residents (less than 25 miles from home), and 20 per cent resided elsewhere in the state. About 94 per cent of the drivers in injury and all accidents were residents of the state in which the accident occurred.

Residence of Driver in Motor-Vehicle Traffic Accidents, 1988

Residence	Fatal Accidents	Injury Accidents	All Accidents
Total	100.0%	100.0%	100.0%
Resident of state in which accident happened	88.6	94.4	93.6
Local resident ^a	68.6	83.3	82.9
Residing elsewhere in the state	20.0	11.1	10.7
Resident of state	11.4	5.6	6.4

Source: Based on reports from 5 state traffic authorities.

^aLess than 25 miles from home.
 NATIONAL SAFETY COUNCIL

Pedestrians

More than half of the pedestrian deaths and injuries happen when these persons cross or enter streets. More than one third of all actions occur between intersections, but the proportion varies for persons of different ages. These and other actions are shown in the table below.

Deaths and Injuries of Pedestrians by Age and Action, 1988

Actions	Age of Persons Killed or Injured								
	ALL AGES	Under 5	5-9	10-14	15-19	20-24	25-44	45-64	65 and Over
All Actions	100.0%	7.3%	17.0%	11.2%	10.6%	9.1%	26.1%	11.0%	7.7%
Total Pedestrians	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Crossing or entering	57.8	63.4	70.6	64.4	51.0	47.2	48.3	56.6	70.1
—at intersection	23.3	9.4	17.2	25.2	24.3	21.9	23.0	30.1	38.6
—between intersection	34.5	54.0	53.4	39.2	26.7	25.3	25.3	26.5	31.5
Walking in roadway	9.7	2.2	2.8	7.5	13.6	12.0	13.9	11.9	10.0
—with traffic	6.2	0.9	1.6	4.7	8.8	8.4	9.9	6.2	4.8
—against traffic	3.5	1.3	1.2	2.8	4.8	3.6	4.0	5.7	5.2
Standing in roadway	5.1	2.4	0.9	2.4	7.1	8.9	7.7	6.3	3.3
Pushing or working on vehicle in roadway	2.3	0.4	0.2	0.5	2.2	6.1	4.0	3.1	1.0
Other working in roadway	1.8	0.0	0.1	0.1	1.0	2.7	3.7	3.4	0.6
Playing in roadway	3.4	12.5	7.6	6.5	2.2	0.7	0.5	0.3	0.2
Other in roadway	12.6	14.0	15.5	13.5	13.7	13.0	11.7	10.3	7.5
Not in roadway	7.3	5.1	2.3	5.1	9.2	9.4	10.2	8.1	7.3

Source: Based on 1988 reports of deaths and injuries from 9 state traffic authorities.

