

Approved: 2/18/93  
Date

## MINUTES OF THE SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

The meeting was called to order by Chairperson Ben Vidrickson at 9:00 a.m. on February 12, 1993 in Room 254-E of the Capitol.

All members were present except:  
Senator Burke - Excused  
Senator Rock - Excused  
Senator Brady - Excused

Committee staff present: Hank Avila, Legislative Research Department  
Ben Barrett, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Martha Ozias, Committee Secretary

Conferees appearing before the committee:  
Senator Mark Parkinson  
Saretta Culver, Wichita  
Staci Miller, Wichita  
Angela Culver, Wichita  
Maxine Lesline, Wichita  
Paul Fleenor, Kansas Farm Bureau  
Ed Klumpp, Kansans for Highway Safety

Others attending: See attached list

The chairman introduced Senator Mark Parkinson, sponsor of **SB 114 and SB 115**, and he explained the reasons he advocated for raising the driver's age. He pointed out that few other states allow fourteen and fifteen year olds to drive as openly as in the State of Kansas. He emphasized that the drivers in this age group are at great risk and urged support of **SB 115** which would raise the driving age to 16, and **SB 114** which would allow 14 and 15 years who live and work on farms to drive while engaged in farming. (See Attachment A)

The committee then heard from Saretta Culver whose 15 year old son was killed in a traffic accident while on his way to school with two other 15 year old boys. She urged support for and passage of **SB 114** stating that 14 and 15 year old children are not always capable of making rationale, split second decisions that may be needed while operating an automobile and felt passage of this bill would save lives. (See Attachment B)

Staci Miller addressed the committee as a 14 year old speaking in favor of raising the driving age to 16 as she felt that teenagers in this age group were not responsible or qualified enough to drive a car and put their lives in their own hands. She felt that any teenager would rather give up their restricted license, than give up their life, or the life of a friend. (See Attachment C)

Angela Culver, who lost her brother in a car accident, told of the grief that parents, family and friends endure when they lose someone in this type of tragedy. She stated that 14 and 15 year olds take advantage of a restricted license and parents have the children run errands for them, putting convenience ahead of safety. (See Attachment D)

The committee then heard from Maxine Lesline who spoke of the changes over the years and the need to make laws as these changes occur. One of these changes, she felt, was the need to raise the minimum driving age

for teenagers. (See Attachment E)

Paul Fleenor gave brief comments concerning **SB 114** and **SB 115**. He explained that the policy position of those who represent farmers and ranchers is that there should be a drivers license examiner in every country seat available at least once a month, that Kansas youth should continue to have a restricted drivers license at age 14 limited to agricultural errands and school, successful completion of a Drivers Education course by age 16 for obtaining a driver's license and legislation to require written notification to be given to persons whenever their drivers licenses are suspended or reinstated. (See Attachment F)

Statistics were presented by Ed Klumpp who noted that the rate of fatal and incapacitating injury accidents by 14 year old drivers is nearly four times as high as it is for 16 year old drivers. He emphasized that the issue was not age but rather maturity levels. (See Attachment G)

A letter of introduction was distributed, but not read, to the committee from Christopher M. Rohrer, Attorney, and cousin of Mrs. Saretta Culver. (See Attachment H)

The meeting was then adjourned by the chairman.

The next meeting is scheduled for February 16, 1993.

# GUEST LIST

## SENATE TRANSPORTATION COMMITTEE

DATE: February 12, 1993

NAME (PLEASE PRINT)	ADDRESS	COMPANY/ORGANIZATION
Ed Klump	4339 SE 21 <sup>st</sup> Topeka, Ks	KANSAS FOR HIGHWAY SAFETY
Rosalie Thorburgh	Topeka	KDOT
Betty McBride	Topeka	KDOR
John W. Smith	Topeka	KDOR
Gerald Christensen	Topeka	STATE BOARD of Ed.
Sheda Dixon	Topeka	
Angela Culver	Wichita	
Staci Miller	Wichita	
Breanne Baird	Wichita	
Shant Culver	Wichita	
Sareta L. Culver	Wichita	
Rachelle Olson	Topeka	AP
Paul E. Fleener	Manhattan	Kansas Farm Bureau
Rich McKee	Topeka	KS Livestock Assn.
Tom Tunney	"	KS Grain & Feed Assn
Mark Felt	Olathe	Stolt Sale
Tom Whitaker	TOPEKA	KS MOTOR CARRIERS ASSN
Jenny Chiddister	Olathe	
Makine Leslie	Wichita Ks.	
Fel Leber	Topeka	KS Co-op Council

MARK PARKINSON  
SENATOR, 23RD DISTRICT  
REPRESENTING GARDNER, OLATHE,  
OVERLAND PARK, SPRING HILL  
16000 W. 136TH TERRACE  
OLATHE, KANSAS 66062  
913-829-5044



