

K-10 Task Force Data Response

All data below reflect accidents occurring on the K-10 Freeway from the East Urban Area Boundary of Lawrence East to I-435 (end of route).



- ◆ Of the **807** during **2011 to 2013**...
 - **22** (3%) involved at least one disabling injury and no fatalities



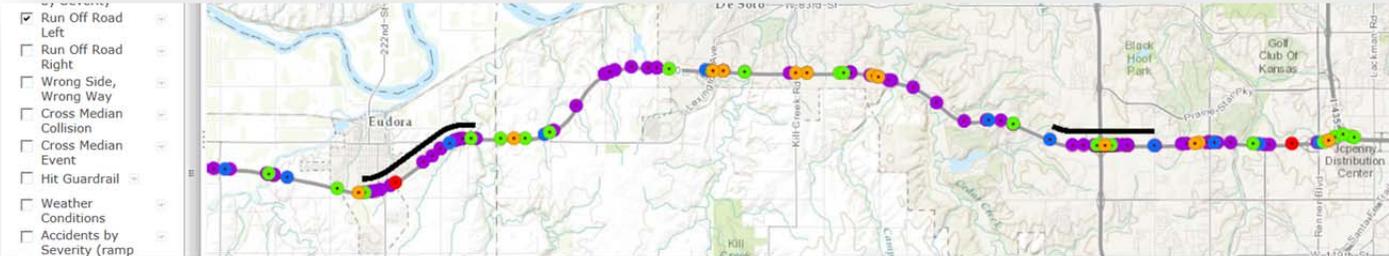
- **Five** (0.6%) involved at least one fatality



- 1,223 vehicles were involved
- 111 (14%) accidents reflected vehicles running off the road to the **right**



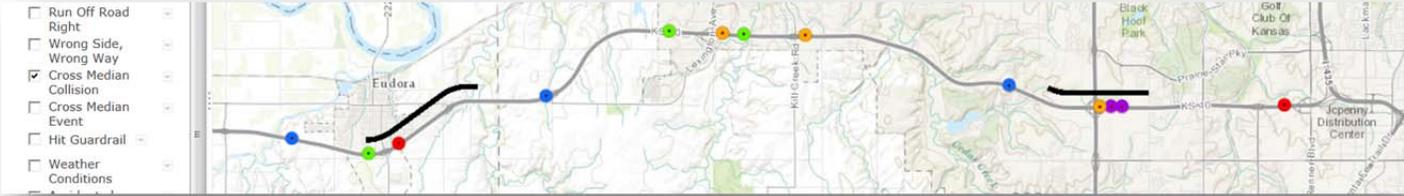
- 160 (20%) accidents reflected vehicles running off the road to the **left**



- Of these 160, 34 (21%) involved vehicles crossing the center median. Crossed median accidents represent 4% of all along the segment.



- Of the 34 cross median accidents, 15 (9%) involved striking a vehicle in the opposing lanes. Crossed median collisions represent 2% of all along the segment.



- Only 2 accidents reflect vehicles traveling “wrong side, wrong way.”



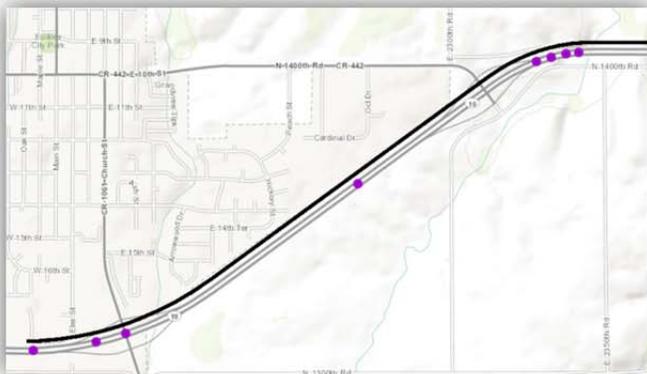
- Animal Collisions reflect 192 (24%) of all accidents with no fatalities.



- ◆ For **2013**... (only full year of data after CMB installation)
 - **257** accidents occurred in the full study section
 - **76** (30%) vehicles ran off the road to the **left**
 - **44** (17%) vehicles ran off the road to the **right**
 - **63** (25%) occurred within two the cable barrier sections



- **22** (35%) accidents involved vehicles striking the cable median barrier (CMB) and no severe or fatal injuries were reported.



