

Street Legal

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Ignition Interlocks in Kansas



By Karen C. Wittman, KS-TSRP

The Kansas Department of Revenue (KDOR) has set forth the criteria for ignition interlocks in the State of Kansas. (K.S.A. 8-1016) According to the KDOR website, there are only three companies authorized to market their interlock devices in Kansas. They are: LifeSafer Ignition Interlock, Inc.; Smart Start of Kansas, LLC; Consumer Safety Technology, Inc. Licensed dealers and service providers are listed with contact information. (See <http://www.ksrevenue.org/pdf/dmvd-lock.pdf>) At the owner's expense each device is to be calibrated by the service provider installing the equipment at least every 60 days. (K.A.R. 92-56-4(b)(5) and K.S.A. 8-1016(a)(3)) According to a Smart Start service provider, the monthly cost is approximately \$77. There are additional installation and removal fees however. A Smart Start device alerts the user to when the service provider must calibrate the device i.e., when their next appointment is.

Ignition interlock is defined as an electronic device using a microcomputer logic and internal memory and having a breath alcohol analyzer as a major component that interconnects with the ignition and other controls systems of a motor vehicle. The device

measures the breath alcohol concentration of an intended driver to prevent the motor vehicle from being started if the breath alcohol concentration exceeds a preset limit and to deter and record attempts to circumvent or tamper with the device. (K.A.R. 92-56-1(a))

The "alcohol set point" is the predetermined amount of alcohol, when registered by the device, that will lock the ignition and not allow the vehicle to start. (K.A.R. 92-56-1(b)) Although the regulations allow for a 0.06 alcohol set point the actual device is required not to start if a breath concentration of 0.04 is registered. (K.A.R. 92-56-1(b) and K.A.R. 92-56-2(a)(3)(E)) In a Smart Start device a warning will be recorded if the person blows a 0.03 in their attempt to start the vehicle. For Smart Start devices, if alcohol is detected there is a 15 to 20 minute reset before another breath sample can be introduced into the instrument.

Circumvention means an overt, conscious attempt to bypass the ignition interlock device by providing samples other than the natural, unfiltered breath of the driver, starting the vehicle without using the ignition switch or performing any other act intended to start the vehicle without first taking and passing a breath test. Circumvention allows a driver who has an alcohol concentration in excess of the alcohol set point to start the vehicle. (K.A.R. 92-56-1(f)(1-3)) The Smart Start device requires two different ways to get breath into the instrument. One is a hum. This requires the user to blow then hum then blow again. The other is a suck method. The user is required to blow then suck air in then blow again. Both methods require a set time to perform this function. Either method is an attempt to limit the ability of the user to circumvent the device. At the

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time of installation, in some instances users take up to 20-30 minutes to learn how to blow into the device correctly to insure they are able to get their vehicle started.

Every device in Kansas must allow for a “rolling retest”. This is a subsequent breath test that must be conducted according to the preset conditions of the ignition interlock device for a fixed time period and must be completed while the motor vehicle is in operation. Failure to execute a valid retest will cause the vehicle ignition to enter a lockout condition. (K.A.R. 92-56-2(a)(3)(D) and K.A.R. 92-56-1(j))

The device is required to alert the driver with a three-minute warning light that a rolling retest is required. Once the alert is sounded the driver shall have five minutes to complete the retest. The device is to be set up to require a rolling retest after the vehicle has been in operation for at least 10 minutes and retest shall occur at 30 minute intervals. (K.A.R. 92-56-2(a)(3)(I) and K.A.R. 92-56-4(b)(4)) The Smart Start device requires a rolling retest. The retests are very random. There is no way to know when the testing will occur until the warning light comes on or how many times the testing will be requested on any given trip. For example, a 30 minute drive may require testing 1 to 5 times at random intervals.



