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Final Report

ANALYSIS OF RURAL INTERSECTION ACCIDENTS CAUSED BY STOP SIGN VIOLATION AND FAILURE TO YIELD THE RIGHT-OF-WAY

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| 16. Abstract <p>The objectives of this study were 1) to identify the factors that contribute to accidents caused by failure to stop and failure to yield the right-of-way at rural two-way stop-controlled intersections on the state highway system, and 2) to determine what traffic control devices or other measures could be effective in reducing the frequency of these accidents. The results of this study (and previous studies) suggest that disregard for Stop signs and other traffic control devices is not the primary cause of accidents at rural two-way stop controlled intersections. The majority of the accidents appear to be due to drivers who enter the major roadway and do not (or cannot) accelerate quickly enough to avoid being struck by major roadway vehicles. This would suggest that drivers on the minor roadway either did not see oncoming vehicles or failed to accurately estimate the speeds of oncoming vehicles on the major roadway. On the basis of these conclusions, the following general recommendations are put forth for the department's consideration. 1) The Department should continue to follow its current signing practices on the minor roadway approaches of rural intersections. 2) In the case of rural two-way stop controlled intersections where accident histories indicate characteristics similar to those reported in this study, the Department should consider implementing signing treatments directed at reducing the speeds of motorists' on the major roadway in the vicinity of the intersection. The treatments evaluated by Lyles (1980) provide a useful starting point for identifying appropriate treatments.</p> | | | | | |
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**Analysis of Rural Intersection Accidents Caused by Stop Sign
Violation and Failure to Yield the Right-of-Way**

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PREFACE

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TABLE OF CONTENTS

| | |
|---------------------------------------------------------------|----|
| PREFACE | ii |
| NOTICE | ii |
| DISCLAIMER | ii |
| INTRODUCTION | 1 |
| STUDY OBJECTIVES | 1 |
| LITERATURE REVIEW | 1 |
| ANALYSIS OF FAILURE-TO-YIELD ACCIDENTS IN KANSAS | 5 |
| Database Development | 6 |
| Identification of Preliminary Study Sites | 10 |
| Review of Accident Reports for the Preliminary Sample | 11 |
| Field Studies at the Preliminary Study Sites | 14 |
| Identification of Study Sites for the Second Sample | 17 |
| Review of Accident Reports for the Second Sample | 18 |
| CONCLUSIONS AND RECOMMENDATIONS | 28 |
| Conclusions | 28 |
| Recommendations | 31 |
| BIBLIOGRAPHY | 32 |
| APPENDIX: PHOTOS OF PRELIMINARY STUDY SITES | 34 |

List of Tables

| | |
|--------------------------------------------------------------------------------------------------|----|
| Table 1 Summary of Characteristics for Rural Intersection Angle-Collision Accidents | 9 |
| Table 2 Summary of Preliminary Intersection Study Sites | 10 |
| Table 3 Accident Report Summaries for the Preliminary Study Sites | 12 |
| Table 4 Accident Report Summaries for the Intersection of U054 and 119th W. | 20 |
| Table 5 Accident Report Summaries for the Intersection of U050 and Schulman Ave. | 21 |
| Table 6 Accident Report Summaries for the Intersection of K61 and E. 43rd Ave. | 22 |
| Table 7 Accident Report Summaries for the Intersection of K68 and Old K. C. Road | 23 |
| Table 8 Accident Report Summaries for the Intersection of U160 and C3 | 24 |
| Table 9 Accident Report Summaries for the Intersection of U050 and K156 | 25 |
| Table 10 Accident Report Summaries for the Intersection of U069 and K126 | 26 |
| Table 11 Contributing Circumstance Codes (Driver) | 27 |

List of Figures

| | |
|-----------------------------------------------------------------|----|
| Figure 1 Sign Treatments Evaluated by Lyles (1980) | 30 |
|-----------------------------------------------------------------|----|

INTRODUCTION

Accidents caused by drivers who fail to stop, or fail to yield the right-of-way to cross traffic after stopping, are becoming increasingly frequent at some rural intersections on the state highway system. Due to the relatively high speed of the cross traffic, accidents caused by failure to stop or failure to yield the right-of-way can be severe. These accidents continue to occur even though the traffic control devices in place at rural highway intersections meet or exceed the requirements set forth in the Manual on Uniform Traffic Control Devices (MUTCD). There is a need to identify the causes of these accidents and to determine what traffic control devices or other measures could be effective in reducing their frequency and severity.

STUDY OBJECTIVES

The objectives of this study were 1) to identify the factors that contribute to accidents caused by failure to stop and failure to yield the right-of-way at rural two-way stop-controlled intersections on the state highway system, and 2) to determine what traffic control devices or other measures could be effective in reducing the frequency of these accidents.

LITERATURE REVIEW

A number of studies have been conducted to identify the factors that might affect accidents at two-way stop controlled intersections. While several previous studies have shown that stop sign violation rates decrease with increasing traffic volumes on the major (uncontrolled) roadway, there is considerable evidence that suggests that accident frequency is not correlated with stop sign violation rates. In short, the results of many previous studies suggest that accidents at two-way stop controlled intersections are more closely related to driver error, such as failure to accurately judge the speed of major roadway vehicles, than to roadway geometry, sight distance and driver compliance with traffic control devices.

A summary of the findings from previous research efforts in this area is provided below.

Picha et al. (1996) conducted laboratory and field studies to determine ways to improve two-way stop-controlled (TWSC) intersections that either experience high/severe crash frequencies or driver confusion concerning right-of-way conditions. Based on the results of their study, Picha et al. (1996) formulated several general guidelines concerning traffic control devices at TWSC intersections. With regards to TWSC intersections, Picha et al. (1996) suggested that the existence of any one of the following seven conditions may be indicative of a location where drivers may misinterpret a TWSC intersection as being a four-way stop-controlled intersection.

- 1) The intersection of two single-jurisdictional roadways in a rural or isolated area.
- 2) Average daily volumes on all approaches are similar but not large enough to warrant the use of a traffic signal (volumes of 5,000 to 10,000 ADT).
- 3) A rate of four traffic conflicts (one or both drivers take evasive action to avoid a collision) for every 1000 vehicles.
- 4) Right-angle crash frequency of three or more per year.
- 5) A system of roadway intersections that are not consistent with respect to traffic control schemes.
- 6) Similar, high speeds (greater than 80 km/h) on all approaches.
- 7) Similar cross-sectional elements (number of lanes, width, etc) on all approaches.

If one of these conditions is met, Picha et al. (1996) recommend adding the supplemental sign "CROSS TRAFFIC DOES NOT STOP" with the two-way arrow.

Kalakota et al. (1994) studied variations in accidents as a function of geometric variables. The following summarizes their findings concerning variations in accident rates.

- 1) An increase in average daily traffic is the most significant factor in increasing the number of injury and fatality accidents at signalized intersections.

- 2) Nonsignalized intersections with higher posted speed limits (50 to 55 mph) are prone to more accidents than comparable low speed intersections.
- 3) The wider the pavement, the fewer the accidents.
- 4) Shoulder width is not a significant factor in accidents on curves.

Jarvis et al. (1990) assessed the effectiveness of yellow bar markings as a speed-reducing device for drivers on approaches to isolated rural intersections. In their study, Jarvis et al. placed 30 yellow bar markings beginning 35 m from the stop bar of the study intersection approaches. They found that the yellow bar markings significantly reduced driver speeds. Reduction in driver approach speed reached a maximum at 200 m from the stop (50 m after the beginning of the markings). The maximum reductions varied from three to five km/h. However, the researchers suggested that the greatest benefit of the markings was to increase driver awareness, rather than directly causing drivers to reduce speed.

Solomon (1974) studied the relationships between factors affecting the accident rates on major rural highways. The most relevant findings of the study are:

- 1) The greater the difference in speed of a vehicle relative to the average roadway speed, the greater the chance of that vehicle being in an accident.
- 2) Local drivers tended to have higher accident rates than other drivers.
- 3) Passenger cars with low horsepower had higher involvement rates in accidents, possibly due to low acceleration capability.
- 4) Nearly half of all accidents were either rear-end collisions or same-direction sideswipes.
- 5) The proportion of angle collisions was highest at low speeds (less than 25 mph).
- 6) Drivers of older cars were more likely to be involved in an accident than drivers of newer vehicles.

Zaidel et al. (1986) studied the effectiveness of transverse paint stripes and similarly placed rumble

strips in inducing drivers to decrease speed and stop at intersections. They found that either application, rumble strips or paint stripes, had positive effects on driver behavior. The primary change in driver behavior attributed to the paint stripes was an increase in the percentage of drivers that stopped. In the before condition, 79 percent of the drivers made a complete stop, 11 percent made a rolling stop, and 10 percent did not stop. After application of the paint stripe treatment, 85 percent stopped, 7 percent rolled through, and 8 percent did not stop. The main effect of the rumble strips was a reduction in driver speeds. Specifically, intersection approach speeds were reduced by an average of 40 percent following the application of the rumble strips .

Stockton et al. (1981) have proposed criteria for the application of two-way Stop, Yield, and No Control at low-volume intersections. The researchers determined that intersection geometry does not play a significant role in either safety or operational considerations for choosing between control type (Stop, Yield, or No Control). However, major road volume did significantly affect accident potential at low-volume intersections and should be included in the criteria for determining the appropriate type of traffic control device. Stockton et al. (1981) also concluded that sight distance had no significant effect on accidents, as long as the sight distance was based on the "safe approach speed" of 10 mph recommended by the MUTCD for stop signs.

