

## MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on March 11, 2009, in Room 136-N of the Capitol.

All members were present except:

Senator Anthony Hensley- excused

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes

Jill Shelley, Kansas Legislative Research Department

Cindy Shepard, Committee Assistant

Conferees appearing before the Committee:

Terry Heidner, Legislative Liaison, Kansas Department of Transportation

Art Wilburn, Captain, Kansas Highway Patrol

Rod Bremby, Secretary, Kansas Department of Health & Environment

Suzanne Wikle, Director of Health Policy, Kansas Action for Children

Phyllis Larimore, Board Member, Kansas Safe Kids

Darlene Whitlock, Trauma Coordinator, Stormont Vail Trauma Services

James Hanni, Executive Vice- President, AAA Kansas

Jackie Wells, Public Affairs Specialist, State Farm Insurance Companies

Bill Kennedy, Owner/Teacher, Topeka Driving School

Others attending:

See attached list.

Chairman Umbarger opened the hearing on **HB 2143 - Driver's licenses; restrictions.**

Jill Shelley reviewed the bill and provided a comparison of current law with the major provisions of **HB 2143** (Attachment 1).

Terry Heidner, Legislative Liaison for the Kansas Department of Transportation, provided testimony in support of **HB 2143**. This proposed legislation was one of the many recommendations from the *Driving Force*, a citizens task force studying ways to reduce fatalities on Kansas roadways. Mr. Heidner stated that this bill addresses the three areas where young drivers are most at risk; more driving experience while in the learning phase, limitations on teen passengers and nighttime driving when they are first allowed to drive without adult supervision (Attachment 2).

Captain Art Wilburn, representing the Kansas Highway Patrol, appeared as a proponent of the bill. Captain Wilburn stated that Graduated Driver's License (GDL) programs are proven to help teens gain maturity and experience behind the wheel. Teens rank highest in crashes attributed to speeding, aggressive and reckless driving. Several of the provisions set forth in **HB 2143** tackle issues proven to reduce teen crash rates. (Attachment 3).

Rod Bremby, Secretary of the Kansas Department of Health & Environment, testified in favor of **HB 2143**. Secretary Bremby indicated that teen drivers ages 14 - 19 account for only six percent of all Kansas registered drivers, but they represent 20 percent of all crashes. Unintentional injuries kill more young Kansans than any other cause, and motor vehicle crashes result in nearly half of these deaths. Enacting a GDL bill will save lives and reduce injuries to Kansas teens (Attachment 4).

Suzanne Wikle, Director of Health Policy for Kansas Action for Children, spoke in support of the bill. She stated that Kansas is lagging behind when it comes to properly preparing our teens for the responsibility of driving. The three greatest risks to new teen drivers are inexperience, multiple passengers and late night driving. Kansas is one of only three states that have not taken important steps to better prepare novice teen drivers. Without a cost to the state, implementing **HB 2143** will bring our teen licensing system up to speed and create safer roads (Attachment 5).

Phyllis Larimore, Board Member of Kansas Safe Kids, appeared as a proponent of **HB 2143**. According to

CONTINUATION SHEET

Minutes of the Senate Transportation Committee at 8:30 a.m. on March 11, 2009, in Room 136-N of the Capitol.

Ms. Larimore, motor vehicle crashes are still the leading cause of death for Kansas children ages 1 - 17. These deaths and injuries cause an economic and societal impact on our Kansas families ([Attachment 6](#)).

Darlene Whitlock RN, ARNP and Trauma Coordinator for Stormont Vail Health Care, testified in favor of **HB 2143**. Ms. Whitlock stated as co-chair of the *Driving Force* task force, their one goal was to reduce the number of fatalities and injuries on Kansas's roadways. An area of concern was the over representation of teen injuries in those who are beginning to drive. The National Highway Traffic Safety Administration has identified Graduated Driver Licensing as an effective measure in reducing novice driver crashes. Passage of this bill supports life-saving legislation ([Attachment 7](#)).

James Hanni, Executive Vice- President of AAA Kansas, presented testimony in support of **HB 2143**. He indicated that the changes to K.S.A. 8-235d and 8-296 and K.S.A. 2008 Supp. 8-237 are straightforward and simple. They provide only the most effective, yet fair and reasonable, countermeasures to make substantial reductions in motor vehicle crashes, injuries and deaths among Kansas's young drivers. Research conducted by Wichita University and others indicates overwhelming support from Kansas voters and parents for a graduated system of licensing ([Attachment 8](#)).

Jackie Wells, Public Affairs Specialist for State Farm Insurance Companies, appeared as a proponent of **HB 2143**. She stated that according to experts, GDL is one of the few tools effective in reducing the crash risk of new drivers. Research studies estimate a crash reduction of up to 40% in states with strong GDL laws. Kansas is behind the curve on this important issue and has a significant opportunity to make simple, effective, no-cost changes that will help reverse negative teen driver trends, resulting in safer roads and reduced costs for all ([Attachment 9](#)).

Bill Kennedy, Owner/Teacher of Topeka Driving School, spoke in opposition to **HB 2143**. According to Mr. Kennedy, this bill eliminates the requirement for driver education. Thousands of teenage novice drivers in Kansas will skip driver education training ([Attachment 10](#)).

Written testimony in support of **HB 2143** was submitted by:

Deb Miller, Secretary of Transportation, State of Kansas ([Attachment 11](#))

Ed Klumpp, Legislative Committee Chair, Kansas Association of Chiefs of Police & Kansas Peace Officers Association ([Attachment 12](#))

Dennis Cooley, MD, American Academy of Pediatrics, Kansas Chapter ([Attachment 13](#))

Brad Harrelson, Government Relations, Kansas Farm Bureau ([Attachment 14](#))

There being no further conferees, the hearing on **HB 2143** was closed.

The meeting was adjourned at 9:28 a.m. The next meeting is scheduled for March 12, 2009.

# SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3/11/2009

NAME	REPRESENTING
Doulene Whitlock	KSNA, KEJA, <sup>Stonmont Vail</sup> Health Care
Bill Kennedy	Tapeka DRIVING School
DAN JACOBSEN	AT&T
Mike Murray	Evangel
Ed Kuntz	KPOA + KACP
Steve GARDNER	KS ACTION FOR CHILDREN
William Sneed	State Farm
Jackie Wells	State Farm
CAROL ALBERT	KDOR
Terry Mitchell	KDOR
John Helroyd	KDOR
Angie Nordhus	KSAB State Child Death Review Board
KAREN WITMAN	KSAB / KDOT
LORI HASKETT	KDHE
ROD BREMBY	KDMG
Terry Heidner	KDOT
Jim Harri	AAA
Tom Whitaker	KMCA
Pete Bodyk	KDOT

# SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 3-11-09

NAME	REPRESENTING
Ron Caetes	AAA Kansas
Matt Casey	GTB A
Bob Totten	Kc Contractors



## HB 2143 - GDL

KLRD brief for Senate Committee on Transportation, 11 March 2009

House Bill 2143 makes certain changes to drivers licensing for people younger than 18, to make the Kansas process more what people refer to as graduated drivers licensing. The original bill was a joint request from Kansas Action for Children, KDOT, and AAA Kansas. The House Transportation Committee added to the original bill and, to add clarity, reported it as a substitute bill. The bill passed the House 103 to 16.

The biggest changes it would make are

- requiring a teen driver to have an instruction permit for one year, rather than 6 months if younger than 16, before the driver could get a restricted license;
- adding restrictions on a 16-year-old with a restricted license, for the first six months with that restricted license;
- prohibiting a teen driver without a full license from operating a wireless communication device while driving;
- raising the age for a completely unrestricted license to 17; and
- adding penalties for violating restrictions.