As a safety feature, the ignition interlock won't turn the motor off, even if the device measures alcohol above the set limit. Since steering shuts down when the engine is turned off, the devices will not shut the engine down. Considering that would be extremely dangerous, this is a good thing. Instead, the ignition interlock records a violation on a data log. In fact, it logs everything that happens with the car. It tracks all attempts to start the vehicle, the breath test results,

and whether the car starts or not. It records the results of all rolling retests and flags any attempt to tamper with the device. (K.S.A. 8-1016(a)(3))

The manufacturer is also to provide an “emergency bypass switch”. This switch allows for the driver to bypass the ignition interlock device in case of an emergency or failure of the device and that places the ignition interlock device in a run state mode so that no test is required when the ignition switch is turned on. The bypass switch can be used once. If used, the event shall be recorded in the event log and the device shall be put into early service status. (K.A.R. 92-56-1(g)) In the Smart Start device, to “activate” this emergency bypass the user must call Smart Start to receive a special access code to enter into the device to activate this feature. Smart Start still requires the user to blow into the device to insure the person is not intoxicated. If the Smart Start bypass is used, the user has 48 hours to get the device to a service provider so they can download data and recertify the device. If the user fails to get to the service provider in 48 hours the car will NOT start under any circumstances.

This will require the service provider to go where the vehicle is located to get the device up and running and clearly cost the user extra fees.

The “lockout” function will prevent the vehicle from starting and the vehicle cannot be operated until serviced by the service provider. (K.A.R. 92-56-1(i)) The device is required to alert the driver the date of when the lockout is to occur. (K.A.R. 92-56-2(a)(3)(H)(iv))

A lockout shall occur within 7 days of any of the following events (K.A.R. 92-56-4(b)(6)):

1. The 60-day calibration and service requirement has been reached.
2. Five or more violations have been recorded.
3. The emergency bypass switch has been used.
4. A hardware failure or evidence of tampering is recorded.
5. The events log has exceeded 90 percent capacity.

The driver restricted to drive a vehicle equipped with an ignition interlock device in the car must keep a copy of the inspection and calibration (cont. pg. 3)

records in the vehicle at all times. (K.A.R. 92-56-4(c)) If a device must be serviced for a lockout resulting in five or more violations, use of the bypass or tampering, the manufacturer must notify KDOR within seven days after the device has been serviced. (K.A.R. 92-56-4(c))

There is a criminal statute that governs tampering or attempting to circumvent the device. It is an "A" misdemeanor to do any of the following (K.S.A. 8-1017):

1. Tamper with the device for the purpose of circumventing it or rendering it inaccurate or inoperative.
2. Requesting or soliciting another to blow into the device or start a motor vehicle equipped with a device for the purpose of providing an operable motor vehicle to a person whose driving privileges have been restricted to driving a car with such device
3. Blow into or start a motor vehicle equipped with the device for the purpose of providing an operable motor vehicle to a person whose driving privileges have been restricted to driving a car with such a device.
4. Operate a vehicle not equipped with an ignition interlock device during the restricted period.

If convicted of this statute KDOR will suspend the person's driving privileges for a period of two years. (K.S.A. 8-1017(c))

To write this article I contacted Smart Start to observe the device in use. I wish to thank Smart Start service providers Tommy Henderson and Aaron Gunderson for showing me the device and a fourth time offender I prosecuted, who happened to be in the shop for his calibration, for allowing me to watch him operate the device to start his vehicle. It was good to see he had the device installed in his car and in the last 30 days he had no violations.



Missouri Refusal Summit: Strategies for getting a Chemical Test and what to do if you can't.

April 17, 2009, Downtown Kansas City, MO

National TSRP Training Program

April 28— 30, St. Louis, MO

DUI Bootcamp for Prosecutors

May 19, Kansas Highway Patrol Academy, Salina

IPTM Symposium on Alcohol and Drug Impaired Driving Enforcement

June 9—11, St. Pete's Beach, FL

SFST Training— 20 hours SFST and 8 hours Drugs that impair driving. KHP Training Center

June 23—26, Sept. 1—4

NAPC Summer Meeting

July 8—11, Orlando, FL

IACP/DRE Annual Training Conference

August 8—10, Little Rock, AR

GHSA Annual Conference

August 30—September 2, Savannah, GA

Impaired Driving Seminar

September 21—22, Wichita, KS

For further information regarding times and location contact Karen Wittman

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Ignition Interlocks: What you should know



The following is an excerpt from *The Century Council Distiller Fighting Drunk Driving & Underage Drinking* centurycouncil.org or tirf.org

In 2007, 60 percent of drivers involved in alcohol-related traffic fatalities, where there is a known alcohol test result for the driver, involved a high Blood Alcohol Concentration (BAC) driver at .15 or above (*NHTSA, 2008*) – an incidence level that has remained relatively unchanged for more than a decade. Furthermore, drivers with a BAC of .15 or higher are 380 times more likely to be involved in a fatal crash than a non-drinking driver (*Zador, 1991*).