Mounce (1981) reports that the data from 2,830 observations at 66 intersections indicate that 1) the Stop sign violation rate decreases with increasing major roadway volume, 2) the violation rate is significantly higher when sight distance is unrestricted than it is when sight distance is restricted, and 3) there is no correlation between stop sign violation rates and accidents.

Mounce (1981) concluded that the operational effectiveness of low volume intersections could be enhanced without negatively affecting intersection safety by the application of no sign control when major roadway volumes are less than 2000 vpd, application of Yield sign control at major roadway volumes between 2000 - 5000 vpd, and, depending on minor roadway volume, application of Stop sign control or signalization when major roadway volumes exceed 5000 vpd.

Gattis (1995) has studied the effectiveness of supplemental signing for stop signs. The researchers performed the study by 1) reviewing the literature on the topic of supplemental signs that display the general message "CROSS TRAFFIC DOES NOT STOP," 2) mailing out a survey to identify agencies that use supplemental signing on stop signs, and 3) surveying state and local highway officials concerning the effectiveness of supplemental signing for stop signs. Over 300 traffic officials responded to the survey.

Gattis (1995) concluded that the "CROSS TRAFFIC DOES NOT STOP" type of supplemental signing should be used on a limited basis. It should be in place at locations where there are repeated occurrences of possible misunderstandings regarding the assignment of intersection right of way. Otherwise, drivers may expect the sign at all two-way stop-controlled intersections.

Gattis (1995) cites a study by Pietrucha et al. that addressed the question of why drivers violate stop controls. Using data from field studies of 142 urban sites over 528 hours of observation, Pietrucha et al. found a 67.6 percent stop sign violation rate. Over a third of the drivers who violated the Stop sign stated they did so because cross-street volumes were low. Gattis notes that Pietrucha et al. reported that for major roadway volumes under 6000 vehicles per day, Stop sign violation rates decreased with increasing traffic volumes on the major roadway. Mounce (1981) reports similar results.

Chalupnik, in a 1998 study of the use of traffic control at low volume intersections in Minnesota, reports findings very similar to those of Stockton et al. (1981) and Mounce (1981). Specifically, Chalupnik found that for high speed, rural intersections, the type of control (Stop, Yield, and no control) has no appreciable effect on accident rates.

ANALYSIS OF FAILURE-TO-YIELD ACCIDENTS IN KANSAS

The analysis of accidents resulting from failure to yield the right-of-way at rural two-way stop controlled intersections in Kansas was accomplished by 1) developing a database containing

information concerning roadway characteristics, environmental conditions, contributing circumstances, traffic control and driver and vehicle characteristics for angle-collision motor vehicle accidents that occurred at rural state highway system intersections for the period 1994-1996, 2) selecting a preliminary sample of two-way stop controlled rural intersections with accidents attributable to failure-to-yield the right-of-way, 3) reviewing the accident reports for the intersections in the preliminary sample, and 4) conducting field studies at the intersections in the preliminary sample.

The results from the preliminary sample provided the basis for the design and implementation of a second sample of intersections that would permit a more comprehensive assessment of the problem. The second sample differed from the preliminary sample in that it included contributory factors in addition to "failure to yield the right-of-way". The consideration of factors other than "failure to yield the right-of-way" was deemed important as this allowed for possible errors in reporting the cause(s) of the intersection accidents. The basic study tasks are described in detail in the following subsections of this report.

Database Development

The data used in this study were extracted from four data files provided by the Kansas Department of Transportation, Bureau of Transportation Planning. These files contained information concerning roadway characteristics, environmental conditions, driver and environmental circumstances that may have contributed to the accidents (contributing circumstances), traffic control and driver and vehicle characteristics for 1710 angle-collision motor vehicle accidents that occurred at rural state highway system intersections during the period 1994-1996.

The information in the file containing data concerning the driver, vehicle, roadway and environmental factors that may have contributed to the accidents was used as the basis for merging selected elements of the four databases into a single, master database. The master database included only those accidents for which "contributing circumstances" data were

available. This database contained information for a total of 1462 angle-collision motor vehicle accidents that occurred at rural state highway system intersections during the period 1994-1996. The following information concerning the most frequently cited driver actions that may have contributed to the accidents was extracted from the master data file. Note that failure to yield the right-of-way and driver inattention were cited as contributing factors in a substantial number of rural intersection angle-collision accidents.

| <u>Driver Action</u> | <u>Percent of Accidents</u> |
|---------------------------------------------------|-----------------------------|
| <i>Failed to Yield Right-of-Way</i> | 42.1% |
| <i>Failed to Give Full Attention</i> | 32.8% |
| <i>Disregarded Signs, Signals, Markings</i> | 8.8% |

The master database was used to create a third file that contained information on angle-collision accidents at two-way stop controlled rural intersections where “failure to yield the right-of-way” was reported as a contributing factor. This file contained information on 134 angle-collision accidents for the period 1994-1996.

Table 1 provides a comparison of the characteristics of angle-collision accidents at all rural intersections and angle-collision accidents attributable to “failure to yield the right-of-way” at two-way stop controlled rural intersections. The following observations concerning the information in Table 1 are relevant to objectives of this study.

- 1) The total number of accidents and the number of fail-to-yield accidents increased between 1994 and 1995.
- 2) Adverse weather or lighting conditions do not appear to be significant contributing factors in angle-collision accidents at rural intersections. The highest percent of total accidents and fail-to-yield accidents occurred during daylight hours between 12 noon and 6 pm. Likewise, roughly 85% of total accidents and

fail-to-yield accidents occurred during "clear" weather conditions (i.e., no adverse weather conditions were cited).

- 3) The percentage of fail-to-yield accidents that occurred on a Saturday is higher than the comparable percent for all accidents. The prevalence of fail-to-yield accidents on Saturdays could indicate that fail-to-yield accidents are related to trip purposes.
- 4) Fail-to-yield accidents were most prevalent during the summer months. In the case of all accidents, the highest accident frequencies were observed during the months of October through December.

Table 1. Summary of Characteristics for Rural Intersection Angle-Collision Accidents (1994-1996).

| Characteristic | All Accidents ^a | | Fail-to-Yield Accidents ^b | |
|---------------------------|----------------------------|---------|--------------------------------------|---------|
| | Number | Percent | Number | Percent |
| Year | | | | |
| 1994 | 489 | 28.6 | 41 | 30.6 |
| 1995 | 597 | 34.9 | 47 | 35.1 |
| 1996 | 624 | 36.5 | 46 | 34.3 |
| Time of Day | | | | |
| 00:00 - 06:00 | 48 | 2.8 | 4 | 3.0 |
| 06:01 - 12:00 | 505 | 29.6 | 42 | 31.6 |
| 12:01 - 18:00 | 837 | 49.1 | 69 | 51.9 |
| 18:01 - 24:00 | 314 | 18.4 | 18 | 13.5 |
| Day of Week | | | | |
| Monday | 219 | 12.8 | 14 | 10.4 |
| Tuesday | 232 | 13.6 | 16 | 11.9 |
| Wednesday | 234 | 13.7 | 23 | 17.2 |
| Thursday | 256 | 15.0 | 24 | 17.9 |
| Friday | 307 | 18.0 | 21 | 15.7 |
| Saturday | 255 | 14.9 | 23 | 17.2 |
| Sunday | 207 | 12.1 | 13 | 9.7 |
| Quarter of Year | | | | |
| January - March | 331 | 19.4 | 32 | 23.9 |
| April - June | 452 | 26.4 | 31 | 23.1 |
| July - September | 446 | 26.1 | 39 | 29.1 |
| October - December | 481 | 28.1 | 32 | 23.9 |
| Weather Conditions | | | | |
| No Adverse Conditions | 1489 | 87.1 | 113 | 84.3 |
| Rain | 113 | 6.6 | 10 | 7.5 |
| Snow/Sleet/Freezing Rain | 40 | 2.3 | 4 | 3.0 |
| Fog | 38 | 2.2 | 4 | 3.0 |
| Strong Winds | 21 | 1.2 | 3 | 2.2 |
| Not Reported | 9 | 0.5 | - | - |
| Light Conditions | | | | |
| Daylight | 1328 | 77.7 | 102 | 76.1 |
| Dawn/Dusk | 84 | 4.9 | 8 | 5.9 |
| Dark | 284 | 16.6 | 23 | 17.2 |
| Not Reported | 14 | 0.8 | 1 | 0.7 |

^a All angle-collision accidents for which "contributing circumstances" data were available for the period 1994-96 (1462 accidents).

^b Angle-collision accidents at two-way stop controlled intersections where "fail-to-yield" was reported as a contributing factor for the period 1994-96 (134 accidents).

Identification of Preliminary Study Sites

Intersection accident frequencies were tabulated for the 134 angle-collision accidents that occurred at two-way stop controlled rural intersections where “failure to yield the right-of-way” was reported as a contributing factor. A preliminary sample of 10 intersections that experienced more than one accident during the analysis period (1994-96) was selected for preliminary, exploratory analyses. The 10 intersections selected for the preliminary analyses were intended to represent a cross-section of locations and roadway types. Table 2 provides a listing of the intersections selected for the preliminary analyses. Note that over 50% of the intersections selected are not isolated rural intersections. However, because the objective of this study was to identify contributing factors in fail-to-yield accidents, the inclusion of sites with more than one accident was considered to be important regardless of the location of the intersection.

