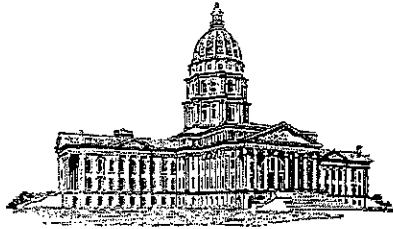


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JOHN BRADFORD
40TH DISTRICT

Testimony in Support of House Bill 2450

The current speed limit on rural stretches of Kansas interstate highways, as well as segments of two U.S. routes is currently 75 miles per hour. This speed limit was established by the Kansas Legislature in 2011.

House Bill 2450 seeks to increase this speed limit to 80 miles per hour on the same routes mentioned above. The primary rationale for this is that the normal traffic flow on these routes is currently driving at 80 miles per hour and higher, up to and sometimes exceeding 90 miles per hour.

An individual driving the posted speed limit today is a hazard to the smooth flowing of traffic on the designated routes. Although the law states that slow traffic should use the far right lane, they seldom do and neither is that law enforced by the highway patrol. Increasing the posted limit to 80 miles per hour will provide a legal and safety incentive for slower drivers to use the far right lanes.

Kansas has some of the best, if not the best highways in the United States. Prior to 1957, there were no speed limits on Kansas highways. The term "Reasonable and Prudent" was used.

The history of speed limits in Kansas is shown here:

- 1957 – Speed limit was changed to 70 mph daytime/60 mph night time
- 1974 – 55 mph
- 1987 – 70 mph
- 2011 – 75 mph

A comparison of states with higher speed limits is shown here:

- 13 - Number of states with 75 mph limits
- 7 - Number of states with 80 mph limits
- 1 - Number of states with 85 mph limits

(Data provided by Insurance Institute for Highway Safety)

Based on an informal assessment of traffic speeds over this past summer, observations indicate the following speeds are practical reality on the specified routes:

- Passenger Autos range from 75-85 mph
- Fleet Semi-Trucks are governed and range between 65-75 mph
- Independent Semi-Trucks (Private owned) are ungoverned ranging from 70-85

A speed zone or speed limit is intended to assign a reasonable and safe speed limit along a section of roadway based on an engineering study. Understanding that most motorists can be relied upon to drive in a reasonable manner, traffic laws that reflect the behavior of the majority of motorists have been found to be successful, while those that arbitrarily restrict most motorists seldom bring about the desired results. It is a common misconception that lower speed limits will result in lower traffic speeds, fewer crashes, and increased safety. In reality, the potential for crashes is more a function of speed variation in the traffic stream, than on absolute speed. The purpose of a speed study is to identify that speed at which the speed variation will be least.

All states and most local agencies use the 85th percentile speed of off-peak, free flowing traffic as the principle factor in establishing speed limits. The 85th percentile speed is the speed at which 85 percent of the traffic travels at or below and generally indicates the safest operating speed for motorists based on roadway conditions. Other factors that are considered include crash history, roadway geometry, parking, pedestrians, curves, adjacent development and engineering judgment. Application of this practice results in realistic speed limits, increased compliance and respect for all regulatory signing, minimized antagonism toward law enforcement which results from "speed traps", and most importantly, safety. On the contrary, unrealistic speed limits (too high or too low) make the behavior of the majority unlawful, maximize antagonism toward law enforcement, create a bad image for a community, and increase the potential for crashes.

In conclusion, the State General Fund is not dependent upon moneys from traffic fines given on the open highways of Kansas. As most automobiles and also most semi-trucks are already driving and/or exceeding the proposed 80 mile per hour speed limit, it is only rational to change the law and legalize 80 miles per hour as our official speed limit on routes specified above.

I ask for your support in favorable passage of House Bill 2450.

John Bradford
 Kansas State Representative, District 40
 913-683-0871

ATTACHMENT A

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Sam Brownback, Governor

FOR IMMEDIATE RELEASE

11-059

June 21, 2011

For more information, contact: Steve Swartz, (785) 296-3585, cell (785) 221-5615; stevesw@ksdot.org; or Chris Herrick, 785-296-2252

Kansas routes designated for 75 mph speed limit

The speed limit on rural stretches of Kansas interstate highways, as well as segments of two U.S. routes, will be boosted to 75 miles per hour.

