



**TESTIMONY  
BEFORE SENATE TRANSPORTATION COMMITTEE  
REGARDING SENATE BILL 342  
RELATING TO THE SAFETY COORIDOR ACT**

**February 1<sup>st</sup>, 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 Senate Bill 342.

On Saturday, April 16<sup>th</sup>, 2011, the community of Eudora experienced a tragedy. On that day a car headed westbound on the Church Street exit careened into a minivan headed eastbound 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

- 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.

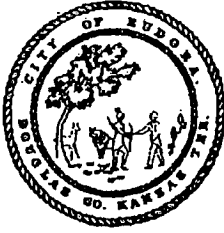
The answer to the second question, however, will be deliberated by your committee today. As stated previously, what other measures can be taken to keep drivers on Kansas highways as safe as possible? The reason this question is important is that we all realize individual driving practices are of ultimate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

Here are the reasons that I believe passing Senate Bill 342 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 Senate Bill 342 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. In addition, I wish to thank Senator Tom Holland for participating in the committee and ensuring the interests and safety of Eudora residents is given a high priority.

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



## City Of Eudora, Kansas

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April 19<sup>th</sup>, 2011

Governor Sam Brownback  
Kansas State Capital  
300 SW 10<sup>th</sup> Ave, Ste. 241S  
Topeka, Kansa  
66612

Governor Brownback,

It is with urgency that I am writing this letter to you seeking assistance resolving an issue of safety for the citizens of Eudora. Last week on Saturday, April 16<sup>th</sup>, our community experienced a tragedy. At approximately 3:00 in the afternoon a car headed westbound on the Church Street exit careened into a minivan headed eastbound on K-10. The car traveled through the grassy median unobstructed or delayed by any barrier. This tragedy resulted in two deaths and three serious injuries. One of the deaths was a five year old child from a family with long ties to our City. One of the serious injuries included a 23 month old child that is now suspected to have cracked her vertebrae and remains hospitalized.

We have been told that KDOT has resisted placing wire barriers in the median at this stretch of road because the benefit cost ratio completed in 2009 determined that these barriers were not warranted due to the low numbers of accidents or deaths in the area. I can tell you now that the death toll on this stretch of road has exceeded our community's benefit cost ratio and that we request barriers be installed immediately.

I am requesting that you direct the Secretary of Transportation to immediately begin work to install wire barriers in the median of K-10 from Lawrence to I-435. Please act to work with us so that these tragedies can be minimized. Two families and a community have already been hurt as a result of an accident that may have been prevented if more safety precautions had been taken on this area of road. I request a response be sent within four weeks to our City Administrator, John Harrenstein, who can be contacted at 785-542-4111 or at [caeudora@sunflower.com](mailto:caeudora@sunflower.com).

Sincerely,

Scott Hopson  
Mayor, Eudora

Cc: Representative Anthony Brown  
Senator Tom Holland  
Secretary of Transportation, Deborah Miller  
KDOT Area Engineer, Earl Bosak  
Eudora City Council

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(785)-542-4111

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