Table 2. Summary of Preliminary Intersection Study Sites.

| Intersection Approach ^a | | Number of “Fail To Yield” Accidents (1994-96) | Location (County) |
|-------------------------------------|----------------------------------------|--------------------------------------------------|-------------------|
| On Route (Uncontrolled Approach) | At Route (Stop Controlled Approach) | | |
| K015 | Clifton | 2 | Sedgwick |
| K042 | 263 rd | 2 | Sedgwick |
| K061 | 43 rd | 2 | Reno |
| K196 | K254 | 2 | Butler |
| U024 | K014 | 2 | Mitchell |
| U036 | M Street | 2 | Republic |
| U056 | Industrial | 2 | Johnson |
| U081 | 79 th Street | 2 | Sedgwick |
| K263 | Angela | 3 | Miami |
| K015 | K018 (W. Jct.) | 2 | Dickinson |

^a Intersection approach identification follows the CANSYS database “On Route/At Route” notation. “On route” denotes the highway on which the accident occurred. “At route” denotes the intersecting roadway.

Review of Accident Reports for the Preliminary Sample

The initial task in analyzing the preliminary sample of intersections was to obtain and review the individual intersection accident reports. Table 3 provides a summary of selected information extracted from the accident reports. The following general observations can be made concerning the information summarized in Table 3.

- 1) Over 75% of the accidents occurred during daylight conditions.
- 2) 29% of all drivers involved in the accidents at the preliminary study sites were 60 years of age or older.
- 3) 38% of all drivers involved in the accidents at the preliminary study sites were 20 years of age or younger.
- 4) 60% of the accidents involved drivers attempting a left-turn maneuver onto the major roadway.
- 5) Only two accidents involved minor roadway drivers who failed to stop before entering the intersection.
- 6) 76% of the accidents at the study sites involved situations where vehicles on the major roadway hit vehicles entering the intersection from the minor roadway.

Table 3. Accident Report Summaries for the Preliminary Study Sites.

| Intersection Approach | | Accident Report Number | Time of Accident | Age of Drivers ^a | Accident Description |
|----------------------------------|-------------------------------------|------------------------------------|------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On Route (Uncontrolled Approach) | At Route (Stop Controlled Approach) | | | | |
| K015 | Clifton | 1. 199500310830 2. 199600466180 | 1440 1550 | 28/50 25/43 | 1. Driver stopped at Stop sign on EB approach. Attempted <i>left turn</i> onto K-15 and was hit by SB veh on K-15. 2. Driver stopped at Stop sign on EB approach. Attempted <i>left turn</i> onto K-15 and was hit by SB veh on K-15. |
| K042 | 263 rd | 1. 199500476880 2. 199500641200 | 1630 1540 | 37/43/52 84/18 | 1. Driver ran the Stop sign on SB approach. Attempted SB <i>crossing maneuver</i> and was broad-sided by EB veh on K-42. Driver subsequently spun into a third veh stopped at NB approach of 263 rd . 2. Driver stopped at Stop sign on NB approach. Attempted <i>left turn</i> onto K-42 and was hit by EB veh on K-42. |
| K061 | 43 rd | 1. 199400300890 2. 199400539450 | 1640 1100 | 38/18 56/51 | 1. Driver attempted EB <i>crossing maneuver</i> on 43 rd and was hit by NB veh on K-16. 2. Driver stopped at Stop sign. Attempted EB <i>crossing maneuver</i> on 43 rd and hit NB veh on K-16. |
| K196 | K254 | 1. 199500201270 2. 199500201260 | 0930 1105 | 69/19 55/38 | 1. Driver stopped at Stop sign on SB approach. Attempted <i>left turn</i> onto K-254 and was hit by WB veh on K-254. 2. Driver stopped at Stop sign on SB approach. Attempted <i>left turn</i> onto K-254 and was hit by WB veh on K-254. |
| U024 | K014 | 1. 199400526230 2. 199600590270 | 2230 1130 | 77/24 82/39 | 1. Driver stopped at Stop sign. Attempted NB <i>crossing maneuver</i> and was hit by WB veh on K-24. 2. Driver stopped at Stop sign. Attempted SB <i>crossing maneuver</i> and hit EB veh on K-24. |
| U036 | M Street | 1. 199400433730 2. 199600726170 | 1705 1440 | 37/39 88/61 | 1. Driver stopped at Stop sign on SB approach. Attempted <i>left turn</i> onto US-36 and was hit by WB veh on US-36. 2. Driver stopped at Stop sign on SB approach. Attempted <i>left turn</i> onto US-36 and hit EB veh on US-36. |

Table 3. (Cont.)

| Intersection Approach | | Accident Report Number | Time of Accident | Age of Drivers ^a | Accident Description |
|----------------------------------|-------------------------------------|-------------------------------------------------------|----------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On Route (Uncontrolled Approach) | At Route (Stop Controlled Approach) | | | | |
| U056 | Industrial | 1. 199400281230 2. 199600135720 | 1425 1905 | 56/27 NA/39 | 1. Driver stopped at Stop sign on NB approach. Attempted <i>left turn</i> onto US-56 and was hit by EB veh on US-56. 2. Driver ran the Stop sign on NB approach and hit EB veh on US-56. Driver fled the scene. |
| U081 | 79 th Street | 1. 199400399100 2. 199500069250 | 2030 0930 | 54/52 29/68 | 1. Driver stopped at Stop sign on EB approach. Attempted <i>left turn</i> onto US-81 and hit NB veh on US-81. 2. Driver stopped at Stop sign on EB approach. Attempted <i>left turn</i> onto US-81 and was hit by SB veh on US-81 |
| K263 | Angela | 1. 199500485110 2. 199600107680 3. 199600598080 | 2230 1900 0745 | 16/18 18/40 34/16/28 | 1. Driver stopped at Stop sign. Attempted <i>SB crossing maneuver</i> and was hit by EB veh on K-263. 2. Driver stopped at Stop sign on NB approach. Attempted <i>left turn</i> onto K-263 and was hit by EB veh on K-263. 3. Driver stopped at Stop sign on NB approach. Attempted <i>left turn</i> onto K-263 and was hit by WB veh on K-263. WB veh subsequently struck a third veh stopped on SB approach of Angela. |
| K015 | K018 (W. Jct.) | 1. 199400135490 2. 199600036910 | 1635 1615 | 34/26 61/65 | 1. Driver stopped at Stop sign on NB approach. Attempted <i>NB crossing maneuver</i> and was hit by WB veh on K-18. 2. Driver stopped at Stop sign on NB approach. Attempted <i>NB crossing maneuver</i> and was hit by WB veh on K-18. |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

The review of the preliminary study site accident reports suggests that many fail-to-yield accidents may be due to the inability of drivers entering the intersection from minor roadways to accurately judge the speed of vehicles on the major roadway. The failure of drivers to allow sufficient time to accelerate to major roadway speed is particularly critical in left-turn maneuvers from the minor (Stop-controlled) roadway. This inability to judge speeds may be a function of the driver's age. Young, inexperienced drivers (38% of the drivers at the preliminary study sites) and older drivers (29% of the drivers at the preliminary study sites) may be particularly prone to misjudge the speeds of oncoming vehicles.

Field Studies at the Preliminary Study Sites

Field studies were conducted at each of the preliminary study sites to identify any intersection-specific conditions that may have contributed to the fail-to-yield accidents. Photographs of the study sites are provided in the Appendix of this report. A description of the conditions observed at the study sites is provided below.

K-15 and Clifton

Clifton is a two-lane residential collector with a posted speed limit of 30 mph. K-15 is a four-lane divided highway with a posted speed of 50 mph. The intersection is just south of the intersection of K-15 and MacArthur in far southeast Wichita. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles attempting left-turns from Clifton onto K-15. The intersection is a "T" intersection with good sight distance on all approaches to the intersection (see Photo 1, Appendix).

K-42 and 263rd Street West

The minor roadway (263rd Street) is a two-lane rural arterial street with a posted speed of 55 mph. K-42 is a two-lane state highway with a posted speed of 55 mph. The intersection is just north of the

city of Viola in southwest Sedgwick County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. One accident involved a vehicle attempting a left-turn from 263rd onto K-42. The second accident involved a vehicle attempting a south bound crossing maneuver on 263rd. The intersection is a skewed intersection with 263rd running north and south and K-42 running northeast and southwest. There is a convenience store in the northeast quadrant of the intersection but sight distances appear to be adequate (see Photo 2).

K-61 and 43rd Avenue

The minor roadway (43rd Avenue) is a two-lane rural collector highway with a posted speed of 55 mph. K-61 is a two-lane state highway with a posted speed of 55 mph. The intersection is just north of the city of Hutchinson in Reno County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles attempting crossing maneuvers on 43rd Avenue. K-61 has a gentle grade through the intersection but sight distances appear adequate on all approaches to the intersection (see Photo 3).

K-196 and K-254

The intersection of K-196 and K-254 is a "T" intersection just west of the city of El Dorado in Butler County. In 1995, the intersection experienced two fail-to-yield accidents. At that time the intersection was an at-grade intersection. Sometime after 1995 the intersection was reconstructed and is now a grade separated intersection. As a result, no site visit/investigation was possible.

