

February 13, 2025
House Committee on Transportation

HB2220
Position: Proponent
Written Only
Sherri Grogan

Chairman Francis and members of the committee,

My name is Sherri Grogan, a citizen who lives in rural Leavenworth County. I am in support of the proposed legislation and encourage you to use this opportunity to provide the same flexibility to counties by amending the bill should it be worked.

There have been several situations in Leavenworth County where road construction projects have shut down roads and created the need for detour routes. Citizens living on the gravel road detour routes experienced significant dust due to drought conditions and speeding drivers. The reduced visibility presented a safety hazard.

KS statute regulates speed on gravel roads at 55 mph. It would be helpful for counties to have the flexibility to reduce the speed limit without a traffic engineering study.

There were attempts to get the county to temporarily reduce the speed limit during the construction period; however, the speed limit was not reduced. The county stated they would not be able to reduce the speed limit because it required a traffic engineering study and they did not have the funds to do so.

Proposed amendment could be to modify (h):

(h) Local authorities who have jurisdiction over county or township highways *or rural roads* may determine, based on an engineering and traffic investigation or without an engineering and traffic investigation, the proper maximum speed for such county or township highways *or rural roads* and shall declare a reasonable and safe maximum limit thereon which that may be greater or less than the maximum speed permitted under this act, except that in no event shall any local authority establish any such maximum limit in excess of 65 miles per hour; or

(f) Local authorities in their respective jurisdictions may establish the speed limit within a road construction zone *or on detour routes*, as defined in K.S.A. 8-1458a, and amendments thereto, upon any highway *or county road* under the jurisdiction of such local authorities.

Or, another option could be a new subsection specific to county roads and detour routes.

In summary, I wanted to bring this to your attention. Giving the counties the option to reduce the speed limit, especially on detour routes, can improve safety and reduce costs for the county.

Sincerely,

Sherri Grogan