

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 p.m. on February 3, 2004 in Room 519-S of the Capitol.

All members were present.

Committee staff present:

Mary Galligan, Legislative Research Department  
Hank Avila, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes Office  
Betty Boaz, Committee Secretary

Conferees appearing before the committee:

Janet Thiessen, Olathe Chief of Police  
Brian Shields, Traffic Engineer, Overland Park  
David Church, Chief, Bureau of Traffic Engineering, KS Dept. Of Transportation  
Sandy Jacquot, League of KS Municipalities

Others attending:

See Attached List.

Chairman Hayzlett opened the hearings on **HB 2144**. The Chairman introduced Janet Thiessen, Olathe Chief of Police, who introduced Sgt. Greg Scott. Chief Thiessen read from the testimony she presented at the 2003 hearing on **HB 2144**. Chairman Hayzlett asked Chief Thiessen to provide a copy of her testimony to the Committee. Chief Thiessen said she was in support of legislation that would allow local jurisdictions to use automated enforcement technology to address red light violations. According to Chief Thiessen 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. Chief Thiessen 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 1) 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** for passage.

The next proponent for **HB 2144** was David Church, Chief, Bureau of Traffic Engineering, for KDOT. According to Mr. Church, as part of a joint KDOT/city study, automatic enforcement was installed at two intersections one in Overland Park and one in Olathe with the purpose of the installation being to collect data on the number of violators and to test various types of equipment. He said the purpose of this legislation is to prevent injuries and most importantly to save lives.

The last proponent to speak in support of **HB 2144** was Sandy Jacquot, speaking for the League of Kansas Municipalities. According to Ms. Jacquot this bill would allow 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

CONTINUATION SHEET

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violations and resulting accidents. The League requests that the Committee report this bill out favorably.

There were no other proponents and no opponents.

After all questions had been responded to the Chairman closed hearings on **HB 2144**.

The Chairman called for introduction of bills. Representative Burgess asked for a bill to honor a 30-year resident of Eskridge for her civic contributions, who two years ago had received a National Jefferson Award, by naming the Wabaunsee County part of K-4 the Maisie DeVore Highway. The motion was seconded by Representative Ballard and the motion carried.

The Chairman recognized Representative Long who asked to introduce a bill regarding the export of certificates of title. Bruce Kinzie explained the purpose of the bill to the Committee. The motion was seconded by Representative Larkin and the motion carried.

Chairman Hayzlett introduced a bill amending the motor vehicle drivers' license act; pertaining to moving violations; amending KSA 8-249, 8-2004 and 8-2118 and KSA 2003 Supp. 28-172a and repealing the existing sections. The motion was seconded by Representative Meyers and the motion carried.

The Chairman recognized Representative Beggs who introduced a bill relating to motor vehicles, concerning motorized skateboards, relating to the regulation thereof and amending KSA 8-1437, 8-1575 and 8-2118 and KSA 2003 Supp. 8-126 and 8-1486 and repealing the existing sections. The motion was seconded by Representative Humerickhouse and the motion carried.

The Minutes from the House Transportation Committee meetings on January 27 and 28, 2004, were presented for approval or correction. Representative Dreher made a motion to approve the Minutes, seconded by Representative Toelkes and the motion carried.

The Chairman adjourned the meeting at approximately 3:00 p.m. The next meeting will be held February 4, 2004, in Room 115-S.