

KANSAS

Driving Handbook



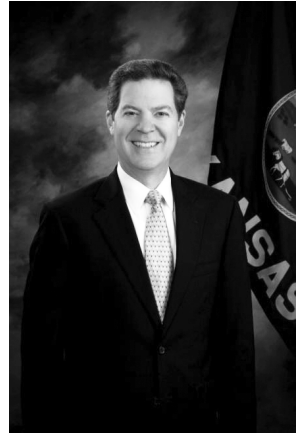
Prepared by
DRIVER'S LICENSE EXAMINING BUREAU

Kansas

Kansas' approximately 141,000 miles of roads keep our state's economy moving between cities and towns — both rural and urban — and these roads help us stay connected.

Even more importantly, these roads are built to keep safe our state's most valuable assets: people like you.

As drivers, we also have a big responsibility for keeping our roads safe, and this handbook was created with that purpose in mind. Whether you are a new or experienced driver, it will help prepare you to successfully complete your driving test, which focuses on shared "rules of the road" that help us all drive safely.



One new item I want to highlight is the information about texting while driving. Because a growing number of traffic accidents and deaths have been caused by people sending text messages while driving, the Kansas Legislature updated our driving laws to prohibit this activity that can dangerously distract us from the road.

I invite you to visit our website, www.ksrevenue.org, for answers to other questions you may have. The Kansas Department of Revenue strives to make your experience with the Division of Vehicles quicker, more user-friendly, and convenient. Our website gives you another way to take care of some services without leaving your house or waiting in lines.

Sincerely,

A handwritten signature in black ink that reads "Sam Brownback". The signature is written in a cursive, flowing style.

Sam Brownback
Governor

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Disclaimer

Portions of this manual have been summarized. Kansas law will take precedence over discrepancies or omissions in the manual. For a complete citation of driver license statutes, refer to Chapter 8, Article 2 of the Kansas Motor Vehicle Act.

Your Driver's License

WHERE TO APPLY

When applying for an original, renewal or a current Kansas license, application must be made to a Driver's License Examiner of the Division of Vehicles. Please remember—All stations are closed Mondays and many stations outside the large urban areas maintain schedules with varying days and hours. Visit www.ksrevenue.org/dmvd/stations.htm for a complete list of offices and their hours.

COMMERCIAL CLASS LICENSES (CDL'S) CAN NOT BE PROCESSED AT COUNTY TREASURER OFFICE INCLUDING RENEWALS.

LICENSE CLASSES

- (1) Commercial class A motor vehicles include any combination of vehicles with a gross combination weight rating of 26,001 pounds or more, providing the gross vehicle weight rating of the vehicle or vehicles being towed is in excess of 10,000 pounds;
- (2) commercial class B motor vehicles include any single vehicle with a gross vehicle weight rating of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds gross vehicle weight rating;
- (3) commercial class C motor vehicles include any single vehicle less than 26,001 pounds gross vehicle weight rating, or any such vehicle towing a vehicle not in excess of 10,000 pounds, or any vehicle less than 26,001 pounds gross vehicle weight rating towing a vehicle in excess of 10,000 pounds gross vehicle weight rating, provided the gross combination weight rating of the combination is less than 26,001 pounds comprising:
 - (A) Vehicles designed to transport 16 or more passengers, including the driver; or
 - (B) vehicles used in the transportation of hazardous materials which requires the vehicle to be placarded;
- (4) class A motor vehicles include any combination of vehicles with a gross combination weight rating of 26,001 pounds or more, provided the gross combination weight rating of the vehicle or vehicles being towed is in excess of 10,000 pounds, and all other lawful combinations of vehicles with a gross combination weight rating of 26,001 pounds, or more; except that, class A does not include a combination of vehicles that has a truck registered as a farm truck under subsection (2) of K.S.A. 8-143, and amendments thereto;
- (5) class B motor vehicles include any single vehicle with a gross vehicle weight rating of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds gross vehicle weight rating. Class B motor vehicles do not include a single vehicle registered as a farm truck under subsection (2) of K.S.A. 8-143, and amendments thereto, when such farm truck has a gross vehicle weight rating of 26,001 pounds, or more; or any fire truck operated by a volunteer fire department;
- (6) class C motor vehicles include any single vehicle with a gross vehicle weight rating less than 26,001 pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds gross vehicle weight rating, or any vehicle with a less than 26,001 gross vehicle weight rating towing a vehicle in excess of 10,000 pounds gross vehicle weight rating, provided the gross combination weight rating of the combination is less than 26,001 pounds, or any single vehicle registered as a farm truck under subsection (2) of K.S.A. 8-143, and amendments thereto, when such farm truck has a gross vehicle weight rating of 26,001 pounds, or more, or any fire truck operated by a volunteer fire department; and
- (7) class M motor vehicles includes motorcycles.

As used in this subsection, “gross vehicle weight rating” means the value specified by the manufacturer as the maximum loaded weight of a single or a combination (articulated) vehicle. The gross vehicle weight rating of a combination (articulated) vehicle, commonly referred to as the gross combination weight rating, is the gross vehicle weight rating of the power unit plus the gross vehicle weight rating of the towed unit or units.

MOTORIZED BICYCLE (MOPED)

No person shall drive any motorized bicycle upon a highway or street in Kansas unless:

- (1) Such person has a valid driver’s license which entitles the licensee to drive a motor vehicle in any class or classes; or,
- (2) Such person is at least fifteen (15) years of age and has passed the vision and the written examination required for obtaining a Class C driver’s license.

No driver can be issued a moped (motorized bicycle) license if the driver has an alcohol test failure, test refusal, or conviction or evaded arrest within the last five years.

AGE REQUIREMENTS

Driver Licenses

Commercial Class A, B or C (Interstate):	21 years of age or older
Commercial Class A, B or C (Intrastate):	18 years of age or older
Non-Commercial Class A or B:	18 years of age or older
Non-Commercial Class C:	17 years of age or older

Non-Commercial Class C (Restricted): Must hold a Kansas Class C instruction permit for 1 year	15 years of age, completed driver’s education, completed (25 of the) 50 hours of practice driving while accompanied by an adult, 21 years of age or older, 10 of those 50 at night.
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Non-Commercial Class C or M (Less Restricted Privileges): Must hold a Kansas Class C instruction permit for 1 year	16 years of age, completed 50 hours of practice driving while accompanied by an adult, 21 years of age or older; 10 of those at night
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Non-Commercial Class C (Farm Permit):	14 or 15 years of age
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Non-Commercial Class C (Less Restricted Farm Permit):	16 years of age, completed 50 hours of practice driving while accompanied by an adult, 21 years of age or older; 10 of those at night
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For a more complete explanation of driving ages and requirements refer to www.ksrevenue.org/vehicle.htm

Instruction Permits

Class C or M Instruction Permit:	14 years of age or older
Non-Commercial Class A or B Instruction Permit:	18 years of age or older
Commercial Instruction Permit (any class)	18 years of age or older

KANSAS HAS PASSED A LAW THAT MAKES IT ILLEGAL TO TEXT MESSAGE WHILE DRIVING

FEES

Any Class of License (Farm Permits, Class A, B, C or M, Commercial or Non-Commercial): \$20.00 until age 21.

Commercial Class A, B or C:	\$18.00 for 4 years
Non-Commercial Class A or B: (driver 65 and over)	\$16.00 for 4 years
Non-Commercial Class A or B: (driver over 21 but less than 65)	\$24.00 for 6 years
Non-Commercial Class C: (driver 65 and over)	\$12.00 for 4 years
Non-Commercial Class C: (driver over 21 but less than 65)	\$18.00 for 6 years
Class M: (driver 65 and over)	\$ 9.00 for 4 years
Class M: (driver over 21 but less than 65)	\$12.50 for 6 years
Commercial License Endorsements (per endorsement)	\$10.00 for 4 years
Commercial Instruction Permit (any class, valid for 3 months from issuance)	\$ 5.00 for 90 days
Non-Commercial Class A or B Instruction Permit (valid for 3 months)	\$ 2.00 for 3 months
Replacement License or Instruction Permit (any class)	\$ 8.00
Photo Fee:	\$ 8.00

EXPIRATION OF LICENSES:

Non-Commercial Licenses:

Licenses issued to persons at least 21 years of age but less than 65 years of age, six years from the licensee's date of birth nearest the date of application.

Licenses issued to persons 65 years of age or older, four years from the licensee's date of birth nearest the date of application.

For drivers under the age of 21 all licenses will expire on the driver's 21st birthday.

Commercial Licenses:

Any commercial driver license, four years from the licensee's date of birth nearest the date of application for drivers over 21.

RENEWAL PERIODS OF LICENSES:

Non-Commercial Licenses:

Licenses issued to persons at least 21 years of age but less than 65 years of age, six years from license expiration date.

Licenses issued to persons 65 years of age or older, four years from license expiration date.

For drivers under the age of 21 all licenses will expire on the driver's 21st birthday.

Commercial Licenses:

Any commercial driver license, four years from the license expiration date.

You may renew your license up to one year prior to the expiration date.

If a license is suspended for an alcohol related offense, a reinstatement fee of at least \$100.00 and an examination fee of \$25.00 will be charged before the license will be reinstated. The license fee collected on the original application will apply until the examination is passed or the application expires.

PARENT APPROVAL REQUIRED

If you are less than 16 years old, a driver license, farm permit, or instruction permit cannot be issued to you unless your application is signed by your parent or guardian. A farm permit also requires the permission of a farm employer if the applicant does not reside on a farm of more than 20 acres.

OTHER REQUIREMENTS

You must show proof of age and identity.

You must show proof of legal presence.

You must show proof of Kansas residency, proof of principal address and surrender all out of state licenses and/or ID cards.

For an up to date list of acceptable documents, visit www.ksrevenue.org/dmvproof.htm

DRIVER LICENSE RESTRICTIONS

Age—A farm permit issued to a person at least 14 or 15 years of age and lives or works on a farm of 20 acres or more will restrict driving to:

Any time while going to, from or in connection with any farm related work or employment.

A restricted license issued to a person at least 15 but less than 16 years of age will restrict driving to:

Anytime while going to, from or in connection with any job or employment or farm related work.

A farm permit or restricted license issued to a person under 16 years of age will also restrict driving to:

On days when school is in session, over the most direct and accessible route between the driver's home and the school in which he or she is enrolled, for the purpose of attendance.

When licensee is operating a passenger car at any time when accompanied by an adult licensed to operate Class A, B, or C vehicles, in the seat beside the driver.

Holders of an age restricted license or farm permit who are less than 16 years of age may not transport any non-sibling minor passengers.

At age 16, a licensee may transport no more than one non-sibling passenger and may drive anywhere from 5am to 9pm, if the holder of an age restricted license or farm permit has provided a 50 hour driving affidavit prior to reaching the age of 16.

For a more complete explanation of driving ages and requirements, refer to <http://www.ksrevenue.org/dmvgdl.html>

NO WIRELESS COMMUNICATION DEVICES ARE ALLOWED EXCEPT TO REPORT ILLEGAL ACTIVITY OR TO SUMMONS MEDICAL OR EMERGENCY HELP.

Other Restrictions—A person may be issued the privilege to operate a motor vehicle who otherwise might have been disqualified with certain restrictions: glasses, hand-operated equipment, daytime only, or other restrictions the Division may determine to be necessary for the safe operation of a motor vehicle.

The Division may upon receiving satisfactory evidence of any violations of the restrictions of such license, suspend or revoke the license.

ANATOMICAL GIFTS

The back of the Kansas Driver license has a form on which a driver may donate all or part of such driver's body upon death. Persons desiring to make such a gift may do so with or without specifying a donee.

