

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary Hayzlett at 1:30 p.m. on February 17, 2003 in Room 519-S of the Capitol.

All members were present except:

Representative Kenny Wilks, excused

Committee staff present:

Bruce Kinzie, Revisor
Hank Avila, Legislative Research Dept.
Mary Galligan, Legislative Research Dept.
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

Representative Lee Tapanelli
Debby Bielanski, Deputy Director for Selective Service System Region III, Denver, CO
Shiela Walker, Director of Motor Vehicles, Department of Revenue
Colonel Dennis Perry, Adjutant Generals' Office
Don Seifert, City of Olathe
Erik Sartorius, City of Overland Park
Janet Thiessen, Chief of Olathe Police Department
Brian Shields, City Traffic Engineer, Overland Park
Sandy Jacquot, League of Kansas Municipalities
Mike Crow, Chief of the Bureau of Traffic Engineering for KDOT
Bill Braunlich, Citizen

Others attending:

See attached list

HB 2073 - Driver's license or non-driver identification card; selective service registration requirements

Chairman Hayzlett opened hearings on HB 2073 and introduced Representative Tapanelli. Representative Tapanelli explained this bill as a selective service bill whereby any male applying for a driver's license shall have the personal information submitted to the selective service system. The applicant's signature will signify that the applicant either has already registered with the selective service system or that the applicant is authorizing the Division of Vehicles to forward to the selective service system the necessary information for such registration.

The next proponent was Debby Bielanski, Deputy Director for Selective Service System. (Attachment 1) She said this bill would give an opportunity for urgently needed support for an important Federal program that is a key element of National Security Strategy. Ms. Bielanski emphasized that this bill was not about reinstating the draft but rather being ready for the uncertainty of war and guaranteeing future peace through strength and readiness and helping Kansas' youth accept responsibility and doing what is right.

There were no other proponents nor any opponents so the Chairman recognized Sheila Walker, Director of Motor Vehicles, who testified as neutral on **HB 2073**. (Attachment 2) She testified that the Division of Vehicles already has a cooperative agreement with Selective Service to share data. The Division may assist Selective Service in maintaining a list of men 18 to 26 years of age. Currently the Division assists Selective Service by forwarding updates twice a year and charging only enough to cover their costs. This bill also states that the Division shall notify the applicant that his signature constitutes consent to register with Selective Service, if he has not already done so. Costs to train driver's license examiners and make changes in the handbook can be absorbed within existing resources.

Colonel Dennis Perry, Adjutant General's Office stood to say they were in support of **HB 2073**.

After all questions had been responded to Chairman Hayzlett closed hearings on **HB 2073**.

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HB 2144 - Automated traffic control signal enforcement, implementation

The Chairman introduced Don Seifert representing the City of Olathe. (Attachment 3) Mr. Seifert said that Olathe views automated red light runner enforcement as simply another example of the enhancement of law enforcement through technology. In Olathe, traffic enforcement is a very high priority among citizens. There are multiple demands on police resources, as well as practical and safety limitations as to what traditional enforcement of red light violations (observe, chase, stop and cite) can accomplish. He urged the Committee to take this step toward safer roads in Kansas.

The next proponent appearing before the Committee was Erik Sartorius (Attachment 4) who advised the Committee that in an effort to reduce traffic accidents, the City of Overland Park joined the City of Olathe in a pilot project sponsored by the Kansas Department of Transportation. At two locations in the City, cameras were mounted on red lights to capture images of license plates of motorists who entered the intersection during a red light. No tickets or warnings were issued during the study. The two cities feel that the pilot project's findings warrant legislation enabling municipalities to utilize red light cameras as an enforcement tool. Mr. Sartorius said they feel **HB 2144** represents a sensible proposal that allows cities the option of utilizing red light cameras, while at the same time avoiding many of the issues raised by proponents of other systems.

The Chairman next recognized Janet Thiessen, Chief of Olathe Police Department. Chief Thiessen said that she was in support of legislation that would allow local jurisdictions to use automated enforcement technology to address red light violations. (Attachment 5) This legislation would allow local jurisdictions to use new technology to impact a serious safety problem - drivers running red lights that lead to collisions with serious injuries and significant damage to property. She said they are proposing to add one more tool to their toolkit - automated enforcement technology that allows them to photograph violators who run red lights and send the violator a citation requiring a response to the court. She said their goal is to reduce traffic collisions related to red light running. They would target specific areas, using automated enforcement technology and measure the impact of their efforts.

The next proponent was Brian Shields, City Traffic Engineer for the City of Overland Park. (Attachment 6) According to Mr. Shields before any automated enforcement program should be undertaken, the three E's should be evaluated...Engineering...Education...and Enforcement. For locations where red light running appears to be a problem (either from accident data or observation) the first step is to seek an engineering solution. Several engineering factors must be considered including signal visibility, signal timings and the general operating level of service of the intersection. Moving to the next step, education efforts might include media coverage of the problem in general and also specifically targeting particular problem intersections. If problems persist, enforcement efforts can be stepped up although this often times provides only a short duration impact. He concluded that based upon their work over the last few years reviewing established red light running programs (including site visits) and their experience with the technologies utilized in their pilot program, they believe that automated enforcement offers their police department another tool geared towards making their streets safer. He said the City of Overland Park asks that the Committee recommend **HB 2144** favorably for passage.

The next proponent was Sandra Jacquot for the League of Kansas Municipalities. (Attachment 7) She reiterated the previous proponents about the use of technology to aid law enforcement in ticketing owners of cars that commit red light violations. Ms. Jacquot said this legislation is being used successfully in other states and has been shown to decrease the number of red light violations and resulting accidents. She said The League respectfully requests that this Committee report **HB 2144** out favorably.

