Approved: February 3, 2011

Date

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 p.m. on January 26, 2011, in Room 783 of the Docking State Office Building.

All members were present.

Committee staff present:
Scott Wells, Office of the Revisor of Statutes
Jill Shelley, Kansas Legislative Research Department
Betty Boaz, Committee Assistant

Conferees appearing before the Committee:
Representative Marvin Kleeb

Others attending.
See attached list.

Chairman Hayzlett opened the meeting. He announced to the committee members that the trip, discussed at the last meeting, to the Johnson County Community College would be on Tuesday, March 8th.

The Chairman opened the hearing on **HB 2034**.

HB 2034 – Raising speed limit on certain roadways to 75 mph.

Chairman Hayzlett recognized Representative Marvin Kleeb. Representative Kleeb gave a brief background on the speed limit laws. According to Representative Kleeb, (Attachment #1) 14 states have set speed limits on rural areas of four-lane highways at 75-80 mph, and none of the states have lowered their statewide maximum speed limit. He referred to multiple studies. One indicated there is no conclusive evidence linking higher speed limits to an increase in motor vehicle accidents and another study indicating there has been a decreasing trend of fatalities for the past 14 years in those states that have implemented a 75 mph speed limit.

Representative Kleeb said there were also economic development possibilities made more attractive by the ability to drive at a higher speeds across through the state for both vacationers and freight. He also said that KDOT would retain the right to lower speed limits in urban areas at their discreation. In conclusion Representative Kleeb said Kansas is the only western state with maximum speed limits of 70 miles per hour and the Kansas highway system and our vehicles are modern, safe and in excellent shape.

There were no other proponents nor opponents signed up to testify or who came forward when invited. After all questions were answered the Chairman closed the hearing on **HB 2034**.

It was the Chairman's desire to work **HB 2033** and when asked, the committee had no objections. Chairman Hayzlett opened the bill to the committee for questions, comments or motions.

Representative Swanson made a motion to favorably pass this bill from committee, seconded by Representative Grant and the motion carried.

There being no further business before the committee the meeting was adjourned. The next meeting will be on Tuesday, February 1, 2011, in Room 783, DSOB.

HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 1-26-11

NAME	REPRESENTING
Tom Whitaker	KMCA
Robert Baker	KHP
Deanna Williams	KDOR
Zac Kohl	Federico Cons.
Tom Slaughter	Capitol Strategies
Derek Hein	Hein Law Firm
Larry R Baer	LKM
Ron Seaton	KGFA
Lindsey Douglas	KDOT
Tara Mays	KDOT

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MARVIN G. KLEEB
48TH DISTRICT

HB 2034

NO FEDERAL MANDATE

- The National Maximum Speed Limit Law originated during the catastrophic oil embargo era of the 1970s.
- The maximum speed limit was lowered to 55 in an attempt to counter the impact of the oil embargo and not for safety concerns.
- Federal maximum speed limit repealed fifteen years ago in 1996.

REVIEWS OF STATE SPEED LIMITS

- 34 states raised their speed limit to 70 miles per hour or greater since 1996
- 14 states have their maximum speed limit on rural areas of four-lane highways at 75 – 80 miles per hour (note attached map)
- No state has lowered its statewide maximum speed limit
- Kansas is the only western state with vast rural areas and quality road systems with speed limits on non-urban divided four-lane highways and interstates with speed limits only at 70 miles per hour

NO CONCLUSIVE EVIDENCE ON SAFETY AND SPEED

- According to multiple studies, including the 1998 "Effect of Speed limits on speed and safety: a review" published in Transport Reviews, there is no conclusive evidence linking higher speed limits to an increase in motor vehicle accidents.
- Additionally, according to statistics given by the National Highway Traffic Safety Administration using the Fatality Analysis Reporting System Encyclopedia, while population and highway traffic have increased across the nation, there has been a decreasing trend of fatalities for the past 14 years in those states that have implemented a 75 mph speed limit
- (See updated excel document with graph attached and study pdf)

House Transportation
Date: 1-26-11
Attachment # 1

QUALITY KANSAS ROADS & VEHICLES

- According to the Reason Foundation, Kansas has the 3rd best ranking of overall and cost effective roads in the nation.
- The other states rounding out the top five in order of ranking are: 1) North Dakota 2) Montana 4) New Mexico 5) Nebraska. All with 75 mph speed limits
- Website for findings: http://reason.com/blog/2010/09/02/reason-foundation-study-produc
- Modern vehicles are built for increased safety at all speeds: airbags, better bumpers, all-sides body reinforcement, etc.