INSTRUCTION PERMIT

Non-Commercial Class C:

Valid for 1 year. May be obtained at any full service driver license office by successfully passing the vision and written tests only. The holder of the permit may operate a passenger car at any time if accompanied by an adult who has a valid Class A, B or C license, who is at least 21 years of age and has at least 1 year of driving experience occupying the seat beside the driver.

Non-Commercial Class M:

Valid for 1 year. May be obtained at any full service driver license office by successfully passing the vision and written tests only. The holder of the permit may operate a motorcycle at any time if accompanied by an adult who has a valid Class M license and who is riding a motorcycle in the general proximity of the permittee.

Non-Commercial Class A or B and all Commercial Classes:

Valid for 3 months. May be obtained at any full service driver license office by successfully passing the vision and written tests only. The holder of the permit may operate the vehicle at any time when accompanied by a driver licensed for the appropriate Class who has at least one year of driving experience and who is occupying the seat beside the driver.

Kansas will accept a non-commercial instructional permit from another state or District of Columbia which is equivalent or has greater requirements, provided all other requirements are met.

IDENTIFICATION CARD

Any resident who does not hold a valid Kansas Drivers License may make application for and be issued an identification card. The fee is \$14.00. Anyone 65 years of age or older or disabled may obtain an identification card for a fee of \$10.00. In addition, the \$8.00 photo fee will be added.

CHANGE OF NAME OR ADDRESS

Application can be made at any Driver License office. Documentation (marriage license, court order, divorce decree, etc.) must be presented for all name changes.

If you wish to have a new license issued showing your correct address or if you are a Commercial Driver License holder you must report the change at Driver License office.

YOU ARE REQUIRED BY LAW TO NOTIFY THE DIVISION OF VEHICLES, IN WRITING, OF ANY CHANGE OF NAME AND/OR ADDRESS WITHIN TEN (10) DAYS OF THE CHANGE.**YOUR LICENSE**

Always carry your driver license with you when driving. You are required to show it to any police officer, sheriff, constable, judge, justice of the peace, or driver license examiner who may ask to see it.

RENEWING YOUR LICENSE

At least 30 days before the expiration of your license, the Division of Vehicles will mail a notice of expiration or renewal application to the last address you have furnished to the Division. Please notify the Division of any address change.

When renewing, bring your renewal notice, your expiring Kansas Driver's License or Kansas non-driver ID and proof of your address such as a utility bill, Kansas vehicle registration or mail from a governmental agency. For a complete list of acceptable documentation, hours and locations go to www.ksrevenue.org/vehicle.html

Kansas law requires that before your license can be renewed you must pass a vision examination. The driver license examiner will screen your eyesight. An eye examination by a licensed optometrist or ophthalmologist of your choice will be accepted in lieu of the eye examination administered by the examiner, providing such examination was made not more than three months prior to the date of your renewal application.

You may download the Vision Report Form (DE-44) to take to your vision specialist at: <http://www.ksrevenue.org/pdf/forms/visform.pdf>

KANSAS DRIVERS NO LONGER HAVE TO FILL OUT A RENEWAL TEST WHEN THEY RENEW THEIR LICENSE.

If you fail to renew your license on or before it expires an additional \$1.00 will be charged as a penalty and you may be required to take an examination of your driving ability. You may also be required to take an examination of your ability to drive at the discretion of the driver license examiner, even if you are not late renewing.

Your license may be renewed at any office in Kansas, regardless of your county of residence. If you are a CDL holder or a Registered Offender those renewals must be done at a full service station.

If you are a Concealed Carry License holder with the Concealed Carry designation on your license instead of a separate card, your license renewal must be done at a full service station. If you are a Concealed Carry License holder with a separate card your driver's license renewal can be done at any station provided you are not making any changes to your record, ie. name, address or license number.

If you are the holder of a Commercial Driver License with Hazardous Materials Endorsement, you must take and pass a closed book hazardous materials test to retain the endorsement. You must also undergo a Security Threat Assessment as required by the US Patriot Act. Visit www.hazprints.com for details

YOUR PRIVILEGE MAY BE REVOKED OR SUSPENDED

In accordance with the provisions of K.S.A. 8-254 your driving privileges may be revoked if you are convicted of:

1. Vehicular homicide resulting from the operation of motor vehicle;
2. Failure to stop and render aid as required under the laws of this state in the event of a motor vehicle accident resulting in the death or personal injury of another;
3. Reckless driving;
4. Any felony in the commission of which a motor vehicle is used;
5. Attempting to elude a police officer;
6. Aggravated vehicle homicide;
7. Vehicle battery.

Your driving privileges may be suspended for violating any of the following statutes:

K.S.A. 8-255: Conviction of three moving violations within a twelve month period.

K.S.A. 8-1001 and 8-1002: Refusing to submit to a chemical test to determine the alcoholic content of your blood is a mandatory 1 year suspension.

K.S.A. 8-1219, 8-2107 & 8-2110: Failing to appear for court date (mandatory indefinite suspension) or failure to respond to a traffic citation issued in this or another state.

K.S.A. 40-3104 and 40-3118: Failing to maintain continuous liability insurance on your vehicle is a mandatory indefinite suspension.

K.S.A. 8-1567: Driving while under the influence of alcohol or drugs or testing .08 or above.

K.S.A. 41-804 & K.S.A. 41-2719: Transporting an open container of liquor or cereal malt beverage (3.2 beer).

Driver Examination

Your original driver license examination will be made up of three parts: a visual screening, a written examination and a driving test. The purpose of the examination is to educate the driver and to help eliminate those drivers who are unable to operate a motor vehicle safely. Careful study of this handbook should help you do well.

VISION SCREENING

Those who wear corrective lenses should have them when taking any part of the driver license examination, including the road test. If, as a result of the eye check, it is found that lenses are needed to improve eye sight, you will be required to wear corrective lenses while driving. If you do not pass your eye check you will be required to have your eyes examined by a licensed ophthalmologist or optometrist and return the report to the examiner. If the report shows that you can see well enough to operate a motor vehicle safely you will be allowed to take the remainder of the test.

WRITTEN TEST

This test contains written questions on Kansas traffic laws and road signs. You will be required to answer questions about traffic laws and identify certain signs by their shape, color, or the symbol appearing on them. Questions which may appear on your driver test are illustrated by the color photographs throughout this handbook.

DRIVING TEST

This test will be given only after the other tests have been passed.

You must furnish the vehicle in which the driving test is conducted. The vehicle must be representative of the class of license for which you are applying. Your vehicle will be safety checked and you must produce evidence of liability insurance before the driver test is given.

You may be graded on the following driving actions:

1. **Smooth Stop.** Stop your car as quickly and safely as possible from a slow rate of speed.
2. **Backing.** Back your car for a distance of about fifty feet at a slow rate of speed as straight and smoothly as possible. Turn your head and look to the rear over the right shoulder at all times while backing.
3. **Stop Signs.** When approaching an intersection with a stop sign, before entering the intersection you must stop at the marked stop line. If there is no marked stop line you must stop before entering the crosswalk on the near side of the intersection. If the intersection has neither of the above markings, you must stop at the point nearest the intersection roadway where you have a view of approaching traffic on the intersecting roadway.
4. **Traffic Light.** Get into the proper lane and approach the light at a speed that will allow you to stop if the light should change. If the light is red before entering the intersection, you must stop at the marked stop line. If there is no marked stop line you must stop before entering the crosswalk on the near side of the intersection. You may not proceed until the light is green and other traffic has cleared the intersection. If you intend to turn right, you may do so after giving a right turn signal and after stopping and yielding to cross traffic. Cautionously enter the intersection to complete your turn.
5. **Approach to Corner.** Get in the proper lane, decrease your speed, and look in each direction before entering an intersection.

6. **Right-of-Way.** Always allow the person on foot to cross in front of your car. Do not enter an intersection if it will interfere with traffic lawfully in the intersection. Pull over to the right and stop clear of any intersection when you hear a siren or see a vehicle approaching with flashing red light on the front or top.
7. **Clutch.** If the vehicle is a manual shift, hold the clutch down when starting the motor, shifting gears, and when your speed drops below 10 miles per hour when stopping. Do not drive with your foot resting or riding on the clutch.
8. **Parking on a Hill.** Signal your intentions, stop your car parallel to the curb and about four inches away. When on an upgrade, cut the front wheels sharply to the left and allow the car to roll back until the back of the right wheel comes to rest against the curb, cut off the switch, set the hand brake, and put car in low or reverse gear. If vehicle has an automatic transmission, put in Park or Lock position and set hand brake.
9. **Start on a Grade.** Give proper signal, look back and when the way is clear, pull slowly out into the street without racing your motor or letting the car roll back.
10. **Turn.** Get into the proper lane and give a signal continuously for 100 feet before reaching the intersection. Slow your speed before reaching the crosswalk and make the turn in the proper lane.
11. **Passing.** Always look ahead and make sure that you will not interfere with other traffic. On two lane roads, pass on the left unless the car ahead is about to make a left turn. If so, pass on the right but do not leave the improved portion of the roadway.
12. **Keeping in Lane.** Stay in the right hand lane at all times except on one-way streets, when you are about to pass another vehicle, or make a left turn. Always give a signal at least 100 feet before changing lanes.
13. **Use the Horn.** The horn may be used when necessary to insure safe operation of the vehicle and for no other purpose.
14. **Following.** You should not follow another vehicle more closely than is reasonable and prudent considering the existing traffic and road conditions. Under normal conditions, the two second following rule explained later in this book should be followed.
15. **Hand Position.** Keep both hands on the steering wheel.

Any mistakes which you have made during the driving test will be explained to you by the examiner when you return to the examining station.

UNSUCCESSFUL EXAMINATIONS

If you fail either the written test or driving test, you may take them again the next working day. You may wait longer if you wish to study the manual or practice driving. You have four chances to pass the written test and four chances to pass the driving test. After the fourth failure of either test, you must wait six months before retesting.

Rules of the Road

Driving is a privilege, not a right.

As such, it carries great responsibility.

With this in mind, this Driver's Handbook has been issued for your benefit by the Kansas Driver License Examining Bureau of the Division of Vehicles.

Every Kansas driver is urged to read it with care.

In addition to setting out safe driving rules, it will acquaint you with highway markings, speed limits, driver and road regulations, proper signals and other valuable information.

Driving is a serious and sometimes dangerous business. Modern, high-speed vehicles constantly demand more and better highways. The state's highway builders have a never-ending task of attempting to meet this demand. Law enforcement officials, in turn, work thousands of hours each day in keeping highways and streets safe for you and those you love.

Unfortunately, new, safer highways can't be built in a day, and law enforcement officers can't be stationed every few feet to see that all drivers use good judgment and obey "rules of the road."

A few poor drivers are ever present—even though they may possess all the mental and physical qualifications necessary to drive. Their only failing is the absence of good judgment.

In other words, they "take chances," virtually making a death-dealing weapon out of a motor vehicle.

On the other hand, the driver who uses average intelligence and coordination, who obeys signs and observes special markings, can be a safe driver.

The automobile, motorcycle and truck have become a necessity in our fast-moving world. They are, and should be pleasure vehicles, too. Your vehicle will serve you well in both fields if you stay alert, drive properly and follow the basic "rules of the road." Remember driving is a full time occupation.

SPEED AND SPEED RESTRICTIONS

Kansas' basic speed law provides that you must never drive a vehicle at a speed greater than is reasonable and prudent under the conditions then existing.

Consider road, weather and your vehicle condition, as well as your own physical condition. What might be a reasonable speed at one time may not be reasonable at another time because of different conditions. Adjust your driving to road, traffic and weather conditions.

SPEED LIMITS

Where no special hazard exists the traffic laws set up speed limits for normal driving conditions. *Unless otherwise posted* maximum limits are:

In Towns or Cities:

Thirty miles per hour in any urban district.