Pedalcycle accidents

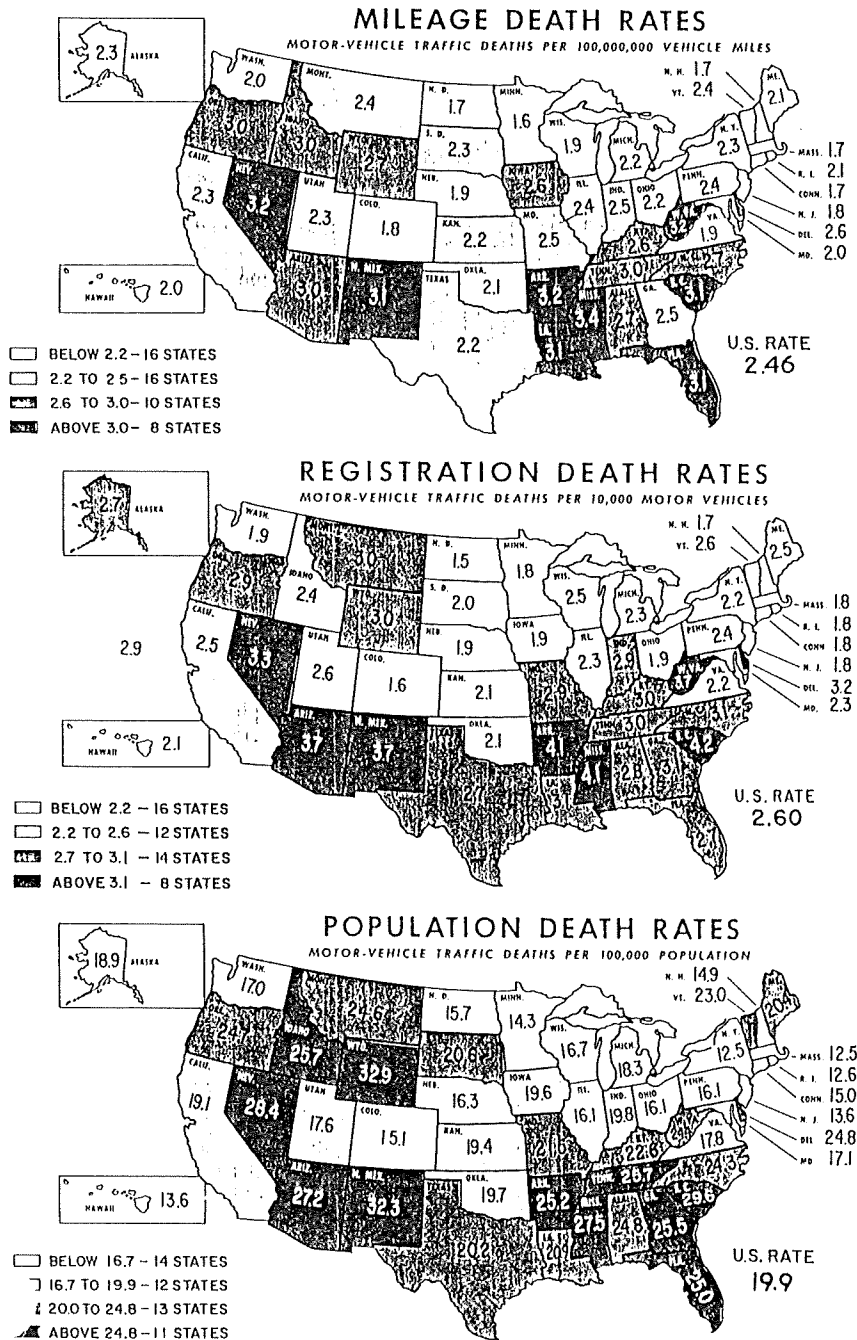
Since 1940, the number of pedalcycle-motor-vehicle deaths has increased about 47 per cent. The number of pedalcycles in use has increased fourteenfold so that the death rate (number of deaths per 100,000 pedalcycles in use) is one ninth the rate in 1940. The proportion of deaths occurring to young adults and adults has steadily increased since 1960. Persons 15 years of age and older accounted for two thirds of the deaths in 1988 compared to about one fifth in 1960.

Pedalcycle Rates and Deaths by Age, 1940-1988

Year	Pedalcycles ^a (millions)	Deaths	Death Rate ^b	Per Cent of Deaths by Age			
				All Ages	0-14	15-24	25 & Over
1940	7.8	750	9.59	100%	48	39	13
1945	9.0	500	5.55	100%	56	22	22
1950	13.8	440	3.18	100%	82	9	9
1955	23.1	410	1.78	100%	71	12	17
1960	28.2	460	1.63	100%	78	9	13
1965	38.8	680	1.75	100%	64	18	18
1970	56.5	780	1.38	100%	66	15	19
1975	95.0	1,000	1.05	100%	49	28	23
1979	98.5 ^c	1,200	1.22	100%	38	36	26
1980	100.0 ^c	1,200	1.20	100%	35	36	29
1981	101.5 ^c	1,200	1.18	100%	36	35	29
1982	104.0 ^c	1,100	1.06	100%	35	27	38
1983	105.5 ^c	1,100	1.04	100%	40	29	31
1984	106.1 ^c	1,100	1.04	100%	39	27	34
1985	108.0 ^c	1,100	1.02	100%	49	24	27
1986	111.0 ^c	1,100	0.99	100%	32	35	33
1987	111.0 ^c	1,200	1.08	100%	31	32	37
1988	111.0 ^c	1,100	0.99	100%	36	26	38