There were no other proponents. Following discussion between the Committee and the proponents, the Chairman introduced Mike Crow, Chief of the Bureau of Traffic Engineering for KDOT who testified as a neutral. Mr. Crow said he was there to provide factual information on behalf of KDOT. (Attachment 8) He said as part of a joint KDOT/city study, automatic enforcement was installed at two intersections in Overland Park and one in Olathe. The purpose of the installations was to collect data on the number of violators and also to test various types of equipment. At the same time, a researcher from KSU reviewed

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data nationwide on red light running. Mr. Crow stated that at one intersection the violation rate was equivalent to nearly 9,000 red light running incidents per year and this is based on just one entry leg of the intersection. The other two intersections experienced lower violation rates annually. Mr. Crow concluded that the purpose of **HB 2144** is to prevent injuries and most importantly to save lives. According to the Federal Highway Administration, in the year 2000, red light running crashes claimed the lives of 1,036 people nationwide.

The Chairman called for opponents of **HB 2144**. Bill Braunlich stepped forward as a citizen of Kansas City. (Attachment 9) He said we are depending on high-tech computer systems more than ever to help govern ourselves. He feels this bill eliminates the personal interaction between police officials and the drivers and also eliminates the educational experience. Mr. Braunlich said he talked to 29 Olathe residents and 19 of them signed a petition that opposed the bill and 10 of them were for the bill. He concluded by saying that citizens will be afraid of big brother watching them and afraid of being automatically punished for making a single wrong move.

Representative Ballou submitted written testimony with some alternative suggestions to **HB 2144**. (Attachment 10)

There were no other opponents. After discussion the Chairman closed the hearing on **HB 2144**.

Chairman Hayzlett called for final action on **HB 2073**. Chairman Hayzlett advised the Committee that some of the wording had been changed in agreement with Representative Tafanelli and the Selective Service people. Bruce explained the new wording. Representative Jack made a motion to accept the language the Revisor's Office provided and in addition add the language to make the language gender neutral regarding the registration of males and change it to any person. Representative Compton seconded the motion. Representative Myers asked the question if this language was also requiring females. The response was no because the Federal law does not require females to register, this is only in case the Federal law changes the Committee does not have to revisit this state law. The motion carried for the amended language. Representative Beggs made a motion to pass the substitute bill, seconded by Representative Ballou and the motion passed.

Chairman Hayzlett called for final action on **HB 2113**. After some discussion Representative Humerickhouse made a motion to pass HB 2113 favorably. Representative Jack seconded the motion and the motion carried.

Chairman Hayzlett adjourned the meeting at 3:00 p.m. The next meeting of the House Transportation Committee will be held on Tuesday, February 18, 2003.

HOUSE TRANSPORTATION COMMITTEE

DATE 2-17-03

NAME	REPRESENTING
Tom Whitaker	Ks Motor Carriers Assn
Erik Santorius	City of Overland Park
Tammy Owens	City of Overland Park
Lori Knadle	City of Overland Park
Mike Crow	KDOT
Alonzo Linnin	City of Olathe
John Jay Miller	City of Olathe
JANET M. THIESSEN	CITY OF OLATHE - Police Dept.
Gregory D. Scott	City of Olathe - Police Dept.
Brian Shields	City of Overland Park - Public Works
Stephen Armour	City of Wichita ^{Wichita} ILRC
Andrea Romero	Wichita ILRC
Shirley Parsons	PA's of ILRC
COL Floyd D Parry	Ks Army National Guard
Bill Braunlich	Myself & Kansas
Mr. Langston	self
Bill BUELL	Wichita ILRC
Janie Thorstenberg	ILRC
Eric Collins	Ks Govt. Consulting

Remarks by
Deborah N. Bielanski
R111, Deputy Director
Before the Transportation Committee
Kansas House of Representatives
February 17, 2003

Thank you Chairman Hayzlett and the Members of your Committee for allowing me to come before you. I am Debby Bielanski, Deputy Director for Selective Service System Region III, located in Denver, Colorado. I am also a member of the U.S Air Force Reserves. Today, I represent, and bring greetings from, Mr. Lew Brodsky, Acting Director of SSS. I am here to provide testimony in support of House Bill 2073. With this bill, you have an opportunity to give urgently needed support to an important Federal program that is a key element of National Security Strategy. National Defense is a partnership between the Federal Government and all States, and is every citizen's responsibility. America must remain prepared to employ all necessary resources in our

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fight against terrorism. The events on, and since, September 11th have made us realize this even more.

Let me reassure you that we presently do not have a draft. The last draft ended more than 29 years ago. Since it's inception over 60 years ago, the Selective Service System has been in the **National Defense Readiness Business**. We are also in the **Fairness and Equity Business**. So, HB 2073 is not about reinstating the draft...it is about being ready for the uncertainty of war. It is also about guaranteeing future peace through strength and readiness. It's about helping Kansas's youth accept responsibility and doing what's right.

Here are some facts to consider. Although we presently do not have a draft, our nation must be capable of conducting one if needed. Federal law requires that men

must register with Selective Service at age 18. They can register late, but once they reach age 26, they can no longer register. Registration preserves the vital link between our all-volunteer force and society at large. It shows the world that we aim to remain strong, and that we expect our youth to be responsible, as the generations before them have been. It also demonstrates to the men and women in our all-volunteer military that the general population stands behind them, ready to serve if a crisis makes a draft necessary.