WHAT IS THE RIGHT SPEED LIMIT?

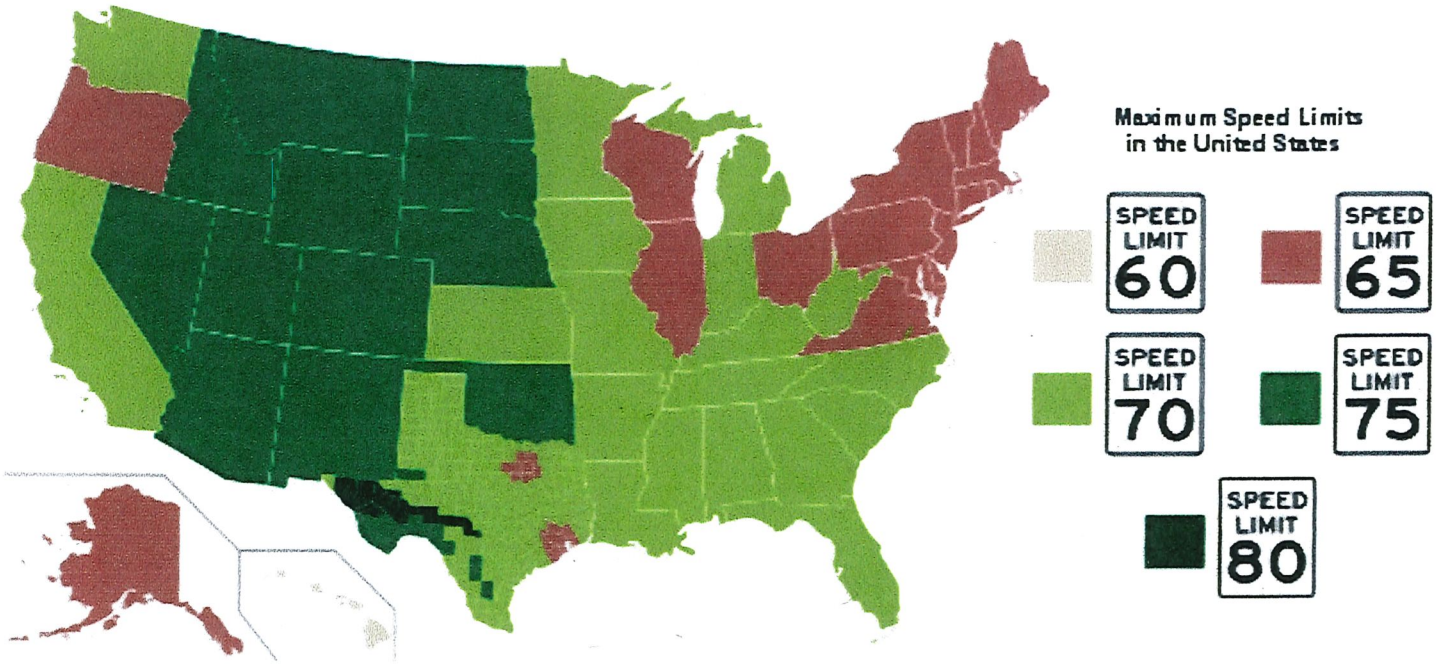
- Many experts consider the 85th percentile average speed value rounded to the nearest 5mph the safest speed to set the speed limit at.
- A 1995-1997 study was completed to find Kansas' 85th percent
- There were 5 measurements taken during this time period. The 85th percentile average speed values were: 69.5, 74, 75, 75.33, and finally 76.17mph in June of 1997
- Drivers have an innate sense of the right speed on open road situations
- View pg 19 of attached document KSU983.pdf for complete table of info
- KDOT retains right to lower speed limits in urban areas at its discretion

ECONOMIC DEVELOPMENT

- Economic development possibilities: with the 75 mph speed limits like our neighboring states, Kansas will be a more attractive state to cross through for vacationers and freight
- Example: utilizing I-70 vs. I-80 (Nebraska) for east/west travel
- Example: Highway 81 vs. I-29 for north/south travel