TOPEKA

SENATE CHAMBER

COMMITTEE ASSIGNMENTS  
CHAIRMAN: LOCAL GOVERNMENT  
MEMBER: JUDICIARY  
FEDERAL AND STATE AFFAIRS  
ELECTIONS

TESTIMONY TO THE HONORABLE BEN VIDRICKSON, CHAIRMAN,  
AND MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE

BY: SENATOR MARK PARKINSON

DATE: FEBRUARY 12, 1993

At the outset, I would like to thank Senator Vidrickson for the opportunity to address this committee to discuss the issue of the driving age in Kansas. I had the pleasure of serving on this committee for the last two years, and it is nice to be back so early in this legislative session.

For many of you, the issue of the driver's age is not new. There has been extensive debate on this in the legislature for the last three years, and it seems to be one of those issues that simply will not go away.

There are several new members of this committee that may not be familiar with the issue. As a result, I would like to start out my remarks with some background discussion of the current law in Kansas. Then I will talk about the reasons that I have advocated raising the driver's age. Finally, I will talk about the possible legislative solutions to this problem.

## BACKGROUND ON KANSAS LAW

Kansas is one of a small number of states that allows fourteen year olds to drive. There are two types of licenses available to fourteen year olds. The first is a learner's permit. The learner's permit simply allows a fourteen year old to drive with a licensed adult for purposes of training the fourteen or fifteen year old in how to drive a vehicle. I do not have a major objection to learner's permits, and that has not been the focus of the debate over the last three years.

Most of the debate has focused on the second license available to fourteen and fifteen year olds which is a restricted license. It allows a fourteen or fifteen year old who has passed a driver's test to obtain a license and drive in limited circumstances. Those circumstances are to and from school, and to and from and during work. In these circumstances, the fourteen and fifteen year old does not need an adult in the car and, in fact, can transport other children.

The majority rule in most states appears to be that persons must be sixteen years of age to drive. There are a few other states that allow fourteen and fifteen year olds to drive, usually those that are involved in

agricultural pursuits, but there is no state that allows fourteen and fifteen year old driving as openly as we do in the State of Kansas.

#### NEED FOR A CHANGE

Unfortunately, we have learned over time that fourteen and fifteen year old drivers are at great risk. Although the accident data is sketchy, there is no doubt that accident rates for fourteen and fifteen year old drivers are much higher than for those who are sixteen or older. The Kansans for Highway Safety has accumulated data, and Ed Klump from that organization will be testifying later today. In summary, the study that organization has done has shown that fourteen year olds are two and a half times more likely to be involved in a fatal or incapacitating accident than sixteen year olds. Fifteen year olds are one and a half times more likely.

The statistical evidence certainly corroborates the anecdotal evidence that I have received since getting involved in this issue. I have been contacted by driver's education teachers from the across the state and law enforcement officers, and all have told me that fourteen year olds are simply too young to drive. The consensus feeling is that the physical ability is there, but the judgement ability is lacking.

Unfortunately and predictably, we have had further fatality accidents this year. There have been two separate accidents in Sedgwick County resulting in the deaths of underage drivers. In late December, yet another fourteen year old driver was killed in Miami County. Each of you may be aware of similar tragedies, and they will continue unless we change this law.

### SOLUTIONS

The legislature has come quite close in the past to raising the driver's age. The stumbling block has been finding a solution that can accommodate the needs of rural areas, who feel a need for fourteen and fifteen year old drivers, with urban areas who, by and large, support raising of the age. We have come close to an accommodation, but as of yet have not succeeded.

Two years ago we attempted to raise the age and included an exemption for agriculture. The exemption provided that fourteen and fifteen year olds who live or work on a farm can obtain a special license for farm purposes. Last year, that bill passed the House by approximately ten votes and then lost in the Senate. The initial vote count in the Senate was 20 to 20. Senate Bill 114 adopts this approach. It would raise the age to 16 for most drivers, however, it would allow 14 and 15 year olds who live or work on farms to drive while engaged in farming.

Senate Bill 115 is an alternative approach. It is a county option that would allow each county to decide the issue. We attempted it in the Senate last year and were unsuccessful. Last year, the organizational committee of Farm Bureau actually endorsed this county option approach.

My hope is that this committee will advance Senate Bill 114. It is the surest and most comprehensive way to reduce the deaths and injuries of our young drivers.

TRANS.  
2/12/93  
A-5



My name is Saretta L. Culver and I reside in Wichita, Kansas. I've made this journey with my my children and other family members to Topeka today to speak to you regarding the driving age in Kansas.

On September 17, 1992 my life was eternally altered. What was a beautiful, sunny, delightful day became a day of tragedy and grief. That which is every parents nightmare became a reality for our family. My strong, healthy, handsome and beloved young son John was killed in an automobile accident on his way to school.