<b>Current Law as Compared With Major Provisions of Sub. for HB 2143</b>	
<i>current law</i>	<i>2009 Sub for HB 2143</i>
<b>Section 1 - instruction permit</b> for a Class C or a Class M license <i>This would be a new section in the law, carving instruction permits for those younger than 17 from KSA 8-239 (which is amended in Section 6).</i>	
available at age 14 (KSA 8-239(a))	(no change from current law) (Sec. 1(a), p. 1, and Sec. 6, p. 10)
an adult with a valid driver's license must accompany the driver holding the permit (KSA 8-239)	adds that the adult must be at least 21 (Sec. 1(b)(2), p. 1, and Sec. 6, p. 10)
	adds that the permit holder younger than 17 "shall not operate a wireless communication device [defined in Section 3] while driving" (Sec. 1(b)(4), p. 1, and Sec. 3(a)(6), p. 6)
	adds that an instruction permit could be suspended or revoked like any other driver's license (Sec. 1(d), p. 2)
<b>Section 2 - restricted license</b> for Class C or Class M <i>This would be a new section in the law, carving restricted licenses for those under 17 from KSA 2008 Supp. 8-237 (which is amended in Section 5).</i>	
applicant must be at least 15 years old (KSA 2008 Supp. 8-237(a))	no change from current law (Sec. 2(a)(1), 2(c)(1))

<i>current law</i>	<i>2009 Sub for HB 2143</i>	
applicant must have completed driver's education (KSA 2008 Supp. 8-237(a))	if younger than 16, applicant must have completed driver's education (Sec. 2(a)(2), p. 2)	
applicant must have held an instruction permit for at least six months (KSA 2008 Supp. 8-237(a))	an applicant must have held an instructional permit for <u>one year</u> (Sec. 2(a)(3), p. 2, and Sec. 2(c)(1)(A), p. 3)	
applicant must have completed 25 hours of driving supervised by an adult 21 or older (KSA 2008 Supp. 8-237(a))  before getting an unrestricted license, must have completed 50 hours of adult-supervised driving, with 10 of those at night (KSA 2008 Supp. 8-237(a))	no change if the applicant is 15 (Sec. 2(a), p. 2)	if the applicant is 16, must have completed at least 50 hours of adult-supervised driving, with 10 of those hours at night (Sec. 2(c)(1)(B), p. 3)
licensee may drive <ul style="list-style-type: none"> <li>• to and from or in connection with any job</li> <li>• directly to and from school</li> <li>• when accompanied by an adult</li> <li>• with no nonsibling minor passengers</li> </ul> (KSA 2008 Supp. 8-237(a))	if 15, no change (Sec. 2(b)(1), pp. 2-3)	if at least 16, adds that a licensee could operate a vehicle <ul style="list-style-type: none"> <li>• from 5 a.m. to 9 p.m. with no adult in the vehicle</li> <li>• to and from authorized school activities</li> <li>• with one nonsibling minor passenger</li> </ul> (Sec. 2(b)(2)) if the licensee is at least 16 and has complied with all restrictions for six months, may drive without the restrictions in this section (Sec. 2(b)(2), p. 3, and (c), p. 4)
	adds that a licensee "shall not operate a wireless communication device while driving ... except to report illegal activity or to summon ... emergency help" (Sec. 2(e), p. 4)	
the Division of Vehicles <u>may</u> suspend a restricted license if a violation of restrictions or two or more chargeable accidents (KSA 2008 Supp. 8-237(a))	the Division would be <u>required</u> to suspend a restricted license if a violation of restrictions or two or more chargeable accidents (Sec. 2(f)(2) and (3), pp. 4-5)	
a licensee who is younger than 16 and has two or more moving violations is not eligible to get an unrestricted license until age 17 (KSA 2008 Supp. 8-237(a))	adds that if the licensee is 16 and has two or more moving traffic violations, no unrestricted license until age 18 (Sec. 2(h), p. 5)	

<i>current law</i>	<i>2009 Sub for HB 2143</i>
<b>Section 3 - definition of “wireless communication device”</b> (Sec. 3(a)(6), p. 6)	
<b>Section 4 - affidavit of completion of supervised driving</b> , required of an applicant for a full license who is at least 17, to be consistent with other sections (Sec. 4(b)(2), p. 7)	
<b>Section 5 - unrestricted license</b> , changes the minimum age from 16 to 17 (Sec. 5(a), p. 7)	
<b>Section 6 - instruction permit</b>	
section had applied to all over 14 (KSA 8-239)	section would apply only those over 17 (see related Section 1)
an adult with a valid driver's license must accompany the driver holding the permit (KSA 8-239)	adds that the adult must be at least 21 (Sec. 6, p. 10)
the Division could issue a restricted instruction permit for those enrolled in driver education programs (KSA 8-239(b))	restricted instruction permits are removed (Sec. 6(b), p. 11)
the Division could issue a temporary driver's permit to certain applicants, for no more than 15 days (KSA 8-239(c))	temporary permits are removed (Sec. 6(c), p. 11)
<b>Section 7 - penalties</b> for operating a motor vehicle in violation of the restrictions on any license or permit	
violation is a misdemeanor; violators may be fined and driving privileges suspended; a court may impose additional penalties authorized by any other statute (KSA 8-291(a), (b), and (d))	no change (Sec. 7(a), (b) and (d), pp. 11-12)
included a temporary additional penalty; expired in 1996 (KSA 8-291(c))	replaced with required suspensions for violations: <ul style="list-style-type: none"> <li>• 30-day suspension for a first conviction,</li> <li>• 90-day suspension for a second conviction,</li> <li>• one-year suspension for a third or subsequent conviction</li> </ul> for a person guilty of violating restrictions on a driver's license or permit under 8-237 (license is suspended, canceled or revoked; if substance abuse or mental disability or disease); 8-296 (farm permit); Sec. 1 (instructional permit); Sec. 2 (restricted license) (Sec. 7(c), p. 12)
<b>Section 8 - farm permit</b>	
available at age 14 until age 16 (KSA 8-296(a))	available at age 14 until age <u>17</u> (Sec. 8(a), p. 12)

<i>current law</i>	<i>2009 Sub for HB 2143</i>	
permittee may drive <ul style="list-style-type: none"> <li>• to and from or in connection with any farm job</li> <li>• directly to and from school</li> <li>• when accompanied by an adult licensed driver</li> <li>• with no nonsibling minor passengers (KSA 8-296(a)(2) and (c))</li> </ul>	if younger than 16, no change (Sec 8(b)(1), p. 12)	if at least 16, adds that a licensee could operate a vehicle <ul style="list-style-type: none"> <li>• from 5 a.m. to 9 p.m. with no adult in the vehicle</li> <li>• to and from authorized school activities</li> <li>• with one nonsibling minor passenger (Sec. 8(b)(2) and (d)(1), p. 13)</li> </ul> if the permittee is at least 16 and has complied with all restrictions for six months, may drive without the restrictions in this section (Sec. 8(b)(2), p. 13) <i>(same as a restricted license)</i>
	adds that a permittee "shall not operate a wireless communication device while driving ... except to report illegal activity or to summon ... emergency help" (Sec. 8(e), p. 13) <i>(same as a restricted license)</i>	
a permittee who violates restrictions loses the farm permit and can be issued no other driver's license for one year or until the person reaches 16, whichever is longer (KSA 8-296(c))	the Division would be required to suspend a restricted license if a violation of restrictions or two or more chargeable accidents (Sec. 8(g)(2) and (3), p. 14) <i>(same as a restricted license)</i>	
if two or more moving traffic violations and younger than 16, could not receive an unrestricted license until age 17 (KSA 8-296(g))	same if younger than 16; adds that a 16-year-old with two or more moving violations could not receive an unrestricted license until age 18 (Sec. 8(i), p. 14)	
<b>Section 9 - "grandfather" clause</b> for anyone with a restricted license (8-237), instruction permit (8-239), or farm permit (8-296) in effect as of December 31, 2009		
<b>Section 10 - name for the first two sections</b> , on instruction permits and restricted licenses, would be "Cody's Law," in memory of Cody Gumm, a 16-year-old from Kansas City, Kan., who was killed in a traffic accident in 2003		
<b>Section 11 - repealer</b>		
<b>Section 12 - effective date of January 1, 2010</b>		



**TESTIMONY BEFORE THE  
SENATE TRANSPORTATION COMMITTEE**

**REGARDING HOUSE BILL 2143  
RELATING TO GRADUATED DRIVERS LICENSE**

**MARCH 11, 2009**

Mr. Chairman and Committee Members:

My name is Terry Heidner, Legislative Liaison, for the Kansas Department of Transportation. I am here to provide testimony in support for House Bill 2143, an act relating to a graduated driver's licensing system for Kansas teen drivers. This proposed legislation was one of the many recommendations from the *Driving Force*, a citizen task force studying ways to reduce fatalities and injuries on Kansas roadways. Young, novice drivers are greatly overrepresented in motor vehicle crashes. Although they make up only 6 percent licensed drivers, they are involved in 17 percent of fatal crashes and 23 percent of all crashes. According to research data provided by the National Highway Traffic Safety Administration (NHTSA), Graduated Driver Licensing (GDL) is a countermeasure with proven effectiveness in reducing novice driver crashes.