The 75-mph routes include:

- **I-70** from the Colorado state line to just west of Topeka in Shawnee County.
- **I-135** from a half-mile north of the 85th Street interchange in Harvey County to I-70 near Salina.
- **I-35** from U.S. 50 just east of Emporia to a mile east of the Sunflower/Edgerton Interchange in Johnson County.
- **U.S. 81** from I-70 near Salina north to K-106.
- **U.S. 69** from just six-tenths of a mile north of the north junction of U.S. 54 in Bourbon County to the 199th Street Interchange in Johnson County.
- The **Kansas Turnpike** from the Oklahoma state line to K-7 in Wyandotte County.

The new maximum speed limit was passed by the 2011 Legislature, authorizing the Secretary of Transportation to consider any separated, multilane highway for the new speed limit. All of the routes chosen for the increased speed limit are freeways, which have controlled access and interchanges. No expressways, which have at-grade intersections with cross traffic, were selected. A total of 807 miles of roadway will have the 75-mph speed limit.

"These routes were selected by a task force made up of KDOT representatives and the Kansas Highway Patrol. The Kansas Turnpike Authority has also approved the speed limit changes," said Chris Herrick, director of KDOT's Division of Planning and Development and a member of the task force.

"We considered a number of factors, such as traffic volumes, crash history and roadway geometrics, to determine where to raise the limit. We will continue to monitor these routes under the new speed limit and consider whether it makes sense to increase the maximum speed on other highways."

Among the other factors considered were whether the road was in a rural or urban

area, the amount of commuter traffic it carries and the speed limit in surrounding states.

KDOT will begin the process of affixing aluminum overlays with the new 75-mph speed limit to the existing 70-mph signs on Thursday, June 30. However, it will not be legal to travel at 75-mph until the new law takes effect on July 1. Starting the process a day before the law takes effect will allow KDOT crews to have most, if not all, of the signs updated before the start of the holiday travel weekend.

###

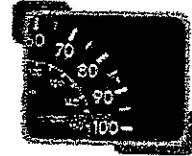
This information can be made available in alternative accessible formats upon request.

For information about obtaining an alternative format, contact the Bureau of Transportation Information, 700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice)/Hearing Impaired – 711.

Click below to connect to KDOT's Social Networks:



ATTACHMENT B



been the responsibility of states, except for the period of 1973-1994. During that period, states enacted mandatory speed limit ceilings on interstate highways and similar limited access roads. The maximum Speed Limit.

Maximum Speed Limit in 1995. Since then, 34 states have raised speed limits on a portion of their roadway systems.

Speed limits for cars and trucks. Speed limits may vary depending on the type of roadway. Some states apply different speed limits to the same type of roadway. In some states, the nighttime and daytime speed limits are different as well. For both urban and rural interstates, as well as other limited access roads.

mandated by law. These are noted in the footnotes.

Additional data on speed limit laws other than what is presented here. For more information, contact the Highway Safety Office.

Learn More About Speeding

[Issue Brief](#)

[Work Zone Speed Laws](#)

[Survey of the States:
Speeding and Aggressive
Driving](#)
Published 2012

State	Rural Interstates		Urban Interstates		Other Limited Access Roads	
	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)
Alabama	70	70	65	65	65	65
Alaska ¹	55	55	55	55	55	55
Arizona	75	75	65	65	65	65
Arkansas	70	70	60	60	65	65
California	70	55	65	55	70	55
Colorado	75	75	65	65	65	65
Connecticut	65	65	55	55	65	65
Delaware	55	55	55	55	65	65
D.C.	N/A	N/A	55	55	N/A	N/A
Florida	70	70	65	65	70	70
Georgia	70	70	55	55	65	65
	Georgia 'Super Speeder Law' adds on \$200 in state fees for any driver convicted of speeding at ≥ 76 on any two-lane roads or ≥ 85 on multiple lane roads anywhere in the state.					
Guam	Guam does not have any interstates. The maximum speed limits for cars and trucks are: 35 in rural area; 15 in residential areas; and 15 or 25 in school zones.					
Hawaii	60	60	60	60	55	55
Idaho	75; 80 on specified segments	70	75; 80 on specified segments	65	70	70
Illinois	70	70	55	55	65	55
Indiana	70	65	55	55	60	60
Iowa	70	70	55	55	65	65
Kansas	75	75	70	70	70	70
Kentucky	65	65	65	65	65	65
	70 on specific segments based on an engineering and traffic investigation					
Louisiana	75	75	70	70	70	70