What could be more harmless or innocent than three 15 year old teenage boys on their way to school? Two boys lives were abruptly ended that day and the third was critically injured. All three boys had their restricted licenses.

There are very few states in our country that allow children 14 years old to drive with adults not to mention alone, of these, Kansas laws are the most permissive. We wouldn't think of allowing our 14 year old youths to be able to buy a gun, take drugs or drink, but we do allow them to get behind the wheel of a vehicle. These vehicles, when in the hands of an inexperienced or immature 14 or 15 year old, becomes a lethal weapon.

We lose 40,000 youths a year nationwide to auto accidents and we accept this as a fact of life. It is now time to do something to preserve as many of those lives in Kansas as we can.

As a mother of three children and an involved observer of the growth and developement of children, it is my opinion that the majority of youngsters at 14 are dealing with raging emotions. One minute they are 25 years old and the next they are 2. They are passionate, volatile and not always capable of making rationale, split second decisions.

The act of driving a vehicle requires focus, concentration and hand eye coordination that are not always present in the hormonal adolescent.

As other parents in Kansas, I had assumed that since the law allowed it, it must be alright. Now looking back, taking time to analyze this whole situation, I will not allow my other children to drive or be driven by anyone under the age of 16. There is too much at stake and the ultimate price is too dear.

My son was very athletic. He was an accomplished basketball and baseball player. In a baseball game last year, John injured himself running the bases, but he continued to run home and scored three runs. After crossing homeplate he cooapsed in tears. In the emergency room at the hospital I asked him why he had continued to run home when it was obvious he was hurt. He said, "Mom I just couldn't give up." John had suffered a broken hip that day, but he didn't give up. As my tribute to him, I also will not give up and I am here to work for and support Senator Parkinsons bill.

I know by passing this bill, we won't eliminate all fatal traffic accidents, but it will take thousands of children, who are not quite ready for this responsibility, off our roadways.

I don't come before you today asking for sympathy, I come here today so I may never have to make that long walk from my car to someones front door with a tray of food, a river of tears and words of sympathy for a child that has been lost in a traffic accident. I am here today to respectfully ask that you vote for Bill 114.

By passing this bill we may save only a few lives each year, but if this bill had passed in 1991 my son would be alive today. I can't change what happened to John, but hopefully we can save another family, maybe your own, from a similar fate. The best memorial that John Edward Culver could have, would be for other lives to be saved by the passage of this bill.

Thank you for your consideration,

Saretta L. Culver

TRANS.  
2/12/93  
B-2

*Hello, my name is Staci Miller. I am 14-years old and I will be speaking in favor of the bill to raise the driving age to 16. On September 17, 1992, three 15-year old boys were on their way to school. The three boys then got in a traumatic car accident, killing both John Culver and Paul Copeland. I had known John Culver, one of the passengers, since I was 1-year old. He meant a lot to his friends and family. To you, his death may be just another statistic, but to us, he was a friend. I don't think that most 14 to 15-year olds have the ability to drive in an emergency situation, such as in John and Paul's case.*

*I see an extreme need to pass this bill. Perhaps with the extra one or two years, kids will get the maturity and training needed to drive a car. Driving is not something to be taken lightly, and I do not think that most 14 and 15-year olds are ready to handle it.*

*When I was first asked to speak on this bill, I wasn't sure if I wanted to. I have had a learner's permit, and I like driving. I always had thought of how much fun it would be to drive to school by myself. But after much thought, I decided it is a privilege I am willing to give up, to save my life. From a 14-year old's point of view, I can tell you that driving isn't as easy as I thought it would be. I wouldn't be comfortable, or ready, if I was put in some of the situations that a restricted license might present. Most people consider me responsible, mature, and coordinated for my age, but even I don't think I could handle driving alone at this point in my life.*

*When you give a teenager a restricted license at such a young age, you are putting their lives in their own hands. This can be very dangerous because many kids my age don't realize how easily they could be killed in a car accident. By passing this bill, you will be taking away this life-threatening weapon, and save many lives. So many people have suffered because of the loss of these two teenagers! You can put a stop to this suffering, and you can put a stop to the deaths.*

*In conclusion, I strongly urge you to vote in favor of this bill. If this bill is passed, it could save many lives, and prevent many people from having to grieve over a lost loved one. I have been through it, and believe me, any teenager would much rather give up their restricted license, than give up their life, or the life of a friend.*

Good morning, my name is Angela Culver. As you know, I'm here to ask you to change the law on having a restricted license. My brother John was in a car accident with two other boys and the driver was driving with a restricted license. My brother and the driver were both killed. The worst thing was watching my parents dwell and cope with a death.

I am here today because I don't want other kids to have to watch their parents cope with their child's death. My family waited until it was too late before we realized this law needed to be changed, and I don't want others to make this mistake.