Over the past three years, Kansas has made significant progress toward improving the health and well-being of our next generation by updating two of three key child passenger safety policies. The Kansas Legislature approved a booster seat bill in 2006. The percent of children in the 5 through 9 age group that are properly restrained has risen from 53 percent in 2006, to 62 percent in 2007, and to 69 percent in 2008.

In 2007, the Kansas Legislature continued its commitment to child passenger safety by approving a primary teen seat belt law. This law permits law enforcement officials to stop and issue citations to unbelted teen drivers or teen passengers without the requirement of a second infraction. Our state's teen seat belt law officially went into effect January 1, 2008.

The third child passenger safety area is graduated drivers licensing. The Legislature first considered a comprehensive graduated drivers licensing policy in 2007 and again in 2008. During both Sessions, the proposal was approved by the Senate, but not brought before the full House for consideration. HB 2143 would provide teens with more driving experience prior to earning an unrestricted license. GDL policies that have most effectively reduced injuries and deaths in other states also include a limitation on the number of teen passengers riding with a teen driver and a limitation on late-night driving. HB 2143 addresses these two areas as well. To date, 40 other states have implemented a graduated drivers licensing policy that includes these two components.

This bill addresses the three areas where young drivers are most at risk; more driving experience while in the learning phase, limitations on teen passengers, and nighttime driving when they are first allowed to drive without adult supervision. I would appreciate your favorable action on House Bill 2143.

OFFICE OF THE BUDGET  
Ethan Erickson, Chief

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Senate Transportation

3-11-09

Attachment 2

**Testimony on House Bill 2143  
Senate Transportation Committee**

**Presented by  
Captain Art Wilburn  
Kansas Highway Patrol**

**March 11, 2009**

Good afternoon Mr. Chairman and members of the committee. My name is Art Wilburn and I appreciate the opportunity to appear before you today regarding House Bill 2143. This bill would incorporate components of what is commonly referred to as Graduated Driver's Licensing or "GDL" into Kansas law.

The Patrol is dedicated to the promotion of traffic safety and the reduction of injuries and fatalities from motor vehicle crashes. Our experience as a law enforcement agency supports education and experience as key elements in developing safe driving habits, especially with teen drivers. We recognize that experience and maturity are two significant factors in a large number of crashes involving young drivers. Patrol troopers see the horrors of what happens when teens try to "show off" for their friends or when their peers distract their attention from driving. Teens also lack practical knowledge of driving, particularly in adverse weather conditions, such as heavy rain, dense fog, snow, and ice.

Graduated Driver's License programs are proven to help teens gain maturity and experience behind the wheel, which assist in reducing the high crash rates for drivers in this age group. Although teens make up a small percentage of licensed drivers, they are over-represented in injury and fatality crashes. Teens rank highest in crashes attributed to speeding, aggressive and reckless driving, and distractions. All these factors could be minimized with education, experience, and maturity. Several of the provisions set forth in House Bill 2143 tackle issues proven to reduce teen crash rates.

The Patrol recognizes challenges that may exist when considering a bill, such as HB 2143, that would bring about a dramatic change in the way of life for young Kansans. The Highway Patrol supports the life-saving potential of HB 2143, and we ask that your committee give this bill favorable support. I appreciate the opportunity to address you today. At this time, I will stand for questions.

###



*Kathleen Sebelius, Governor  
Roderick L. Bremby, Secretary*

DEPARTMENT OF HEALTH  
AND ENVIRONMENT

[www.kdheks.gov](http://www.kdheks.gov)

**Testimony on HB 2143  
Graduated Drivers Licensing**

**Presented to  
Senate Committee on Transportation**

**Presented by  
Roderick L. Bremby, Secretary  
Kansas Department of Health and Environment**

**March 11, 2009**

Chairman Umbarger and members of the Committee on Transportation, I am Roderick Bremby, Secretary of the Kansas Department of Health and Environment. I am pleased to present testimony today in support of HB 2143 which proposes to strengthen graduated drivers licensing laws (GDL) in Kansas.

Motor vehicle crashes are a serious, though preventable, public health problem. Unintentional injuries kill more young Kansans than any other cause, and motor vehicle crashes result in nearly half of these deaths.

- In 2007, 7,512 people were killed nationally in crashes involving young drivers ages 16-20; 3,108 of the fatalities were young drivers and 1,967 were passengers of teen drivers.
- Kansas statistics show a similar pattern.
  1. While teen drivers ages 14 – 19 account for only six percent of all Kansas registered drivers, they represent 20 percent of all crashes.
  2. According to the Kansas Department of Transportation teen drivers were involved in 16,686 crashes in 2007. Clearly, this represents an at risk population in which a focused intervention to promote safety can have far-reaching results.
  3. Sixty - eight Kansas teens died and 4,526 were injured as a result of car crashes in our state in 2007 (Kansas Department of Transportation).

Graduated Driver Licensing (GDL) programs have become an increasingly popular approach used by other states' policy makers to effectively reduce the serious problem of high rates of

fatal and nonfatal crashes among beginning drivers. These programs vary from state to state, but are designed to provide novice drivers the opportunity to gain driving experience in less risky circumstances, typically implementing a combination of provisions.

Comprehensive GDL programs are associated with reductions of approximately 20 percent in 16-year-old drivers' fatal crash involvement rates. Also, programs that include a mandatory waiting period, at least 30 hours of supervised driving, and passenger and nighttime restrictions were associated with reductions of 16-21 percent in fatal-crash involvement rates of 16-year-old drivers.

Finally, the Driving Force, a task force created by the Governor to study ways to reduce traffic fatalities and injuries, has recommended the passage of a GDL program. Based on months of studies and discussions, the Driving Force concluded that a GDL program is a critical tool for saving lives and preventing injuries of our youngest and most vulnerable drivers.

It is time for Kansas to act on the evidence base that calls for graduated drivers licensing. Enacting a Graduated Drivers License bill will save lives and reduce injuries to Kansas teens. Thank you again for the opportunity to provide this information to the committee. I will be happy to answer any questions you might have.



March 11, 2009

Good morning Chairman Umbarger and committee members. My name is Suzanne Wikle and I serve as director of health policy for Kansas Action for Children. It is my pleasure to appear before you today in strong support of HB 2143.

When compared to the rest of the nation, Kansas is clearly lagging behind when it comes to properly preparing our teens for the responsibility of driving. By instituting the components of HB 2143 Kansas will bring our licensing system up to speed and make the roads safer for everyone. The three greatest risks to new teen drivers are inexperience, multiple passengers and late night driving – all three of which are addressed in HB 2143.

**Inexperience:** The proposal before you address the inexperience of teen drivers by implementing a 12 month instruction permit. Under current law, 16 year olds are able to obtain a completely unrestricted license simply by passing a test – without the requirement of an instruction permit. By assuring that Kansas teens hold an instruction permit for a full year, they will have adult supervised driving in all seasons and weather conditions. Research in other states has shown up to a 50% decrease in 16 year old teen crashes after implementing a one-year adult-supervised learning period.