On Roads and Highways Outside of Towns:

70 miles per hour on any separated multilane highway as designated and posted by the Secretary of Transportation;

65 miles per hour on any State or Federal Highway;

55 miles per hour on any county or township highway.

SCHOOL BUS

The posted speed limit unless otherwise determined by school district policy.

MINIMUM SPEED

Minimum speed limits may also be set on some roadways. Where they are posted, any speed below that is considered to be unlawful under normal weather, road and traffic conditions. Where a minimum speed is not posted, it is also unlawful to drive a vehicle so slowly as to impede or block the normal movement of traffic, except if necessary for safe operation in compliance with the basic speed law.

When driving on wet or slippery roads, the speed limit is:

1. Not more than 30 MPH.
2. As posted.
3. 55 MPH day and night.
4. Reasonable for existing conditions.

The correct answer is No. 4.

SIGNALS FOR STOPS AND TURNS

Before you slow down, turn or change lanes, make sure that you can do so safely. Let other drivers, cyclists and pedestrians know what you intend to do by giving the proper signal. All signals must be given at least 100 feet before making the actual move to turn. Signals should be held until you are ready to make the actual turn. If you are driving a vehicle required to have turn signals, you must signal your intentions to turn with your electric turn signals.

How far before turning does the law require you to give a signal?

1. Far enough ahead for the car following you to see.
2. At least 200 ft. before turning.
3. At least 300 ft. before turning.
4. At least 100 ft. before turning.

The correct answer is No. 4.

CHANGING LANES

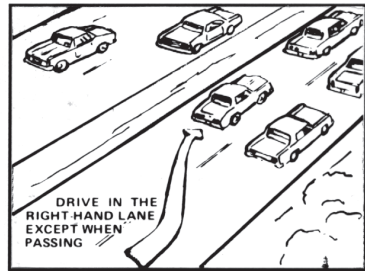
1. Use your mirrors.
2. Check blind spots.
3. Signal your intentions.
4. Change lanes gradually and carefully.

DRIVE IN PROPER LANE

Never move from one lane to another until you make certain that you can do so safely. This means watching for safe clearance to the side, ahead and behind your vehicle. Do not rely solely on your mirror when checking for clearance. Look over your shoulder to check the "blind spot" your mirror does not cover. You must signal your intentions to other drivers by using turn signals. But remember, a signal does not grant you the right to change lanes. You must wait until it is safe to do so. Remember: A bicycle or motorcycle in a traffic lane is entitled to the full use of that lane. Do not drive in a manner that will deprive the cyclist of full use of his lane.

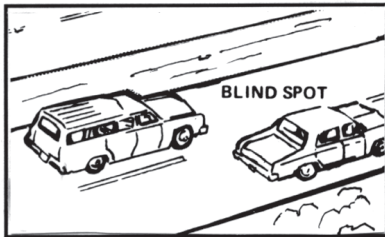
Drive in the right-hand lane: The left lane is for passing or turning.

Use your rearview mirrors: Constant checking of the traffic behind you is a necessary precaution in expressway driving. Always glance at the mirror before you change lanes, and don't forget to use the turn signal. Two outside rearview mirrors are also advisable.



Stop Driving when you feel drowsy:

Don't try to fight it . . . pull off the highway at the first rest stop or service area. A cup of coffee and a bit of stretching may be sufficient to wake you up, but if you are really sleepy, get off the highway and take a nap. Drowsiness is one of the greatest dangers in expressway driving. Don't rely on "stay-awake" drugs. They are likely to make your driving even more hazardous.

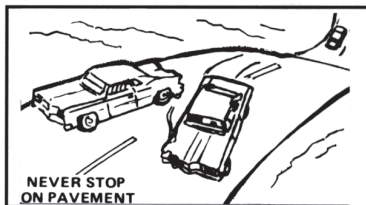


Stay out of another driver's blind spot.

The blind spots are on both sides of the car. Traveling in a position where the driver ahead of you cannot observe your vehicle in the rearview mirror is a dangerous practice—the driver might pull out in front of you to pass a car. Either stay behind or go around.

Exercise your eyes: Expressway drivers are subject to "highway hypnosis" . . . a condition of drowsiness or unawareness induced by monotony, the sound of the wind, the tires on the pavement and the steady hum of the engine. Keep shifting your eyes from one area of the roadway to another and focus them upon various objects—near and far, left and right. Reading the highway signs will help you to stay awake and drive more safely.

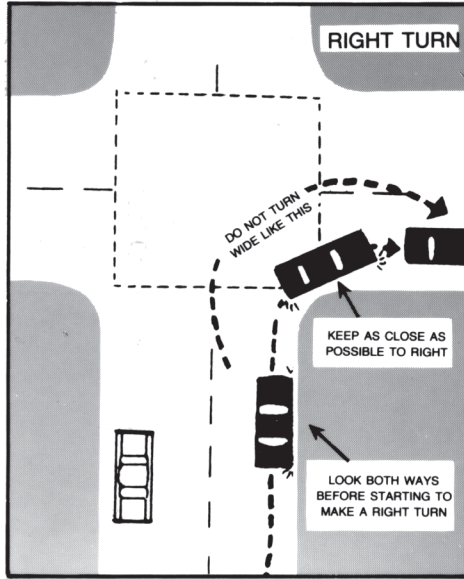
Stopping on the pavement is prohibited: You will find service areas and rest stops at frequent intervals, so use them. Stopping on the shoulder is permitted only in an emergency, or when your car is unable to go any further. If it is necessary to stop, raise the hood and/or tie a white cloth to the antenna.



URNS

One of the easiest ways to tell a good driver or cyclist from a bad one is to watch how the driver makes a turn at an intersection. A good driver will obey the following rules:

1. Decide on the place you want to turn a long way before you get there. If you are not sure, drive slowly until you can read the street sign, or in some other way, make up your mind. Never make a "last-minute" turn—it is too dangerous.
2. Get into the proper lane or lane position as soon as possible. The faster the traffic, the sooner you should get into the proper lane.



HOW TO MAKE A RIGHT TURN

3. Look behind and to both sides before changing lanes in preparing to make the turn.
4. Indicate what you are about to do by giving the proper signal.
5. If your speed is too fast to make the turn safely, slow down before reaching the crosswalk and make the turn at a slow speed. Do not use the brake or clutch while actually turning.
6. Make the turn correctly. This will be easy if you are in the proper lane or lane position and are going slow enough at the time you begin the turn.
7. Finish the turn in the proper lane.
8. The space around a truck or bus is important in turns. Because of wide turning and offtracking, large vehicles can hit other vehicles or objects during turns. If a truck has the right turn signal on, but is partially blocking the left lane, assume the truck will turn right. DO NOT ATTEMPT TO PASS.

ARM SIGNALS FOR STOPS AND TURNS



Hand and arm extended downward

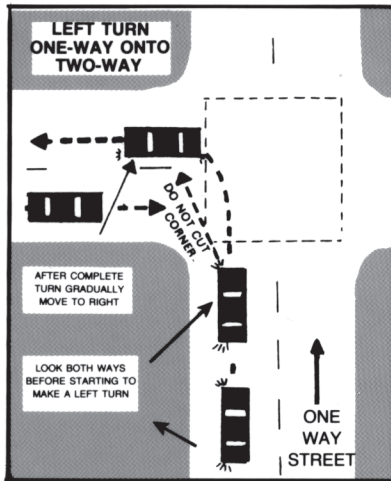
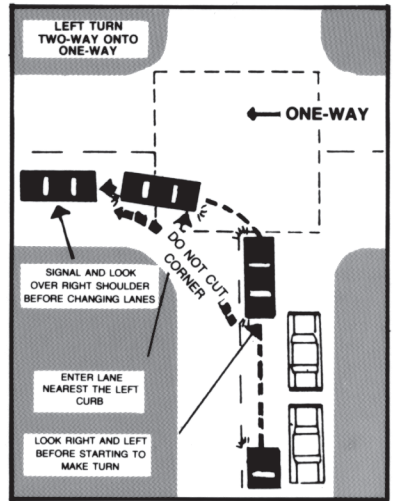
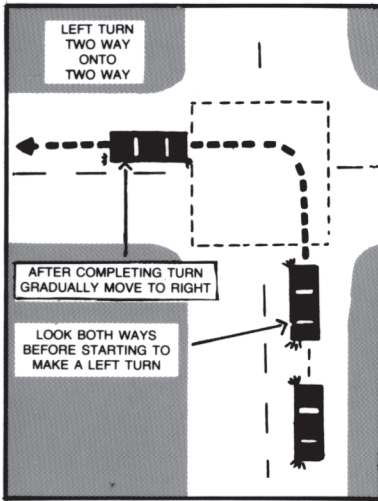


Hand and arm extended horizontally



Hand and arm extended upward

HOW TO MAKE A LEFT TURN



TURNING FROM FOUR-LANE HIGHWAYS

In making a right turn from a four-lane divided highway, enter the right lane well in advance of the turn and make a tight turn into the right lane and the cross street.

For a left turn, move near the center line or traffic divider and turn from the inside lane in a way that you will not swing wide and will enter the cross street just to the right of the center line.

Some intersections are marked to permit turns from more than one lane, and you may make turns as indicated by signs or pavement markings.

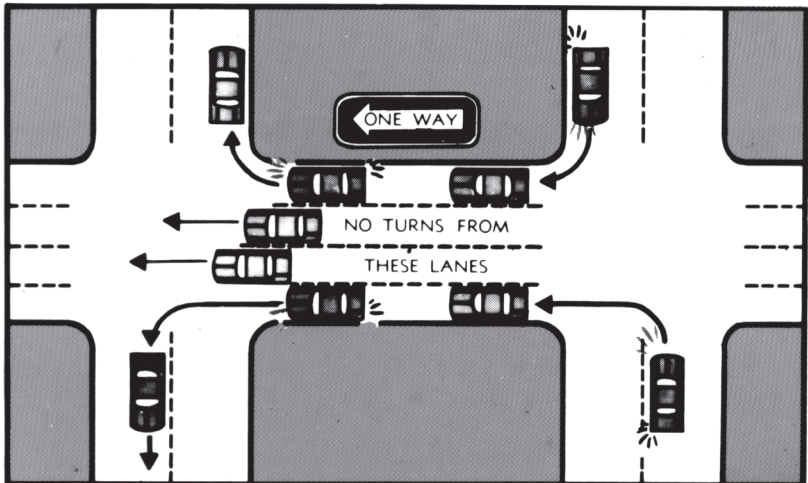
“U” TURNS

Do not make a “U” turn on a curve, or near the top of a hill or where you cannot be seen by another driver within 500 feet. Obey local ordinances and regulatory signs regarding such turns.

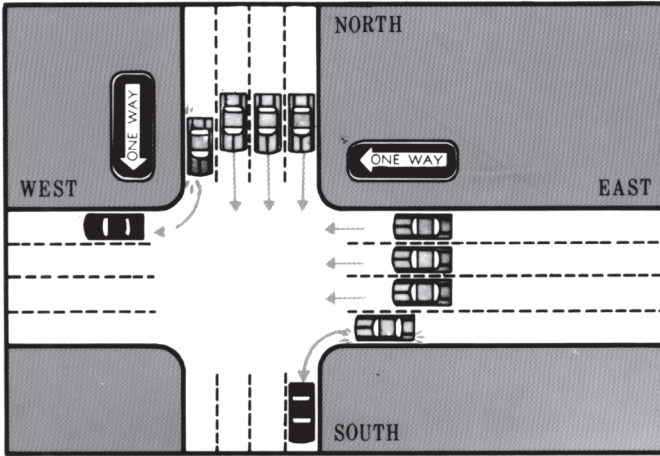
CURVES

Slow down before entering curves because of the danger of crossing over the center line or leaving the roadway. Avoid using brakes on curves. A vehicle is easier to control when the engine is pulling than when it is coasting. A driver should enter a curve slow enough to enable him to accelerate slightly when actually rounding the curve.