My family and friends have put a lot of time and effort into passing this bill, and I feel it's a worthwhile thing to do.

The problem with 14-15 year olds having restricted license is that they take advantage of it.

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Parents are having their children run errands for them, and they are putting convenience ahead of safety. A lot of people are being killed because of this.

My life has changed for the worst because of his accident, and I don't think others should have to go through this.

The best thing to do for today's children would be to pass this bill. All I ask of you today is to put children's safety before convenience.



Senators, my efforts to raise the minimum driving age is my own memorial to my grandson, John Edward Culver, who will always be fifteen. September 17 last year, a clear sunny morning, he was killed while riding to school with a fifteen year old driver. Three fifteen year old boys in a pickup, an instant of inattentiveness, and two neat kids gone forever, and one terribly injured. There is hole now the size of the Grand Canyon in the fabric of our lives, and John is a statistic - another addition to a column of numbers - numbers and totals that are increasing - numbers that appear, as numbers must, without emotion, cold and neat in their columns... until one remembers that each number was once a kid, eager to be older, to get a car, worrying about grades or the next date.

Cars are, of course, essential in our culture; no one wants it otherwise. But we all recognize that cars are instruments of horrible damage - because of the effects of leaded gasoline on the ozone layer the entire nation has been legally forced to use unleaded fuel; some states have raised the unrestricted driving age to seventeen and eighteen years old because of the growing number of teen age drivers and consequently the damage caused by them.

Our world is changing because of population, the more people the more need for changing our laws. When the people from the eastern states first came through here there was no need for laws because there was no permanent population - except the native Americans whose presence and rights were utterly ignored. The trappers, drovers, and Oregon bound wagons passed through Kansas for years without the need for legislation. But gradually the sea of grass became wheat fields, towns and cities appeared where fields and grassland and pastureland had once been. And laws to protect people and mediate problems became necessary. So here we are today, with a population that has doubled in that state in the last few decades, and where once people could free range cattle, now there are fences, and where once no one even needed a license to drive, now there is this law. As populations increase so do the problems that are inherent with numbers of people. Our total environment is changing, and when the need to change is not recognized and dealt with the result is often disastrous - even death - the word "dinosaur" describes it.

Today families can afford a second car, can afford the insurance, high as it is; there are more and more fourteen and fifteen year old kids out there in their cars and trucks. Our present law says it is okay for them to take their friends with them, and while the law says "to school and back" it is not enforced. Every day I see see them, speeding away from North High, no seat belts, maybe a girl driver sweeping back her long hair with one hand, laughing with other kids in the car - last month I saw a pickup come out of the school lot, four boys in it, no seat belts, and the driver deliberately fishtailing the vehicle on the icy street, 13th street, a busy arterial in Wichita. I want a law that says "you can't do this."

ATTACHMENT E

2/12/93

TRANS.  
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E-1



# PUBLIC POLICY STATEMENT

SENATE COMMITTEE ON TRANSPORTATION AND UTILITIES

RE: S.B. 114 - Concerning instructional driving permits and the age  
of applicants for such permits.  
S.B. 115 - Concerning county options for restricted drivers' licenses  
and instructional permits.

February 12, 1993  
Topeka, Kansas

Presented by:  
Paul E. Fleener, Director  
Public Affairs Division  
Kansas Farm Bureau

Mr. Chairman and Members of the Committee:

We appreciate the opportunity to make some brief comments concerning two bills under consideration by your committee. S.B. 114 pertains to drivers' licenses and instructional permits and the age of people who may obtain them. S.B. 115 pertains to county option for restricted drivers' licenses and instructional permits.

For the record, my name is Paul E. Fleener. I am the Director of Public Affairs for Kansas Farm Bureau. We are a general farm organization. We represent farmers and ranchers in the 105 counties of Kansas. We have a policy position relating to drivers' licenses which we would like to share with you. The policy has resulted from study by our members and response by them to questions pertaining to the matters contained S.B. 114 and S.B. 115. Our policy says this:

**Drivers Licenses - The Kansas Department of Revenue should provide a drivers license examiner in every county seat at least once a month.**

We believe Kansas youth should continue to have the opportunity to acquire a restricted drivers license at age 14. The use of a restricted license should be limited to

driving to and from work, driving on business related or agricultural errands, and driving to and from school using the most direct route. In urban counties, where driving on agricultural errands and driving to and from school is not the necessity it is in less populated counties, there should be an option for a higher age requirement for a drivers license.

We believe successful completion of a Drivers Education course by age 16 should be a requirement for obtaining a driver license.

We support legislation to require written notification by certified mail to be given to persons whenever their drivers licenses are suspended or reinstated.