**Multiple Passengers:** Once teens have the privilege of unsupervised driving, the presence of multiple teen passengers poses one of the greatest dangers. The likelihood of death increases when the number of passengers increase. HB 2143 addresses the danger of multiple passengers by limiting new teen drivers to one teenage passenger during the first six months of unsupervised driving. This six-month limitation will better prepare teens to manage distractions on the road.

**Late-Night Driving:** Research tells us that late-night driving poses a serious risk for teen drivers. Nationally, nearly half of all teen crash fatalities occur after 9:00pm. HB 2143 limits teen drivers, during their first six months of unsupervised driving, to only driving after 9:00pm for work or school activities. This provision of the legislation, together with the passenger limitation, will prepare Kansas teen drivers for the full responsibility of driving.

In summary, Kansas is one of only three states that have not taken important steps to better prepare novice teen drivers. Without a cost to the state, implementing HB 2143 will bring our teen licensing system up to speed and create safer roads for all of us.

**PRESIDENT & CEO**

Gary Brunk

**BOARD OF DIRECTORS**

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Sarah Mays  
Bill McEachen, MD  
John Pe  
Pam Sh

Senate Transportation



Key components to strengthening Kansas' licensing policy

**TWELVE-MONTH LEARNER'S PERMIT**

Based upon licensing updates made in other states, we know that a one-year, adult-supervised learning period stands to reduce the number of teen crashes on Kansas roads by up to 50%. By incorporating a 12-month learner's permit phase into our licensing policy, Kansas teens will be better equipped for the lifelong responsibility of driving.

**SIX-MONTH PASSENGER LIMITATION**

The risk of death among teen drivers more than doubles when there are two passengers in the vehicle and more than triples when there are three passengers. By limiting young drivers to one teen passenger during the first six months of unrestricted driving, Kansas teens will be better equipped to manage distractions on the road.

**SIX-MONTH LATE-NIGHT DRIVING LIMITATION**

The research tells us that late-night driving poses a serious risk for young drivers. In fact, teens are twice as likely to die in a car crash during late-night hours. National statistics show that almost half of teen crash fatalities occur after 9 p.m. By limiting driving after 9 p.m. to work and school purposes during the first six months of unrestricted driving, we stand to significantly reduce the number of fatalities among Kansas teens.

**EXISTING FARM PERMIT**

Given our state's agricultural roots, this proposal would leave the existing Farm Permit in intact to best meet the needs of Kansas farm families.

# Bringing Kansas up to speed

Driving conditions have changed. Speed limits have increased. Cars are more powerful. And, Kansans spend nearly twice as much time on the road as they did just two decades ago. But, one thing hasn't changed — our drivers licensing system.

Modern driving conditions require an updated licensing system. There's a no-cost step we can take that will:

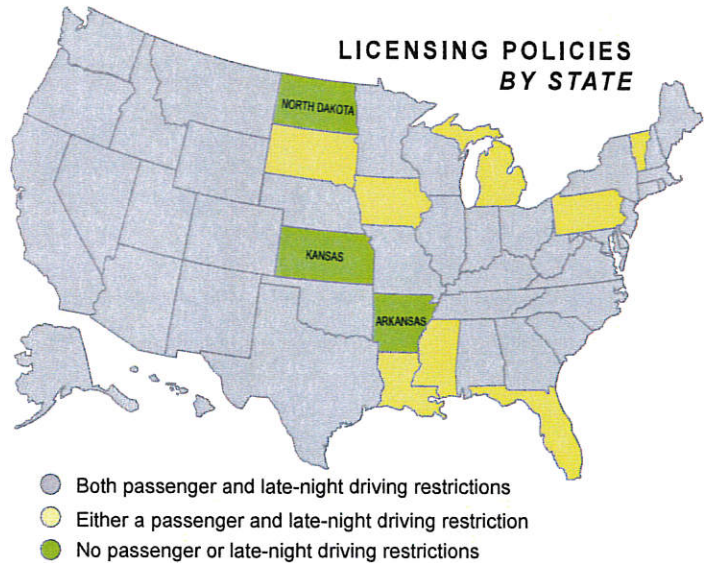
- Bring Kansas up to speed
- Make three simple, yet effective, changes to our licensing system
- Result in safer roads and reduced medical costs for all of us

**KANSAS IS LAGGING BEHIND**

Right now, Kansas is lagging behind most of the nation when it comes to preparing teens for the lifelong responsibility of driving. While 47 other states have updated their licensing systems, Kansas is among the three states that have not. By making a few simple, yet effective, changes to our licensing system, we can provide Kansas teens with the same level of driving experience as teens in neighboring states.

**THREE SIMPLE STEPS**

Most states have updated their licensing systems by implementing a three-stage approach — called a Graduated Drivers



Licensing system or GDL — that addresses the three greatest risks to young drivers: inexperience, multiple passengers in the vehicle and late-night driving. By addressing these three risks in our state's licensing system, we stand to significantly reduce the number of car crashes on Kansas roads.

**SAFER ROADS, REDUCED MEDICAL COSTS FOR ALL OF US**

Every year, more than 7,000 Kansas teens — a number twice the size of Kansas State University's freshman class — are injured or killed in car crashes. We know that fewer crashes mean fewer medical costs. In fact, almost 85% of medical costs for crash victims fall on society, increasing health insurance premiums for all of us. And, nationally, employers spend \$9 billion per year in health care costs associated with crash injuries.







Preventing accidental injury.

**Testimony on HB 2143  
Graduated Drivers Licensing**

**Presented to  
Senate Committee on Transportation  
By Safe Kids Kansas**

**March 11, 2009**

Safe Kids Kansas, a nonprofit coalition of over 70 statewide organizations and businesses is dedicated to preventing accidental injuries to Kansas children ages 0-14. We are pleased to support House Bill 2143 – Graduated Drivers License for teen drivers.

Motor vehicle crashes are still the leading cause of death for Kansas children ages one through 17. These crashes do not only kill the teen drivers, but also passengers, pedestrians, and people in other vehicles. In Kansas, between the years 2003 and 2007, 28 children ages 14 and under were killed as passengers with a teen driver (age 14 through 19) at the wheel. During the same period, 1,497 children ages 14 and under were non-fatally injured in vehicle crashes where a teen was driving. These deaths and injuries cause an economic and societal impact on our Kansas families.

Graduated drivers' licensing laws such as HB 2143, which include limits on nighttime driving and prohibiting the use of cell phones and other electronic devices, have been shown to decrease fatalities involving teen drivers. Specifically in regard to children riding with teen drivers, HB 2143 would strengthen the Kansas graduated drivers licensing law by limiting the number of non-sibling minor passengers.

The member organizations of Safe Kids Kansas and our 38 local coalitions and chapters support the passage of HB 2143 to protect young drivers, their passengers, and passengers in other vehicles. The result will be fewer Kansas children injured and killed in motor vehicle crashes. We appreciate the committee members' consideration of this life-saving bill.