TURN FROM TWO-WAY TO ONE-WAY STREETS AND FROM ONE-WAY TO TWO-WAY STREETS

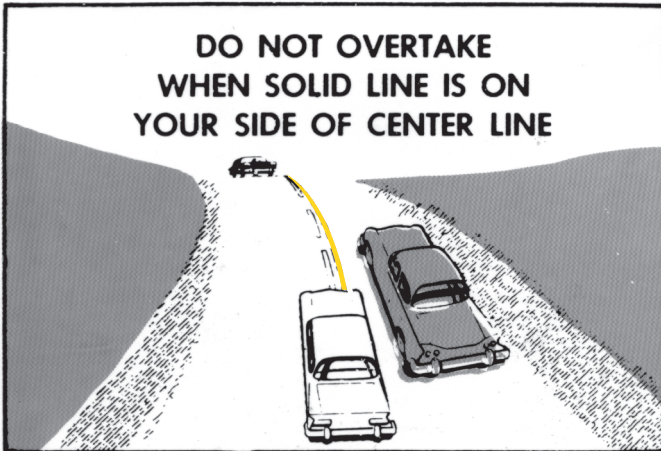


TURN FROM ONE-WAY TO ONE-WAY STREETS



PASSING

On two-lane roads, with traffic moving in both directions, you may pass traffic on the left if the pass can be completed safely without exceeding the speed limit. In preparing to pass, check the road ahead for sufficient distance and the road behind for other traffic that may be preparing to pass you. Activate left-turn signal before passing and right-turn signal after passing, and before returning to the right lane. Do not return to the right lane too soon, wait until you can see the entire front of the vehicle you have just passed in your rear view mirror. When another car is trying to pass you, stay in your lane and don't increase speed.



DO NOT PASS IN THESE SITUATIONS

You may not cross the left side of the road:

Within 100 feet of a bridge, viaduct, or tunnel if your view is obstructed;

Within 100 feet of crossing any intersection or railroad grade crossing;

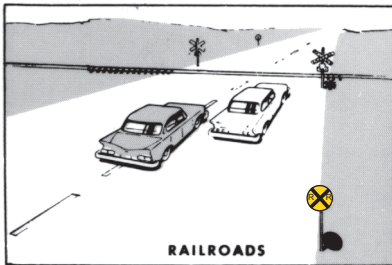
On a hill, curve, or any other place designated as a no-passing zone because of sight restriction;

Any time when left side of road is not clearly visible and free of oncoming traffic. You must return to your driving lane before coming within 200 feet of any vehicle approaching from the other direction;

Where signs prohibit passing or where there is a solid yellow line on your side of the centerline. A double solid yellow line prohibits traffic from both directions from crossing the centerline to pass.

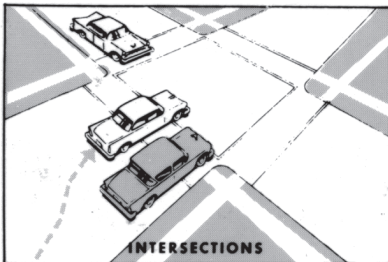
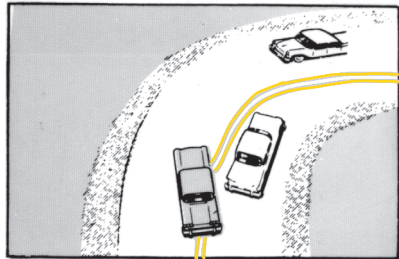
You may not pass another vehicle when approaching within 100 feet of an emergency vehicle that is stopped on the side of the roadway, when the emergency vehicle is displaying emergency lighting signals.

IT IS UNLAWFUL AND UNSAFE TO PASS AT THE FOLLOWING LOCATIONS



Never pass at railroad grade crossings.

Do not drive to the left of the center line at any place where the yellow line is in your lane.



Never pass at intersections.

PASSING ON THE RIGHT

Is permissible on one-way roadways and streets and highways marked for two or more lanes of traffic moving the same direction. Do not drive on the shoulder to pass except during an emergency or when directed by traffic authorities. When passing on the right, be sure to check traffic ahead and behind, and use signals to show your intention.

FOLLOWING OTHER VEHICLES

The law requires that you keep a safe clearance between your vehicle and the vehicle in front of you. Weather, road conditions and traffic influence this requirement. Be able to stop or turn to avoid a collision. Use the two second rule for measuring safe following distance under normal conditions. Under adverse conditions use the four second following rule.

MAINTAIN SAFE DISTANCE



Another good method is to watch the car ahead of you. When it passes some reference point, such as a telephone pole, then count "one-thousand-one, one-thousand-two". If you pass the same spot before you are through counting, you are following too closely.

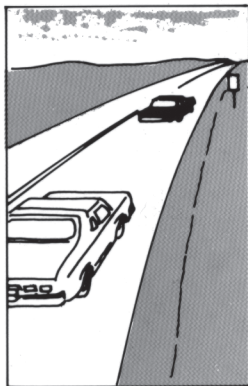
When you are following vehicles which often stop (buses, post office vans) you should allow more following distance than usual. When driving in bad weather, you should increase following distance 3 or 4 seconds.

Following too closely also reduces your ability to see road and traffic conditions ahead. When you do not see what is ahead, you cannot be ready to avoid any trouble which develops.

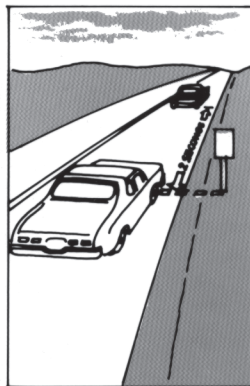
TWO-SECOND Following Distance Rule



The car ahead is approaching a check point (the sign).



Begin counting seconds as the rear of the car ahead passes the check point.



If it takes two seconds for the front of your car to reach the check point, your following distance is proper.

Under normal conditions, a safe following distance between your car and the car ahead is:

- 1. Fifty feet.**
- 2. One car length.**
- 3. One hundred feet.**
- 4. Two seconds behind the vehicle you follow.**

The correct answer is No. 4.

STOPPING

A complete stop is required for the following:

1. When you see a stop sign, you must stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then at a point nearest the intersecting roadway.
2. When coming from an alley, private driveway or building within a business or residential district.
3. When a school crossing guard is displaying an official flag in a STOP position.
4. You must stop when meeting or overtaking a school bus, church bus or day care bus stopped to pick up or let off children. You must remain stopped until the STOP signal is retracted and the red lights are turned off. Approaching traffic in the opposite roadway of a divided highway shall not be required to stop, even if the school bus has the stop-arm extended and the alternately flashing warning signal lamps on.
5. When directed by a flagperson or any traffic control device at railroad crossings.
6. When directed by a flagperson at a construction site, or at anytime when directed by a police officer.
7. When an emergency vehicle is coming toward you or approaches from behind and is displaying flashing red lights and/or sounding a siren.

BOTH CARS MUST STOP



BACKING UP

Before backing your vehicle it is a good practice to walk completely around the vehicle to be sure no person or obstacle is behind you.

Before backing you should look to the front, sides and rear, and continue to look to the rear while backing. Do not depend on your mirror. Backing slowly into the proper traffic lane with a minimum of movement. Follow the same rules when backing into traffic lanes after being parked at an angle. Except for backing into a parking space, it is never advisable to back up on a public street or road. If you back out of a driveway, always back into the nearest lane and proceed from there. NEVER back across other traffic lanes.

RIGHT-OF-WAY

Right-of-way rules are an aid to safe and smooth traffic flow. They emphasize courtesy and common sense.

1. The driver of a vehicle approaching an intersection shall yield the right-of-way to a vehicle which has already entered the intersection from a different highway.
2. When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right.
3. If you are entering a through street or highway at which there are stop signs, you must stop completely and proceed when you can do so without interfering with other traffic.
4. Emergency vehicles, such as police cars, fire engines and ambulances, have the right-of-way when they are displaying a red light in front or when they signal with a siren or bell. At such times, other vehicles should immediately drive to the right and stop until the emergency vehicles have passed. NEVER follow such vehicles. When approaching a stationary emergency vehicle from the rear that is using flashing warning lights on a street or highway with two or more lanes in each direction, a driver shall proceed with due caution and move to a lane that is not adjacent to the stopped emergency vehicle. If driving on a street or highway where it is not possible to change lanes, the driver shall reduce speed and proceed with due caution.
5. The driver of a vehicle turning left shall yield the right-of-way to vehicles approaching from the opposite direction which are within or so near as to constitute a hazard. If both cars enter the intersection at the same time, the car going straight through has the right-of-way.
6. Vehicles on a public street or highway have the right-of-way over vehicles entering from a private drive or side road.
7. The driver of a vehicle within a business or residential district emerging from an alley, driveway or building, shall stop their vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway or driveway, and shall yield the right-of-way.
8. Cars controlled by a yield sign need stop only when necessary to avoid interference with other traffic that has the right-of-way, including pedestrians.

PARKING

Parking is NOT allowed at the following places:

1. Within an intersection.
2. Within a pedestrian crosswalk at an intersection.
3. Within 15 feet of a fire hydrant.
4. In front of a driveway.
5. On a bridge or other elevated structure upon a highway or within a tunnel.
6. In "No Parking" zones designated by official signs.
7. Double or, "two-deep" along the curb or side of street.
8. On narrow streets or roads where parking would interfere with regular traffic.

9. On sidewalk.
10. Within 30 feet of any traffic control sign at the side of the roadway.
11. Between a safety zone and adjacent curb, or within 30 feet of points on curb opposite ends of safety zone.
12. Within 50 feet of the nearest rail at railroad crossings.
13. Within 20 feet of driveway entrance to fire station and on side of street opposite entrance within 75 feet of entrance.
14. Alongside or opposite any street excavation or obstruction when parking would obstruct traffic.
15. In spaces identified as authorized handicapped parking.

PARKING ON HILLS

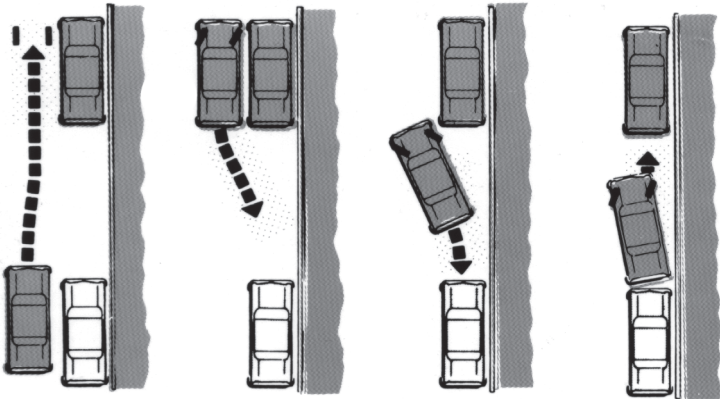
If you park on a hill you must turn the front wheels to the curb (see illustration). Then you must set the emergency or parking brake.



PARALLEL PARKING

Park your car midway between the two cars and not more than twelve inches from the curb.

STEPS IN PARALLEL PARKING



1. Stop even with car ahead and about a foot and a half away from it.

2. Turn wheel sharp right and back slowly straight toward car behind.

3. When clear of car ahead turn wheels sharp left and back slowly to car behind.

4. Turn wheel sharp right and pull toward curb in center of parking space.

In preparing to leave a parallel parking space, look to the rear over your shoulder, as well as in the rear view mirror, and wait until the way is clear before pulling into traffic. Indicate your intention by signaling. Enter traffic in the nearest lane and remain in that lane until it is safe to change into another lane.

