

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 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

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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.