Unfortunately, no single tactic alone will solve the complex problem of drunk driving. However, research shows that the alcohol ignition interlock device is effective in preventing drunk driving while installed on the vehicle, and when the device is used in combination with treatment and with other sanctions as appropriate. Research has clearly demonstrated that ignition interlocks are an effective tool to prevent individuals from driving drunk and to reduce the incidence of recidivism (*Voas and Marques, 2003*). Unfortunately, the public is not familiar with ignition interlocks and much of the research regarding the performance of these devices is not well known outside of the traffic safety community.

Where are interlock devices being used?

According to a 2008 report by Richard Roth, Ph.D. (traffic safety researcher, and member of the New Mexico Governor's DWI Leadership team) an estimated 146,000 ignition interlock devices are

installed in vehicles in the United States today, an increase of nearly 48 percent from the estimated 99,000 in 2006 (*Roth, 2008*).

Currently, **47 states and the District of Columbia** have either a **mandatory or discretionary ignition interlock law**. However, of the approximately 1.4 million drunk driving offenders arrested and convicted each year, only 10 percent of convicted DWI drivers ordered to install an interlock device on their vehicle have done so. Furthermore, research shows more than 40 percent of convicted drunk driving offenders fail to complete the terms and conditions of their sentencing. (*Robertson and Simpson, 2003*)

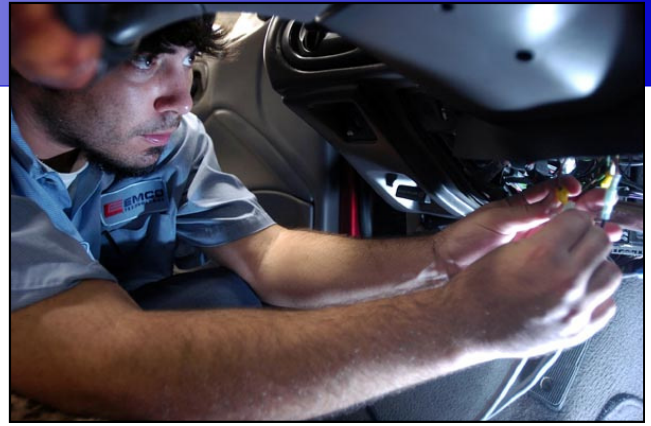
Interlocks are only effective if installed, and many offenders are able to avoid installation and monitoring. This needs to be improved with consistent follow-up to ensure installation and compliance. Much of this may be accomplished with good coordination between courts, licensing agencies, law enforcement, and service providers. Each year an estimated 300,000-400,000 drunk drivers are convicted as repeat offenders. Among this group of hardcore drunk driving offenders the use of interlocks now stands at approximately 25-33 percent. (*Fell, 1995 and 2006*)

How effective are interlock devices?

There have been more than a dozen peer-reviewed studies conducted on the effectiveness of ignition interlock devices in reducing recidivism. Overwhelmingly, the research studies have demonstrated a significant reduction, ranging from 50 percent to 90 percent, in recidivism while the devices are installed. (*Voas and Marques, 2003*) Among repeat offenders, ignition interlock devices are an extremely effective tool in reducing drunk driving. (*Robertson, et al., 2006*)

A study in Maryland among repeat offenders showed a significant reduction in recidivism of 64 percent among these multiple offenders while the interlock was in place (*Beck, et al., 1999*). Furthermore, participants with an interlock in this study had a significantly lower arrest rate for alcohol traffic violations one year after the interlock program. A number of these research studies have also shown significant increases in the rate of recidivism following the removal of the ignition interlock devices (cont. pg. 5)

Ignition Interlocks (Cont.)



the offender's vehicle. (Robertson, et al., 2006) Such increases should not be interpreted to mean the interlock is ineffective. To the contrary, these research findings further demonstrate the effectiveness of the devices by preventing drunk driving offenders from drinking and driving while the interlock is installed. It also clearly demonstrates that these offenders continue to drive, even after their driver's license has been suspended or revoked.