DRIVERS AND PEDESTRIANS

The driver's responsibility is greater than that of the pedestrian, since a motor vehicle with its greater weight and speed is much more destructive.

A pedestrian sometimes does thoughtless or foolish things. But, in spite of this, if your vehicle is under control at all times you should be able to avoid hitting him.

The pedestrians killed and injured are usually persons who are unfamiliar with automobiles or those who are not as alert as the average person. Older persons who move slowly and cannot see or hear well are frequently involved in such accidents.

Children are the next group most frequently involved in pedestrian accidents. They do not realize the danger of playing in or crossing the streets.

RULES FOR DRIVERS

1. If there are no traffic control signals, drivers must slow down or stop for pedestrians within a marked or unmarked crosswalk.
2. When making a left or right turn at any intersection, drivers must yield the right-of-way to pedestrians.
3. After coming to a complete stop at a stop sign, drivers must yield the right-of-way to pedestrians before proceeding.
4. At traffic signals, after the light turns green, drivers must yield to pedestrians who have entered the crosswalk before the light changed.
5. When entering a street or highway from an alley or driveway, drivers must stop before crossing sidewalk and yield the right-of-way to pedestrians.
6. Drivers must always come to a complete stop when approaching a blind person who is crossing a street or highway, when such person is carrying a white cane or is being guided by a dog, regardless of any traffic control signs or signals which may be in operation. After stopping, a driver must take such precautions as may be necessary before proceeding in order to avoid injury to the blind person.
7. Be on the look out for pedestrians in order to avoid injuring them, regardless of who has the right-of-way.
8. Kansas passed a law which makes it illegal to text message when driving. This means using a wireless communications device to write, send, or read a written communication. There are some exceptions. Refer to: www.ksrevenue.org/vehicles

RULES FOR PEDESTRIANS

1. Cross at intersections only with "walk signal" or green light.
2. Cross in pedestrian lanes when possible.
3. Look in both directions before crossing a street or highway.
4. Do not step from the curb when it will interfere with vehicular traffic.
5. Never stand in the street waiting for a signal to change.
6. Never enter the street from behind a parked car.
7. Never stand in the street or on the highway to solicit a ride, as hitchhiking is dangerous and should be avoided.
8. Always wear white or light-colored clothing, or carry a light when you are on the street or highway at night.
9. Never walk in the street or highway when sidewalk or pathway is available.
10. Always walk on the left side of the highway or street facing the oncoming traffic, and always step off of the roadway when a motor vehicle approaches.

A blind person legally has the right-of-way when:

- 1. Wearing a white cloth tied around their arm.**
- 2. Accompanied by another person.**
- 3. Wearing a white coat and trousers.**
- 4. Using a white cane or led by a dog.**

The correct answer is No. 4.

WHEN BICYCLES ARE PRESENT

As an operator of a bicycle, the cyclist is expected to obey all traffic laws and regulations on the streets, roads, and highways of the State. However, whether the bicyclist is operating lawfully or not, give the rider the benefit of the doubt. As a motorist you should realize that the bicyclist has the same rights and responsibilities as you. Mutual respect for one another will aid in smooth, traffic flow. The bicycle is a slow-moving and highly vulnerable vehicle, and almost any type of collision will result in injury or death to the rider. You should keep the following facts and safety tips firmly in mind:

1. Be especially careful when passing a bicycle. Sometimes the cyclist is inexperienced; sometimes the rider may make an unexpected maneuver. Give a bicycle plenty of room, and be prepared for a quick stop.
2. Remember that a bicycle is sometimes difficult to see amid other traffic. The hours of darkness, or when visibility conditions are poor, are especially dangerous. Be watchful of cyclists along the road or intersections, and adjust your movements to allow for any turns they may make.
3. If the cyclist is traveling between you and the side of road as you are preparing to turn, be sure the cyclist knows of your intention, and is not in your path as you make the turn. If the rider is riding along the right edge of the roadway, in accordance with the law, you must wait until the cyclist slows down to allow you to turn in front of the cycle, or proceeds through the turning area before you make your turn.

TO THE BICYCLIST

Keeping three important principles in mind will help the adult bicyclist to share the road safely with motor vehicles and pedestrians: control, predictability, and visibility.

Before you venture into traffic, make sure that you have mastered the **control** of your bicycle; riding in a straight line, and turning and stopping smoothly. Riding your bicycle in a **predictable** manner is essential to your safety on the road. This means riding with the traffic, not against it; signaling your intentions clearly and in plenty of time; and choosing a path of travel which won't result in you swerving into traffic to avoid hazards. Increasing your **visibility** will help to protect you on the road. Clothes of bright colors during the day, and white or yellow plastic is an excellent option; it will both protect you and make you more visible. At night, always have the required headlight and rear reflector on your bicycle; a red taillight and additional reflectors are also helpful.

BICYCLES

Motorists in Kansas should expect to encounter bicyclists on all state and local roadways except for the Interstate system where bicyclists are prohibited or where prohibited by local ordinance. Please be considerate of bicyclists who have rights to the roadway. Expect bicyclists to be two feet from the right edge of the roadway or curb. When passing a bicyclist use extreme caution and pass four feet to the left of the bicyclist.

FINANCIAL RESPONSIBILITY

No motor vehicle shall be registered or reregistered in this state unless the owner at the time of registration, has in effect a policy of motor vehicle liability insurance covering such motor vehicle. The vehicle owner shall certify that the owner has such financial security and shall maintain financial security continuously throughout the period of registration. The Motor Vehicle Division may require that the owner or owner's insurance company produce records to prove the fact that such insurance was in effect at the time the vehicle was registered and has been maintained continuously from that date. Failure to produce such records shall be prima facie evidence that no financial security exists with regard to the vehicle concerned.

Whenever the division receives prima facie evidence, that continuous financial security is not in effect, the division shall notify the owner that, at the end of 30 days after the notice is mailed, the registration for such motor vehicle and the driving privileges of the owner of the vehicle shall be suspended. If, within the thirty-day period such owner is unable to demonstrate proof of continuous financial security covering the motor vehicle in question, the division shall suspend the registration of such motor vehicle and the driving privileges of the owner until such owner demonstrates to the division that such vehicle is currently insured.

An owner of an uninsured vehicle shall not permit the operation thereof upon a highway or upon property open to use by the public and no person shall knowingly drive an uninsured motor vehicle upon a highway or upon property open to use by the public.

In addition to any other penalties for failure to have or maintain continuous liability insurance, the Motor Vehicle Division, upon receipt of an accident report shall suspend the drivers license of each driver and owner of the uninsured vehicle involved in the accident and the vehicle registrations of all vehicles owned by the owner of the uninsured vehicle.

IMPLIED CONSENT TO ALCOHOL TEST

1. Kansas law (K.S.A. 8-1001) requires a driver to submit to and complete one or more test of breath, blood or urine to determine if the driver is under the influence of alcohol or drugs or both.
2. The opportunity to consent to or refuse a test is not a constitutional right.
3. There is no constitutional right to consult an attorney regarding whether to submit to testing.
4. A refusal to submit to and complete any test requested by a law enforcement officer will result in a driver license suspension of 1 year.
5. Test results showing an alcohol concentration of .08 or greater (.02 or greater in the case of a driver under age 21) will result in a license suspension of at least 30 days.
6. If a driver refuses a test or if the test results show an alcohol concentration of .08 or greater and the driver has previously been convicted or granted diversion on a charge of driving under the influence of alcohol or drugs, or both, or a related offense, or has refused or failed a test within the past five years the person's driving privileges will be suspended for at least one year.
7. A refusal to submit to a chemical test or the results of a chemical test may be used at any trial on a charge arising out of the operation or attempted operation of a motor vehicle while under the influence of alcohol or drugs, or both.
8. After a person submits to and completes a test they have the right to consult with an attorney and may secure additional testing which should be done as soon as possible and is customarily available from medical care facilities and physicians.

CHILD RESTRAINTS/SEAT BELTS

Child Restraints:

Every parent or legal guardian of a child under the age of 4 years shall provide for the protection of such child by properly using a child passenger safety restraining system.

Seat Belt Act:

Kansas passed a mandatory seat belt law that requires ALL occupants of a vehicle to wear a seat belt.

DRIVING AT NIGHT

USE HIGH AND LOW HEADLIGHT BEAMS PROPERLY



Use bright lights only when driving in the open country without other cars near. Even with the upper beam, speed must be lower than by day.



Always use dim lights when approaching other cars so as not to blind the driver. Also use lower beam when driving where there are street lights, in fog and when following another car closely.

The distance you can see ahead is greatly reduced at night. Therefore, your speed should be reduced in proportion. Wide awake driving is necessary at all times and especially at night, since we see objects only a limited distance ahead. Never overdrive your headlights.

There are certain things you should do:

1. When you meet another vehicle at night, you must lower your headlight beams (dim your lights) within 500 feet of them.
2. Lower your headlight beams (dim your lights) when following another vehicle within 300 feet.
3. Lower your headlight beams (dim your lights) when you are driving on well lighted streets.
4. Use your lower headlight beams (dim your lights) when driving in a fog, and reduce your speed. Driving with your high light beam (your bright lights) in a fog is like shining your lights on a mirror, and light is reflected back into your own eyes and has a tendency to blind you.
5. Avoid looking directly into the lights of cars you are meeting. Instead, watch the right hand edge of the road. You can be partially blinded for several seconds.

6. Slow down when facing the glare from approaching headlights.
7. Be sure that you can stop whenever necessary, within the distance you can see clearly ahead.
8. The lights, **NOT PARKING LIGHTS**, on your car must be lighted when traveling on the highways from sunset to sunrise, and at any other time when persons and vehicles cannot be seen clearly from a distance of 1,000 feet.

WINTER DRIVING

Most drivers realize that winter creates additional hazards for automobiles, but many of them don't know what to do about it. Here are a few simple precautions which you should follow:

1. Equip your car with chains or snow tires. Chains are by far the most effective, and they should be used where ice and snow remain on the roadway. One word of caution . . . neither chains or snow tires will permit you to drive on slick pavement at normal speeds, so don't let yourself get a false feeling of security.
2. Maintain a safe interval. You must increase the distance from the car ahead of you according to the conditions of the pavement. Many needless rear-end collisions occur on icy streets because drivers forget to leave stopping space. Snow tires will slide on ice or packed snow. To keep safe you must keep your distance.
3. Reduce speed to correspond with conditions. There is no such thing as a "safe" speed range at which you may drive on snow or ice. You must be extremely cautious until you are able to determine how much traction you can expect from your tires. Every city block and every mile of highway may be different, depending upon sun or shade and the surface of the roadway.
4. Keep windows clear. Remove snow and ice before you drive, even if you're just going to the corner drug store. Make certain the windshield wipers and defroster are working properly.
5. Watch for danger spots ahead. There may be ice on bridges when the rest of the pavement is clear. Snow melts more slowly in shady areas. Take precautions when approaching turns.
6. Get the feel of the roadway. Start out very slowly. It is both futile and foolish to burn the rubber off your tires by spinning the wheels. Test your brakes gently after the car is in motion to determine how much traction you will have. Start slowing down before you come to a turn.
7. Studs in snow tires are permitted only between November 1 and April 15.

HYDROPLANING

"WATER SKIING ON THE HIGHWAY"

Hydroplaning, as a cause of skids, has only recently been investigated. It takes place when you're driving on wet roads. At speeds up to 35 MPH, most tires will "wipe" the road surface, the same way as a windshield wiper cleans the windshield. But, as the speed increases, the tires cannot "wipe" the road as well and start to ride up on a film of water, just like a set of water skis. In a standard passenger car, partial hydroplaning starts at about 35 MPH, and increases with speed to about 55 MPH at which point the tires may be totally up on the water. In a severe rainstorm, for example, the tires lose all contact with the road at 55 MPH. If this is the case, there is no traction available to brake, accelerate or corner. A gust of wind, a change of road camber or a slight turn can create an unpredictable and uncontrollable skid.