Some of you may have draft age sons, 18 through 25 years old. I hope you share my sentiment that, if a draft is necessary, we want the young men in our lives to be subject to the most fair, most equitable draft in our Nation's history.

The degree to which a draft can be fair and equitable in wartime is directly related to today's registration

compliance in peacetime. Every man not registered increases a law-abiding registrant's chances --perhaps your sons' chances--of being drafted. Furthermore, under Federal law, if a man fails to perform his civic and legal registration duty, he makes himself ineligible for Federally-backed student loans and grants, jobs with the U.S. Government, vocational job training, and, if he is an immigrant seeking citizenship, he will be denied citizenship by INS if he hasn't registered with Selective Service.

And so, registration is vitally important to both the security of our nation and the futures of our young men. Presently, the registration rate for 18-year-olds in Kansas is 81.44 percent. This means that young men are not registering when they turn 18 as the law requires. This will hinder the fairness of any future Kansas draft. Presently you

have a Selective Service System Registrar in 85 percent of the high schools in the state. However, we are not reaching all of those young men who drop out of school. Those who need the benefits the most will be forever denied them.

One thing is certain, enactment of H.B. 2073 will cure this problem. As we have discovered in many other states, Driver's License laws in support of SSS registration make the registration process easier for all men in the state. It will also skyrocket the compliance statistics to nearly 100 percent.

We are grateful to the 27 states, the District of Columbia, and the two U.S. territories who have enacted this type of legislation. We would be delighted if Kansas adds itself to the growing list of states. By conditioning application for a Driver's License or State I.D. card to registration compliance, you send a powerful reminder to the young men

in Kansas, and keep them eligible for programs and benefits funded by Federal tax dollars. HB 2073 will require registration compliance as a condition for obtaining a driver's license. By passing this bill, the Kansas legislators will preserve a strong and ready America.

On behalf of the men and women of the Selective Service System here in Kansas and throughout America, and our Acting Director, Mr. Lew Brodsky, I thank Representative Tafanelli for sponsoring the bill. I also thank each of you for giving it your consideration.

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K A N S A S

JOAN WAGNON, ACTING SECRETARY

DEPARTMENT OF REVENUE
DIVISION OF VEHICLES

KATHLEEN SEBELIUS, GOVERNOR

TO: Chairman Gary Hayzlett
Members of the House Transportation Committee

FROM: Sheila J. Walker, Director of Vehicles

Sheila J. Walker

DATE: February 17, 2003

SUBJECT: House Bill 2073 – Selective Service

Mr. Chairman, members of the committee, I am Sheila Walker, Director of the Kansas Department of Revenue's Division of Vehicles. Thank you for allowing me to provide information on House Bill 2073.

As you know, men between the ages of 18 and 26 must be registered in compliance with the requirements of the Military Selective Service Act. Under House Bill 2073, by applying for a driver's license or identification card, the signature of these men would serve as an indication that they are already registered with Selective Service or they authorize the Division of Vehicles to forward their personal information to Selective Service for automatic registration.

Additionally, House Bill 2073 requires the Division of Vehicles to electronically forward information on 16- and 17-year-old male applicants to the Selective Service system, pending their registration with Selective Service. Again, the applicant's signature serves as authorization for the Division to forward such information to Selective Service.

The Division of Vehicles already has a cooperative agreement with Selective Service to share data. Under K.S.A. 74-2012(c)(1)(C), the Division may assist Selective Service in maintaining a list of men 18 to 26 years of age. Currently, the Division assists Selective Service by forwarding updates twice a year; we charge enough to cover our costs.

Finally, the bill states that the Division shall notify the applicant that his signature constitutes consent to register with Selective Service, if he has not already done so. Therefore, training for driver's license examiners will be required. Changes will need to be made in the driver's license handbook as well. These administrative costs can be absorbed within existing resources.

I stand for any questions the committee may have.

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MEMORANDUM

TO: Members of the House Transportation Committee
FROM: Donald R. Seifert, Policy Development Leader *DRS*
SUBJECT: **HB 2144-** Automated Traffic Signal Enforcement System
DATE: February 17, 2003

On behalf of the city of Olathe, thank you for introducing HB 2144 and for the opportunity to appear today in support of a potential new use of technology in law enforcement to help make Kansas streets safer. This bill is the direct result of a recent research study in the cities of Olathe and Overland Park on the use of automated technology to enforce traffic signal laws. The Kansas Department of Transportation K-TRAN research program funded the study in cooperation with the Department of Civil Engineering at Kansas State University. Following the successful conclusion of this pilot study in Kansas, HB 2144 would allow this technology to assume a useful role with other tools in traffic enforcement.

This Kansas study and similar ones in other states were conducted because traffic accidents caused by red light runners (RLR) are a serious national problem. According to the Insurance Institute for Highway Safety, each year drivers in the U.S. are involved in approximately 260,000 red light running accidents, resulting in 800 fatalities and 200,000 injuries. Due to the angle of collision, RLR accidents tend to cause more severe injuries and damage than other types of intersection accidents. In response to this national issue, 15 states have authorized similar legislation to allow recording an image of motor vehicles violating a red light and issue a citation to the vehicle owner. In communities where it is used, this technology has been shown to reduce red light violations by 40-60%, and accidents by 25-30%.

The KDOT study was conducted over a one-year period ending last October. Testing three different technologies at three busy intersections, the study documented that RLR was a prevalent problem at these locations, and was a contributing factor in many accidents. The study indicated that this technology is supported by law enforcement and the general public but must be accompanied by public education and awareness. From the Overland Park and Olathe experience, the study concluded that similar reductions in violations and accidents could be expected in Kansas, and that implementation of an automated RLR enforcement program for Kansas should be pursued.