As written, we could not be proponents of the two pieces of legislation before you. We know from several years of experience on this topic that the minimum driving age in Kansas is of significant concern to not only the author of these two bills but to many citizens, and most frequently those who reside in more heavily populated areas than do our farmers and ranchers and their families. We also know that in the years of working with the chief sponsor of the two bills before you that there can be found some common ground to accommodate our policy, which seeks to retain the right of 14-year old young people to drive automobiles and pickup trucks in connection with agricultural errands and work. We also believe that there can be an accommodation made for the **genuine need** of many 14 and 15-year old youngsters who live 10, 15, 20 miles from their school, to be able to drive to and from school and into town to catch the activities bus when the school is participating in extra-curricular activities that will take the youngsters away from their school to another community.

We believe S.B. 114 could be shaped in such a way as to achieve the objectives of the author for the vast majority of young drivers in Kansas and still maintain the opportunity for farm youth to obtain a restricted drivers license until such time as, upon reaching age 16,



such youth is eligible to seek an unrestricted license.

We have talked with the author about one thing that is particularly troublesome to us in S.B. 114. In lines 19 and 20 on page 1 of the bill the "farm permit" described in the paragraph above those lines would give authorization to one at least 14-years of age to operate a tractor or other motorized implement of husbandry. It has never been the policy in Kansas for a person of any age to be required to have a drivers license to operate a tractor, a swather, a combine. We think that would be inappropriate policy to begin at this time.

We believe language can be crafted and a bill or balloon of this bill be redrafted to clarify what we genuinely believe is the willingness of the author, Senator Parkinson, to continue to permit those who reside or work on a farm, who are at least 14-years of age, to continue to be able to drive and assist in the farming operation. We believe language can be crafted to accommodate the need of rural youngsters to drive to and from school and to drive into town to take the activities bus in connection with school-related extra-curricular activities. Some school districts, for the record, do not operate bus systems. In particular, school bus operation does not return youngsters from football games, basketball games, music concerts and other activities after they have returned from some distance away. These youth still need to get home and the best option is for them to have a restricted license authorizing them this type of driving.

Mr. Chairman and members of the committee we respectfully request that as you work S.B. 114 you redraft language which will accommodate our concerns.

Let me conclude with a few brief remarks on S.B. 115. This legislation is partially in keeping with our policy position concerning a county option. It does raise the age requirement from 14

years to 15 years to obtain the instructional permit (see lines 41 through 43 on page one and 1 through 7 on page 2). It is perhaps an alternative to consider. However, we believe the appropriate work on S.B. 114 would bring about a solution for the drivers age question and we ask you to give that bill the attention to accommodate the sponsor and the views of farmers and ranchers.

Thank you for the opportunity to testify. We would be pleased to respond to your questions.

TRANS,  
2/12/93  
F-4



# Kansans for Highway Safety

## REDUCING THE MINIMUM DRIVING AGE

February 12, 1993

The raising of the minimum driving age has been an issue with some controversy the past several sessions. The removal of privileges can not and should not be taken lightly. Our organization became involved in this issue several years ago and it is our intent to provide information needed to make an informed decision on the issue. Over the years we have conducted public forums on this issue, collected accident statistical data, and conducted statistical surveys in an attempt to evaluate not only the need to raise the minimum driving age but also the problems associated with both the current law and with a higher minimum age. Many of the members of our organization, myself included, were somewhat skeptical of the need for this when we started gathering information. However, we soon became convinced that the need is great.

We heard parents tell us that it was difficult to tell their children they couldn't drive when "the state has told them they can." They also told us of the peer pressure their children were under to drive and in many cases to have their own car. They told us of children having to work, often times at the expense of studies, to have enough money to support their cars. And yes we heard from the farm community about the hardships of not having 14 and 15 year olds driving.

We heard from the children themselves too. In one of the most moving testimonials on this issue I have witnessed, several high school students happened to be visiting the Capital and stop in at one of the early hearings in the House Transportation Committee on this issue. The Committee members asked some of those children their opinions and nearly all of them told about people they knew who had to work to support the expenses of their car. Some told of those who dropped out of school because they had to work too many hours to earn enough money to pay for their cars, the insurance and the maintenance. They told about accidents they had seen because of poor judgement by the 14 and 15 year old drivers. And they told us about the frequent driving by 14 and 15 year olds when they were not complying with the restrictions. And most of all they told us about peer pressure.

We also heard from law enforcement who told us that the current law and the style of restrictions now in place were unenforceable. Since it is very difficult to prove a driver is not going to, from, or during a job, most young people abusing the privilege would use that excuse when they got stopped. The results were usually the lack of sufficient information to support issuing a ticket. In fact many of the times parents would support their stories when they were not true. Of course some people of all ages drive without a license. But those are easily enforced, easily proven in court, and are not subjected to the same degree of community pressure to look the other way.