US-24 and K-14

The intersection of US-24 and K-14 is located just north of the city of Beloit in Mitchell County. Both roadways have posted speed limits of 45 mph. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles on K-14 (Stop controlled) attempting to cross US-24. US-24 has a slight grade through the intersection but sight distance is good on all four approaches to the intersection (see Photo 4).

US-36 and M Street

The intersection of US-36 and M Street is a "T" intersection on the southern edge of the city of Belleville in Republic County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles on M Street (Stop controlled) attempting to make a left turn onto US-36. There is considerable "visual clutter" (signs, utility poles, etc.) along US-36, but sight distances appear to be adequate (see Photo 5).

US-56 and Industrial

The intersection of US-56 and Industrial is a "T" intersection on the eastern edge of the city of Gardner, Johnson County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles on Industrial (Stop controlled) attempting to make a left turn onto US-56. The posted speed on US-56 is 50 mph. Industrial has a posted speed of 35 mph. Industrial intersects US-56 on a long horizontal curve, but sight distances appear to be adequate on all approaches to the intersection (see Photo 6).

US-81 and 79th Street

The intersection of US-81 and 79th Street is located south of Wichita in Sedgwick County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both accidents involved vehicles on 79th Street (Stop controlled) attempting to make a left turn onto US-81. The posted speed on US-81 is 50 mph and 79th Street has a posted speed of 35 mph. There are utility poles and large trees along the western edge of US-81, but sight distances appear to be adequate on all approaches to the intersection (see Photo 7).

K-263 and Angela

The intersection of K-263 and Angela is located in the city of Paola in Miami County. The

intersection experienced three fail-to-yield accidents during the period 1994-1996. Two of the accidents involved vehicles on Angela (Stop controlled) attempting to make a left turn onto K-263. The third accident involved a vehicle on Angela (Stop controlled) attempting to cross K-263. The posted speed on K-263 is 45 mph. Angela has a posted speed of 30 mph. Angela is basically a driveway serving commercial activities on both sides of K-263. Sight distances appear to be adequate on all approaches to the intersection (see Photo 8).

K-15 and K-18 (W. Jct.)

The intersection of K-15 and K-18 is an isolated rural intersection in Dickinson County. The intersection experienced two fail-to-yield accidents during the period 1994-1996. Both of the accidents involved vehicles on K-15 (Stop controlled) attempting to cross K-18. The posted speed on both roadways is 55 mph. K-15 intersects K-18 near the crest of a long vertical curve and sight distance to the west of K-15 may be restricted (see Photo 9). It should be noted, however, that both accidents involved westbound vehicles on K-18 (i.e., vehicles approaching the crest of the vertical curve on K-18).

Identification of Study Sites for the Second Sample

The second sample of intersections was drawn from a list of high accident frequency locations (HAFL) provided by the KDOT, Bureau of Traffic Engineering. As noted earlier in this report, the intent of the second sample was to broaden the investigation to include contributing circumstances in addition to "failure to yield the right-of-way." The original intent was to examine 10 HAFL locations. However, due to recent intersection improvement projects at several of the intended study sites, the sample was reduced to seven intersections. The seven intersections in the second sample are listed below.

1. US 54 and 119th W. (Sedgwick County).

2. US 50 and Schulman (Finney County).
3. K 61 and E. 43rd St. (Reno County).
4. K 68 and Old KC Rd. (Miami County).
5. US 160 and C3 (Cowley County).
6. US 50 and K 156 (Finney County).
7. US 69 and K 126 (Crawford County).

Review of Accident Reports for the Second Sample

Tables 4 through 10 provide summaries of key information extracted from the intersection accident reports for the intersections in the second sample. Note that each of the intersections in the second sample experienced at least 10 accidents during the analysis period. The following observations concerning the study objectives can be drawn from the information presented in Tables 4 - 10.

- 1) Eighty-seven (87) percent of the accidents were attributed to drivers failing to yield the right-of-way.
- 2) For the accidents attributed to failure to yield the right-of-way, 15% involved drivers 20 years of age or younger. Sixteen percent involved drivers 60 years of age or older. While these percentages are substantially lower than those observed in the preliminary sample, there still appears to be a relatively high percentage (over 30%) of "fail to yield" accidents that involve younger and older drivers.
- 3) Seventy-nine (79) percent of the accidents occurred during daylight hours.
- 4) Eight-eight (88) percent of the accidents involved situations where vehicles on the major roadway collided with vehicles entering the intersection from the minor roadway.
- 5) Twenty-seven (27) percent of the accidents involved vehicles attempting a left turn from the

minor roadway. Note that this is substantially lower than the comparable percentage observed in the preliminary sample (in the preliminary sample, 60% of the accidents involved left-turning vehicles).

- 6) Only 11 % of the accidents involved situations where the accident report explicitly stated that the offending driver failed to stop at the intersection.