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Obviously, public and political acceptance is critical to the success of automated enforcement systems. It is no secret that the design of some programs in other states has led to public criticism. HB 2144 has been intentionally drafted to learn from this experience and draw only on successful models. The key is that the bill is enabling legislation—it only provides flexibility for local communities to use the technology if, in the best judgment of the governing body, it would enhance public safety. All the basic elements of the bill: civil, not criminal violations; non-reportable for insurance purposes; rear images taken only of violations; review by a law enforcement officer; images sent with each citation; and equivalent penalty to current law, are intended to gain the maximum public acceptance for this technology. But make no mistake—the ultimate goal through the technology is to modify drivers' behavior so our streets are safer.

In summary, the city views automated RLR enforcement as simply another example of the enhancement of law enforcement through technology. In Olathe, traffic enforcement is a very high priority among citizens. There are multiple demands on police resources, as well as practical and safety limitations as to what traditional enforcement of red light violations (observe, chase, stop, and cite) can accomplish. We urge the committee to take this step toward safer roads in Kansas.

Red Light Review Station
File Options About

Image A

*11:47:03.36 1R .39 * 11:47:04.05/13/02 OLA R 1.25 427A L1 +

File Name: d:\Images\input\K0A101KC_F90.JPG

Image Parameters
A & B Zoom
All

License Plate Zoom Clear

Image B

*11:47:03.36 1R .39 * 11:47:04.05/13/02 OLA R 1.25 427A L1 +

File Name: d:\Images\input\K0A101KC_F91.JPG

Violation Data

Date/Time: **Mon May 13 11:47:04 2002**

Location: **OLA** Lane No: **1**

Add Violator

Number	State	Type	Ln
1			1

Plate Data

Plate No:

Plate State: Plate Type:

Action
Review Mode

Approve
 Reject

Start Red Light Review Station 10:03 AM

Red Light Review Station
File Options About

Image A

*07:00:45.33 1R .18 * 07:00:46.05/16/02 OLA R 1.10 529A L1 +

File Name: d:\Images\Processed\K0A101LM_F91.JPG

Image Parameters
A & B Zoom
All

License Plate Zoom Clear

Image B

*07:00:45.33 1R .18 * 07:00:46.05/16/02 OLA R 1.10 529A L1 +

File Name: d:\Images\Processed\K0A101LM_F93.JPG

Violation Data

Date/Time: **Thu May 16 07:00:46 2002**

Location: **OLA** Lane No: **1**

Add Violator

Number	State	Type	Ln
1	KS	Normal	1

Plate Data

Plate No: **QDT094**

Plate State: **KS** Plate Type: **Normal**

Action
Review Mode

Approve
 Reject

Start Red Light Review Station Red Light Review Station 12:23 PM

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Testimony Before
The House Transportation Committee
Regarding
House Bill 2144

February 17, 2003

The City of Overland Park appreciates the opportunity to offer testimony in support of House Bill 2144. Given what we know about red light cameras' abilities to reduce traffic violations, we believe House Bill 2144 would provide local law enforcement with an important, optional tool to increase public safety.

National studies show that red light cameras can help reduce the number of red-light running violations 20% to 80%, and can reduce the number of crashes in these situations between 40% and 60%. Achieving such reductions without needing to increase public safety personnel is an efficient way to increase public safety.

In an effort to reduce traffic accidents, the City of Overland Park joined the City of Olathe in a pilot project sponsored by the Kansas Department of Transportation. At two locations in the City, cameras were mounted on red lights to capture images of license plates of motorists who entered the intersection during a red light. No tickets or warnings were issued during the study. Below are some findings from the pilot project:

- A camera located at the corner of 95th Street and Quivira showed 852 violators in seven months. This corner is one of the borders of Oak Park Mall.
- The other camera at 119th Street and Hawthorne showed 929 violations in 10 months. This camera was located near the Towne Center shopping area.
- Lights were run at speeds of up to 72 miles per hour.

The pilot project's findings warrant legislation enabling municipalities to utilize red light cameras as an enforcement tool. We have looked carefully at similar red light camera systems around the country and the concerns raised in their implementation. House Bill 2144 represents a sensible proposal that allows cities the option of utilizing red light cameras, while at the same time avoiding many of the issues raised by proponents of other systems. These features include:

- The bill is enabling legislation giving cities the option of utilizing red light camera technology. No city is mandated to undertake such efforts.

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- The technology is only used for red light running. Cameras take images of the back of vehicles, and images would not be used for any other vehicular violations.
- Violations of red lights recorded by cameras would be civil violations, not criminal.
- The violation would not be a moving violation, and may not be recorded on the driving record of the owner or operator of the vehicle.
- Penalties would match those assessed currently for red light violations.
- The ticket would be assigned to the registered vehicle owner, the same way parking tickets are assigned. The ticket could be assigned to another individual should the owner identify that person as the driver at the time of the infraction.

House Bill 2144 will aid in increasing public safety. The City of Overland Park asks that you recommend House Bill 2144 favorably for passage.

OLATHE POLICE DEPARTMENT



To: Members of the House Transportation Committee
2003 Kansas Legislative Session

From: Janet Thiessen, Chief of Olathe Police Department

Date: February 17, 2003

Subject: HB 2144 Automated Enforcement – Red Light Cameras

As police chief of the Olathe, Kansas Police Department, I am in support of legislation that would allow local jurisdictions to use automated enforcement technology to address red light violations. This legislation would allow local jurisdictions to use new technology to impact a serious safety problem – drivers running red lights that lead to collisions with serious injuries and significant damage to property.