1000 SW Jackson Suite 230 Topeka, KS 66612 tel 785-296-1223 fax 785-296-8645  
[www.safekids.org](http://www.safekids.org) [www.kansassafekids.org](http://www.kansassafekids.org)

Senate Transportation  
3-11-09  
Attachment 6



**Safe Kids**<sup>®</sup>

Kansas

## Safe Kids Kansas Member Organizations

AAA Kansas  
American Academy of Pediatrics – KS  
Board of Emergency Medical Services  
Brain Injury Association of Kansas  
Children's Mercy Hospital  
Cusick Jost Consulting, LLC  
Dillon Stores  
Fire and Burn Safety Alliance of S Central Kansas  
Fire Education Association of Kansas  
Fire Marshal's Association of Kansas  
Head Start State Collaboration Office/SRS  
Huggable Images  
HCC Fire Service Training Program  
Kansas Academy of Family Practice Physicians  
Kansas Action for Children  
Kansas Association for Counties  
Kansas Association of Local Health Departments  
Kansas Association of Osteopathic Medicine  
Kansas Association of School Boards  
Kansas Chapter International Association  
of Arson Investigators  
Kansas Children's Cabinet & Trust Fund  
Kansas Chiropractic Association  
Kansas Cooperative Extension 4-H  
Kansas Dental Association  
Kansas Department Health & Environment  
Kansas Department of Human Resources  
Kansas Department of Transportation  
Kansas Department of Wildlife and Parks  
Kansas District of Kiwanis International  
Kansas EMS Association  
Kansas Emergency Nurses Association  
Kansas Farm Bureau  
Kansas Healthy Start Home Visitors  
Kansas Highway Patrol  
Kansas Hospital Association  
Kansas Insurance Department  
Kansas MADD  
Kansas Medical Society  
Kansas Motor Carriers Association  
Kansas Operation Lifesaver  
Kansas Parent Teachers Association

Kansas Poison Control Center  
Kansas Public Health Association  
Kansas Recreation & Park Association  
Kansas Safe Routes to School Program  
Kansas SADD  
Kansas Safety Belt Education Office  
Kansas School Nurses Organization  
Kansas State Association of Fire Chiefs  
Kansas State Board of Education  
Kansas State Child Death Review Board  
Kansas State Fire Marshal's Office  
Kansas State Firefighters Association  
Kansas State Nurses Association  
Kansas Trial Lawyers Association  
Kansas Trauma Program  
KIDS AND CARS  
KNEA  
KUMC Burn Center  
KUMC Emergency Services  
KUMC Trauma Program  
NHTSA Regional Office  
Office of the Governor  
Safety & Health Council Western MO & KS  
State Capitol Area Fire Fighters Association  
State Farm Insurance Companies  
Stormont-Vail Regional Medical Center  
United School Administrators of Kansas  
Via Christi – St. Francis Burn Center  
Via Christi – Trauma Center  
Wesley Medical Center

Membership also includes Local Coalitions and Chapters located in Allen, Anderson, Atchison, Clay, Dickinson, Doniphan, Douglas, Elk, Ellis, Ford, Franklin, Geary, Jackson, Jefferson, Johnson, Leavenworth, Marion, Meade, Mitchell, Montgomery, Osage, Pottawatomie, Rice, Riley, Saline, Shawnee, Smith, Wabaunsee, Wilson and Woodson Counties, as well as the cities of Chanute, Emporia, Leavenworth, Pittsburg, Wichita Area and Metro Kansas City.

Safe Kids is a member of Safe Kids Worldwide.

1-09





The Voice & Vision of Nursing in Kansas

1109 SW Topeka BLvd  
Topeka, Kansas 66612-1602  
(785) 233-8638 • Fax (785) 233-5222  
www.nursingworld.org/snas/ks  
ksna@ksna.net



President Susan Bumsted,

Chairman Umbarger and Senate Transportation Committee Members:

Hello, my name is Darlene Whitlock. I am so pleased to come before you again, this time to support the Graduated Drivers License Bill. Your committee has a history of supporting life-saving legislation and this bill certainly falls in that category, hopefully through prevention of injury.

As an ED/Trauma Nurse for more than 30 years, primarily at Stormont-Vail Health Care, I have great interest in this legislation personally and professionally. I am also involved with several groups such as the Kansas State Nurses Association and the Kansas Emergency Nurses Association which both strongly support it. Again this week, I helped care for a 16 year old male who might have been less severely injured if some of these stipulations were in place. Even the best emergency and trauma care is no substitute for not being injured at all. Weekly, citizens read about these kinds of crashes, nurses' stand at their bedsides, families live with it forever.

I was also honored to be involved with the "Driving Force" as their co-chair. The Kansas Department of Transportation, the Kansas Highway Patrol, and the Kansas Department of Health and Environment brought the Driving Force task force, a statewide citizen task force, together. The task force had one goal: to reduce the number of fatalities and injuries on Kansas's roadways. All of the task force's recommendations are targeted toward that goal and are based on data and proven research.

During our meetings around the state, as we were given evidence regarding roadway deaths, two areas of concern quickly surfaced. Those were the need for standard (primary) seatbelt legislation and the over representation of teen injuries in those who are beginning to drive. As we were shown, the National Highway Traffic Safety Administration has identified Graduated Driver Licensing as an effective measure in reducing novice driver crashes.

As a trauma prevention advocate, I am so hopeful that this legislation will be enacted.

Thank you for your consideration. I would be happy to answer any questions.

Darlene S. Whitlock RN, ARNP  
KSNA/KENA  
Stormont-Vail Health Care Trauma Services  
Topeka, KS

Senate Transportation

3-11-09

Attachment 7



**TESTIMONY, HB 2143**  
*Presented by James R. Hanni,*  
*Executive Vice President, AAA Kansas*  
**March 11, 2009**  
**Senate Transportation Committee**

AAA Kansas supports HB 2143 which would make Kansas the 48th state with an intermediate stage of licensing. The changes to K.S.A. 8-235d and 8-296 and K.S.A. 2008 Supp. 8-237 are simple and straightforward. They provide only the most effective, yet fair and reasonable, countermeasures to make substantial reductions in motor vehicle crashes, injuries and death among Kansas' young drivers: 1) A twelve-month learner's permit for supervised driving in phase one, before restricted licensing, and 2) the insertion of a six month intermediate stage of licensing at age 16, that extends supervised driving after 9 p.m. at night and limits to one the number of non-sibling passengers when driving unsupervised.

Research conducted by Wichita State University and others indicates overwhelming support from Kansas voters for a graduated system of licensing with these features. The study also identified a number of issues related to teen driving and the attitudes, knowledge, beliefs and behaviors of Kansas parents and teens.

**Why is a one year learner permit important?**

The most important factor and effective countermeasure in reducing motor vehicle crashes among novice drivers is *gaining experience with a supervising adult*. In the Kansas study mentioned above, more than 90 percent of both rural and urban parents said 12 twelve months was either about right or *not long enough*.

Those GDL systems whose effects have been studied with scientifically sound research designs show crash reductions of 20-39% (*Shope, 2007*). The largest crash-reducing effects of GDL are found among states with twelve month learner periods. Georgia and North Carolina, both with twelve-month learner periods, report almost identical effects with 16 year-old crash rates declining 39 and 38 percent, respectively. 17 year-old crashes declined 19 and 20 percent, respectively (*Rios et al., 2006; Foss et al., 2007*). States with six month learner periods consistently find lesser effects on teen crash rates.

**Why is an intermediate stage of licensing important?**

Forty-seven other states have intermediate stages that include night driving and passenger restrictions. Only Kansas, Arkansas and North Dakota remain without one. Similar bills have been introduced in both of the other state legislatures. The intermediate stage allows for the gradual transition to full driving privileges by extending supervised driving protections against the riskiest activities of novice young drivers: *driving at night* and *the presence of other passengers*, for an additional six months. Every state that has adopted an intermediate stage of licensing has achieved double-digit reductions in crashes.