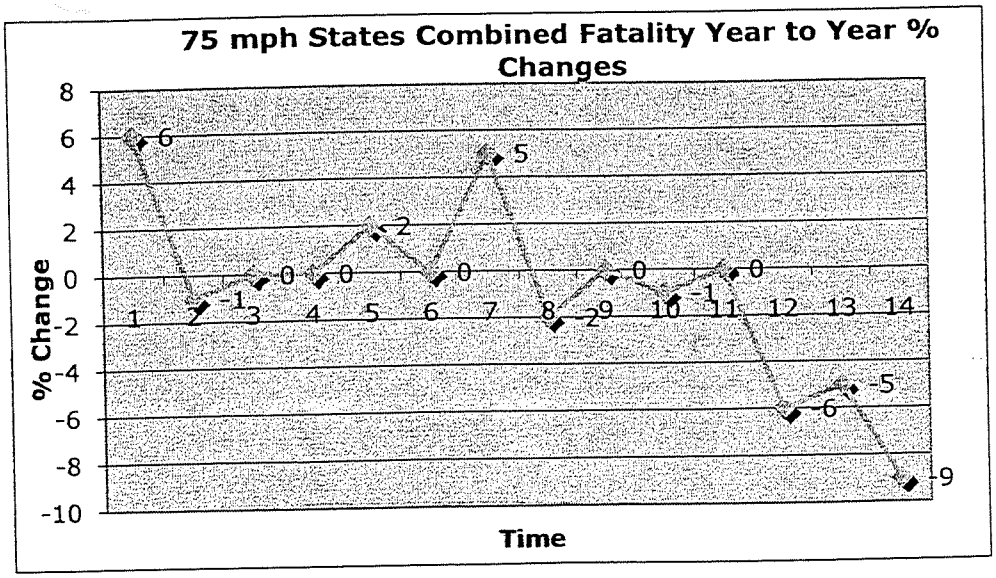
SUMMARY

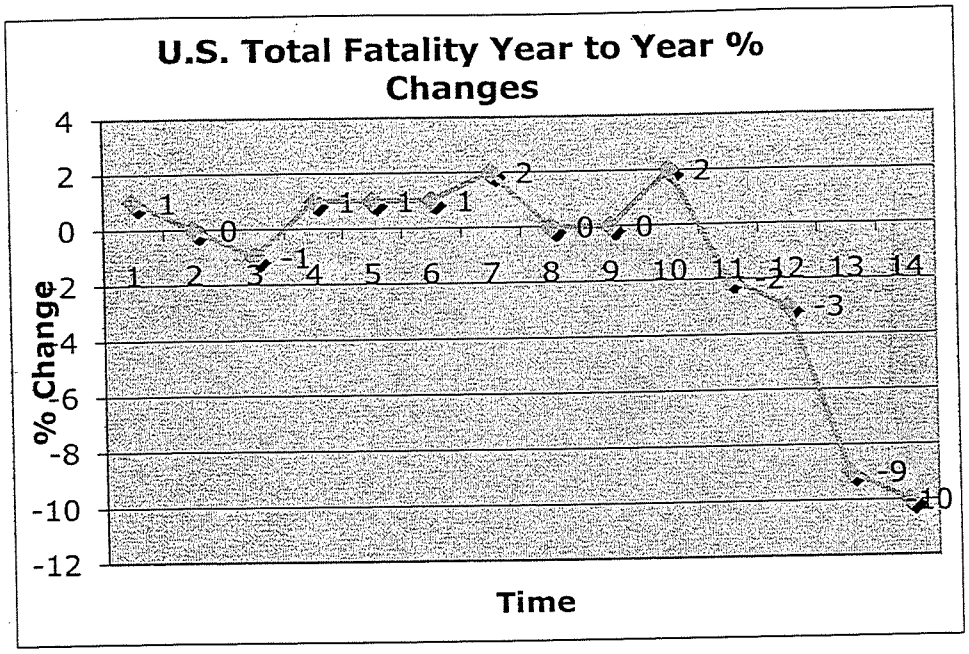
- Adjusting the speed limit to 75 on non-urban, divided four-lane highways and interstates is reasonable and justifiable
- Past safety studies have shown little conclusive correlation between speed and safety on divided four-lane highways and interstates
- Kansas is the only western state at 70 miles per hour maximum speed limit
- Kansas highway system and our citizen's vehicles are modern, safe and in excellent shape