To prevent hydroplaning it is most helpful to have good tires with deep treads and proper inflation. The treads allow the water to escape from under the tires and tend to prevent complete hydroplaning at normal highway speeds. However, when the depth of the water exceeds the depth of the treads, complete hydroplaning can be expected at speeds from 50-60 MPH.

With the increase in popularity of the motorcycle as a means of transportation it should be mentioned that all rules on hydroplaning also apply to them. Hydroplaning can be more hazardous for a motorcycle rider because of the necessity to maintain your balance.

EFFECTS OF ALCOHOL AND DRUGS ON DRIVING

There are some things you should know about alcohol and how it may affect you as a driver.

What kind of intoxicants you may drink or how much you may drink is not so important as how much alcohol has been absorbed into the blood stream.

DRUGS

There are many prescription drugs or remedies which can be purchased without a prescription which can interfere with your ability to drive safely.

1. When given a prescription for drugs or medicine, ask your doctor about side effects that may affect your driving.
2. Drugs, including some allergy remedies and cold pills which can be purchased without a prescription, can also affect your driving.
3. The most dangerous drugs are LSD, Heroin, Pep Pills, Speed and many others bought on the black market. They have the power to make the user completely unaware or indifferent to their surroundings.

ANYONE UNDER THE INFLUENCE MUST NOT ATTEMPT TO DRIVE

PENALTIES/DUI CONVICTION

A first conviction of driving under the influence of alcohol and/or drugs will result in:

1. A fine up to \$1,000.
2. A minimum jail sentence of 48 hours or 100 hours of community service.
3. A drivers license suspension.

QUIT DRIVING WHEN YOU ARE DROWSY

1. Drowsiness is the first step in falling asleep.
2. Do not stare. Move your eyes from side to side and change focus from near to far.
3. Keep your car's interior as cool as possible.
4. Take a break out of the car every 100 miles.

Signs, Signals and Markings

THE IMPORTANCE OF THIS SECTION

Signs, signals and markings tell you where you are, regulate your driving and tell you how to drive. The greatest contribution you can make to highway safety is to be constantly alert for those signs, signals and markings that regulate the safe operation of all vehicles using our common highways. To see them is a necessity. To understand them is important and to obey them is life saving.

Without them, traffic on the streets and highways would be in a shambles. Accidents would be a certainty. Traffic jams would be so common that you would find it impractical to drive at all.

The U.S. Department of Transportation, after much research and study, has recommended new signs with symbols and fewer words that will communicate their meaning to greater numbers of people. Research has shown that people react to symbols more quickly than to words.

The new signs are color coded to make them more recognizable. They are also designed by their shape to help identify them more quickly from greater distances.

It will take several years before all of the old-type signs are completely replaced; therefore, both the old and the new are shown and explained in this book. During this transition period you will often find a smaller sign underneath explaining their meaning in words.

HIGHWAY SIGNS AND MARKINGS

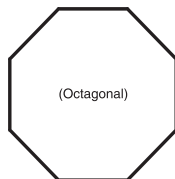
There are three official sign classifications . . . Regulatory, Warning, and Guide. There are eight basic shapes and eight basic colors used for these three classifications.

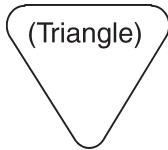
Colors on pavement are used as an aid to traffic signs, signals and traffic control devices. RED must only be used at approaches to a stop sign which is used 24 hours a day. YELLOW is used only to separate opposing traffic lanes. WHITE is only used to separate traffic lanes where traffic flows in the same direction, to indicate the outside edge of the roadway and to show a crosswalk at a pedestrian crossing.

SHAPES OF SIGNS

OCTAGON (eight-sided) always means stop. It will generally have white letters and a white border on a red background. No other sign is so shaped.

You may see some of the older stop signs that will be yellow in color with black letters; and some may have additional messages other than the word STOP. Do not be confused. You must always stop wherever the sign is so shaped.





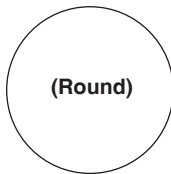
The **YIELD** sign will be a downward pointing **TRIANGLE** having a red border band and a white interior and the word **YIELD** in red inside the border band; **YOU SHOULD RECOGNIZE THIS SIGN BY ITS SHAPE.**

APPROACHING the yield sign, driver shall slow down or shall stop as necessary. Yield right of way to pedestrian or to any vehicle in the intersection or approaching on another highway.



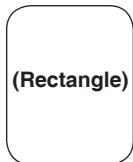
NO-PASSING ZONES

NO-PASSING SIGN—Black on yellow. This sign is on the left side of the highway and faces the driver. It marks the beginning of a **NO-PASSING ZONE**. Passing must be completed before reaching this sign.



RAILROAD CROSSING SIGNS

THE ROUND YELLOW SIGN with X and RR means just one thing—a highway-railroad crossing is ahead. Be prepared to stop. Obey all protection devices, and be sure **ALL** tracks are clear before crossing.

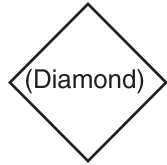


REGULATORY SIGNS

VERTICAL RECTANGLES are generally used to tell you what you must do and inform you of a traffic regulation. **KNOW** the traffic signs by their shape.

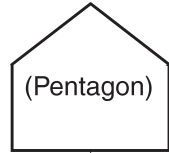
WARNING SIGNS

DIAMOND SHAPED will be the shape of all warning signs with the exception of the Railroad advance warning sign—**ROUND**, and the No-Passing Zone—**PENNANT**. They will have a black legend and border on a yellow background and you should always slow down when you see one.



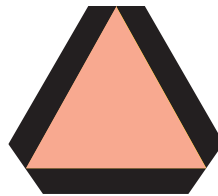
SCHOOL SIGNS

PENTAGON SHAPED signs shall always indicate that you are near a school or a place where school children may be present. It is important that you remember its shape and color which is a black legend with a black border on a yellow background.



SLOW MOVING VEHICLE EMBLEM BY DAY

During daylight, the bright fluorescent orange solid triangle in the center of the SMV emblem is highly visible. It gains the attention and recognition of approaching motorists at distances exceeding one-fifth mile. They have ample time to slow down before it is too late.



BY NIGHT

At night, the reflective red border of the SMV emblem glows brilliantly in the path of approaching auto headlights. The unique, hollow red triangle immediately identifies a slow-moving vehicle.

All animal-drawn vehicles and all vehicles designed for operation at 25 miles per hour or less must display the standard triangular Slow Moving Vehicle emblem. This sign should not be visible if you are exceeding 25 miles per hour.



REGULATORY SIGNS

Regulatory signs will be found at locations where a traffic regulation is applied. They will tell you what to do and some will give you advance notice of what you can not do at certain street or highway locations and also when those restrictions end.



OCTAGON, red with white lettering, means come to a full-stop. The older stop signs, yellow with black letters, have the same meaning. A Supplementary sign “4-way” means all cars coming from any direction at the intersection must stop.

YIELD



Cars controlled by a yield sign need stop only when necessary to avoid interference with other traffic that has the right of way, including pedestrians.



DO NOT ENTER
Prohibits traffic from entering a restricted road section.



NO HITCHHIKING or SOLICITING



Wrong-Way signs are used as a supplement to the DO NOT ENTER sign when an exit ramp intersects a crossroad.



The DO-NOT-PASS sign is used as the beginning of a NO-PASSING ZONE. You may not pass anytime it is not safe to do so.



The new pennant-shaped warning sign supplements rather than replaces the rectangular, regulatory “Do Not Pass” sign.



The PASS-WITH-CARE sign indicates the end of the no-passing zone.



**KEEP
RIGHT**



You may go only in the direction indicated by the arrow.

These signs tell you where to drive when approaching such things as traffic islands, medians or obstructions.



Road is closed to traffic.



No bicycles are permitted on this roadway. The mixing of bicycles and motor vehicles is extremely dangerous and separate facilities are sometimes provided.



A red circle with a red slash from the upper left to the lower right means NO. You are prohibited from doing whatever is shown in the picture within the red circle.



**LEFT TURN
LANE IN THE
CENTER OF
HIGHWAY**



**TURN WHEN
APPROACHING
TRAFFIC IS CLEAR**



PREFERENTIAL LANE SIGNING

Where a lane is designated for a specific usage such as a bus or carpool lane. **DO NOT ENTER UNLESS AUTHORIZED.**



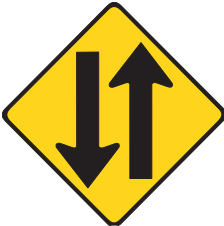
DIVIDED HIGHWAY CROSSING SIGN

Used on side road to indicate approach to a divided highway. You may be required to stop.

WARNING SIGNS

Warning signs are usually diamond shaped, with the exception of the railroad crossing sign which is round. They will have black lettering or symbols on a yellow background giving advance warning of a specific hazard stated or shown on the face of the sign.

Warning signs require motorists and cyclists to use caution and may call for a reduction of speed for their own safety, or the safety of other motorists and pedestrians.



You are leaving a separated one-way roadway and will be driving on a two-way roadway.



Traffic from the right is merging onto the main roadway.



The opposing lanes of traffic are being separated by an island or median.



You are approaching an overpass and the clearance from the roadway surface to the overpass is 13 feet, 6 inches.



People crossing the street at a pedestrian crosswalk or animals crossing the roadway, as well as slow moving agricultural equipment, are hazards to the high speed vehicles on the open highway and to the slower moving vehicles in urban areas. These are the symbols that will be used to warn motorists.



SCHOOL ZONE

These is a school nearby. You should reduce your speed and watch for children.

SCHOOL CROSSING

Warns you that children must cross the street on their way to and from school. This sign may be located several blocks from a school.

School signs can also be flourescent yellow-green in color.



HANDICAPPED CROSSING AHEAD

Reduce speed and be alert

PEDESTRIAN CROSSING SIGN

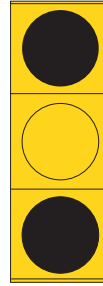
Black on yellow. Pedestrian traffic at this intersection is unusually heavy and it is laned for pedestrian traffic. Be prepared to stop.

AUTOMATIC TRAFFIC SIGNALS



A steady light tells you the light is changing from green to red. Stop for a steady yellow light unless you are within the intersection or are so close that you cannot safely stop before entering the intersection.

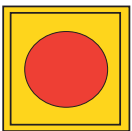
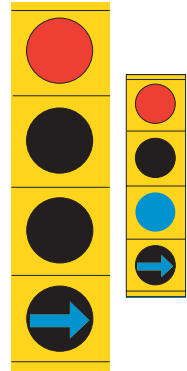
GO when light is green—if you're sure way is clear!



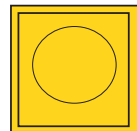
STOP when light is red at a clearly marked stop line or before entering the crosswalk and if there is no crosswalk then before entering the intersection. If there is no sign prohibiting a turn, you may cautiously enter the intersection and make a right turn after first *stopping and yielding* the right of way to other traffic and pedestrians lawfully using the crosswalk and intersection.

If there is no sign prohibiting such turns, vehicles on a one way street may turn left on another one way street after stopping and yielding the right of way to other traffic and pedestrians lawfully using the crosswalk or intersection.

YOU MAY TURN when green arrow light is on (cautiously and according to posted instructions).



RED FLASHER LIGHT MEANS STOP . . . a complete *dead* stop. Does not change color. Stays red. *After* stopping, proceed only when the way is clear.



YELLOW FLASHER LIGHT MEANS SLOW DOWN . . . and be *extra* careful of intersecting traffic, whether you have right of way or not. Proceed with caution.