Table 4. Accident Report Summaries for the Intersection of U054 and 119th W.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|----------------------|------------------------|------------------|------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| U054 | 119 th W. | 1. 199400398890 | 0015 | D-02 | 20/ | Driver SB on 119 th ran a stop sign and was struck by WB vehicle on U054 |
| U054 | 119 th W. | 2. 199400639060 | 1115 | D-16 | 63/75 | Driver was attempting a left turn onto 119 th and turned in front of an oncoming vehicle. |
| U054 | 119 th W. | 3. 199400117670 | 1250 | D-16, D-03 | 16/26 | Driver SB on 119 th , failed to yield at intersection of 119 th and 54 and struck EB vehicle on 54 |
| U054 | 119 th W. | 4. 199400261700 | 0840 | D-03 | 46/34 | Driver NB on 119 th pulled out from stop sign in front of W.B. vehicle on U054. |
| U054 | 119 th W. | 5. 199400249600 | 2205 | D-03 | 51/49 | Driver EB on U054 failing to yield, turned left in front of vehicle WB |
| U054 | 119 th W. | 6. 199500475300 | 2050 | D-03, D-16 | 70/25 | Driver EB on U054 failing to yield, turned left in front of vehicle WB |
| U054 | 119 th W. | 7. 199500475320 | 1600 | D-03 | 19/25 | Driver SB on 119 th failed to yield at the intersection and hit WB vehicle on U054 |
| U054 | 119 th W. | 8. 199500225220 | 0815 | D-03 | 32/32 | Driver WB on U054 failing to yield, turned left onto 119 th in front of EB vehicle and was struck |
| U054 | 119 th W. | 9. 199500435130 | 1505 | D-03 | 16/16 | Driver EB on U054 failing to yield, turned left onto 119 th and was struck by a vehicle WB on U054 |
| U054 | 119 th W. | 10. 199500437240 | 1625 | D-03, D-16 | 25/18 | Driver WB on U054 failing to yield, turned in front of vehicle EB on U054 |
| U054 | 119 th W. | 11. 199500647800 | 1900 | D-16 | 20/25 | Driver failed to yield and attempted a left turn onto 119 th , and was struck by EB vehicle on U054 |
| U054 | 119 th W. | 12. 199500247050 | 1702 | D-07, D-16 | 36/17 | Driver failed to yield and attempted a left turn onto 119 th , and was struck by vehicle EB on U054 |
| U054 | 119 th W. | 13. 199500717600 | 1630 | D-03, D-16 | 22/29 | Driver NB on 119 th failed to yield at stop sign and was hit by vehicle EB on U054 |
| U054 | 119 th W. | 14. 199500719580 | 1535 | D-03 | 66/33 | Driver making a left turn onto 119 th failed to yield right of way and was struck by a vehicle WB on U054 |
| U054 | 119 th W. | 15. 199600350610 | 1650 | D-03 | 32/23 | Driver WB on U054 failed to yield while attempting a left turn onto 119 th and was struck by EB vehicle on U054 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 5. Accident Report Summaries for the Intersection of U050 and Schulman Ave.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|----------|------------------------|------------------|------------------------------------------|-----------------------------|-----------------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| U050 | Schulman | 1. 199400051740 | 2150 | D-03, D-16, D-06 | 40/16 | Driver on Schulman made a running stop and was hit by a vehicle on U050 |
| U050 | Schulman | 2. 199400053800 | 1450 | D-4, D-16 | 27/ _ | Driver EB on Schulman failed to stop and hit NB vehicle on U050 |
| U050 | Schulman | 3. 199400139610 | 2035 | D-03, D-04, D-16 | 44/50 | Driver EB on Schulman failed to stop and hit NB vehicle on U050 |
| U050 | Schulman | 4. 199400070280 | 2230 | D-03, D-04 | 34/16 | Driver WB on Schulman failed to stop and struck NB vehicle on U050 |
| U050 | Schulman | 5. 199400626930 | 1510 | D-03, D-16 | 18/26 | Driver WB on Schulman stopped at the stop sign then entered the intersection and was struck by SB vehicle |
| U050 | Schulman | 6. 199500041040 | 1225 | D-03, D-16, D-05 | 17/24 | Driver EB on Schulman failed to yield to vehicle NB on U050 and hit him |
| U050 | Schulman | 7. 199500200810 | 1215 | D-03, D-16, D-13 | 16/29 | Driver WB on Schulman stopped at the stop sign then entered the intersection and was struck by NB vehicle |
| U050 | Schulman | 8. 199500218500 | 1430 | D-12, 16 | 24/28 | Driver WB on U050 attempted left turn onto Schulman Ave. another car WB on U050 attempted to pass him. |
| U050 | Schulman | 9. 199500226690 | 1237 | D-3, D-15 | 27/44 | Driver EB on Schulman pulled out from the stop sign and was hit by NB vehicle on U050 |
| U050 | Schulman | 10. 199500715230 | 1050 | D-16, 03 | 39/46 | Driver WB on Schulman pulled into intersection in front of another vehicle on U050 |
| U050 | Schulman | 11. 199500723140 | 1853 | D-02, D-03, D-04, D-16 | 38/29 | Driver WB on Schulman failed to yield and collided with a vehicle SB on U050 |
| U050 | Schulman | 12. 199600250480 | 0836 | D-16, D-03 | 37/38 | Driver WB on Schulman pulled out from the stop sign into the path of vehicle SB on U050 |
| U050 | Schulman | 13. 199600590050 | 2005 | D-03 | 25/47 | Driver NB on U050 attempting a left turn, failed to yield and was struck by a vehicle WB on Schulman. |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 6. Accident Report Summaries for the Intersection of K61 and E. 43rd Ave.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|-------------------------|------------------------|------------------|------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| K61 | E. 43 rd Ave | 1. 199400050080 | 1505 | D-03 | 38/60 | Driver WB on 43 rd , after stopping at the stop sign, started to cross K61 and was struck by SB vehicle on K61 |
| K61 | E. 43 rd Ave | 2. 199400109550 | 1640 | -- | 19/37 | Driver was attempting a left turn onto 43 rd and was hit from behind |
| K61 | E. 43 rd Ave | 3. 199400187710 | 2050 | D-02, D-03, D-04, D-16 | 50/83 | Driver WB on 43 rd failed to yield at the stop sign and struck vehicle SB on K61 |
| K61 | E. 43 rd Ave | 4. 199400300900 | 1515 | D-03 | 27/55 | Driver WB on 43 rd failed to yield at a stop sign and struck NB vehicle on K61 |
| K61 | E. 43 rd Ave | 5. 199400300890 | 1641 | D-03 | 18/33 | Driver EB on 43 rd failed to yield and struck NB vehicle on K61 |
| K61 | E. 43 rd Ave | 6. 199400539450 | 1100 | D-03, D-16 | 56/51 | Driver EB on 43 rd pulled out from the stop sign in front of a vehicle NB on K61 |
| K61 | E. 43 rd Ave | 7. 199500472640 | 0750 | -- | 16/27 | Driver EB on 43 rd stopped, then attempted a left turn in front of a WB vehicle on K61 |
| K61 | E. 43 rd Ave | 8. 199500012930 | 0750 | D-03, D-16 | 15/44 | Driver WB on 43 rd stopped at stop sign then pulled into traffic and was hit by SB vehicle on K61 |
| K61 | E. 43 rd Ave | 9. 199600073170 | 1505 | D-03 | 56/55 | Driver WB on 43 rd was unable to stop at K61 and was hit by NB vehicle on K61 |
| K61 | E. 43 rd Ave | 10. 199600073180 | 1620 | D-03 | 52/44 | Driver WB on 43 rd stopped at stop sign and proceeded to cross K61 and was struck by SB vehicle on K61 |
| K61 | E. 43 rd Ave | 11. 199600089120 | 1850 | D-12 | 25/41 | Driver SB on K61 attempted a left turn onto 43 rd . Another vehicle on K61 tried to pass as SB driver was turning and collided with SB veh. |
| K61 | E. 43 rd Ave | 12. 199600246560 | 2033 | D-12, D-16 | 62/16 | Driver NB on K61 was turning left onto 43 rd when another vehicle on K61 started to pass and they hit. |
| K61 | E. 43 rd Ave | 13. 199600089130 | 1043 | D-03 | 17/20 | Driver WB on 43 rd failed to yield at a stop and started across K61 where he hit a SB vehicle on K61 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 7. Accident Report Summaries for the Intersection of K68 and Old K.C. Rd.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|-------------|------------------------|------------------|------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| K68 | Old K.C. Rd | 1. 199400128300 | 1550 | D-03, D-16 | 52/54 | Driver SB on Old KC, failed to yield at the stop and pulled into the path of vehicle on K68 |
| K68 | Old K.C. Rd | 2. 199400266790 | 0750 | D-03, D-16 | 70/19 | Driver NB on Old KC failed to yield at the stop and pulled out in front of a vehicle EB on K68 |
| K68 | Old K.C. Rd | 3. 199400040760 | 1725 | D-03, D-16 | 22/46 | Driver SB on Old KC failed to yield at the stop, pulled out into the intersection and was hit by EB vehicle on K68 |
| K68 | Old K.C. Rd | 4. 199400053340 | 1720 | D-03 | 24/25 | Driver SB on Old KC failed to yield at intersection and proceeded across K68 and hit EB vehicle on K68 |
| K68 | Old K.C. Rd | 5. 199400463020 | 1505 | D-03, D-16 | 26/55 | Driver NB on Old KC failed to yield at stop and pulled out into the path of EB vehicle on K68 |
| K68 | Old K.C. Rd | 6. 199500439310 | 1818 | D-03, D-07, D-16 | 26/32 | Driver NB on Old KC, failing to yield, turned left into the path of EB vehicle on K68 |
| K68 | Old K.C. Rd | 7. 199500375090 | 1120 | D-02, D-03 | 42/36 | Driver SB on Old KC failed to yield at stop and pulled into intersection in front of EB vehicle on K68 |
| K68 | Old K.C. Rd | 8. 199500644860 | 1635 | D-03, D-16 | 17/32 | Driver NB on Old KC failed to yield at stop and pulled out in front of WB vehicle on K68 |
| K68 | Old K.C. Rd | 9. 199500033070 | 0810 | D-06 | 43/39 | Driver SB on Old KC was unable to stop due to snow and collided with WB vehicle on K68 |
| K68 | Old K.C. Rd | 10. 199500181040 | 1005 | D-03, D-16 | 30/30 | Driver NB on Old KC failed to yield the right of way and was struck by WB vehicle on K68 |
| K68 | Old K.C. Rd | 11. 199600060900 | 1535 | D-03, D-16 | 46/25 | Driver NB on Old KC failed to yield at the stop and drove into the path of WB vehicle on K68 |
| K68 | Old K.C. Rd | 12. 199600314430 | 1555 | D-03 | 18/24 | Driver NB on Old KC failed to yield the right of way at the stop and pulled into the path of WB vehicle on K68 |
| K68 | Old K.C. Rd | 13. 199600736830 | 1245 | D-03, D-16 | 47/88 | Driver SB on Old KC failed to yield at the stop and crossed in front of EB vehicle on K68 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 8. Accident Report Summaries for the Intersection of U160 and C3.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|---------|------------------------|------------------|------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| U160 | C3 | 1. 199400070630 | 1610 | -- | 43/22 | Driver SB on C3 failed to yield at stop sign and started across in front of EB vehicle on U160 |
| U160 | C3 | 2. 199400175910 | 0700 | -- | 48/37 | Driver NB on C3 failed to yield at stop and crossed in front of EB vehicle on U160 |
| U160 | C3 | 3. 199400244940 | 0933 | D-03 | 70/68 | Driver SB on C3 failed to yield at stop and was struck by EB vehicle on U160 |
| U160 | C3 | 4. 199400427140 | 1115 | D-04 | 23/44 | Driver NB on C3 failed to yield at stop and ran into EB vehicle on U160 |
| U160 | C3 | 5. 199400223690 | 1440 | D-03 | 27/21 | Driver SB on C3 failed to yield at stop and was hit by EB vehicle on U160 |
| U160 | C3 | 6. 199400672530 | 2025 | -- | 35/44 | Driver SB on C3 failed to yield at stop and was hit by EB vehicle on U160 |
| U160 | C3 | 7. 199500239310 | 1255 | D-03 | 24/37 | Driver NB on C3 failed to yield at stop and was hit by WB vehicle on U160 |
| U160 | C3 | 8. 199500251290 | 0905 | -- | 31/72 | Driver SB on C3 failed to yield at stop and was hit by EB vehicle on U160 |
| U160 | C3 | 9. 199500299190 | 2155 | D-03 | 25/60 | Driver SB on C3 failed to yield at stop and was hit by EB vehicle on U160 |
| U160 | C3 | 10. 199500089330 | 1415 | D-06 | 37/47 | Driver SB on C3 was unable to stop due to icy road and slid out into the intersection in front of WB vehicle on U160 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 9. Accident Report Summaries for the Intersection of U050 and K156.

| Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|-----------------------|---------|------------------------|------------------|------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------|
| On Road | At Road | | | | | |
| U50 | K156 | 1. 199400187620 | 1245 | D-03, D-04, D-16 | 28/53 | Driver EB on K156 failed to yield at stop and was hit by SB vehicle on U050 |
| U50 | K156 | 2. 199400458850 | 0655 | D-03, D-16 | 41/47 | Driver WB on K156 failed to yield at stop and was struck by NB vehicle on U050 |
| U50 | K156 | 3. 199400490970 | 1020 | D-04 | 77/57 | Driver WB on K156 failed to stop at intersection and struck NB vehicle on U050 |
| U50 | K156 | 4. 199400053010 | 1300 | D-03, D-16 | 75/30 | Driver EB on K156 ran stop sign and was hit by NB vehicle on U050 |
| U50 | K156 | 5. 199400098080 | 1615 | D-03, D-16 | 82/56 | Driver EB on K156 was attempting to make a left turn onto U50 and was hit by a vehicle NB on U050 |
| U50 | K156 | 6. 199400223260 | 1530 | D-03 | 47/50 | Driver EB on K156 failed to yield at the stop and hit a vehicle NB on U050 |
| U50 | K156 | 7. 199400262540 | 1745 | D-09, D-16, D-02, D-03 | 21/_ | Driver involved in a single car accident |
| U50 | K156 | 8. 199500084950 | 1730 | D-02, D-03, D-16 | 41/26 | Driver EB on K156 failed to yield at the stop and was hit by NB vehicle on U050 |
| U50 | K156 | 9. 199500343170 | 1245 | D-03, D-16 | 79/18 | Driver EB on K156 failed to yield at stop and was hit by SB vehicle on U050 |
| U50 | K156 | 10. 199500724010 | 1245 | D-04 | 41/42 | Driver EB on K156 failed to stop at the stop sign and hit SB vehicle on U050 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 10. Accident Report Summaries for the Intersection of U069 and K126.