**How effective is a night driving restriction and why 9 p.m. to begin?**

The chart (left) below shows the substantial reduction in 16 and 17 year-old crashes as a result of the 9 p.m. night driving restriction in North Carolina as compared to adult drivers. The chart also shows the lasting effects of the restriction. The other chart (right) shows the distribution of Kansas 16 & 17 year-old driving trips at night. Over 87 percent

Senate

Transportation

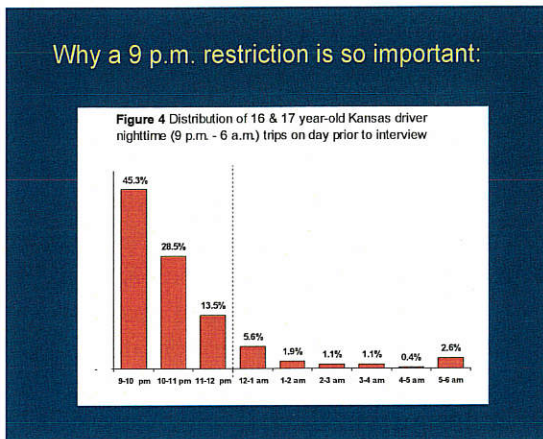
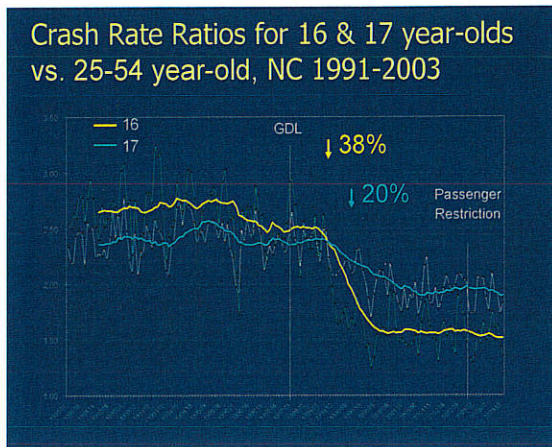
3-11-09

Attachment 8



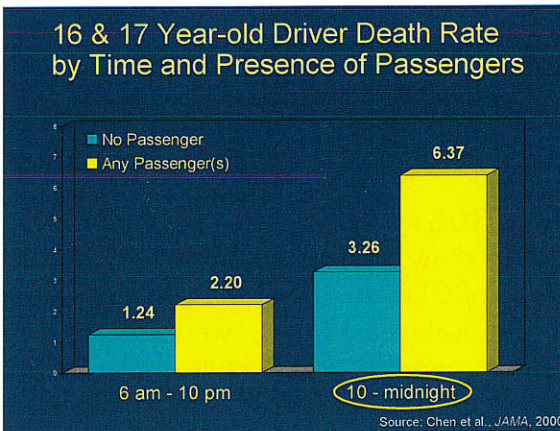
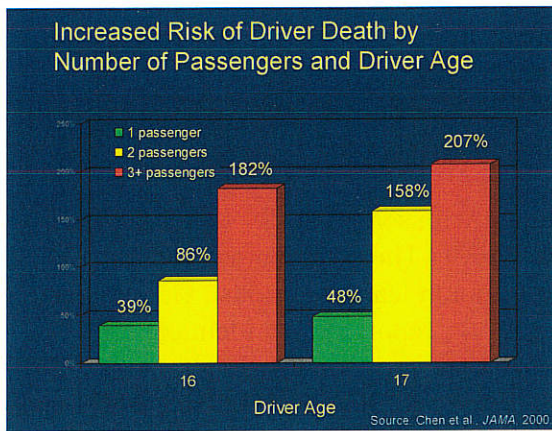


of night crashes occur between 9 p.m. and midnight, with 32% of all night crashes occurring between 9 p.m. and 10 p.m. In order to truly protect and achieve a significant reduction in crashes among our young drivers, adopting this proposal is crucial.



### Why is a passenger restriction important and is it effective in reducing crashes?

The left chart below shows the increased risk of death for 16 and 17 year-old drivers based on the number of passengers in the vehicle. Passengers are a huge distraction for inexperienced drivers. Forty-one states have a passenger restriction. The chart on the right clearly shows both the increase in risk of passengers and night driving.



### How do Kansas parents feel about these proposed restrictions?

- 82 percent of Kansas parents endorse having a passenger restriction limiting the number of young passengers for the initial six months of unsupervised driving by teen drivers.
- A substantial majority of parents think Kansas should also have a night driving restriction during teens first months of driving.
- Parents overwhelmingly endorse a cell phone restriction while teens are driving (89%).

The improvements we propose to the licensing system are simple, fair, reasonable and targeted at the issues most likely to keep kids safe and significantly reduce crashes on Kansas roads. A graduated system of licensing costs parents and taxpayers nothing, ultimately leads to lower economic costs, brings clarity to parents and their teens on how to keep their kids safe while they learn to drive and, most importantly, keeps our young adults safe at the most dangerous time of their lives. For these reasons and the reasons brought forth by other proponents, we support HB 2143 and ask that you pass it out of the Senate Transportation Committee favorably.



# State Farm Insurance Companies



Tulsa Operations Center,  
12222 State Farm Boulevard  
Tulsa, Oklahoma 74146-5402

Jackie Wells  
Public Affairs Specialist  
918-621-3085  
Fax 918-621-3022  
jackie.wells.p0r5@statefarm.com

TO: THE HONORABLE DUANE UMBARGER, CHAIRMAN  
SENATE TRANSPORTATION COMMITTEE

FROM: JACKIE M. WELLS, PUBLIC AFFAIRS SPECIALIST  
STATE FARM INSURANCE COMPANIES

RE: H.B. 2143

DATE: MARCH 11, 2009

Mr. Chairman, Members of the Committee: My name is Jackie Wells and I am a Public Affairs Specialist for State Farm Insurance in Kansas. State Farm is the largest insurer of homes and automobiles in Kansas and insures one out of every three cars and one out of every four homes in the United States. We appreciate the opportunity to appear before the Committee to express our support for H.B. 2143.

State Farm has a long-standing commitment to make our roads safer for all our customers, as well as families across Kansas. We feel it is our responsibility to be a leader in raising public awareness, supporting stronger laws, and leading research efforts on auto safety issues.

Nationally, we know motor vehicle crashes are the leading cause of death for teenagers. On average, more than 10 teens are killed each day in the United States and many more are injured as a result of motor vehicle crashes. Driver inexperience, lack of good judgment, and risk-taking behaviors are significant contributors to the high number of teen crash rates.

It has been estimated that if the current status quo remains unchanged among this group, tens of thousands of teens will die in the United States in the next ten years. Others are here today to provide teen driver crash statistics and estimates for Kansas, so I won't go into those equally alarming numbers. Instead, I will focus on sharing with you a comparison of what we know about Kansas compared to other states, as well as what we know about GDL in helping to reverse negative trends to improve the problem.

According to experts, Graduated Driver Licensing (GDL) is one of the few tools effective in reducing the crash risk of new drivers. Research studies estimate a crash reduction of up to 40% in states with strong GDL laws.



# State Farm Insurance Companies



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Driving conditions have changed tremendously in the past 20 years across the U.S. and in Kansas. Speed limits have increased, cars are more powerful, and we spend twice the time on roadways as we did just two decades ago, yet the licensing law in Kansas has not changed.

Kansas unfortunately lags behind 47 other states that have updated licensing systems in place, meaning Kansas is one of only three states that hasn't updated its drivers' licensing system.

Most states have implemented a three-stage GDL approach that addresses the three greatest risks to young drivers: inexperience, multiple passengers, and late-night driving. H.B. 2143 seeks to address all three of those areas.

Experts believe one of the most effective GDL provisions is an extended learner's period, whereby higher-risk, unsupervised driving is ultimately delayed. Currently some states, like Kansas, require the learner's permit to be held for six months. Unfortunately for many teens, this does not provide enough experience in varied circumstances, including inclement weather and trip characteristics. We know after implementing a one-year, adult supervised learning period, other states have seen a 50% decrease in teen crashes and 20-30% fewer fatalities.

Minimizing distractions by restricting passengers is proven to reduce crash risks. The fatal crash risk of a 16-year-old driver is found to double with two teen passengers in the vehicle and triple with more than three teen passengers, compared to the teen driving alone. Several states have reported positive results from passenger restrictions, including California, which showed a 38% reduction in crashes where teen passengers were injured or killed while riding with a 16-year-old driver. North Carolina attributes a 32% reduction in multi-passenger crashes among 16-year-old drivers and a 15% reduction among 17-year-olds to their passenger restriction.

States with nighttime driving restrictions show crash reductions up to 60 percent. Teens are twice as likely to die in a car crash during nighttime hours. Fatality rates for 16-year-olds are approximately two times higher at night than during the daytime. National statistics indicate almost half of all teen crash fatalities occur at night after 9 p.m.