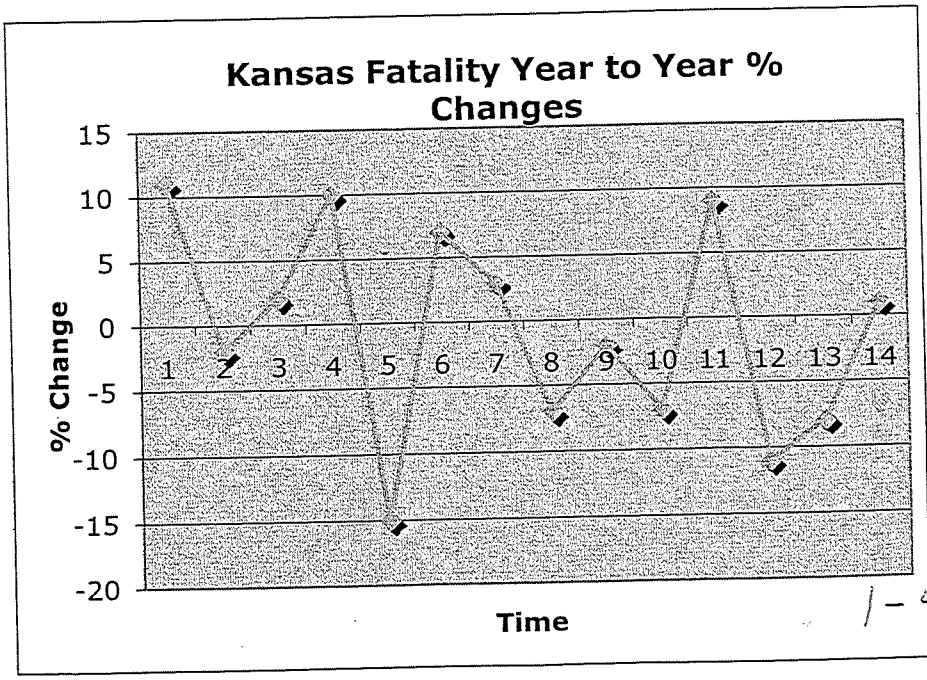


- Based on 2008 Utah House Bill 406, which became effective on May 5, 2008, portions of I-15 have a posted limit of 80 mph.

stics from National Highway Traffic Safety Administration







	Total Traffic Fatalities 2009	% Change of Fatality Totals From 1995-1996	% Change of Fatality Totals From 1996-1997	% Change of Fatality Totals From 1997-1998	% Change of Fatality Totals From 1998-1999	% Change of Fatality Totals From 1999-2000	% Change of Fatality Totals From 2000-2001	% Change of Fatality Totals From 2001-2002	% Change of Fatality Totals From 2002-2003	% Change of Fatality Totals From 2003-2004	% Change of Fatality Totals From 2004-2005	% Change of Fatality Totals From 2005-2006	% Change of Fatality Totals From 2006-2007	% Change of Fatality Totals From 2007-2008	% Change of Fatality Totals From 2008-2009
Kansas	384	11	-2	2	10	-15	7	**3**	-7	-2	-7	9	-11	-8	1
Arizona	807	-4	-4	3	4	1	1	**8**	-1	3	2	10	-17	-12	-14
Colorado	465	-4	-1	2	0	9	9	**0**	-14	4	-9	-12	4	-1	-15
Idaho	226	-2	0	2	5	-1	-6	**2**	11	-11	6	-3	-6	-8	-3
Montana	221	-7	33	-11	-7	8	-3	**17**	-3	-13	10	5	5	-17	-3
Nebraska	223	15	3	4	-6	-6	-11	**25**	-5	-13	9	-3	-5	-19	7
Nevada	243	11	0	4	-3	-8	-3	**21**	-3	7	8	1	-13	-13	-25
New Mexico	361	0	0	-12	8	-6	7	**-3**	-2	19	-6	-1	-15	-11	-1
North Dakota	140	15	24	-12	29	-28	22	**-8**	8	-5	23	-10	0	-6	35
Oklahoma	738	15	9	-10	-2	-12	5	**8**	-9	15	4	-5	0	-2	-2
South Dakota	131	11	-15	11	-9	15	-1	**5**	13	-3	-6	3	-24	-17	8
Texas	3071	18	-6	2	-2	7	-1	**2**	0	-3	-4	0	-2	0	-12
Utah	244	-1	14	-4	3	4	-22	**13**	-6	-4	5	2	4	-8	-12
Wyoming	134	-16	-4	12	23	-20	22	**-5**	-6	-1	4	15	-23	6	-16
75mph States Total	7004	6	-1	0	0	2	0	**5**	-2	0	-1	0	-6	-5	-9
U.S. Total	33808	1	0	-1	1	1	1	**2**	0	0	2	-2	-3	-9	-10

Green Cells Indicate the Year that Increased Speed Limits went into effect

TRANSPORT REVIEWS, 1999, VOL. 19, NO. 4, 315–329

Effect of speed limits on speed and safety: a review

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This paper draws on the results of studies conducted around the world on the effect of speed limits on speed and safety. It is observed that, generally, motorists do not adhere to speed limits but instead choose speeds they perceive as acceptably safe. Perceptions of safety are influenced by the environment in which travel takes place such as whether the road is a controlled access facility, the nature of adjoining land use, the geometry of the road and existing weather conditions. The relationship between speed and safety is influenced by factors such as the type of road, driver age and vehicle safety devices. Research shows that speed cannot be linked statistically to the incidence of accidents, although it is statistically significant in accident severity. If speed limits are increased only on controlled-access facilities, while retaining lower speed limits on other facilities, system-wide safety may not be adversely affected. The main benefits of increasing speed limits seem to be in improving their credibility with the public and regaining control of speed behaviour on highways.