DANGEROUS OR UNUSUAL CONDITIONS AHEAD

BLACK ON YELLOW DIAMOND SHAPED SIGNS



Winding road ahead.



Gradual curve to right—then left. Check speed.



25
M. P. H.

Sharp turn to right.
Advisory speed sign.
Reduce speed.



45
M. P. H.

Gradual turn to right.
Advisory speed. Check
your speed.



Sharp turn to right—then
left. Reduce speed and
look well ahead.



Black on yellow. All pavement is
slippery when wet, but this sign warns
of extreme conditions.



Black on yellow. Steep downgrade
ahead. Slow down and shift to a lower
gear to control speed and preserve
brakes.



Curve to the right—reduce speed.



Side road enters highway ahead from
the right.

CONSTRUCTION AND MAINTENANCE SIGNS

BLACK ON ORANGE

Construction and maintenance areas may, because of their temporary nature, confuse or surprise a driver. The color orange is designated for all signs, barrels, barricades and warning devices used in these areas for easier identification.

The motorist should be especially alert, use caution, reduce speed and recognize the possible presence of workers, machinery and adverse road conditions ahead.



Advance general warning sign for obstructions or restrictions ahead. Check speed and be alert for activity.



Warning to indicate a reduction of traffic lanes in the direction of travel. Slow down, merge with other traffic in advance of barricades, barrels or other channeling devices.



Advance warning of a location where traffic in both directions must use the same single lane. Reduce speed and be prepared to stop for a flagman or signal.



To indicate a flag-person is ahead to control traffic. Slow down and be prepared to stop.

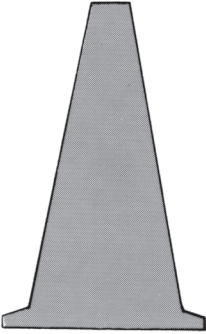
BLACK ON ORANGE



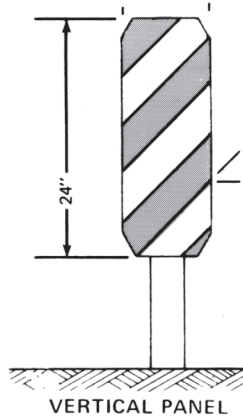
Intended for use in advance of a survey crew working in or adjacent to roadway. Slow down and watch for persons working.



Generally indicates Maintenance or Public Utility Operations ahead. Slow down and be alert for workers in or near the roadway.

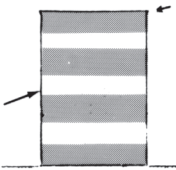


CONES

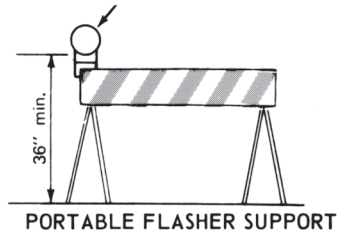


VERTICAL PANEL

DRUMS



55 GAL.



PORTABLE FLASHER SUPPORT

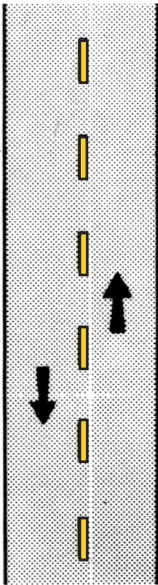
OTHER DEVICES

Channelizing devices such as these above are used to warn drivers of hazards and to guide the drivers safely past the area. The driver should slow down, be alert, and be prepared to stop. All fines are doubled for any traffic violation in a construction zone.

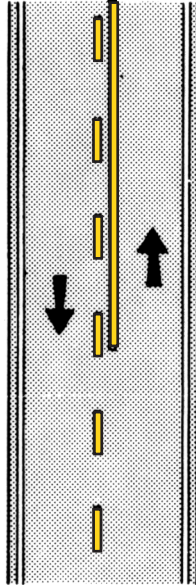
PAVEMENT MARKINGS

Pavement markings should indicate to the driver where on the roadway one should be driving; where the visibility ahead is limited and passing is restricted; where one can expect traffic in the adjacent lane to be traveling in the opposite direction; and where one may safely wait for an opportunity to make a left turn.

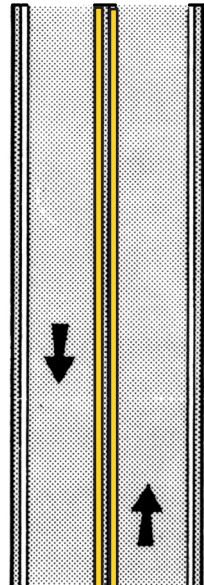
1. Yellow lines delineate the separation of traffic flows in opposing directions or mark the left edge of the pavement of divided highways and one-way roads.
2. White lines delineate the separation of traffic flows in the same direction or mark the right edge of the pavement.
3. Red markings delineate roadways that shall not be entered or used by the viewer of those markings.
4. Broken lines are permissive in character.
5. Solid lines are restrictive in character.
6. Width of line indicates the degree of emphasis.
7. Double lines indicate maximum restrictions.



Two-lane, two-way roadway, passing permitted.



Two-lane, two-way roadway passing prohibited one direction.

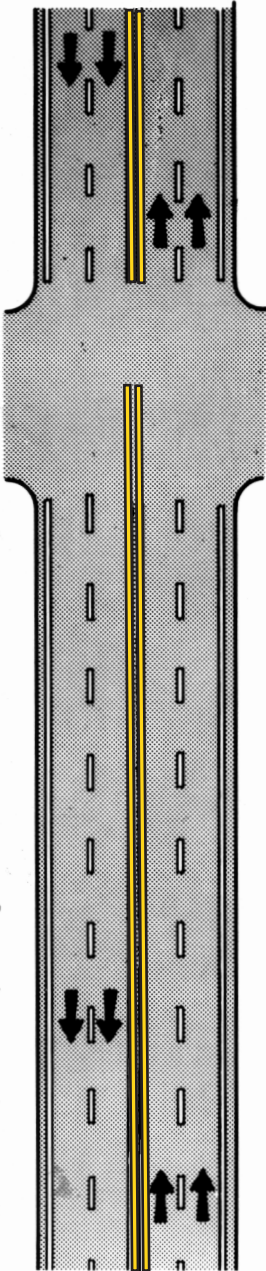


Two-lane, two-way roadway passing prohibited both directions, crossing centerline permitted only as part of left-turn maneuver.

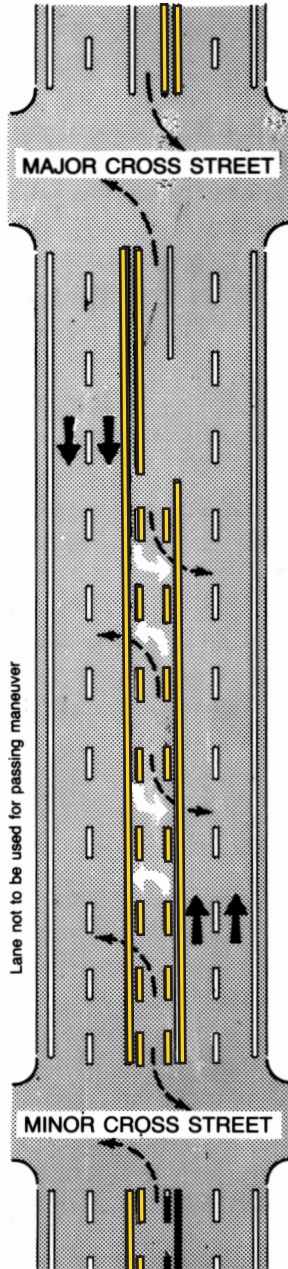
1. Typical multi-lane, two-way marking.
2. Typical multi-lane, two-way marking with single lane, two-way left turn channelization.

Lane not to be used for passing maneuver

1. Typical multi-lane, two-way marking.

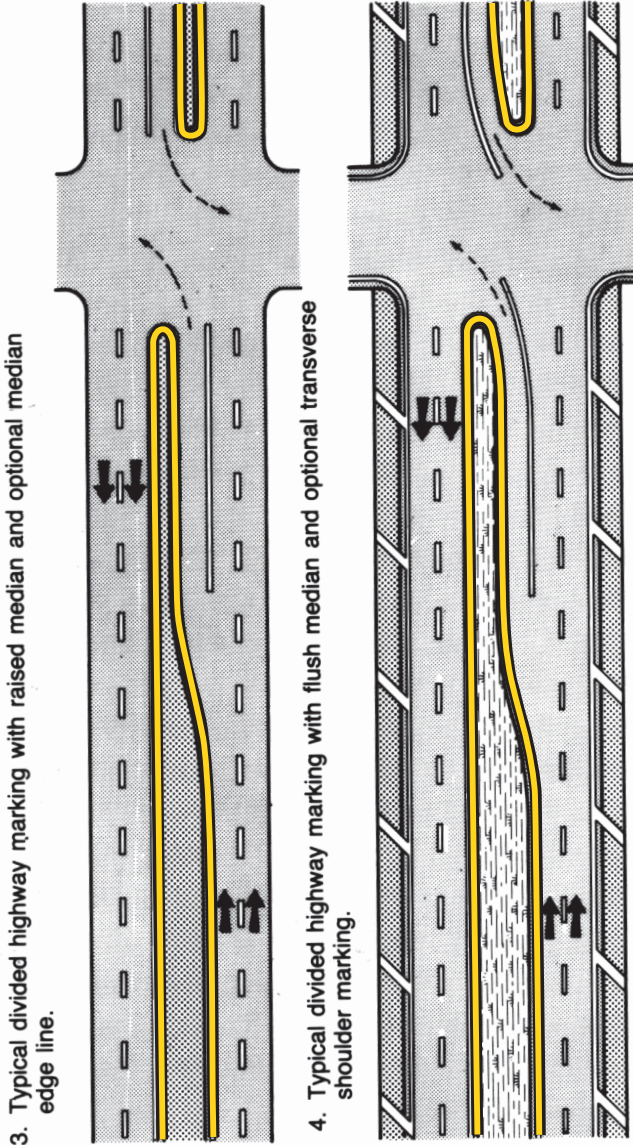


2. Typical multi-lane, two-way marking with single lane, two-way left turn channelization.



3. Typical divided highway marking with raised median and optional median edge line.
4. Typical divided highway marking with flush median and optional transverse shoulder marking.

Figures 1-4. Typical one-way and divided highway marking applications.



Figures 1-4. Typical one-way and divided highway marking applications.

SERVICE SIGNS



The blue color of these signs indicates that they provide direction to motorist service facilities. Word message signs also will be used to direct motorists to areas where service stations, restaurants and motels are available.



GUIDE SIGNS

The green background signs indicate that the message is providing directional information. New directional signs will point to bike and hiking trails.



HIGHWAY MARKINGS



HIGHWAYS are designated by the signs above. White background, black numerals—U. S. highways. Interstate markers are red and blue background with white reflective numerals. Green background with white reflective letters are used on the Turnpike. Yellow background, black numerals are used on Kansas highways.

RAILROAD GRADE CROSSING INFORMATION

TRAINS CANNOT STOP . . .

Don't assume that a train can come to a stop like an automobile. An average 150-car freight train traveling at 30 m.p.h. requires a stopping distance of 3150 feet or three-fifth ($\frac{3}{5}$) of a mile. The same train traveling 50 m.p.h. requires 7000 feet in which to stop. And if it is traveling 60 m.p.h. it takes 8500 feet or one and three-fifths ($1\frac{3}{5}$) miles.

IF YOU ARE ON A COLLISION COURSE WITH A TRAIN—ONLY YOU CAN PREVENT THE COLLISION . . .

Because of the time required for stopping or slowing a train, the automobile driver determines if a collision is going to happen. By the time you pass the limit point for stopping before reaching the railroad-highway crossing, the train cannot stop or even begin to slow down before it reaches the crossing. Only you can act to avoid the collision!