The Cities of Olathe and Overland Park have been participants in a 2002 pilot project sponsored by the Kansas Department of Transportation wherein red light cameras have been installed at several multi-lane intersections in an effort to gather statistical data regarding the scope of the problem with red light violations. The data indicates both cities have significant problems with red light violators. Considering this scope of the problem, we in law enforcement are compelled to address this safety problem with whatever tools we have available.

Law enforcement has a number of tools available to address driver behavior that violates traffic laws. These tools include:

- Voluntary driver compliance
- Reader boards reminding drivers of the law
- Traffic studies
- Targeted public education efforts
- Police patrol emphasis (as time allows)
- High Impact Enforcement by Traffic Units
- Engineering and Traffic Calming Devices

We are proposing to add one more tool to our toolkit - automated enforcement technology that allows us to photograph violators who run red lights and send the violator a citation requiring a response to the court. Using such technology would allow us to address problem driver behavior. Our goal is to reduce traffic collisions related to red light running. We would target specific areas, using automated enforcement technology, and measure the impact of our efforts.

OLATHE POLICE DEPARTMENT



Automated enforcement systems combine a high speed camera with a flash and advanced narrow beam radar technology. The system produces photographic evidence of vehicles running red lights. The result is indisputable evidence of a violation. Automated enforcement systems are one more example of how technology is changing the way we do business. Just as computers, radars and intoxilyzers have evolved and improved our ability to provide high quality law enforcement over the past twenty-five years, so have automated enforcement.

So what are the effects of photo enforcement?

- It increases the safety of the general public and police officers. Working multi-lane intersections with high levels of traffic congestion is a very dangerous proposition and generally requires at least two police units in order to move through the traffic.
- These systems can save police department's time and money.
- The photographic evidence of the violation improves conviction rates.
- These systems allow departments to better use the resources available to them.
- Traffic counts and analysis of traffic patterns are automated.
- It is accurate.
- It is bias-free.
- It is an added tool for traffic enforcement.

Our overall goal with traffic enforcement is to reduce collisions, improve driver behavior and increase safety for our citizens. I believe automated traffic enforcement will allow us one more necessary tool to address a specific traffic problem – that of the red light violator. I urge you to vote in favor of this legislation.

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Testimony Before
The House Transportation Committee
Regarding
House Bill 2144

February 17, 2003

Mr. Chairman and Members of the Committee:

Good afternoon, my name is Brian Shields, City Traffic Engineer for the City of Overland Park. On behalf of the City, I appreciate the opportunity to present information on House Bill 2144, which would allow automated enforcement for red light running violators.

You have already heard about the many safety benefits of red light camera systems and the specifics of the proposed legislation. I would like to spend a few minutes discussing the technical issues surrounding these systems.

Certainly before any automated enforcement program should be undertaken, the three E's should be evaluated ... Engineering ... Education ... and Enforcement. For locations where red light running appears to be a problem (either from accident data or observation) the first step is to seek an engineering solution. Several engineering factors must be considered including signal visibility, signal timings, and the general operating level of service of the intersection. Moving to the next step, education efforts might include media coverage of the problem in general and also specifically targeting particular problem intersections. If problems persist, enforcement efforts can be stepped up although this often times provides only a short duration impact.

If a community decides to start an automated enforcement program, there are three types of red light running systems that can be used:

1. Wet film – this is the standard 35 mm film that has been around for many years
2. Digital film – this is similar to the newer cameras that do not need film and plug into a personal computer
3. Digital video – a short five second video clip is provided from three different cameras

All three systems have four essential components. There is some sort of detection that determines when a vehicle has run a red light; there is a camera to capture the event; there

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is some sort of storage device such as roll film or an electronic disk; and there is software to help process the information associated with each violation. I will now briefly discuss each technology in more detail.

Wet Film

As I mentioned earlier, this technology has been around the longest and uses standard 35 mm film (although it comes in a roll of 400 exposures as compared to the standard 36 exposure film we buy at the store). For a typical system, wires are installed into the pavement near the area where vehicles are legally required to stop. A camera is then placed prior to the intersection so that its field of view encompasses the intersection showing the traffic signal indications and the stop line.

Once the light turns red, vehicles traveling across the detectors trigger the camera to take two pictures ... one picture of the vehicle behind the stop line showing the lights red and a second picture approximately ½ second later showing the vehicle proceeding on through the intersection with the light still red.

Once or twice a week, the film must be retrieved from the camera and sent in for processing. After the processing is complete, the negatives are scanned into a computer so that citations can be prepared. Each violation must then be reviewed to determine the license plate number and ensure that other processing criteria are met (such as the vehicle being behind the stop line in the first photo, the signal indications being red, the vehicle clearly in the middle of the intersection in the second photo, etc.). If these elements are present, the violation is further processed adding in the DMV information based on the license plate number. After a citation is approved by the police it is mailed out to the appropriate person.

Digital Film

In many respects the digital photography works similar to the wet film system. Detectors are placed in the pavement near the stop line and a camera is situated in advance of this area. A vehicle that runs the red light triggers the camera to take two pictures, one before entering the intersection and one after entering the intersection. The main difference between digital and wet film comes in the next step. Instead of retrieving film once or twice a week, the digital systems transmit the images over a phone line to a processing center. Since the images are already electronically generated, the citation preparation process proceeds onward (that is, determining if it is a good citation, adding in the DMV information, going through the approval process, and finally mailing it out).

Although wet film has been around longer than its digital counterpart, many automated enforcement programs are switching to the newer technology as contracts come up for renewal.