We also heard from mental health professionals and school professionals. They repeatedly told us that while some fourteen and fifteen year olds possessed the maturity level to handle the responsibility of driving a car the vast majority do not.

We surveyed Kansas High School students in six high schools to determine the average miles driven in each age group and asking about their driving needs and need to work to support a car. These included three urban schools and three rural schools. It is from this survey that we were able to provide a meaningful comparison of accident rates between the age groups.

When looking at accident statistics it is important that consideration be given to the exposure of each age group. While the raw numbers of accidents by 14 and 15 year old drivers is low compared to older teen drivers, there are far fewer 14 and 15 year old drivers and they drive far fewer miles per person on the average. The comparison of accidents per million miles driven is the only accurate way to compare accident rates. The attached charts and graphs show those rates. Note that **the rate of fatal and serious (incapacitating) injury accidents by 14 year old drivers is nearly four times as high as it is for 16 year old drivers.**

One of the arguments we heard against these statistics was that inexperience was the cause of



the high accident rates. However, further examination reveals that there are about one and a half times as many new drivers among the sixteen year olds as there are fourteen year olds. And the sixteen year olds drive more miles per year. We also looked at the accident statistics of Iowa and Nebraska where the driving age is 16 and found that their new drivers don't have a significantly higher rate as ours do. **This is not an issue of age it is an issue of maturity levels.**

It also is not a matter of being an urban problem and not a rural problem. A study of accident statistics shows that nearly all of the fatal and serious injury accidents involving fourteen and fifteen year old drivers occur on rural roads. This is not to say that there are not rural concerns involved in this issue such as further transportation distances to school and of course the farm issue. However don't forget that Iowa and Nebraska farmers get their farm work done without having their fourteen and fifteen year old children drive.

At one point adding time restrictions became an issue. I have attached a chart showing the time of day the accidents occur with 14 and 15 year old drivers. Most are in the daytime hours. This is understandable because that is when they do most of their driving. Notice they peak immediately before and after school hours. In fact utilizing time restrictions instead of to and from work restrictions would place more of these drivers out during the evening hours and most likely result in an even higher accident rate.

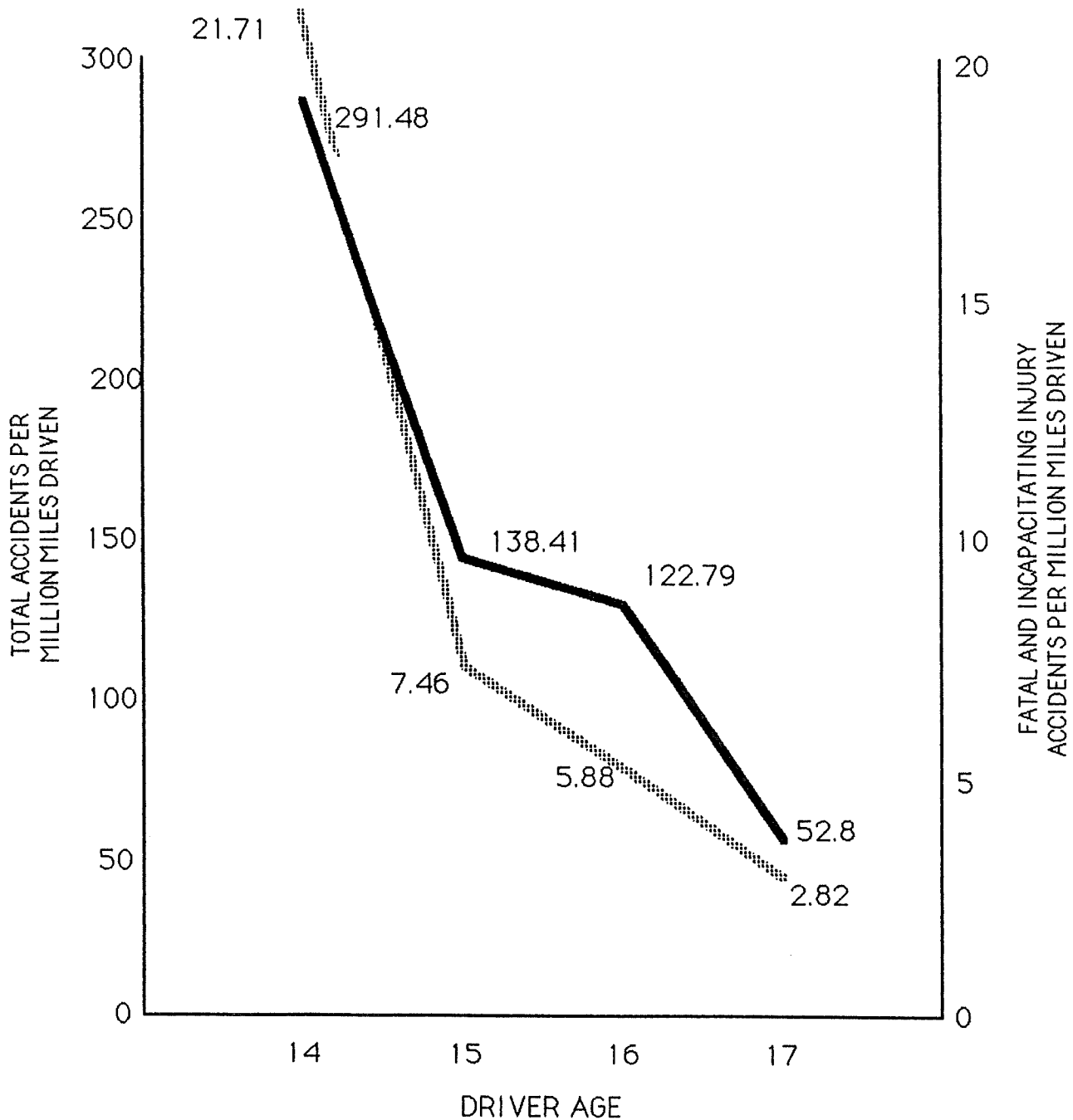
The bottom line of this issue is concern for the health and welfare of our children. Those who are permanently injured or killed will not have the opportunities to pursue the goals and participate in the activities of their dreams. Those that succumb to peer pressure and buy a car and have to work to support the related expenses may not complete or be as successful in school resulting in a loss of productivity potential. We also have spoken to some young adults over the years that regretted the dedication of time for school work being misdirected towards working to support a car. Most have found it impossible to go back and make up for that loss.