1. Introduction

Historically, speed limits have been used for several purposes — to conserve fuel, to reduce noise and to promote road safety. Speed limits were introduced in several countries to conserve fuel during the Oil Embargo of 1973 and are often imposed near churches and hospitals to limit noise. However, the prime purpose of speed limits has always been to promote safety. Do they succeed in this objective? This paper sets out to review past studies that have investigated this issue.

Depending on speed limits to improve road safety relies on the validity of two assumptions: that speed limits reduce speed and reduced speeds lead to improved safety. This review examines the validity of these assumptions in the terms of the many studies that have investigated speed limit compliance and the resulting change in safety.

2. Impact of speed limits on speed

It is known that several factors affect observed speeds on a highway. They may include fixed features of the roadway such as the presence of access control or traffic signals, road alignment, lane width, shoulder width, surrounding land use and the posted speed limit. They may also include features that change from day to day or

Transport Reviews ISSN 0144-1647 print/ISSN 1464-5327 online
http://www.tandf.co.uk/JNLS/trv.htm
http://www.taylorandfrancis.com/JNLS/trv.htm

4. Conclusions

The process of driving is an intrinsically dangerous activity. Motorists depend on the judgement, skill and attentiveness of other drivers for their safety and, therefore, accidents will always occur. However, the total cost that road accidents impose on society is enormous and it is important that accidents be kept as low as possible. Statistics show that the young, and particularly young males, are most at risk with respect to road accidents where speed is a factor. Decisions that affect speed should be made carefully.

The records show that speeds on highways are gradually increasing. At the same time, road safety is improving as vehicles improve, more safety devices are brought into use, better emergency services are developed and roads are made safer. It is also seen that the motoring public does not, generally, adhere to speed limits. As a rule, enforcement has only transitory effects in reducing speed and, if enforcement is increased beyond a level that the public consider reasonable, resistance begins to develop which is directed through political channels and the effects are felt in terms of new legislation or lenient treatment in courts. Thus, speed limits must follow public behaviour but need to fulfil the role of inhibiting excessive speeding.

Speed has a demonstrated negative effect on safety in that it increases the severity of accidents. While it is suspected that speed may also contribute toward the incidence of accidents, there are so many other factors that are also affected by speed, and which simultaneously affect safety, that it is difficult to distinguish the effect of speed on the occurrence of an accident.

International experience suggests that road safety can be improved by vigorous, coordinated safety programmes. In Victoria, fatalities have been halved and injuries reduced by $\sim$40% in 5 years using a coordinated safety programme. Photo speed measurement has allowed them to make more speed measurements without increasing personnel. Road safety is promoted on television and in schools and progress has been made in making speeding socially less acceptable. Several countries report positively on the use of variable message signs that are used to alter traffic speeds in times of congestion, poor visibility or adverse weather conditions.

Freeways, and to a lesser extent divided multilane highways, are much safer facilities to travel on than undivided highways. Higher speeds can be negotiated on these high-order facilities with a greater sense of comfort and security. It is possible that, if speed limits are increased on these high-order facilities while leaving the speed limits unaltered on the other roads, that some traffic may be diverted to the higher speed roads. Raising speed limits selectively in this manner would satisfy the greatest need for an increased speed limit, as demonstrated by increased speeds of the travelling public, and yet maintain low speed limits on the most dangerous roads. It is possible that enforcement resources could then be redirected to other safety-promoting issues. The increased speed limits on freeways and divided multilane highways can be used in publicity campaigns to argue for safer driving behaviour from motorists generally and greater adherence to speed limits in areas where speed control is important.

Differential speed limits among cars and trucks have not been shown to promote road safety. When applied to day and night travel or to distinguish general speed limits in urban versus rural areas, they present a problem of being able to determine exactly when each differential speed limit applies. Day and night are not clearly distinguishable at dawn and dusk. While urban boundaries can be posted, it is difficult to maintain meaningful boundaries when urban areas are growing rapidly.