Digital Video

A fairly new technology makes use of digital recording in such a way that a short, five second video clip can be seen of a vehicle violating a red light. In order to accomplish this,

three cameras are placed at an intersection to provide different views of the violation so that the full context can be seen (as compared to two still photographs taken from one vantage point).

Typically, one camera is placed overhead on the far side of the intersection. This camera actually acts as the detection camera so that wires do not need to be placed in the pavement. This camera also provides a long-range view of the intersection as vehicles approach the traffic signal. A second camera is placed in advance of the intersection so that it records images that the driver would see such as the traffic signal heads and where the vehicles are in relation to the stop line. A third camera then captures a close up of the rear of the vehicle as it proceeds through the red light so that the license plate may be identified.

Once a red light running event has been captured digitally, the information is transferred over a phone line to a processing center where it follows a procedure similar to the digital film technology.

One unique safety advantage that the digital video technology offers is the ability to extend the signal timings and allow red light runners to clear the intersection (this is referred to as collision avoidance). If a vehicle is in the process of running the red light and the side street has not received a green indication yet, the signal can be held in red allowing the red light runner to possibly avoid an accident.

All three of these technologies (wet film, digital film, and digital video) were used in a one-year pilot program sponsored jointly by KDOT, and the Cities of Olathe and Overland Park. While the final results are still being processed, here is what some of the preliminary data indicate:

- The annual number of red light runners per intersection approach ranged from approximately 1,200 to 9,000
- Most drivers run the red light during the first two seconds
- Some drivers have run the red light as long as 30 seconds into the red
- The overall speed of traffic appears to be close to the posted speed limits
- Some drivers have run the red light at speeds up to 72 mph
- Drivers tend to run red lights during the periods of the day when traffic volumes are at their highest

Based on our work over the last few years reviewing established red light running programs (including site visits) and our experience with the technologies utilized in our pilot program, we believe that automated enforcement offers our police department another tool geared towards making our streets safer. The City of Overland Park asks that you recommend House Bill 2144 favorably for passage.

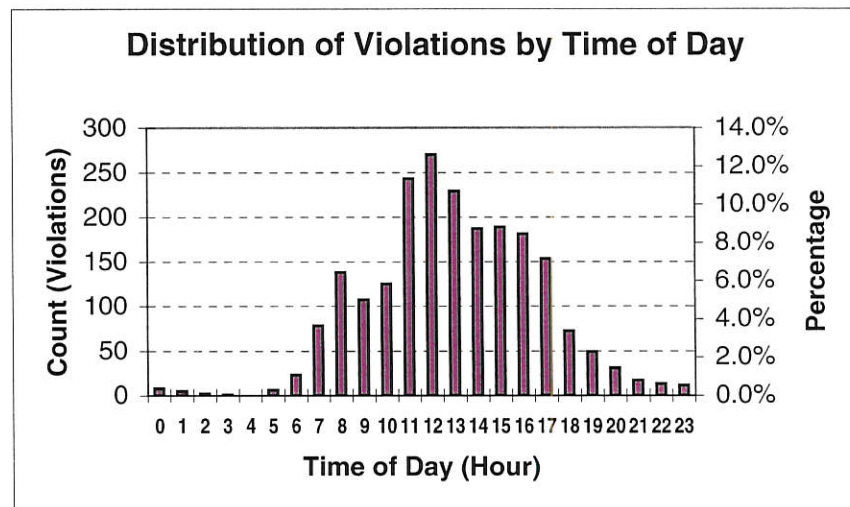
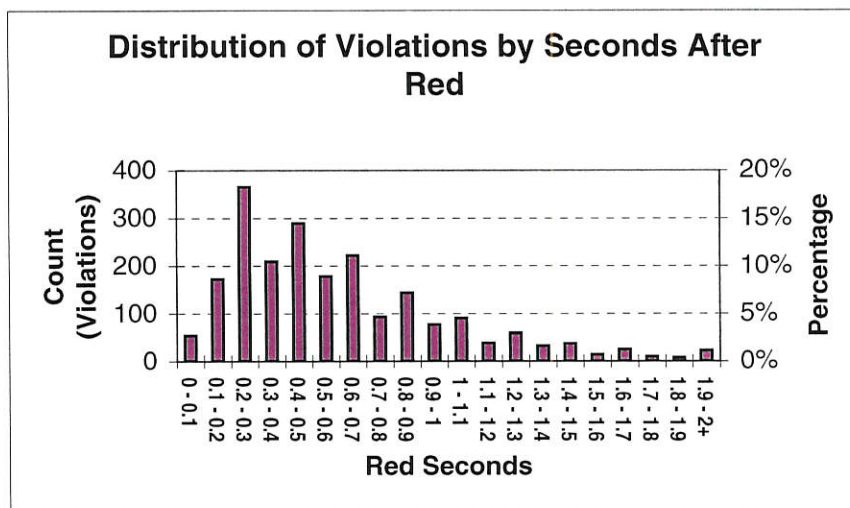
RED LIGHT RUNNING

(HB 2144)

- In 2000, there were 106,000 red light running crashes nationwide that resulted in 89,000 injuries and 1,036 deaths
- 96% of drivers fear they will get hit by a red light runner when they enter an intersection
- Public opinion surveys indicate a strong level of support for automated enforcement programs (60% to 80% approval)
- Currently there are 75 red light running programs in 15 states
- Reports indicate significant declines in violations at red light camera intersections (ranging from 20% to 83%)
- Most programs indicate a 25% to 30% reduction in intersection injury crashes following implementation of red light running systems
- Red light running occurs throughout the day when traffic volumes are at their highest
- Most people run red lights within the first two seconds after the light turns red
- There are three red light running technologies available:
 1. Wet film (using traditional 35 mm film)
 2. Digital film (using modern digital still photography)
 3. Digital video (a short five second video clip)
- The red light running pilot program in Kansas showed annual violation rates ranging between 1,200 and 9,000 violations per year per intersection approach
- HB 2144 would:
 - Allow cities in Kansas to choose the appropriate enforcement tools for their community
 - Ticket the registered owner of a vehicle caught running a red light
 - Require the police to approve and process citations within 14 days