We urge your support of the future of Kansas by supporting the potential of physical and academic growth of Kansas youth. By supporting this bill you are reducing the potential of many of our youths needlessly suffering the loss of their future from the tragedy of an automobile collision.

Ed Klumpp  
4339 SE 21st  
Topeka, Kansas 66607  
(913)235-5619

# KANSAS MOTOR VEHICLE ACCIDENTS

PER MILLION MILES DRIVEN  
1986 THROUGH 1991



— ALL ACCIDENTS  
..... FATAL AND INCAPACITATING INJURY ACCIDENTS

PREPARED BY KANSANS FOR HIGHWAY SAFETY  
REVISED 2/10/93

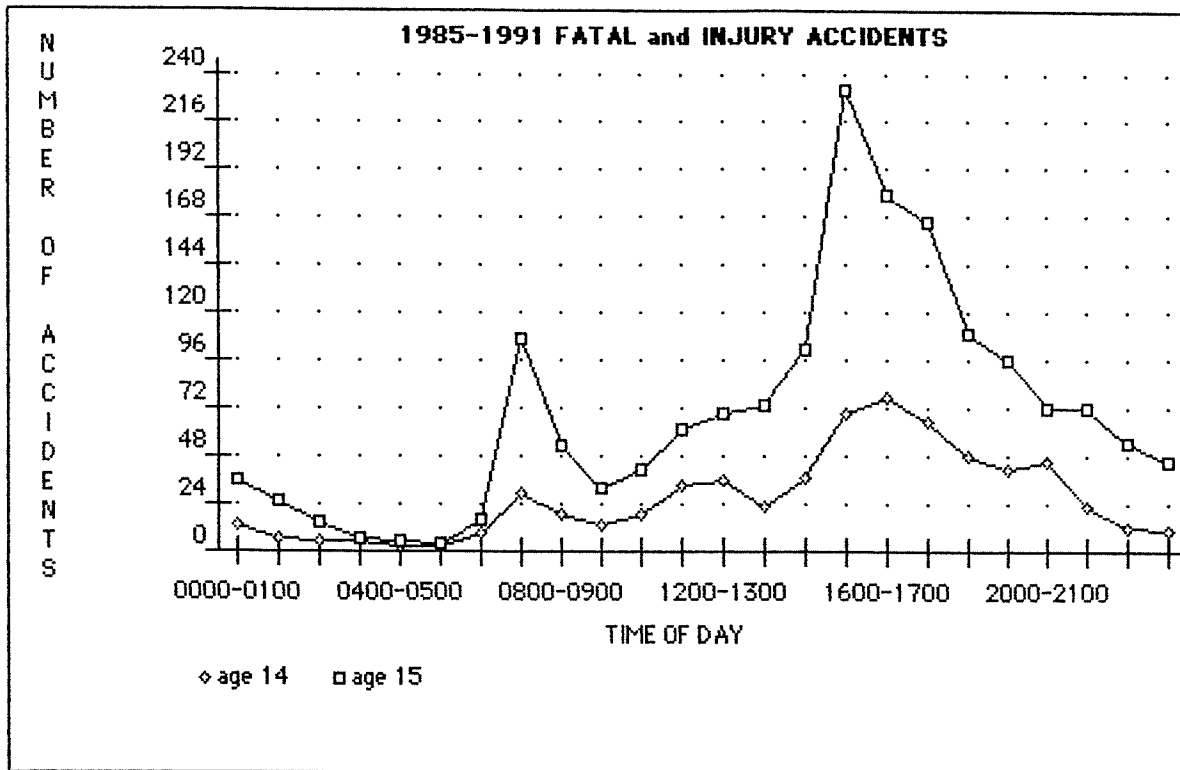
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## TEENAGE ACCIDENT TOTALS 1986 THROUGH 1991