As the country's leading auto insurer, we know that auto insurance is more expensive for teens than any other group. Why? It's the math. Teens have more crashes than older drivers – a lot more. Sadly, the numbers represent injuries and fatalities. While there is no specific data on the effects of strengthened graduated licensing laws and their direct impact on insurance premium rates, I can tell you that rate setting is largely driven by claims costs. Any measure that

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reduces crashes, injury, etc. lowers claims costs, which in turn ultimately has a favorable influence on rates.

State Farm firmly believes strong graduated licensing systems as found in H.B. 2143 have merit. I made the trip from my office in Oklahoma to give testimony here today to demonstrate just how strongly State Farm feels about GDL. Research undeniably shows that immaturity and inexperience, coupled with distractions, equals a dangerous and deadly driving combination for teens learning to drive. Graduated licensing helps keep teens out of high-risk driving situations, while permitting them to gradually gain on-road experience in low-risk environments. Kansas is behind the curve on this important issue and has a significant opportunity to make simple, effective, no-cost changes that will help reverse negative teen driver trends, resulting in safer roads and reduced costs for all.

H.B. 2143 was passed by the House on a vote of 103-16.

We would respectfully urge the Committee to act favorably on H.B. 2143 by passing it out of Committee. We would like to thank the Committee for the opportunity to appear, and thank you to all of those who helped draft this legislation.

Respectfully submitted,

Jackie M. Wells

Bill Kennedy – Teacher/Owner  
Topeka Driving School, Inc  
25 Years – teaching public schools  
15 Years – Topeka Driving School

1. Clarify – See attachment #1
  - A. Currently – Kansas does have a three phase GDL law
    - \* Phase #1 – Learners permit of (I.P.)
    - \* Phase #2 – Restricted License
    - \* Phase #3 – Full or non-restricted license
  - B. Each phase has specific restrictions and requirements.

2. What the law does provide for –
  - \* passenger restriction – 1 peer
  - \* Drive time restriction – 5AM – 9PM
  - \* No cell phone use
  - \* extended IP – from 6 months – to 12 months

Sounds “pretty good”

But what this law also does is:

\* THIS BILL ELIMINATES THE REQUIREMENT FOR DRIVER EDUCATION

\* Any 15 year old driver who obtains an IP is not required to take driver education.

\* Which is now required under the current law

Thousands of novice teenage drivers in Kansas will skip driver education training process.

This lack of professional training is “not good” for the teens. as well as the rest of us sharing the roadway with them.

3. The proposed change: Substitutes
  - \* a formal driver education course requirement
  - \* for 6 more months of practice driving with a person 21 years or older.

Ask yourself “Is this developing a safe teen driver?”

4. Explain the “Proposed Change” Scenario:
  - Changed scenario: Driver obtains an IP at 15 years old.
    - \* IP for 1 year – 15 to 16 years old – No Driver Ed
    - \* Semi – restrictors – 16 – 16 ½ years – No Driver Ed  
50 hours practice with driver 21 or older
    - \* Full license – 16 ½

5. Compare “Current Law” Scenario:

Current Law Scenario: Driver obtains an IP at 15 years old

\* IP from 6 months 15 – 15 ½ No Driver Ed

\* Restricted until 16 - 15 ½ to 16 Driver Ed required and 25 hours driving practice

\* Full license at 16 – additional 25 hours = 50

. Attachment # 2. National study of 16,17, 18 & 19 year old driver.

Look at a comparison of:

\* A formal driver education course and 50 hours of practice driving (current law)

\* To NO Driver Education but 100 hours of practice driving with parents ( 50 hours more than proposed law)

7. THIS IS NOT A REASONABLE OPTION:

8. Based on the evidence:

- \* I would hope the committee would take a closer look at helping Kansas teenage drivers become safe drivers and
- \* place the driver ed requirement back into the law for obtaining a restricted license.

9. Look at two options:

A. Require and novice driver applying for a restricted (regardless of age) to complete a certified driver education course.

B. GIVE THE PARENTS A CHOICE:

- 1.\*Keep the proposed changes only increase driving practice from 50 to 100 hours.
  - \* Keep the present GDL law with several minor adjustments
  - \* Keep proposed restrictions:
    - A. Time restrictions (5am – 9pm)
    - B. Only one peer in the vehicle
    - C. No cell phone use
- 2.\* Four phases instead of three. - Option  
Attachment # 3  
Attachment #4

Thank you



# Graduated Drivers Licensing (3 phases)

CURRENT POLICY	
<b>PHASE 1</b> Learner's permit	<ul style="list-style-type: none"><li>• Available starting at age 14</li><li>• Permits teen to drive when accompanied by a parent (or an adult age 21+)</li><li>• Must hold a learner's permit for at least 6 months before obtaining a restricted license or Full (unrestricted license)</li></ul>
<b>PHASE 2</b> Restricted license	<ul style="list-style-type: none"><li>• Available starting at age 15</li><li>• Permits teen to drive unsupervised to and from work or school</li><li>• Allows teen drivers to transport siblings and adult passengers; may not transport non-siblings under the age of 21</li></ul>
<b>PHASE 3</b> Full license (Non-Restricted)	<ul style="list-style-type: none"><li>• Available starting at age 16</li><li>• No limits on passengers or late-night driving</li></ul>
<b>FARM PERMIT</b>	<ul style="list-style-type: none"><li>• Available starting at age 14 to teens who live or work on a farm</li></ul>

Department of Education  
1-14-09



Attachment #2

Compare driver education plus 50 hours drive practice to  
no driver education but 100 hours practice for teens 16,17,18 & 19.

	Driver Ed with 50 hours	<u>No driver ed.</u> but 100 hours practice (50 hours <sup>more</sup> less than Currently proposed)
Crash Rates	11 – 21% lower	
Traffic Convictions	39 – 57% lower	
Driver License Suspensions	51 – 53% lower	

National Study – 2006 “The Chronicle”  
American Driver & Traffic Safety Education Assoc.  
in cooperation with the Highway Safety Center  
Indiana University of Pennsylvania

4 - Phases

Att. #3

CURRENT

Proposed - 4 stages

# Graduated Drivers Licensing

CURRENT POLICY		IP At Age 15
<p><b>PHASE 1</b> Learner's permit</p> <ul style="list-style-type: none"> <li>• Available starting at age 14</li> <li>• Permits teen to drive when accompanied by a parent (or an adult age 21+)</li> <li>• Must hold a learner's permit for at least 6 months before obtaining a restricted license <i>or Full (unrestricted License)</i></li> </ul>	Phase I	15-16 IP (1 year)
<p><b>PHASE 2</b> Restricted license</p> <ul style="list-style-type: none"> <li>• Available starting at age 15</li> <li>• Permits teen to drive unsupervised to and from work or school</li> <li>• Allows teen drivers to transport siblings and adult passengers; may not transport non-siblings under the age of 21</li> </ul>	Phase II	<p>16-16½ Partial-restricted</p> <ul style="list-style-type: none"> <li>• Reg. Driver Ed.</li> <li>• 25 hours practice drive</li> <li>• To/From school (Academic)</li> <li>• Rest-Time/Peer/Cell phas</li> </ul>
<p><b>PHASE 3</b> Full license (Non-Restricted)</p> <ul style="list-style-type: none"> <li>• Available starting at age 16</li> <li>• No limits on passengers or late-night driving</li> </ul>	Phase III	<p>16½-17 complete - Restricted</p> <ul style="list-style-type: none"> <li>• Add - To/From school Activ</li> <li>• 25 more hours = 50 pract</li> </ul>
	Phase IV	<p>17 - Full License</p> <p>NO Restrictions</p>

Department of Education  
1-14-09

4-Phases

Attachment # 4

CURRENT

Proposed - 4-stages

# Graduated Drivers Licensing

IP Age 15 1/2

15 1/2 - 16 1/2 IP (1 year)