Maine	75	75	75	75	75	75
					Two limited access highways are posted at 55.	
Maryland	70	70	70	70	70	70
Massachusetts	65	65	65	65	65	65
Michigan	70	60; 55 if speed limit for cars is <70	70	60; 55 if speed limit for cars is <70	70	60; 55 if speed limit for cars is <70
Minnesota	70	70	55; 60 or 65	55; 60 or 65	65	65
Mississippi	70	70	70	70	70	70
Missouri	70	70	60	60	65	65
Montana	80	65	65	65	day: 70 night: 65	day: 70 night: 65
Nebraska	75	75	65	65	65	65
Nevada	80	80	65	65	70	70
New Hampshire	65; 70 on specified segments	65; 70 on specified segments	65	65	55	55
New Jersey	65	65	55	55	65	65
New Mexico	75	75	65	65	60-70	60-70
New York	65	65	55	55	55	55
			Except for certain designated highways			
North Carolina	70	70	70	70	70	70
North Dakota	75	75	75	75	4-lane: 70; other: 65	4-lane: 70; other: 65
	<75 on some rural Interstates					
Northern Mariana Islands	None	None	45	25	None	None
Ohio	70	70	65	65	70	70
Oklahoma	75	75	70	70	70	70
Oregon	65	55	55	55	55	55
			60 in some sections; can be changed from 55 to 60 for cars.			
Pennsylvania	65	65	65	65	65	65
	70 on specific segments based on an engineering and traffic investigation (eff. 1/23/14)					
Rhode Island ²	65	65	55	55	55	55
South Carolina	70	70	70	70	55	55
South Dakota	80	80	80	80	70	70
Tennessee	70	70	70	70	70	70
Texas	75; 60 or 85 on specified segments	75; 80 or 85 on specified segments	75	75	75	75
Utah	75; 80 on specified segments	75; 80 on specified segments	65; 70 on specified segments	65; 70 on specified segments	75	75
Vermont	65	65	55	55	50	50
Virgin Islands	40	40	55	55	20	20
Virginia	70	70	70	70	65	65
Washington	70	60	60	60	60	60
West Virginia ³	70	70	60 or 65	60 or 65	65	65
Wisconsin	65	65	65	65	65	65

Wyoming

75; 80 on specified segments

75; 80 on specified segments

85

65

on select Interstate routes is by engineering investigation and case by case, not automatic or default.
but by state traffic commission.

not set by law, but by the Commissioner of the Division of Highways.

y Safety (IHS) and State Highway Safety Offices.

e is for general information purposes only and is not to be considered legal authority. For clarification on any law,
Safety Office.

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ATTACHMENT C

Speed

Speeding makes crashes more likely and more likely to be deadly.

Speed limits

August 2015

The following table lists the speed limits for various types of roads in the 50 states and the District of Columbia. If a state has different speed limits for commercial trucks, they are listed separately.

In many states, the maximum speed limit that state or local authorities can establish depends on whether the road is a rural or urban interstate, a noninterstate limited-access highway, or another type of road. Limited-access highways are multiple-lane roads with restricted access via exit and entrance ramps, rather than intersections. The limited-access highways that make up the national interstate highway system are divided into urban and rural sections, based on population density figures from the U.S. Census Bureau. The designations may be adjusted by state and local governments to reflect planning and other issues.

Speed limits have traditionally been the responsibility of the states. In the mid-1970s, however, Congress established a national maximum speed limit by withholding highway funds from states that maintained speed limits greater than 55 mph. The requirement was loosened for rural interstates in 1987 and completely repealed in 1995. As of today, 41 states have speed limits of 70 mph or higher on some portion of their roadway systems.