## ACCIDENTS PER MILLION MILES DRIVEN 1986-1991

DATE: 2/10/93

AGE	AVG. MILES PER YR PER DRIVER	AVE. NO. OF LICENSE DRIVERS	MILLION MILES DRIVEN/YEAR	AVE ACCIDENTS PER YEAR	ACCIDENTS PER MILLION MILES	AVERAGE FATAL INCAPACITATING INJURY ACCIDENT PER YEAR	FATAL AND INCAPACITATING ACCIDENTS PER MILLION MILES
14	259	5692	1.47	429.67	291.48	32.00	21.71
15	618	16309	10.08	1395.00	138.41	75.17	7.46
16	1389	24314	33.77	4146.83	122.79	198.50	5.88
17	2948	28287	83.39	4403.17	52.80	235.33	2.82
14 & 15		22000	11.55	1824.67	157.94	107.17	9.28
16 & 17		26300	117.16	8550	72.98	433.83	3.70



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LAW OFFICES

DAVIS, WRIGHT, UNREIN, HUMMER & McCALLISTER

THOMAS E. WRIGHT  
MICHAEL J. UNREIN  
J. FRANKLIN HUMMER  
GARY D. McCALLISTER\*  
CHARLES N. HENSON  
DALE L. SOMERS  
K. GARY SEBELIUS  
BRUCE J. CLARK\*\*  
MARK A. BUCK\*\*\*  
ANNE L. BAKER

COMMERCE BANK BUILDING  
100 S.E. 9th Street, 2nd Floor  
P.O.BOX 3555  
TOPEKA, KANSAS 66601-3555  
(913) 232-2200  
Telefax (913) 232-3344

CHARLES L. DAVIS, JR.  
(1921-1992)  
BYRON M. GRAY  
(1901-1988)  
MAURICE D. FREIDBERG  
(1902-1965)

February 10, 1993

HAND-DELIVERED

CATHERINE A. WALTER  
EVELYN ZABEL WILSON  
JAMES B. BIGGS  
CHRISTOPHER M. ROHRER\*\*\*\*  
BRENDA L. HEAD

ALL ADMITTED IN KANSAS  
\*ADMITTED IN COLORADO  
\*\*ADMITTED U.S. PATENT & TRADEMARK OFFICE  
\*\*\*ADMITTED IN OREGON AND MISSOURI  
\*\*\*\*ADMITTED IN MISSOURI

The Honorable Ben E. Vidrickson  
State Senator  
Chairman of State Transportation Committee  
State Capitol Building  
Topeka, KS 66612

Dear Senator Vidrickson:

A Senate Transportation Sub-committee will be hearing from a very special person on February 12, 1993. My cousin Mrs. Saretta Culver, will be addressing the Sub-committee that is considering Senator Parkinson's legislation that proposes the elimination of drivers' licenses being issued to fourteen and fifteen year olds.

Sadly, Mrs. Culver and her family knows first-hand the tragedy that can result from issuing licenses to our fourteen and fifteen year olds. She is coming before the Sub-committee with a simple request, but one of very great importance. Her request is passage of Senator Parkinson's bill in the hope that no other family will have to struggle through life with the deep sense of loss and pain that she and her family has felt since last fall when she received the telephone call that all parents fear the most.

You and your colleagues are undoubtedly aware that Kansas has the most liberal laws regarding the issuance of drivers' licenses to fourteen and fifteen year olds. The chilling statistics concerning the accident rate for fourteen and fifteen year olds are well known. A similar measure to abolish restricted licenses was before the legislature last year and failed. The passage of Senator Parkinson's bill will come too late for John Culver and the two other young men he was riding to school with this past September. However, passage of this legislation could be just in time for some other young person with the same hopes and dreams that John and his two friends never had the opportunity to realize.

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The Honorable Ben E. Vidrickson  
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Thank you for your consideration of this very important issue.

Very truly yours,

DAVIS, WRIGHT, UNREIN, HUMMER & McCALLISTER



Christopher M. Rohrer

CMR/slz

cc: Senator Gus Bogina  
Senator Dick Bond  
Senator Bud Burke  
Senator Audrey Langworthy  
Senator Mark Parkinson  
Senator Bob Vancrum

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