What do offenders think?

Convicted drunk driving offenders support the use of interlocks as a sanction for preventing drunk driving. An unpublished survey by Richard Roth, Ph. D. revealed offenders believe interlocks are a fair sanction that reduced driving after drinking. (Robertson, et al., 2006) A survey among hardcore drunk drivers revealed that 70 percent of convicted high BAC and repeat offenders think ignition interlock devices are an effective deterrent and would have definitely made them stop drinking and driving. (The Century Council, 2007) Additionally, an evaluation of ignition interlock participants in California revealed that 88 percent of offenders claimed the device prevented them from drinking and driving. (DeYoung, 2002)

What does the public think?

The general consensus among the American public is that ignition interlocks prevent drunk driving. A national survey of American adults found that seven out of ten American adults (74 percent) believe ignition interlock devices would be an effective device in reducing repeat drunk driving and 66 percent strongly favor the mandatory use of these devices for all repeat drunk driving offenders. (The Century Council, 2008a)

Recent focus groups among adults with a valid driver's license, found support for the use of ignition interlock devices as a sanction against drunk drivers. Specifically, participants supported requiring interlocks for hardcore drunk drivers, including high BAC and repeat offenders. However, they were not convinced the sanction should be applied to all drunk driving offenders, especially first-time offenders, and they strongly supported judicial discretion in establishing appropriate penalties. (The Century Council, 2008b)

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National Groups Advocate for DWI Courts

The National Association of Drug Court Professionals joins forces in Washington to help reduce hardcore impaired drivers

On Tuesday February 17, 2009 leaders in traffic safety and criminal justice communities gathered on Capitol Hill to make recommendations to Congress on the reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Joining the National Association of Drug Court Professionals (NADCP), The National Center for DWI Courts (a professional services branch of NADCP) and the Century Council, were five national organizations representing judges, prosecutors, defense attorneys and probation officers. The panel of national experts focused its recommendations on measures that would lead to reductions in the number of hardcore, impaired drivers on our nation's roads.

SAFETEA-LU is a reincarnation of the Highway Transportation Bill that provides state allocations for highway funds and traffic safety. The bill is up for reauthorization in October, prompting these leaders to advocate for increased support for strategies that have the greatest effect on curbing impaired driving such as DWI Courts. In the past six years since the bill was last authorized, DWI Courts have emerged as one of the nation's most effective strategies for dealing with our nation's most dangerous impaired drivers, those with a blood alcohol content of 1.5 or above or with a prior conviction.

These drivers are referred to as hardcore, impaired drivers by the National Highway Traffic Safety Administration (NHTSA) are vastly overrepresented in fatal crashes involving alcohol. More than half of the impaired driving fatalities in this country involve hardcore, impaired drivers and today there are 2 million people currently driving with at least three prior DWI convictions.

"Hardcore drunk drivers remain a disproportionately large and growing part of the problem," said Susan Molinari, Chairman of the Century Council. "The fact is DWI cases are among the most complex to adjudicate. Without more Federal



resources to enforce our nation's drunk driving laws in our courtrooms, our national effort to reduce drunk driving is dangerously incomplete." Since 1997 the Century Council has been heavily involved with initiatives to combat hardcore drunk driving. She went on to add "I am honored to be partnering with these prestigious national organizations in issuing these joint SAFETEA-LU reauthorization recommendations."

Across the country there are 532 DWI Courts designed specifically to address hardcore drivers and their addiction. National Association of Drug Court Professionals CEO West Huddleston explained why the number of DWI Courts was growing so rapidly. "Treatment with intensive supervision works with hardcore, impaired driving offenders – and promises better long-term outcomes, through decreased recidivism," said Mr. Huddleston. "With the courts' proven effectiveness and rapid expansion across the country the time has come to expand the reach of DWI Courts and make them available to more Americans in need." (Cont. pg. 8)



National Groups Advocate for DWI Courts (Cont.)