- **Caution:** 1 year of data is too small a sample size to make any firm decisions or sweeping statements.

- ◆ Regarding county distribution, **Johnson County** reflects **17.562** miles of K-10 roadway representing 72% of the study section.
 - All Johnson Co Accidents – **665** (82%)
 - Disabling injury accidents – **19** (86%)
 - Fatal accidents – **3** (60%)

- ◆ To date, no **motorcycles** collided with the cable barrier on K-10.
 - From 2011-2013, there were **15** accidents involving at least one motorcycle and none were fatal.



- Of the 15, **8** ran off the road to the left (median) and **1** to the right.
- No motorcycles crossed through the median to the opposing lanes of traffic.

◆ **Vehicle that Crossed the K-10 Median**

Distribution of vehicles in Cross Median Accidents				
VEHICLE TYPE DESC	Total	CMCs*	CMEs**	
Automobile	22	9	13	
Pickup Truck	6	4	2	
SUV	6	1	5	
Truck and Trailer(s)	1	1	0	
TOTALS:	35	15	20	

* Cross Median Collision: Involves a collision with vehicles in opposing lanes of traffic
 ** Cross Median Events: Does not involve a collision with another vehicle

◆ All Collisions With Other Vehicles Distribution

COLLISION TYPE	ACCIDENTS					
	TOTAL	FATAL	DISABLING	NON-INCAP	POSSIBLE	PDO
Rear End	225	1	5	19	23	177
Sideswipe: Same Direction	64	1	1	5	2	55
Angle - Side Impact	34	0	3	9	7	15
Other	9	0	0	0	2	7
Head On	6	2	1	1	1	1
Unknown	1	0	0	0	0	1
Sideswipe: Opposite Direction	1	0	0	0	1	0
	340	4	10	34	36	256

◆ Top 10 Driver Contributing Circumstances in RORL Accidents

RUN-OFF-THE-ROAD-LEFT (RORL) ACCIDENTS	
Contributing Circumstance	Frequency Coded
TOO FAST FOR CONDITIONS	56
INATTENTION - GENERAL	17
OVERSTEERING-OVERCORRECTION	13
AVOIDANCE OR EVASIVE ACTION	11
IMPROPER LANE CHANGE	8
FOLLOWED TOO CLOSELY	7
FELL ASLEEP OR FATIGUED	6
UNDER INFLUENCE OF ALCOHOL	6
AGGRESSIVE DRIVING	4
MOBILE (CELL) PHONE	4

◆ Number of accidents by reporting agency on K-10 East of Lawrence for 2011-2013:

AGENCY	ACCIDENTS					
	TOTAL	FATAL	DISABLED	NON-INCAP	POSSIBLE	PDO*
KHP	416	4	15	39	31	327
JOHNSON CO SHERIFF	180	0	3	15	5	157
DOUGLAS CO SHERIFF	86	1	2	4	6	73
LENEXA POLICE	58	0	0	6	8	44
OLATHE POLICE	50	0	1	3	7	39
EUDORA POLICE	11	0	0	1	1	9
LAWRENCE POLICE	4	0	0	1	1	2
BALDWIN CITY POLICE	1	0	0	0	0	1
JACKSON CO SHERIFF	1	0	1	0	0	0
Grand Total	807	5	22	69	59	652

* Property Damage Only

- ◆ Accidents involving **interchange ramps** resulted in 10% of all accidents with no fatalities.

- ◆ **CMB Policy**
 - Missouri policy seems to install CMB according to a standard which is similar to Kansas.
 - Considerations: Median width, traffic counts, other roadway geometrics, and so forth.
 - Missouri does not typically install CMB on routes where the median width is 60 feet or more except near large cities where the traffic volumes warrant it.

 - Does any segment of K-10 meet the established, nationally researched guidelines for CMB treatment today? No
 - Based on future traffic projections? Yes, from K-7 to I-435 only

 - Research conducted for Missouri indicates the following:
 - "...the median guard cable was able to **keep a vehicle from reaching the opposing shoulder** (or worse driving lanes) **over 95 percent of the time.**"
 - "Most of the time we find the '**failures**' of our cable system have occurred in the **Spring** when our medians are soft and vehicles tend to 'under-ride' our system."
 - "Every year since (CMB) installation we continue to have anywhere from **one to three cross median fatalities.**"
 - Note: The main, studied routes were **I-44** and **I-70** in Missouri.