| On Road | Intersection Approach | | Accident Report Number | Time of Accident | Contributing Circumstance (See Table 11) | Age of Drivers ^a | Accident Description |
|---------|-----------------------|---------|------------------------|------------------|------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------|
| | On Road | At Road | | | | | |
| U069 | K126 | | 1. 199400454990 | 1720 | -- | 24/66 | Driver WB on U069, failed to yield at stop and turned left into the path of SB vehicle on K126 who was turning left. |
| U069 | K126 | | 2. 19940027230 | 1218 | D-03, D-16 | 23/30 | Driver NB on U069 failed to yield at stop and struck EB vehicle on K126 |
| U069 | K126 | | 3. 199400491070 | 1645 | D-03, D-16 | 74/57 | Driver NB on U069 failed to yield right of way at stop and struck SB vehicle on U069 who was making a left turn |
| U069 | K126 | | 4. 199400619420 | 0905 | D-03 | 21/64 | Driver WB on K126 failed to yield and struck SB vehicle on U069 |
| U069 | K126 | | 5. 199500153250 | 1815 | D-03 | 77/29 | Driver SB on U069 failed to yield at stop and struck WB vehicle on K126 |
| U069 | K126 | | 6. 199500165330 | 1420 | D-03 | 60/64 | Driver WB on K126 failed to yield at stop and attempted a left turn. NB vehicle on U069 collided with WB veh. |
| U069 | K126 | | 7. 199500612890 | 1425 | D-03, D-04, D-16 | 44/90 | Driver SB on U069 failed to yield at stop and struck WB vehicle on K126 |
| U069 | K126 | | 8. 199500153070 | 0726 | D-16 | 41/31 | Driver NB on U069 failed to yield at stop and struck EB vehicle on K126 |
| U069 | K126 | | 9. 199500193370 | 1401 | D-03, D-16 | 85/32 | Driver WB on K126 failed to yield right of way at stop and pulled out in front of SB vehicle on U069 |
| U069 | K126 | | 10. 199600306640 | 1600 | -- | 81/60 | Driver EB on K126 failed to yield at stop and pulled across intersection in front of SB vehicle on U069 |

^a First entry denotes age of "fail-to-yield" driver. Subsequent entries indicate age of other drivers involved in the accident.

Table 11. Contributing Circumstance Codes (Driver).

- 01 Under influence of drugs
- 02 Under the influence of alcohol
- 03 Failed to yield right of way
- 04 Disregarded traffic signs, signals, or road markings
- 05 Exceeded posted speed
- 06 Too fast for conditions
- 07 Made improper turn
- 08 Wrong side or wrong way
- 09 Followed too closely
- 10 Improper lane change
- 11 Improper backing
- 12 Improper passing
- 13 Improper or no signal
- 14 Improper parking
- 15 Fell asleep, fainted, ill, etc.
- 16 Failed to give full time and attention
- 17 Did not comply with license restrictions
- 18 Interference/obstruction by passenger

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

Based on the results of the literature review, field investigations and analyses of the accident reports for a sample of fail-to-yield accidents, the following basic hypothesis concerning the causes of fail-to-yield accidents at two-way Stop controlled intersections is suggested.

The majority of the accidents reviewed in this study do not appear to be directly related to Stop sign violations. The majority of the accidents appear to be due to drivers who enter the major roadway and do not (or cannot) accelerate quickly enough to avoid being struck by major roadway vehicles. This would suggest that drivers on the minor roadway either did not see oncoming vehicles or failed to accurately estimate the speeds of oncoming vehicles on the major roadway. This hypothesis, if correct, suggests that effective solutions to the "fail-to-yield" problem may have to focus on the entire intersection, including the major roadway approaches to the intersection. Treatments to reduce the speeds of vehicles on the major roadway approaches to two-way Stop controlled intersections should be considered. Such treatments could include advance warning signs and reduced speed zones.

Findings from a recent Nebraska study suggest that stationary observers may, in fact, have difficulty estimating the speeds of oncoming vehicles. Buhman et al. (undated report) have studied the ability of stationary observers to estimate oncoming vehicle velocities at urban and rural locations in "natural" (live) traffic settings and laboratory (videotape) environments.

Buhman and his colleagues report the following results from their studies.

- 1) The results from field studies where observers were seated 3 to 5 meters from the roadway shoulders indicate that observers consistently underestimate oncoming vehicle speeds in rural environments and consistently overestimate oncoming vehicle speeds in urban environments. The researchers observed a consistent bias in the speed estimates in terms of vehicle size. Specifically, the test subjects tended to more accurately estimate

the speeds of larger vehicles (sedans, commercial vehicles and large trucks) than smaller, compact vehicles and motorcycles. Given the trends toward smaller vehicles on the roadway, this vehicle size bias is particularly germane to the present study.

- 2) In the laboratory setting, where test subjects viewed the roadway study sections on video tape, the overall speed estimates were consistently lower than those obtained from the field study method. The laboratory tests included videotape displays with and without sound. The researchers hypothesized that the "removal of tactile and vestibular cues (i.e., acceleration) in the laboratory condition may have caused the decline in speed estimates." Buhman and his colleagues note that "The decrease in performance [i.e., ability to accurately estimate vehicle speeds] in the laboratory setting is consistent with previous research findings." It could be observed that the laboratory conditions used by Buhman et al. are not entirely unlike those experienced by drivers inside an automobile waiting at a rural intersection.

With regards to potential treatments to reduce the speeds of vehicles on the major roadway approaches to two-way Stop controlled intersections, the work of Lyles (1980) is particularly noteworthy. Lyles evaluated the effectiveness of six different sign treatments (or sign sequences) for two-lane rural highways in informing motorists of an intersection on the road ahead. The six treatments studied by Lyles are shown in Figure 1.

Lyles (1980) reports that "a regulatory speed-zone configuration and lighted warning signs were more effective than more traditional unlighted warning signs in reducing motorists' speeds in the vicinity of the intersection and in increasing their awareness of both the signs and conditions at the intersection." Of the six treatments evaluated, Lyles reported that the activated "when flashing" sign configuration was the most effective in reducing motorists' speeds.

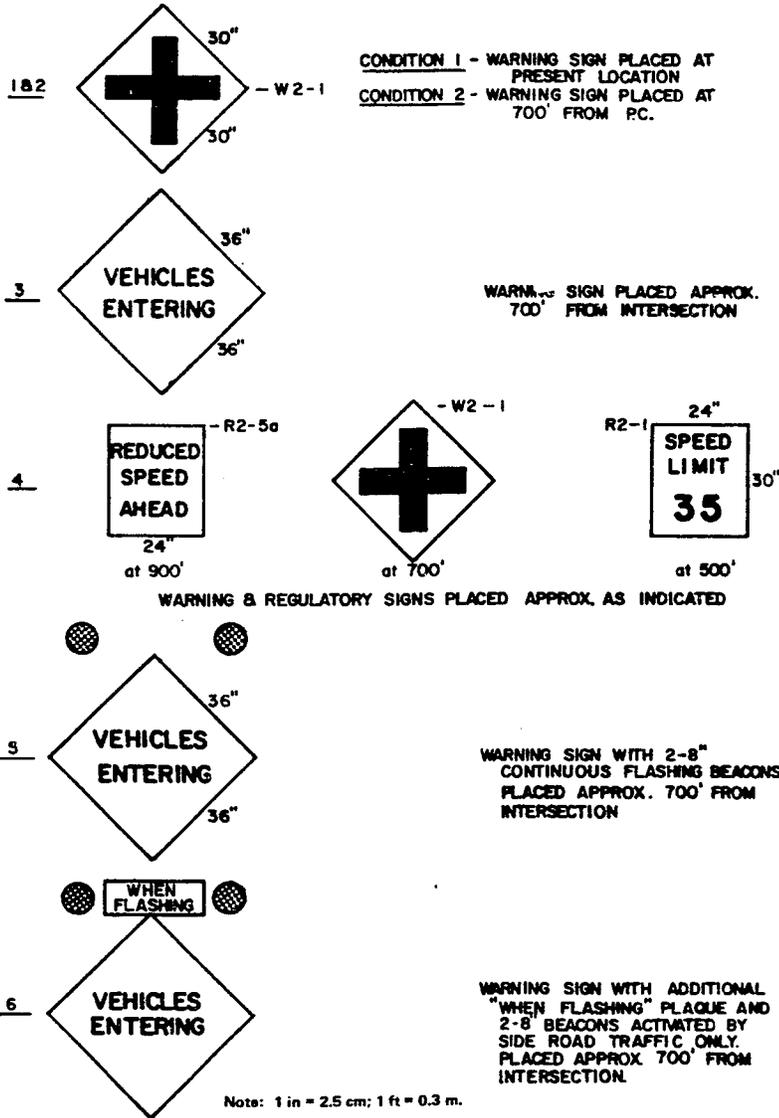


Figure 1. Sign Treatments Evaluated by Lyles (1980).