Time Date Seconds into red Speed (mph)



6-5



League of Kansas Municipalities

TO: House Transportation Committee
FROM: Sandra Jacquot, Director of Law/Legal Counsel
DATE: February 17, 2003
RE: HB 2144

Thank you for allowing the League this opportunity to testify in favor of HB 2144. This bill would allow the use of technology to aid law enforcement in ticketing owners of cars that commit red light violations. It is impossible to have a law enforcement officer posted at every busy intersection. As technology becomes available, it is necessary for local governments to have the flexibility to utilize those tools in an effort to provide city services in a more efficient manner and maximize public safety. To this end, HB 2144 has been crafted very narrowly in an attempt to address various levels of opposition. First, the use of cameras at intersections to detect red light violations is optional. Cities could choose to use cameras at their discretion. Second, to minimize any concerns about privacy, the cameras will focus on the car's license plate, not the driver. Thus, it is treated much like a parking ticket. There really is very little difference between a camera taking a picture of a license plate and an officer recording the license plate number on a ticket. We need to bear in mind that the car being detected by the camera has just run a red light.

Next, the ticket written is limited to a maximum of \$100 and is not considered a moving violation. This will alleviate any unfair result if an owner of a vehicle loans it to someone else who then runs a red light. In fact, it is a defense to the violation if an owner provides information about the driver to enable the municipality to ticket the driver.

This Legislation is being used successfully in other states and has been shown to decrease the number of red light violations and resulting accidents. For example, in Washington D.C., traffic violations have dropped about 60% at intersections using red light cameras. There also has been a corresponding drop in fatalities related to red light running. The public safety benefit cannot be overstated.

The League respectfully requests that this Committee report this bill out favorably. Thank you again for the opportunity to testify.

House Transportation
Date: 2-17-03
Attachment # 7



KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION

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Topeka, Kansas 66612-1568
Ph. (785) 296-3461 FAX (785) 296-1095
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Deb Miller
Secretary of Transportation

Kathleen Sebelius
Governor

TESTIMONY BEFORE THE
HOUSE TRANSPORTATION COMMITTEE

RELATING TO HOUSE BILL 2144

FEBRUARY 17, 2003

Mr. Chairman and Members of the Committee:

Good afternoon, my name is Mike Crow, Chief of the Bureau of Traffic Engineering for the Kansas Department of Transportation (KDOT). On behalf of KDOT, I appreciate the opportunity to give factual information on House Bill 2144, which would allow automatic enforcement for red light running violators.

The main objective of red light running enforcement is to increase safety at signalized intersections. When a driver runs a red light, the violator risks the life, health, and property of himself, other drivers and their occupants, and pedestrians in or near the intersection. It has been shown that red light running automatic enforcement will decrease the number of violators and decrease the number of crashes. Drivers' noncompliance with traffic control devices in the form of red light running is a serious violation with potentially hazardous implications.

As part of a joint KDOT/city study, automatic enforcement was installed at two intersections in Overland Park and one in Olathe. The purpose of the installations was to collect data on the number of violators and also to test various types of equipment. At the same time, a researcher from KSU reviewed data nationwide on red light running.

The cities can provide you with many facts and figures that were obtained at the study intersections, but one of the significant factors is the number of violators. At one intersection, the violation rate was equivalent to nearly 9,000 red light running incidents per year and this is based on just one entry leg of the intersection. The other two intersections experienced lower violation rates annually – 1,200 at one and 2,900 at the other, again based on just one entry leg.

House Transportation
Date: 2-17-03
Attachment # B

Since 1998, roughly 20 percent of all crashes at signalized intersections in Overland Park and Olathe have been right-angle crashes. Angle crashes are one indication of possible red light running problems. Since 1998, there have been approximately 350 angle crashes per year at signalized intersections in Overland Park and approximately 250 angle crashes per year at signalized intersections in Olathe.

Since 1998, the city of Overland Park has issued approximately 2,000 red light running citations per year. It is impossible for police officers to constantly patrol intersections.

Violation reductions and crash reductions are well documented in cities and states across the country. A few highlights in violation reductions after automatic enforcement was installed are shown below:

City	Percent Reduction in Red Light Running
Scottsdale, Arizona	62
Oxnard, California	42
San Francisco, California	42
Los Angeles, California	75
Boulder, Colorado	37
Washington, DC	56
Fort Meade, Florida	50
Jackson, Michigan	83
New York City, NY	34
Charlotte, North Carolina	20
High Point, North Carolina	20
Fairfax, Virginia	44

In addition, in Oxnard, injury crashes were reduced by 29 percent and right-angle crashes by 32 percent. In Boulder, statistics were much better with a 57 percent reduction in the number of crashes. Other crash reductions varied from a low of 21 percent to a high of 70 percent.