The National Center for DWI Courts is proud to be a part of this collaborative effort to combat impaired driving in this country," said David Wallace, Director of the National Center for DWI Courts. "In renewing SAFETEA-LU with the recommendations presented by the prestigious organizations here today, Congress has an opportunity to stem the tide of impaired driving."

Judge Kent Lawrence, State Court of Athens-Clarke County, Athens, Georgia spoke about the success of DWI Courts and illustrated the need for funding in the reauthorization of SAFETEA-LU. "DWI Courts are changing the mindset of criminal justice professionals and affecting how DWI offenders are handled. We know that conviction, unaccompanied by treatment and accountability, especially in the case of hardcore drivers, is an ineffectual deterrent for the repeat DWI offender."

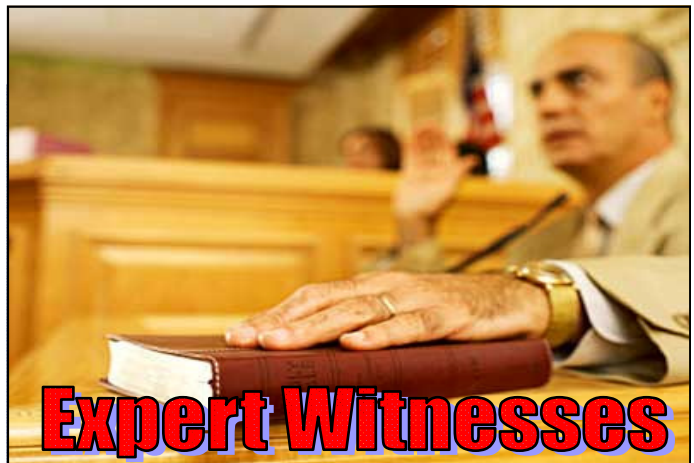
The most compelling evidence of the effectiveness of DWI Courts came when a recent graduate from Judge Lawrence's DWI Court stood before the audience and told her story of alcohol addiction, arrest and restoration: **"I stand here today grateful for the opportunity I had to go to DWI Court. When I entered the DWI Court program I had lost everything in my life I cared about. I had lost control. DWI Court gave me my life back and I am proud to stand here today and tell you that since graduating DWI Court I have remained alcohol free and I have my life back."** She added that since graduating has been reunited with her children and is currently teaching pre-school in Georgia.

The NADCP, NCDC and The Century Council were joined at the event by the American and Parole Association, The National District Attorneys Association, The National Association of Prosecutor coordinators, The National Judicial College and The National Partnership on Alcohol Misuse and Crime.

The partnership jointly issued the following recommendations to Congress:

- Expansion of and increased funding for DWI courts and intermediate probation responses that do not require judicial action
- Funding of full time traffic safety resource prosecutors in every state and territory

- Mandatory assessments on hardcore drunk drivers so judges can tailor conditions of bail and sentences to each offender
- Comprehensive and frequent trainings for judges, prosecutors, law enforcement officers, and probation and parole officials
- Increased communication among state and local agencies to improve DWI adjudication
- Increased state look-back periods for repeat offenses to a minimum of 10 years
- Develop statewide tracking and reporting systems so offenders can be tracked from arrest through conviction and sentence completion
- Provide funding to enhance probation's ability to effectively respond to hardcore drunk driving through training, knowledge, and technical assistance.



If any prosecutor is faced with a defense expert, please contact Karen Wittman as soon as you get notice of their pending appearance. Information can be quickly obtained on these "experts" from contacts outside the state. Prior transcripts, resumes, and other invaluable information is usually received. Recently a request was made for an expert out of the State of Wisconsin. The information received was forwarded on to the Kansas prosecutor. This kind of information can be GREAT so that you can be thoroughly prepared. Contact Karen Wittman

785.230.1106 or kstsrp@gmail.com

Are You Looking Jurors Squarely in the Eyes?

By Elliott Wilcox

Elliott Wilcox publishes Trial Tips Newsletter

The fewer obstructions between you and your jurors, the more persuasive you will be. Yet many trial lawyers purposely place an obstacle between themselves and their jurors. That obstacle? Their notes.

Here's the slippery slope your notes create: The more notes you bring with you to the lectern, the more you will depend upon them. The more you depend on your notes, the less eye contact you will have with your jurors. The less eye contact you have with the jurors, the less persuasive you will be.