Recommendations

The results of this study (and previous studies) suggest that disregard for Stop signs and other traffic control devices is not the primary cause of accidents at rural two-way stop controlled intersections.

The majority of the accidents appear to be due to drivers who enter the major roadway and do not (or cannot) accelerate quickly enough to avoid being struck by major roadway vehicles. This would suggest that drivers on the minor roadway either did not see oncoming vehicles or failed to accurately estimate the speeds of oncoming vehicles on the major roadway. On the basis of these conclusions, the following general recommendations are put forth for the department's consideration.

- 1) The Department should continue to follow its current signing practices on the minor roadway approaches of rural intersections.

- 2) In the case of rural two-way stop controlled intersections where accident histories indicate characteristics similar to those reported in this study, the Department should consider implementing signing treatments directed at reducing the speeds of motorists' on the major roadway in the vicinity of the intersection. The treatments evaluated by Lyles (1980) provide a useful starting point for identifying appropriate treatments.

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APPENDIX: PHOTOS OF PRELIMINARY STUDY SITES



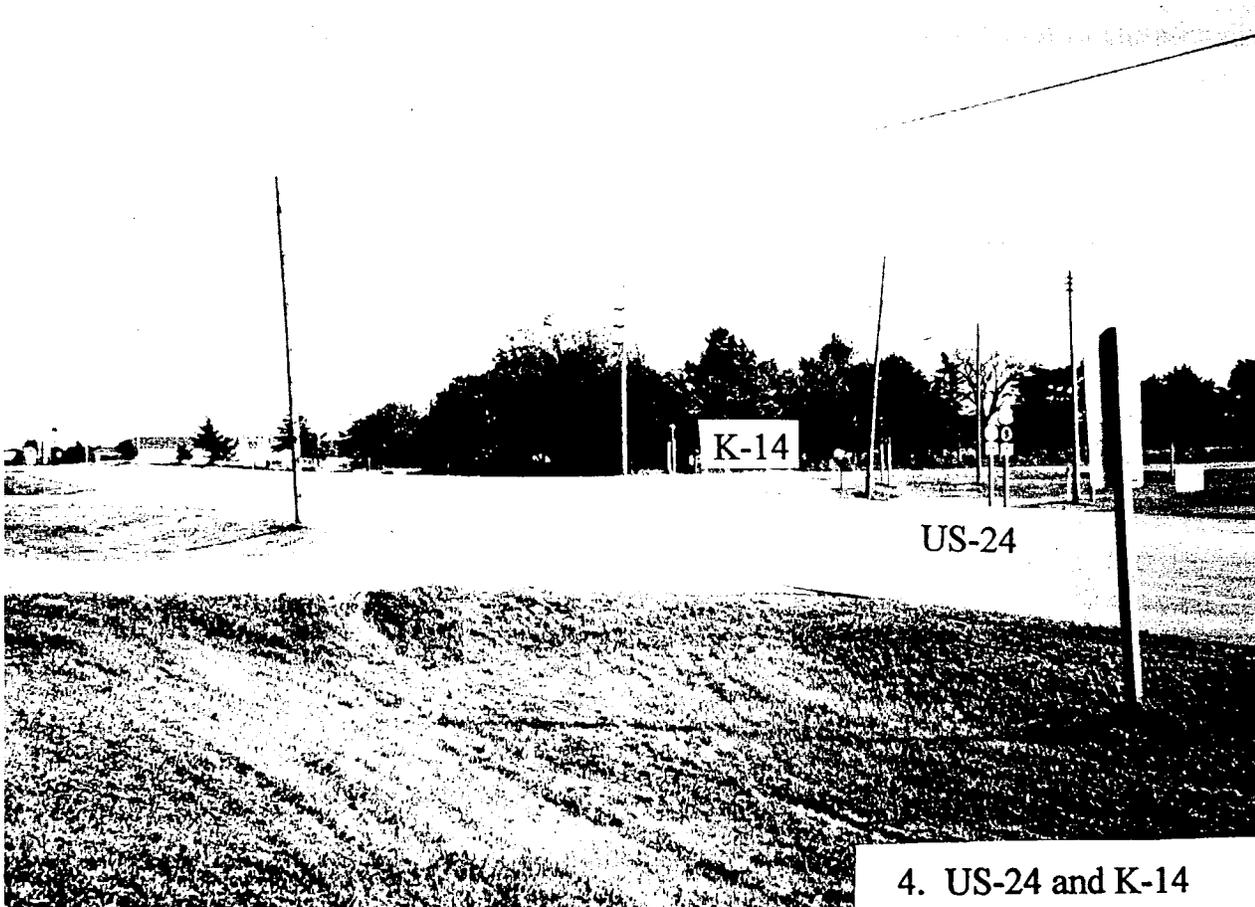
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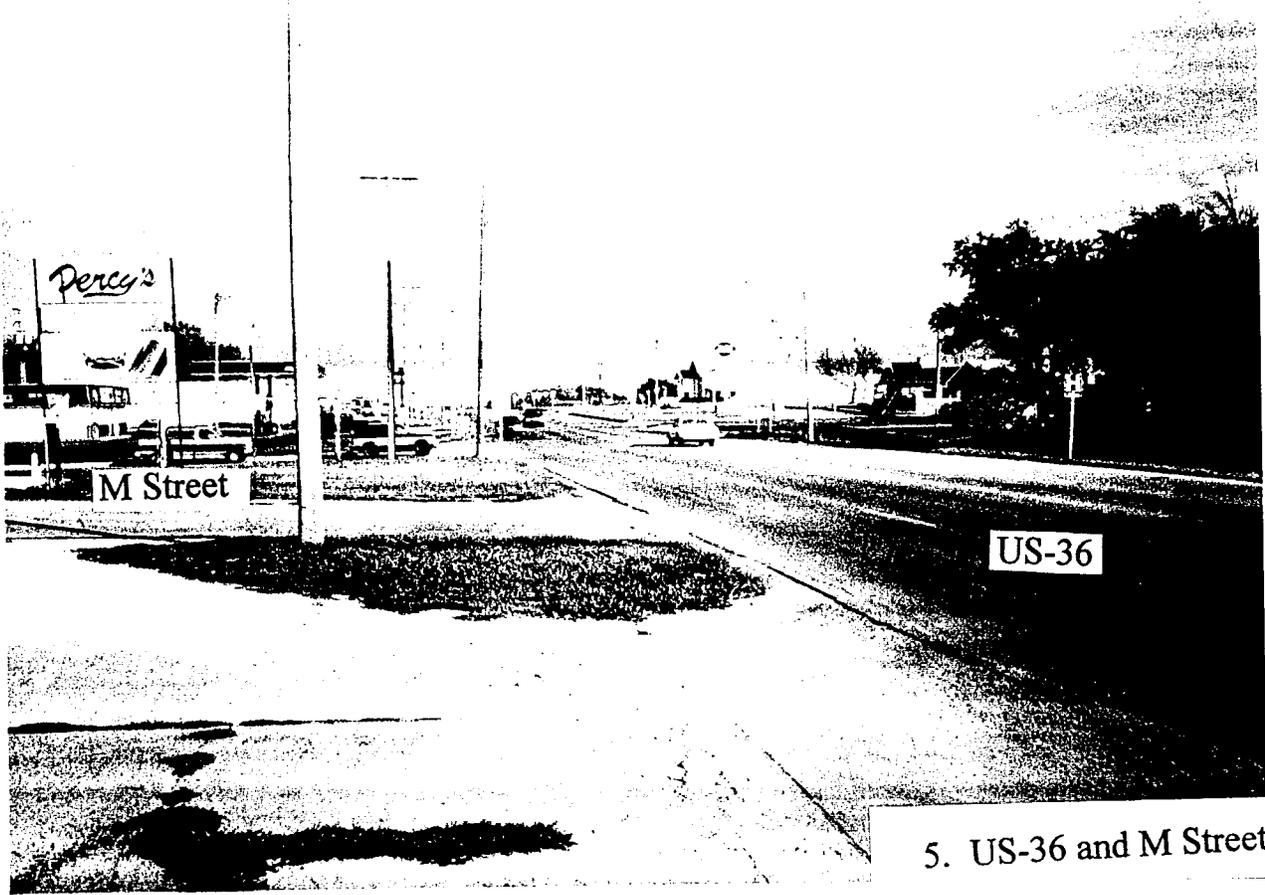
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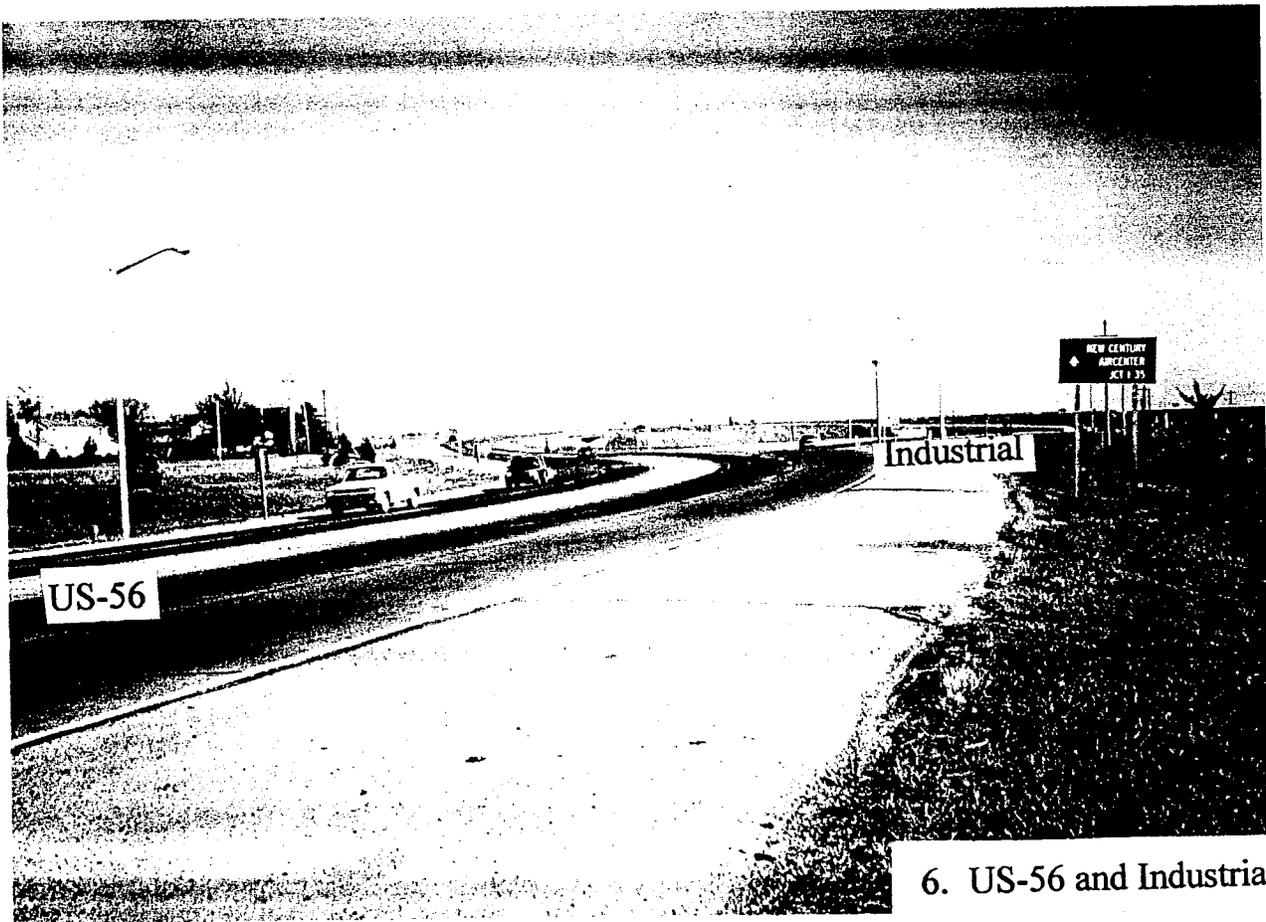
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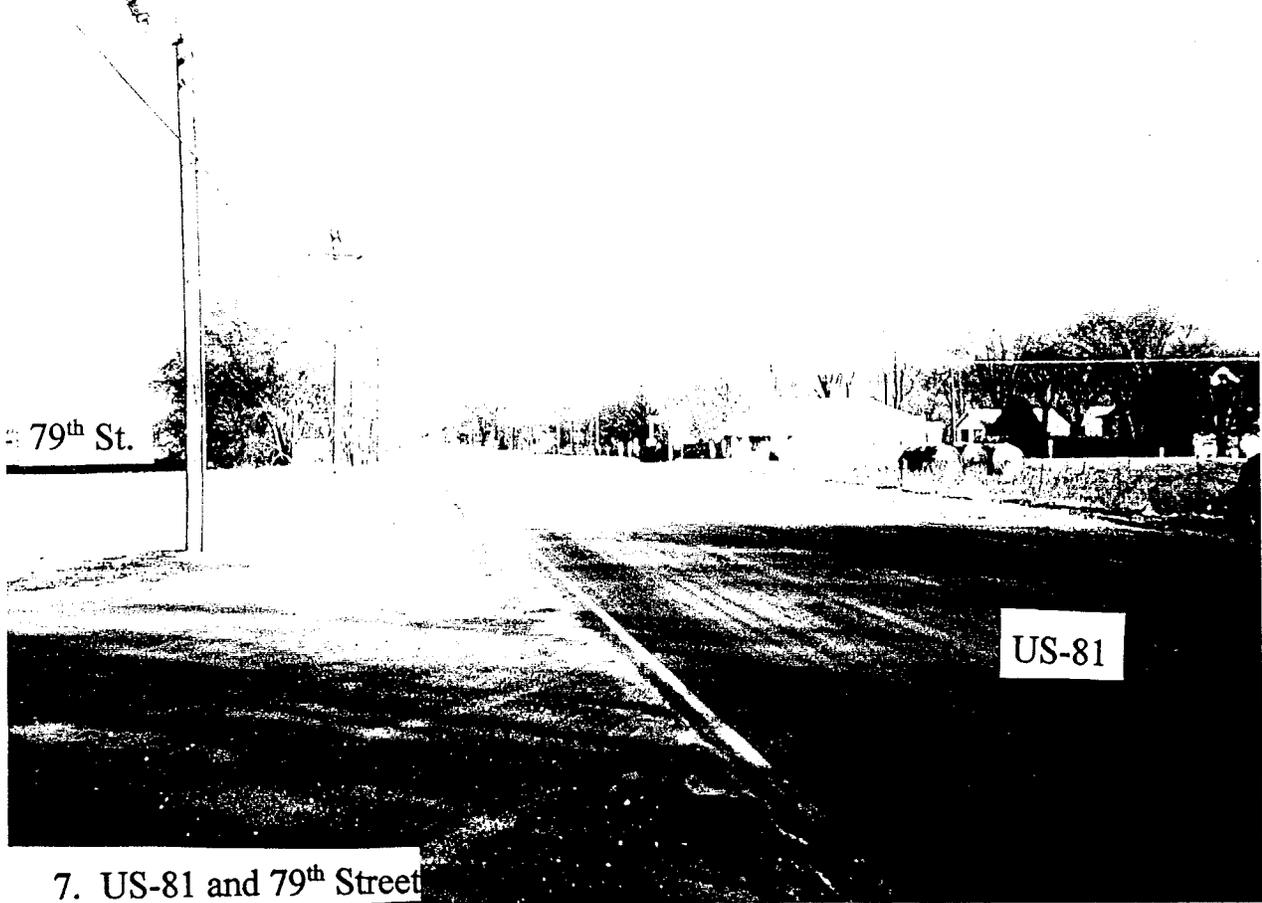
4. US-24 and K-14