Source: National Center for Health Statistics, state traffic authorities and National Safety Council estimates.
^aPedalcycles in use for a given year is the ten-year total (that year and the previous nine years) of domestic production plus imports less exports.
^bDeaths per 100,000 pedalcycles in use.
^cIncludes sidewalk pedalcycles

M. Motor-vehicle death rates by state, 1988



Motor-Vehicle Deaths by State, 1985-1988

(Population Death Rates for 1988 by place of accident are shown on page 64)

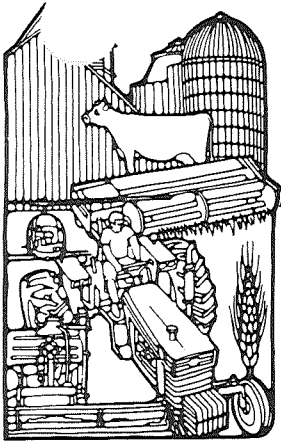
State	Motor-Vehicle Traffic Deaths (Place of Accident)				Total Motor-Vehicle Deaths ¹ (Place of Residence)			
	Number		Mileage Rate ^b		Number		Population Rate ^b	
	1988	1987	1988	1987	1988 ^c	1985	1986	1985
Total U.S.^a	49,000	48,400	2.5	2.5	47,865	45,901	19.9	19.2
Alabama	1,023	1,116	2.7	3.0	1,192	1,013	29.4	25.2
Alaska	97	76	2.3	1.9	102	126	19.2	24.1
Arizona	944	939	3.0	3.0	956	869	29.2	27.2
Arkansas	610	639	3.2	3.5	604	583	25.5	24.7
California	5,381	5,500	2.3	2.4	5,523	5,291	20.5	20.1
Colorado	496	591	1.8	2.2	638	619	19.5	19.1
Connecticut	486	451	1.7	1.7	457	481	14.3	15.2
Delaware	164	147	2.6	2.4	152	119	24.0	19.1
Dist. of Col.	63	56	1.9	1.7	52	56	8.3	9.0
Florida	3,092	2,891	3.1	3.1	2,778	2,805	23.8	24.7
Georgia	1,633	1,604	2.5	2.7	1,557	1,440	25.5	24.1
Hawaii	149	138	2.0	1.9	115	129	10.8	12.3
Idaho	257	260	3.0	3.2	271	257	27.0	25.6
Illinois	1,862	1,685	2.4	2.2	1,759	1,752	15.2	15.2
Indiana	1,104	1,056	2.5	2.4	1,082	1,066	19.7	19.4
Iowa	556	491	2.6	2.4	462	523	16.2	18.2
Kansas	483	491	2.2	2.4	549	518	22.3	21.1
Kentucky	840	849	2.6	2.8	849	731	22.8	19.6
Louisiana	923	827	3.1	2.7	983	991	21.8	22.1
Maine	246	228	2.1	2.1	205	211	17.5	18.1
Maryland	793	830	2.0	2.3	794	766	17.8	17.4
Massachusetts ..	731	690	1.7	1.6	811	810	13.9	13.9
Michigan	1,699	1,632	2.2	2.2	1,738	1,684	19.0	18.5
Minnesota	615	530	1.6	1.5	631	676	15.0	16.1
Mississippi	722	756	3.4	3.7	783	688	29.8	26.3
Missouri	1,104	1,058	2.5	2.4	1,159	945	22.9	18.8
Montana	198	234	2.4	2.9	228	210	27.9	25.5
Nebraska	291	297	1.9	2.3	295	261	18.5	16.3
Nevada	286	262	3.2	3.1	220	214	22.8	22.8
New Hampshire ..	163	179	1.7	2.0	167	176	16.3	17.6
New Jersey	1,052	1,023	1.8	1.8	1,090	1,015	14.3	13.4
New Mexico	487	568	3.1	3.8	506	504	34.2	34.7
New York	2,237	2,327	2.3	2.4	2,263	2,176	12.7	12.3
North Carolina ..	1,587	1,601	2.7	2.9	1,712	1,518	27.0	24.2
North Dakota	104	101	1.7	1.8	118	103	17.4	15.0
Ohio	1,748	1,692	2.2	2.1	1,649	1,657	15.3	15.4
Oklahoma	642	611	2.1	1.9	737	775	22.3	23.4
Oregon	677	618	3.0	2.6	643	610	23.8	22.7
Pennsylvania	1,932	2,006	2.4	2.6	2,009	1,823	16.9	15.4
Rhode Island	125	100	2.1	1.7	141	112	14.5	11.6
South Carolina ..	1,034	1,087	3.1	3.6	1,047	924	31.0	27.7
South Dakota	147	134	2.3	2.2	135	147	19.1	20.8
Tennessee	1,266	1,247	3.0	3.0	1,268	1,137	26.4	23.9
Texas	3,395	3,261	2.2	2.2	3,715	3,799	22.3	23.2
Utah	297	297	2.3	2.3	328	342	19.7	20.8
Vermont	128	120	2.4	2.4	96	108	17.7	20.2
Virginia	1,069	1,022	1.9	1.9	1,122	998	19.4	17.5
Washington	785	790	2.0	2.1	810	797	18.1	18.1
West Virginia	460	471	3.2	3.4	447	443	23.3	22.9
Wisconsin	813	813	1.9	2.0	765	773	16.0	16.2
Wyoming	155	129	2.7	2.4	152	130	30.0	25.5