Rather than bring copious notes to the lectern, try to bring no more than a one page outline with you. Write out the main bullet points of your arguments, rather than word-for-word arguments, and you'll force yourself to spend more time talking with your jury. Your goal is to use an outline, not a script. It's okay to read quotations, it's okay to read snippets of testimony, but please, don't read your argument!

Here are a few tips you can use to minimize the amount of notes you bring to the lectern:

Use visual aids instead of an outline. If you use posters or computer images to help the jury follow your closing argument, you can embed your notes directly into your presentation. Let's say you have three posters for closing argument, one for each of the three elements you need to prove. You can use the posters to remind you what point you should argue next.

Add secret messages on your flipchart. If you are using a flipchart, you can write notes to yourself on the flipchart. If you write the notes in pencil, your jurors will never see your notes. You can quickly glance at your handwritten note while explaining the flipchart to the jury, and they'll never know you're reading from your notes.

Use Presentation Mode in PowerPoint. In presentation mode, your laptop projects images onto two different monitors: the projection screen and your laptop monitor. The jury only sees the images projected on the big screen. You, however, see a completely different image on your laptop screen.



On that screen, you can type in whatever reminders you need, so you appear to be presenting without benefit of notes.

Embed secret images into your PowerPoint slides. You can also add secret to your PowerPoint slides. In the bottom left hand corner of your slide, create a text box and type a few bullet points. Use a simple font like Arial, and change the font size to 8 points. At that size, most jurors won't even see the text. Their eyes will be focused on your larger text, and won't look down at your hidden message.

Use bullet points. Rather than use an entire script of notes, condense your arguments to single bullet points. Try to use fewer than seven words to describe each of your argument points. With only a few words written for each point, you'll be forced to take your eyes off the paper and look at your jurors.

No matter which technique you use, endeavor to become less dependent upon your notes. Eliminate the barriers between you and your jurors, and you'll make more frequent eye contact with your jurors. The more eye contact you make with them, the more persuasive you'll be.

Sign up today for your free subscription and a copy of his special report: "The Ten Critical Mistakes Trial Lawyers Make (and how to avoid them)," at TrialTheater.com

Road Debris



To charge someone with attempting to flee and eluding, the officer must be in uniform displaying the badge of office, and the officer must be in a fully marked patrol car with lights and siren on; anything less than this, the person cannot be charged with eluding. (See K.S.A. 8-2117)



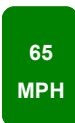
Traffic court can only hear traffic offenses involving a child 14 or more years old, so if you have a child who is 13 and driving, it must go through juvenile court. (See K.S.A. 8-2117)



To determine if something is a moving violation you must refer to the Kansas Administrative Regulations, specifically K.A.R. 92-52-9. This regulation lists all things that are considered "moving violations."



If a person is carrying a load that extends more than 3 feet in front of the vehicle or 4 feet behind their vehicle they are required to have special lighting, or at the very least red flags that are not less than 12 inches square marking the load. (See K.S.A. 8-1905 and 8-1715)



If a person is driving under the speed limit, they cannot receive a ticket unless evidence showing they were impeding the normal and reasonable movement of traffic is met (this clearly doesn't mean that when a reduction in speed is required for the safe operation of the vehicle) (See K.S.A. 8-1561)



Head lamps must be on any time from sunset to sunrise, at any other time when due to insufficient light or unfavorable atmospheric conditions (smoke/fog) or when windshield wipers are in continuous use because of snow, sleet or rain. (K.S.A. 8-1703)



A person operating a motorcycle cannot carry packages, bundles, or other articles that would prohibit them from keeping both hands on the handlebars. (K.S.A. 8-1594)



A driver cannot drive over unprotected hoses of a fire department without the consent of the fire department official in command. (K.S.A. 8-1582)



A "traffic control device" is defined as all signs, signals, markings and devices placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating warning or guiding traffic. (See K.S.A. 8-1442 and AG Opinion 90-126)



