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**Testimony to the House Transportation Committee  
In Support of HB2556: Safety Corridor Program**

February 14, 2012

Chairman Hayzlett and Committee Members,

The Kansas Association of Chiefs of Police, the Kansas Sheriffs Association, and the Kansas Peace Officers Association support HB2556. This bill was put together with a working group representing law enforcement, traffic safety engineers, KDOT, traffic safety advocates, local government representatives and others. It is a well thought out plan to address sections of Kansas highways with a high accident rate. It is a program utilizing signage, public information/education, increased enforcement, and increased fines. The additional fine money is intended to go back into the operation of the safety zones as provided in this bill. This will allow KDOT to support the cost of signage, public education, and increased patrols through overtime grants without placing any burden on the general fund and minimizing the impact on local budgets. In effect this will funnel part of the increased fine money back to the local support in the efforts to reduce accidents, injuries and fatalities in these areas. Such a funding assistance mechanism will assist local governments to better address these traffic safety needs while minimizing diversion of resources from other public safety functions. Of course, local governments have also indicated their willingness to support the additional enforcement through their normal local resources as well.

Experience has shown us a direct correlation between additional law enforcement presence and enforcement to the reduction of hazardous violations and reducing the frequency and severity of resulting accidents. The program is designed to create the safety corridors based on statistical data in a manner that will permit the designation of safety corridors in all parts of the state as needed. A review process is also included for removal of the safety corridor designation when it is no longer justified.

We believe this program provides the appropriate tools to make a significant positive impact on highway safety in these areas of high concern. We strongly urge you to recommend this bill favorably for passage.

Ed Klumpp

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