



To: Senate Transportation Committee  
From: Travis Lowe; AAA Kansas  
January 24, 2019  
Re: Support of SB 17

Mr. Chairman and members of the committee,

I am Travis Lowe appearing on behalf of AAA Kansas. Since AAA's founding in 1902, the not-for-profit, fully tax-paying organization has been a leader and advocate for the safety and security of all travelers. AAA serves over 344,000 Kansans. On behalf of AAA, we would like to thank you for the opportunity to offer support for legislation that will improve road safety for motorcycle drivers and other auto drivers, as well.

Senate Bill 17 ensures that any person driving a motorcycle on Kansas roads must have a Class M driver's license or learners permit.

In Kansas, state law requires drivers of motorcycles to have a Class M driver's license or Class M learners permit. However, there is an exception for someone who purchases a motorcycle, which allows the driver to not be required to have a Class M driver's license or learners permit for the first 60 days. This means if there is a motorcycle on the road with paper temporary 60-day license plates, the driver is NOT required to have a Class M driver's license or Class M learners permit.

No similar exemption like this exists for other vehicles. State law does not allow someone to drive a car without a license or learners permit just because they purchased the car within 60 days.

SB 17 simply closes this loophole to state that all motorcycle drivers on the road must have Class M driver's license or Class M learners permit, regardless of the motorcycle having temporary tags.

AAA and related stakeholders believe there is a problem in Kansas with motorcycle training. According to KDOT, 48% of Kansas motorcycle crashes involved drivers that did not have a valid Class M driver's license or learners permit in 2015-2018. 51% of Kansas motorcycle fatalities did not have a valid Class M driver's license or learners permit.

There is no known fiscal impact for the passage of this bill. The bill does not impact the sellers of motorcycles, regardless if they are public or private. It simply ensures that motorcycle drivers, regardless of when they purchase their motorcycle, have the proper training to operate and drive.

We respectfully urge your strong support of this bill.

Thank you for the opportunity to speak on this matter.

Travis Lowe



## Motorcycle Data

Year	CRASHES				PEOPLE	
	Total	Fatal	Injury	PDO	Deaths	Injuries
2015 All Crashes	972	41	735	196	42	857
2016 All Crashes	998	50	755	193	52	866
2017 All Crashes	947	55	694	198	55	797
2018**	804	56	569	179	59	660
Total	3721	202	2753	766	208	3180

\*\*Incomplete/Unofficial Data

2015 Crashes w/"M" endorsement	529	18	410	101	18	484
2016 Crashes w/"M" endorsement	499	29	380	90	30	446
2017 Crashes w/"M" endorsement	506	23	390	93	23	443
2018** w/"M" endorsement	397	28	295	74	30	358
Total	1931	98	1475	358	101	1731

\*\*Incomplete/Unofficial Data

2015 Crashes w/o "M" endorsement	443	23	325	95	24	373
2015 Percentage w/o "M" endorsement	45.6%	56.1%	44.2%	48.5%	57.1%	43.5%
2016 Crashes w/o "M" endorsement	499	21	375	103	22	420
2016 Percentage w/o "M" endorsement	50.0%	42.0%	49.7%	53.4%	42.3%	48.5%
2017 Crashes w/o "M" endorsement	441	32	304	105	32	354
2017 Percentage w/o "M" endorsement	46.6%	58.2%	43.8%	53.0%	58.2%	44.4%
2018** w/o "M" endorsement	407	28	274	105	29	302
2018 Percentage w/o "M" endorsement	50.6%	50.0%	48.2%	58.7%	49.2%	45.8%
Total w/o "M" endorsement	1790	104	1278	408	107	1449
Percent w/o "M" endorsement	48.1%	51.5%	46.4%	53.3%	51.4%	45.6%

\*\*Incomplete/Unofficial Data