5. US-36 and M Street



6. US-56 and Industrial



7. US-81 and 79th Street



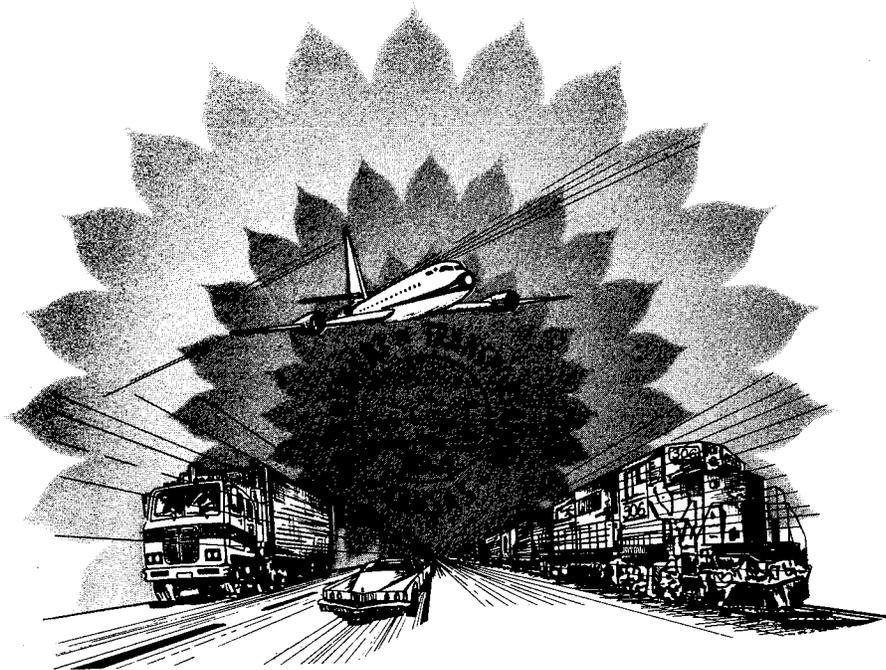
8. K-263 and Angela





K - TRAN

KANSAS TRANSPORTATION RESEARCH
AND
NEW - DEVELOPMENTS PROGRAM



A COOPERATIVE TRANSPORTATION RESEARCH PROGRAM BETWEEN:

KANSAS DEPARTMENT OF TRANSPORTATION 

THE KANSAS STATE UNIVERSITY 

THE UNIVERSITY OF KANSAS 

