Approved: March 19, 2002
Date

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Senator Les Donovan at 8:30 a.m. on March 14, 2002 in Room 245-N of the Capitol.

All members were present except: Senator Harrington
Senator Pugh

Committee staff present: Hank Avila, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: John Peterson, Segway LLC

Others attending: See attached list

HB 2663: Re electronic personal assistive mobility device

John C. Peterson, representing Segway LLC, explained that this bill defines an Electric Personal Assistance Mobility Device as a self-balancing two, non-tandem, wheeled device. The system is limited to a maximum speed of 15 miles per hour, or less. This type of new transportation technology is not currently defined in Kansas motor vehicle laws. The purpose of the bill is to amend the motor vehicle code to provide legal and regulatory structure for the operation of such a device (Attachment 1).

Mr. Peterson provided a brief video presentation extracted from a segment shown on the "Good Morning America" TV show. The device was designed and is being marketed by Dean Kamen, inventor of the Kamen heart stent. Segway LLC is Mr. Kamen's company. Members also received copies of two newspaper articles on the device; one from the *WALL STREET JOURNAL* of March 1, 2002, titled "Rolling Along;" and another from the *LAWRENCE JOURNAL WORLD,* January 14, 2002, titled "Ginger" which refers to the device as a "human transporter." The National Highway Traffic Safety Administration has ruled it is not a "motor vehicle." The bill basically puts this system in the same category as motorized wheelchairs.

Following clarification regarding the difference between tandem wheeled motorized units and this two wheeled device, Senator Salmans moved to recommend **HB 2663** favorable for passage. Senator Gooch seconded the motion. Motion carried.

Approval of minutes

Senator Gooch moved to approve minutes of the March 12, 2002 meeting. Senator Salmans seconded the motion. Motion carried.

Meeting adjourned at 9:05 a.m.

The next meeting is scheduled for March 19, 2002.

SENATE TRANSPORTATION COMMITTEE
GUEST LIST
DATE: MARCH 14, 2002

NAME	REPRESENTING
Christi Stewart	KS Motor Carriers Assoc.
[illegible]	KDOT
Don McNeely	KS Automobile Dealers Assn.

SENATE TRANSPORTATION COMMITTEE
John C. Peterson, Segway LLC
March 14, 2002
HB-2663

Mr. Chairman and members of the Committee.

I am John C. Peterson, representing Segway LLC. I appreciate the opportunity to appear before your Committee today to present testimony in support of HB 2663.

This legislation amends the motor vehicle code to provide for the operation of electric personal assistive mobility devices (EPAMDs) in Kansas. The purpose of this Act is to provide a legal and regulatory structure for the introduction of a new transportation technology that is not currently defined in our motor vehicle laws.

The bill defines an Electric Personal Assistance Mobility Device (EPAMD), as a self-balancing two non tandem wheeled device designed to transport only one person with an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less.

The first EPAMD was released in early December by Segway, a company founded by renowned inventor and entrepreneur Dean Kamen. The EPAMD utilizes clean fuel and quiet technology. Its uses include an assistive device for the elderly and disabled, as a transportation option for delivery services, and as a tool for public safety officials.

The EPAMD employs the revolutionary self-balancing and stabilizing technology first used in the stair-climbing mobility aid for the physically challenged called the INDEPENDENCE™ 3000 IBOT™. The self-balancing technology used in the IBOT allows it to climb stairs and stand upright on only two of its wheels while transporting a full-size adult.

The EPAMD uses this same self-balancing technology to operate with only two non tandem wheels on a single axle. It is powered by a quiet, electric propulsion system with zero emissions. While emulating the human ability to balance, the EPAMD can travel as far as 17 miles on a single charge and at speeds of up to 12.5 mph.

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The EPAMD has a footprint that is narrower than the average adult's shoulders and a length no greater than a large shoe. When operated, the EPAMD uses the same space as a pedestrian and takes up less space than a bicycle or other tandem-wheeled device. It can turn in place without impacting any nearby object, something no other vehicle can do. The EPAMD works seamlessly with the body's movements. Gyroscopes and tilt sensors monitor a user's center of gravity at about 100 times a second. When a person leans slightly forward, EPAMD moves forward. When leaning back, Segway moves back.

The technology employed in the EPAMD makes it attractive for use in a variety of commercial applications, including manufacturing plants and warehousing operations, travel and tourism, public safety, corporate and campus transportation, mail, packaging and product delivery. Initial commercial customers evaluating the product include the United States Postal Service, the National Park Service, City of Atlanta, Michelin North America, Inc., GE Plastics and Amazon.com. Consumers will use the EPAMD for transportation purposes and persons that have medical conditions that prevent them from walking any significant distance will also realize tremendous benefits from this new technology.

The National Highway Traffic Safety Administration (NHTSA) has ruled that EPAMD is not a "motor vehicle" and therefore should not be under their jurisdiction; as well, the US Consumer Product Safety Commission (CPSC) has concluded that they should have jurisdiction over EPAMD under the Consumer Product Safety Act as a "consumer product."

I appreciate the opportunity to appear before this Committee. I would request that you act favorably on HB 2663 to provide a legal and regulatory structure for this innovative 21st Century transportation technology which will improve productivity, enhance mobility for a variety of individuals, and improve the environment. I would be happy to answer any questions at this time.