Table Map: maximum posted daytime speed limits on rural interstates

State	Rural interstates (mph)	Urban interstates (mph)	Other limited access roads (mph)	Other roads (mph)
Alabama	70	65	65	65
Alaska	65	55	65	55
Arizona	75	65	65	65 trucks: 65
Arkansas	70	65 ¹	65 ¹	65 ¹
California	70; trucks: 55	65 trucks: 55	70 trucks: 55	65 trucks: 55
Colorado	75	65	65	65
Connecticut	65	55	65	55
Delaware	65	55	65	55
District of Columbia	n/a	55	n/a	25

Florida	70	65	70	65
Georgia	70	70	65	65
Hawaii	60 ²	60 ²	55 ²	45 ²
Idaho	75; 80 on specified segments of road ³ trucks: 70	75; 80 on specified segments of road ³ trucks: 65	70	70
Illinois	70 ⁴	55	65	55
Indiana	70; trucks: 65	55	60	55
Iowa	70	55	70	65
Kansas	75	75	75	65
Kentucky	65; 70 on specified segments of road ⁵	65	65	55
Louisiana	75	70	70	65
Maine	75	75	75	60
Maryland	70 (effective, October 1, 2015)	70 (effective, October 1, 2015)	70 (effective, October 1, 2015)	55
Massachusetts	65	65	65	55
Michigan	70 (trucks 60); <70 (trucks 55)	65	70	55
Minnesota	70	65	65	60
Mississippi	70	70	70	65
Missouri	70	60	70	65
Montana	80 (effective, October 1, 2015) trucks: 65	65	day: 70; night: 65	day: 70; night: 65
Nebraska	75	65	65	60
Nevada	80 (effective, October 1, 2015)	65	70	70
New Hampshire	65; 70 on specified segments of road ⁶	65	55	55
New Jersey	65	55	65	55
New Mexico	75	75	65	55
New York	65	65	65	55

North Carolina	70	70	70	55
North Dakota	75	75	70	65
Ohio	70	65	70	55
Oklahoma	75	70	70	70
Oregon	65; 70 on specified segments of road trucks: 55; 65 on specified segments of road (effective, March 1, 2016)	55	65	65
Pennsylvania	70	70	70	55
Rhode Island	65	55	55	55
South Carolina	70	70	60	55
South Dakota	80	80 ⁷	70	70
Tennessee	70	70	70	65
Texas	75; 80 or 65 on specified segment of road ⁸	75	75	75
Utah	75; 80 on specified segments of road ⁹	65	75	65
Vermont	65	55	50	50
Virginia	70	70	65	55
Washington	70; 75 on specified segments of road ¹⁰ (effective August 2015) trucks: 60	60	60	60
West Virginia	70	55	65	55
Wisconsin	70	70	70	55
Wyoming	75; 80 on specified segments of road ¹¹	75; 80 on specified segments of road ¹¹	70	70

¹ In Arkansas, the speed limit may be raised on particular two-lane or four-lane highways to 65 mph if based on traffic and engineering studies.

² In Hawaii, the maximum speed limit is established by county ordinance or by the director of transportation.

³ In Idaho, the speed limit may be increased to 80 mph on specific segments of highway on the basis of an engineering and traffic investigation.

⁴ The Illinois law allows Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair and Will Counties to opt-out by

adopting an ordinance that sets a lower maximum speed limit, empowering counties to make adjustments based on their own local needs. These counties have a maximum large truck speed limit of 60 mph outside of urban districts and 55 mph inside urban districts.

⁵ In Kentucky, the speed limit may be increased to 70 mph on specific segments of highway on the basis of an engineering and traffic investigation.

⁶ 2013 New Hampshire House Bill 146 raised the speed limit from 65 to 70 mph on the portion of I-93 from mile marker 45 to the Vermont border.

⁷ The Transportation Commission may establish a maximum speed limit of less than 80 upon any highway or portion of highway under the jurisdiction of the Department of Transportation, and any portion of highway under the jurisdiction of a state or federal agency.

⁸ Sections of I-10 and I-20 in West Texas and sections of Highway 45 in Travis County have a speed limit for passenger cars and light trucks of 80 mph. Speed limits of up to 85 mph may be established if the highway is originally constructed and designed to accommodate the higher speed and it has been determined by an engineering study to be reasonable and safe. State Highway 130 (portions toll) has a posted limit of 85 mph.

⁹ In Utah, the speed limit may be increased beyond 75 mph on any freeway or limited access highway on the basis of an engineering and traffic investigation. The highest posted limit in Utah is currently 80mph.

¹⁰ In Washington State, maximum speed limits on highways or portions of highways may be posted as high as 75 mph if based on a traffic and engineering study, effective August 2015.

¹¹ In Wyoming, the speed limit may be increased to 80 mph on specific segments of highway on the basis of an engineering and traffic investigation.

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