Source: Motor-Vehicle Traffic Deaths from state traffic authorities; Total Motor-Vehicle Deaths from National Center for Health Statistics.

²Includes both traffic and nontraffic motor-vehicle deaths. See definitions of traffic and nontraffic accidents on inside of back cover.

³The mileage death rate is deaths per 100,000,000 vehicle miles; the population death rate is deaths per 100,000 population. 1988 mileage death rates are National Safety Council estimates.

⁴Latest year available. See page 31 for comparability.



Committee of Kansas Farm Organizations

STATEMENT OF POSITION OF THE COMMITTEE OF KANSAS FARM ORGANIZATIONS

RE: H.B. 2130

Committee on Federal and State Affairs

February 20, 1991

Nancy E. Kantola
Legislative Agent
3604 Skyline Parkway
Topeka, KS 66614
(913) 273-5340

Committee of Kansas
Farm Organization Members

Associated Milk Producers, Inc.

Kansas Agri-Women Association

Kansas Association of Soil
Conservation Districts

Kansas Association of
Wheat Growers

Kansas Cooperative Council

Kansas Corn Growers Association

Kansas Electric Cooperatives

Kansas Ethanol Association

Kansas Farm Bureau

Kansas Fertilizer and
Chemical Association

Kansas Grain and Feed
Dealers Association

Kansas Livestock Association

Kansas Meat Processors
Association

Kansas Pork Producers Council

Kansas Rural Water
Districts Association

Kansas Seed Industry Association

Kansas Soybean Association

Kansas State Grange

Kansas Veterinary Medical
Association

Kansas Water Well Association

Mid America Dairymen, Inc.