A commercial driver may not enter into a diversion agreement in lieu of further criminal proceedings that would prevent such driver's conviction for any violation, in any type of motor vehicle, of a state or local traffic control law, except a parking violation, from appearing on the driver's record, whether the driver was convicted for an offense committed in the state where the driver is licensed or another state. (See K.S.A. 8-2,150 and AG Opinion 03-32)



Woman Blows .72

JANUARY 10--In what may be the most extreme drunk driving case ever, an Oregon woman was arrested last month with a .72 blood alcohol level, nine times the state's legal limit. Terri Comer, 42, was arrested after she was discovered unconscious in her car, which sheriff's deputies found running and in a snow bank on a highway in Klamath County at 11:30 a.m. on December 28. After breaking a car window, rescuers removed the comatose Comer from her Toyota and transported her to a local hospital, where a blood draw revealed the .72 BAC. She was reportedly hospitalized for a day before being released. As seen in a police photo, Comer's vehicle came to a stop about 50 feet in front of one of those portable traffic signs reminding motorists not to drink and drive.

To see more photos go to:
<http://www.thesmokinggun.com/archive/years/2008/0110084dui1.html>

From the Fast Lane by Karen Wittman KS-TSRP

My training is FREE
Contact Karen Wittman
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ktsrtp@gmail.com



The Kansas Legislature this session passed and the governor signed on March 27, 2009 a bill that will allow for a graduated licensing system for our Kansas youth. Kansas has finally joined a majority of states that wish to protect its' young people. Currently 47 states have similar schemes.

James Hanni, executive vice president for AAA-Kansas Region, indicated a study done by AAA Foundation for Traffic Safety found states with four components of effective GDL systems reduced fatal crashes by 21 percent and injury crashes by 36 percent. In the first year that Florida's GDL system became effective, the Insurance Institute found that the number of fatal and injurious crashes involving 15-, 16- and 17-year olds dropped 9 percent. Other GDL states see similar results. In neighboring states where GDL has not been adopted, there has been no decrease in teen death and injury rates from collisions.



So what does Kansas GDL consist of? Here is a breakdown:

Instruction Permit: Minimum age 14 years old. An adult at least 21 years old must accompany the permit holder while driving. The permit can be suspended or revoked like any other DL.

Farm Permit: At least 14 years old. If under 16 years of age, can drive while going to or from or in connection with any farm job, employment or other farm related work; on days while school is in session, over the most direct and accessible route between the licensee's residence and school of enrollment for the purposes of school attendance. May drive at any time when accompanied by an adult. For a period of SIX MONTHS, a farm permit issued shall entitle a licensee who is at least 16 years of age to drive from 5 a.m. to 9 p.m.; while going to or from or in connection with any farm job, employment or

farm related work; while going to or from authorized school activities; or at any time when accompanied by an adult. After the six months (16 ½ years old) if they have complied with all requirements they can drive without any restrictions.

Restricted License: Must be at least 15 years old. Must have held an instruction permit for at least one year and completed at least 25 hours of supervised driving, must have completed an approved course in driver training. While under the age of 16, they may drive to or from or in connection with any job, employment or farm related work, on days while school is in session, over the most direct and accessible route between the licensee's residence and school of enrollment for the purposes of school attendance. They may drive at any time when accompanied by an adult. Prior to reaching the age of 16, someone with a restricted license must have completed another 25 hours of supervised driving, of the 50 hours required, 10 must be at night. For a period of SIX MONTHS, a restricted license issued shall entitle a licensee who is at least 16 years of age to drive from 5 a.m. to 9 p.m.; while going to or from or in connection with any job, employment or farm related work; while going to or from authorized school activities; or at any time when accompanied by an adult.

Full licensure: After the six months (16 ½ years old) if they have complied with all requirements they can drive without any restrictions.

Other restrictions:

Minor Passengers: No non-sibling minor passengers are allowed in the car if the driver has a restricted license or a farm permit and they are younger than 16 years old. If they are 16 years old they may have one passenger younger than 18 who is not a member of the drivers immediate family. At 16½ there is no limit to the number of individuals in the vehicle.

Cell Phones: Any driver holding an instruction permit, farm permit or restricted license cannot operate a wireless communication device while driving except to report illegal activity or to summon emergency help. This scheme will become effect in January 1, 2010. Congratulations Kansas, Job Well Done!!