



City Of Eudora, Kansas

Mayor Scott Hopson

**TESTIMONY
BEFORE SENATE TRANSPORTATION COMMITTEE
REGARDING HOUSE BILL 2556
RELATING TO THE SAFETY COORIDOR ACT**

February 13th, 2012

Mr. Chairman and Committee Members:

I am Scott Hopson, Mayor of the City of Eudora. As Mayor, I am pleased to provide testimony in support of House Bill 2556.

On Saturday, April 16th, 2011, the community of Eudora experienced a tragedy. On that day a car headed eastbound on the Church Street exit careened into a minivan headed westbound on K-10. This tragedy resulted in two deaths and three serious injuries. One of the serious injuries included a 23 month old child and one of the deaths was a five year old boy. Needless to say, a significant loss was felt by our community.

Three days later I mailed a letter to Governor Brownback requesting that the Secretary of Transportation begin working with us to install wire barriers in the median of K-10 from Lawrence to I-435. What began as a tragedy for our community evolved into a regional effort dedicated to improving the safety of motorists that travel K-10. Members from the following organizations participated on the K-10 committee commissioned by the Governor:

- Overland Park
- Lawrence
- Lenexa

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- Olathe
- Johnson County
- Douglas County
- Eudora
- De Soto
- Kansas Highway Patrol
- Kansas Department of Transportation
- Kansas University
- State Senator Tom Holland

As you can see by the list of organizations that participated in this effort, our tragedy in Eudora turned into a regional effort by all major entities responsible for safety on K-10, to take measurable action to improve the safety of motorists.

As a co-chairman of the K-10 committee my priorities were two-fold. First, are there any infrastructure related improvements that can be made to improve the safety of motorist's on K-10? Second, what other measures can be taken to keep drivers on K-10 as safe as possible?

Following several months of deliberation by the K-10 committee, the solution to the first question was answered by a commitment from KDOT to install cable barriers along portions of K-10 highway.

The answer to the second question, however, will be deliberated by your committee today. As stated previously, what other measures can be taken to keep drivers on Kansas highways as safe as possible? The reason this question is important is that we all realize individual driving practices are of ultimate importance to avoiding the tragedy our community experienced.

Here are the reasons that I believe passing House Bill 2556 will improve the safety of Kansas drivers:

- First, other states that have adopted safety corridors like New Mexico, New Jersey, and Virginia have experienced a decline in total crashes after adopting safety corridor legislation.
- Second, drivers will be alerted through use of roadway signage that fines are increased in safety corridors and hopefully become more aware of the speed they are traveling.
- Third, fees collected from fines within the safety corridor will be used for enhanced enforcement, signage, and education which will hopefully reduce vehicle crashes.

It is for these reasons that I support House Bill 2556 and request that thoughtful deliberation take place regarding the benefits of this legislation. I also wish to thank the dedicated staff from KDOT including Jerry Younger and Clay Adams for staffing the K-10 committee.

Thank you for the opportunity to appear before the committee today. I would be happy to answer question at the appropriate time.