Madam Chairman, Members of the Committee: I am Nancy Kantola, Legislative Agent for the Committee of Kansas Farm Organizations. Our group is comprised of twenty-one member organizations. We require a unanimous vote to take a position on an issue. Our members oppose removing restricted licenses for fourteen year olds.

We recognize the concerns in urban areas with underage and irresponsible drivers joy riding. Certainly we can all relate tragic accidents in which young drivers were involved.

Our concern reflects the hardship created for the farm families which make up the membership of many of our member organizations. They rely on teenagers to drive during the summer school break to assist the farm operation. Parts running, driving grain trucks to elevators, caring for livestock, and other regular duties and emergency errands.

Living in the country also makes participating in school activities and other sports, lessons and church activities more dependent on fourteen and fifteen year olds being able to drive.

We would support the current restrictions and stronger enforcement of them to solve the problems that this bill would attempt to alleviate.

Thank you for your consideration of our position.

Respectfully submitted,


Nancy E. Kantola

Sue W. Lockett
Executive Director
CASA of Shawnee County, Inc.
Co-Chair, Kansas CASA Association

February 19, 1991

I'd like to give you a brief explanation of CASA. CASA stands for Court Appointed Special Advocate. CASAs are community volunteers who advocate for children involved in the court system. They come from varied backgrounds, pay taxes, 2/3 of them are employed and they believe that children have to be a priority in Kansas.

What do CASAs see in their involvement with Kansas children? On the negative side we see overload of a system with inadequate financial, personnel and placement resources. We see a lack of training of the people handling the children & making decisions about them.

On the positive side we see a system of caring, concerned people; a system that could work with adequate support and training.

There have been many studies, many hearings full of testimony, many groups looking at the problems. I believe we know the problems and I also believe we know ways to correct them. When I was preparing what I was going to say today I found some notes from testimony I gave two years ago. I could almost give the same speech. We have added a few "cures" but they're too little and for some children too late.

Prevention

Everyone agrees that family membership, including day by day parenting is what matters most for a happy healthy upbringing. Unfortunately without education many families cannot accomplish this for their children.

Prevention programs - the earlier the better - are easily proven effective in terms of human and financial concerns.

Family Prevention

When prevention doesn't work, we need to commit resources to dysfunctional families and children as soon as they are identified. We know change is more likely to occur during crisis. We know its difficult

to reunite families once separated. Services to prevent out of home placements have been proven to work nationally.

Foster Care

In some cases however we need to separate families and place the children in Foster Care to protect them. In theory, foster care was intended as a temporary solution until abused or neglected children could be reunified with a strengthened family or adopted. In reality, we are leaving children too long placed in this temporary solution - many times with multiple placements.

We need better screening, training and support for foster parents. Asking them to handle problem children 24 hrs a day 365 days a year without needed training and support is creating "burn out" and multiple placements for children.

Specialized Resources - Treatment/Group Homes

Many of the children we see now in the court system have many problems. Some of them have been severely victimized; some of them suffer from emotional problems; some of them are drug abusers and some of them are victims of multiple placements. They need special resources, placements that can meet their special needs.

As CASAs go through the records and investigate, most of these children were identified earlier - sometimes years earlier.

Social Workers

Social workers, the people who are charged with making the important decisions of what services a family needs, what services a child needs, when it should be recommended that a child be removed from home and when it should be recommended that a child be returned home have been set up to fail. They do not receive adequate training to make these decisions. They are not given adequate time to plan for children and their families. Their caseloads many times are over 2 times the recommended level.

I could cite example after example of actual children who were first victimized within their families and then have been victimized within the system mandated to protect them.

I would like to leave you with a poem written by Gabriela Mistral which sums up what we would like to say.

We are guilty
of many errors and many faults
but our worst crime
is abandoning the children
neglecting the fountain of life.

Many of the things we need
can wait.
The child cannot.

Right now is the time
bones are being formed
blood is being made
senses are being developed.

To the child we cannot answer "Tomorrow."

The child's name is "Today."