CURRENT POLICY	
<p><b>PHASE 1</b> Learner's permit</p> <ul style="list-style-type: none"> <li>Available starting at age 14</li> <li>Permits teen to drive when accompanied by a parent (or an adult age 21+)</li> <li>Must hold a learner's permit for at least 6 months before obtaining a restricted license <i>or Full (unrestricted license)</i></li> </ul>	<p>Phase I</p>
<p><b>PHASE 2</b> Restricted license</p> <ul style="list-style-type: none"> <li>Available starting at age 15</li> <li>Permits teen to drive unsupervised to and from work or school</li> <li>Allows teen drivers to transport siblings and adult passengers; may not transport non-siblings under the age of 21</li> </ul>	<p>Phase II</p> <p>16 1/2 - 17 Partial - restricted</p> <ul style="list-style-type: none"> <li>Req. Driver ED</li> <li>50 hours drive practice</li> <li>To/From School Activities</li> <li>Restrict - Time/peer/cell</li> </ul> <p>Phase III</p> <p>*SKIP complete restricted</p>
<p><b>PHASE 3</b> Full license (Non-Restricted)</p> <ul style="list-style-type: none"> <li>Available starting at age 16</li> <li>No limits on passengers or late-night driving</li> </ul>	<p>Phase IV</p> <p>17 - Full license NO-Restrictions</p>

Department of Education  
1-14-09

March 9, 2009

The Honorable Dwayne Umbarger, Chairman  
Senate Transportation Committee  
State Capitol Building, Room 549-N  
300 SW 10<sup>th</sup> Avenue  
Topeka, Kansas 66612-1504

Dear Chairman Umbarger:

I regret that I am unable to attend the committee hearing on House Bill 2143 due to scheduling conflict; however, I would like to express my strong support for this graduated drivers licensing system bill to protect Kansas teen drivers.

As you know, this proposed legislation was one of the many recommendations from the *Driving Force*, a citizen task force that made recommendations to reduce fatalities and injuries on Kansas roadways. According to research, teenage drivers are greatly overrepresented in motor vehicle crashes. In fact, crashes are the leading cause of death for teens in Kansas. The Graduated Drivers Licensing (GDL) system has proven effective in reducing teenage driver crashes across the nation.

Over the past three years, Kansas has made significant progress toward improving the health and well-being of our next generation by updating two of three key child passenger safety policies. These two include the booster seat bill and the primary teen seat belt law.

The last key safety policy needed to protect the next generation of Kansas drivers is the graduated drivers licensing policy. HB 2143 addresses the three areas where young drivers are most at risk by providing more driving experience while in the learning phase, limiting the number of passengers, and limiting nighttime driving without adult supervision. To date, 47 states have updated their licensing systems to include similar requirements and have experienced a reduction of up to 50 percent in teen crashes.

The Kansas Legislature first considered a comprehensive graduated drivers licensing policy in 2007 and once again in 2008. During both Sessions, the proposal was approved by the Senate, but not brought before the House for consideration.

GDL is a critical tool in preventing injuries and saving lives of all Kansans, especially those of our younger teenage drivers. I would greatly appreciate your favorable action on House Bill 2143.

Sincerely,



Deb Miller  
Secretary of Transportation



## Kansas Association of Chiefs of Police

PO Box 780603, Wichita, KS 67278 (316)733-7301

## Kansas Peace Officers Association

PO Box 2592, Wichita, KS 67201 (316)722-8433



March 11, 2009

### Testimony to the Senate Transportation Committee In Support of HB 2143 Graduated Driver's Licenses

Chairman Umbarger and committee members,

The Kansas Association of Chiefs of Police and the Kansas Peace Officers Association supports the provisions of SB 2143. It is time for Kansas to join the majority of other states in establishing a progressive driver's licensing process for our young drivers.

There are many reasons to support this bill. First, it will save lives. Data clearly shows that young drivers who progress through a system of progressively increased driving privileges develop long term safe driving habits that carry far beyond their teen years. Second, this bill places reasonable restrictions on certain risk enhancing activities such as limiting sibling passengers, limiting time of day restrictions, and restrictions on cell phone usage while driving during a new operator's early driving experiences,

As you know, this bill is the culmination of years of efforts to bring Kansas a safer driving environment for Kansas teens as they build their early driving skills. We urge you to support this bill and to recommend it to pass to the full Senate.

A handwritten signature in black ink, appearing to read "Ed Klumpp".

Ed Klumpp  
Kansas Association of Chiefs of Police-Legislative Committee Chair  
Kansas Peace Officers Association-Legislative Committee Chair

E-mail: eklumpp@cox.net  
Phone: (785) 235-5619  
Cell: (785) 640-1102

Senate Transportation  
3-11-09  
Attachment 12





## Kansas Chapter

### Kansas Chapter

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### Kansas Chapter Executive Committee

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## TESTIMONY FOR HB 2143 Senate Committee on Transportation

The Kansas Chapter of the American Academy of Pediatrics is a non-profit organization representing over 95% of the practicing pediatricians in the state. We are pleased to offer our support of House Bill 2143.

Teen drivers account for a disproportionate rate of motor vehicle accidents. Nationally teens make up 6% of total drivers but 14% of fatal crashes. In the state of Kansas teen drivers are involved in 20% of all motor vehicle accidents. The teen drivers themselves are not the only ones injured. Almost 60% of the fatalities were of passengers, occupants of other vehicles and pedestrians. One answer to this problem is to implement a graduated driver's license in Kansas.

There is large amount of data that indicates teens are involved in increased risk-taking behaviors. It is normal for teens to take chances, over estimate their abilities, and feel invincible. Recent evidence from MRI studies has shown the prefrontal cortex area of the brain does not fully mature until the early to mid-twenties. This is the area responsible for decision-making, planning, and impulse control. In addition peer-pressure, emotions and other stressors may particularly influence these behaviors. The result is teens take chances adults and more experienced drivers would not.

We now have data that shows that accident rates decrease when a three stage graduated driver's license is implemented. As the teen driver gets more experienced they become more proficient at integrating speed and making adjustments to hazards. Limiting distractions, such as other teen passengers and late night-time driving, have proven effective in decreasing the number of accidents involving teens.

Since 1996 the American Academy of Pediatrics has supported efforts to establish graduated drivers licenses. Graduated drivers licenses have been implemented successfully in many states. A review of 13 graduated driver license laws nationwide showed that in states with these laws total crashes decreased 26-41%, injuries decreased 4-43% and hospitalizations due to MVAs decreased 31%. HB 2143 would strengthen our current licensing law and protect not only the teen driver but the other people who are victims in these motor vehicle accidents.

In summary The Kansas Chapter of the American Academy of Pediatrics strongly encourages passage of HB 2143 to help save the lives of Kansas citizens young and old.

*PUBLIC POLICY STATEMENT*

SENATE COMMITTEE ON TRANSPORTATION

Re: HB 2143; Drivers License Age Restrictions.

**March 11, 2009**  
**Topeka, Kansas**

**Written Testimony Provided by:**  
**Brad Harrelson**  
**KFB Governmental Relations**

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Chairman Umbarger and members of the Senate Committee on Transportation, thank you for the opportunity to discuss the potential impacts of HB 2143 on farmers, ranchers, small businesses, and communities across the state. As you know KFB is the state's largest general farm organization representing more than 40,000 farm and ranch families through our 105 county Farm Bureau Associations.

Over the years of this discussion, KFB has enjoyed the opportunity to provide input to a number of legislative committees, task forces, and interest groups regarding the structure of the legislation and the need for farming, ranching, and rural families to continue to retain the ability for teens to drive under limited circumstances from farm related work and to and from school activities. The bill before you today is, in our opinion a significant step in the right direction and an effort that should result in better equipped young drivers in Kansas.

Our members have, on numerous occasions, considered this issue and support the graduated system presented to you today. Further, we support the increased supervised driving requirements and restrictions within the bill.

KFB supports HB 2143 as a rational approach to teen driving in Kansas. It will ensure that rural families and businesses retain their ability to depend on teen drivers while promoting education and safety on our roads and highways. We strongly support the bill and respectfully ask for your positive action when you work the measure.

*Kansas Farm Bureau represents grass roots agriculture. Established in 1919, this non-profit advocacy organization supports farm families who earn their living in a changing industry.*

Senate Transportation  
3-11-09  
Attachment 14