Very few people aware of automated enforcement programs are neutral on the issue. A 1995 public opinion survey in Virginia showed 63 percent approved or strongly approved of automated enforcement, and 35 percent disapproved or strongly disapproved. Only two percent were undecided. A more recent public opinion survey conducted in ten different cities (five with and five without automatic enforcement) indicated a similar strong level of support. In the cities with red light enforcement, 80 percent of the respondents supported automated enforcement. In cities without red light enforcement, 76 percent supported automated enforcement. A 2001 study in Iowa found that 80 percent of the respondents were in favor of the use of cameras to reduce red light running in Iowa.

The purpose of this legislation is to prevent injuries and most importantly to save lives. According to the Federal Highway Administration, in the year of 2000, red light running crashes claimed the lives of 1,036 people nationwide.

2144 HOUSE BILL
OPONENT TO COMPUTER TICKETING IN OLATHE KANSAS
BILL BRAUNLICH, B. ARCH. CONCERNED CITIZEN

Bill Braunlich, Concerned Kansas City Citizen (816) 966-6487

February 17, 2003

Topeka House Transportation Committee
Capital Building
300 S.W. 10th Ave.
Topeka, Kansas

Committee Members,

It should be recognized that this is a historical moment in time. We are depending on high-tech computer systems more than we ever have to help govern ourselves. Once again we are attempting to make our lives easier thru human invention. This is a classic example of our dependency on technology to save us from ruin. As computers get smarter we will respond in a variety of ways. This is my response to House Bill 2144.

After interviewing a number of people I gathered some interesting thoughts from people who are both for and against the bill. "It is unfair," says a good friend of mine. How can we assume that the computer will never make a mistake? How can we fight the computer in court? One woman said, "What if someone else is driving my car." Since there is no witness at the scene of the violation it may give people the temptation and opportunity to lie in court about the incident. One man in law enforcement who is for the bill being passed said, "It is a good tool to improve safety." A woman said that young people run the red lights at night because it is fun. She felt they were just being kids. A postman said that the photo-electronic ticketing is invasive to personal privacy.

Out of 29 Olathe residents I talked to on February 15, 19 of them signed a petition that opposed the bill and 10 of them were for the bill.

I believe Photo-electronic ticketing is mean. Getting a ticket in the mail is impersonal. We are eliminating the educational experience. There is no encouraging pat on the back along with some valuable instruction that explains the details of the law. Personal interaction between police officials and the drivers will give us better drivers because they will understand more and be smarter. The policemen, police department, and city hall should be a school to give knowledge and confidence to the citizens regarding the laws of the land. I believe that the photo-electronic ticketing is not educational. Tom Lamar, age 80 and Olathe resident, says that "education would be a great thing for driving ability." Tom also says that getting a ticket in the mail doesn't rectify the problem and that there must be a better, less costly solution.

Photo-electronic ticketing is painful. For some corrupt individuals, it is fun to be a pain to others. It is painful to be surprised by an indisputable ticket received in the mail. The police working with citizens is less hostile. By getting to know each other a little and having a forum of open communication at the car window, citizens can be reassured that the city is not secretly out to get them.

Computers are superior. They are getting faster and we are giving them more power over us. By voting yes to this bill we are inviting their control over our behavior. We are taking away the authentic human condition of relating from one person to another. We are relating to a powerful computer. We are perverting the authentic human condition in a once treasured environment of human communication, trust, and human touch. Citizens will be afraid of big brother watching them and afraid of being automatically punished for making a single wrong move.

House Transportation
Date: 2-17-03
Attachment # 9

2-15-03

We, the undersigned, citizens of Olathe Kansas, are oposed to photo-electronic ticketing for traffic violations at street intersections.

signature	address w/ zip code
	111 N. Emma St.
Sal Baker	114 N. Emma
	108 S ANNIE ST
Robt Gomez	100 S ALWIE ST
	1311 N Harvey Dr
	105 S Emma St
	120 S Emma St.
	131 So. Emma
Kathy Cain	132 S Emma
JAMES THOMAS	12921 S Ramsgate #D 66062
	721 N STEVENSON ST
	316 N. Kaula #B
Bill MCHENRY	410 S CHESTNUT

2-15-03

We, the undersigned, citizens of Olathe, Kansas, are oposed to photo-electronic ticketing for traffic violations at street intersections.

signature	address w/ zip code
	PO Box #491 66051
	505 Glendale St 66061
	1125 FREDERICKSON 66061
	704 South Central
Danahyons	503 W Pison
Ben Sproun	417 S Church 66061

HTTHT

HOUSE OF
REPRESENTATIVESREPRESENTATIVE, 43RD DISTRICT
EDGERTON, GARDNER
OLATHE AND SPRINGHILLROOM 330-N
STATE CAPITOL
TOPEKA, KANSAS 66612-1504
(785) 291-3500
FAX: (785) 291-3888JOHN BALLOU
SPEAKER PRO TEM

MR. Chairman and committee members;

Thank you, for allowing me to testify on HB 2144. The cities say they know they have certain intersections that are more dangerous than others because of people running red lights, and I believe them. So are there any alternative solutions that will still accomplish what the cities are trying to do and make these intersections safer? Let me make several suggestions. They could put an officer there watching the intersection, this will almost guarantee that people will stop running the red light. As we all have witnessed driving, anywhere you see a police officer people drive slower so they do not get a ticket, I believe the same would be true of people running red lights. No one is going to run a stop light in front of an officer. Another option would be to lengthen the time from going from yellow to red by 2, 3, or 4 seconds which would allow people to get through the intersection before traffic from the opposite direction enters the intersection. Both of these solutions should make these intersections safer. Is their objective to allow cities to use these cameras to generate revenue? If so, then neither of these two suggestions I have made will work. Thank you for letting me testify on HB 2144.

John Ballou

House Transportation
Date: 2-17-03
Attachment # 10