RAILROAD CROSSING SIGNALS, SIGNS AND MARKINGS . . .

The highway department and railroad companies have marked public railroad crossings with warning devices for your protection. Learn what they are and watch for them.

STOPPING . . .

If stop required, the stop shall be made within 50 feet but not less than 15 feet from nearest rail. You may not proceed until you can do so safely.



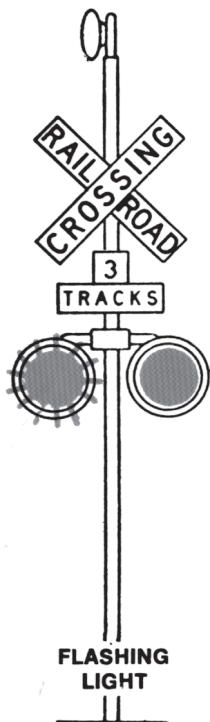
**ADVANCE
WARNING**

Advance warning signs tell you to look, listen and slow down because you may have to stop.

Pavement markings, consisting of an X and the letters RR, may be painted on the pavement at the approach to some crossings.

Watch for vehicles that must stop at crossings. Be prepared to stop when you are following buses or trucks which are required to stop at railroad crossings. Do not pass.

Railroad crossbuck signs will be found



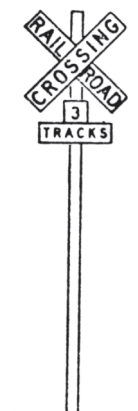
at most crossings. If there is more than one track, sign below crossbuck indicates the number of tracks.

Flashing light signals are used with crossbuck signs at many railroad crossings. Always stop when the lights begin to flash because a train is coming. Do not proceed until you can do so safely. If there is more than one track, make sure all tracks are clear before crossing.

Never race a train. Racing a train to the crossing is foolhardy. You may never have another chance if you lose.

Never shift gears on the crossing. If your vehicle has a manual transmission, shift down before reaching the tracks and do not change gears while crossing the tracks.

Gates are used with flashing light signals at certain crossings. Stop when the lights

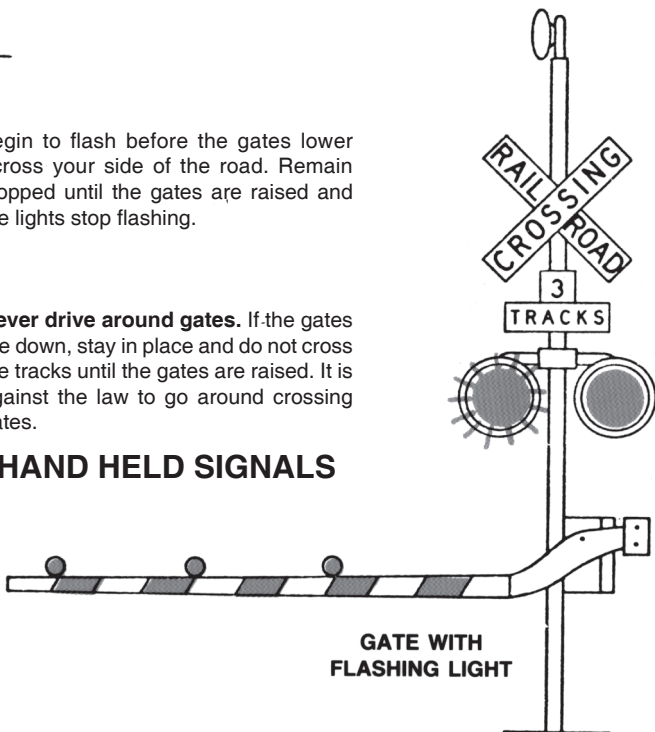


RAILROAD CROSSBUCK

begin to flash before the gates lower across your side of the road. Remain stopped until the gates are raised and the lights stop flashing.

Never drive around gates. If the gates are down, stay in place and do not cross the tracks until the gates are raised. It is against the law to go around crossing gates.

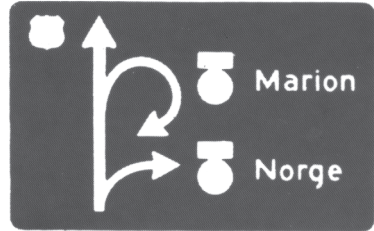
HAND HELD SIGNALS



(Rectangle)

GUIDE SIGNS

RECTANGLE SHAPED signs generally are guides for the motorist indicating towns, cities, destinations, and identifying objects of interest and sources of information.



STOP SIGN. When the traveling public sees the hand stop sign, the driver is to stop for the signal and not proceed until the sign is turned to slow and is waved on.

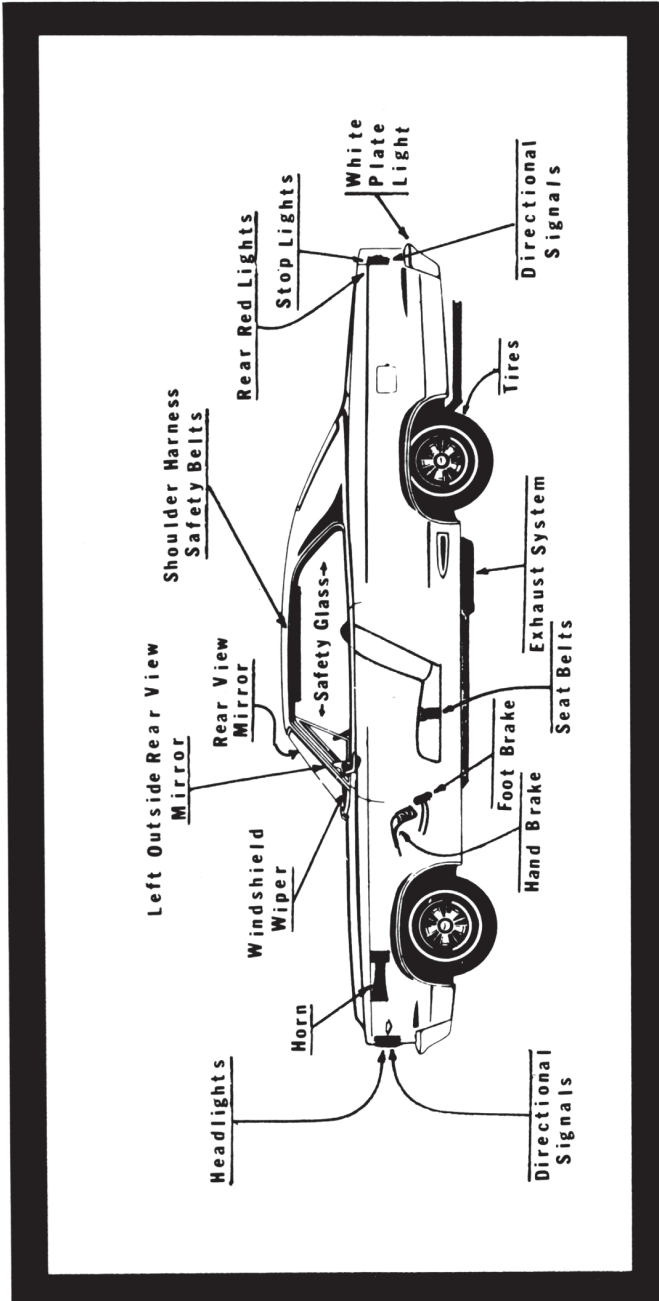
SLOW SIGN. When the traveling public sees the hand slow sign they are to slow down for the slow sign but continue on slowly.

HOW YOU, THE DRIVER, CAN AVOID TRAFFIC ACCIDENTS

1. **SAFETY CHECK YOUR CAR, TRUCK OR MOTORCYCLE REGULARLY.**
2. **SLOW DOWN AND LIVE.** (Relax and enjoy your drive.) Speed costs you money in fuel and vehicle life. It can cost you *your* life.
3. **BE ADJUSTABLE.** (Adjust your driving to road, traffic and weather conditions.)
4. **THINK AHEAD.** (The other driver may not).
5. **MAKE COURTESY YOUR CODE OF THE ROAD.**

REQUIRED MOTOR VEHICLE EQUIPMENT

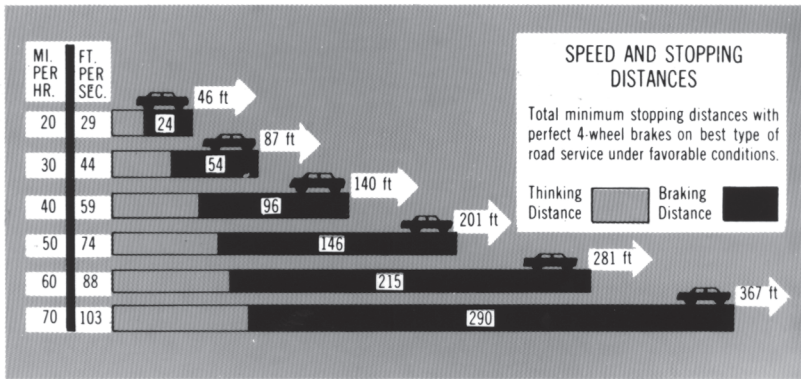
Drivers Should Safety Check Their Vehicles Regularly



SPEED, IMPACT AND BRAKING DISTANCE

It is a well known fact that the faster you drive the greater the impact or striking power of your car. A fact not generally understood is how much greater the striking power of your car is when you double your speed from 20 to 40 miles per hour. You might think that the striking power of your car would be doubled. THIS IS NOT TRUE. The impact is 4 times greater at 40 mph than it is at 20 mph. The braking distance is also 4 times longer. (See chart.) Triple the speed from 20 to 60 mph and the impact and braking distance are 9 times greater. Increase the speed to 80 mph and the impact and braking distance are 16 times greater than at 20 miles per hour. Respect the potential destructive power of your car when you increase your speed. The basic speed properly related to traffic, road and weather conditions skillfully controlled by a thoughtful driver need not be hazardous. In the hands of a thoughtless, uninformed driver it can be deadly.

Thinking Distance



If Your Reaction

Time Is:	20 mph	30 mph	40 mph	50 mph	60 mph	70 mph
1/8 sec.	3.7 ft.	5.5 ft.	7.3 ft.	9.2 ft.	11.0 ft.	12.9 ft.
1/4 sec.	7.3 ft.	11.0 ft.	14.7 ft.	18.3 ft.	22.0 ft.	25.8 ft.
3/8 sec.	11.0 ft.	16.5 ft.	22.0 ft.	27.5 ft.	33.0 ft.	38.7 ft.
1/2 sec.	14.7 ft.	22.0 ft.	29.3 ft.	36.7 ft.	44.0 ft.	51.6 ft.
5/8 sec.	18.3 ft.	27.5 ft.	36.7 ft.	45.8 ft.	55.0 ft.	64.5 ft.
3/4 sec.	22.0 ft.	33.0 ft.	44.0 ft.	55.0 ft.	66.0 ft.	77.4 ft.
7/8 sec.	25.7 ft.	38.6 ft.	51.3 ft.	64.2 ft.	77.0 ft.	90.3 ft.
1 sec.	29.3 ft.	44.0 ft.	58.7 ft.	73.3 ft.	88.0 ft.	103.2 ft.

EMERGENCIES

TIRE BLOWS OUT

- Don't apply brakes.
- Concentrate on steering.
- Remove foot from accelerator.
- Brake softly.
- Pull completely off pavement.

FIRE

- Apply mud, dirt, dust, or snow.
- Check ditch for water.
- Use hub cap to carry water or wet wearing apparel.
- Loosen dirt with tire tool.

FLOODED ENGINE

- Press gas pedal to floor.
- DO NOT PUMP GAS PEDAL.
- Run starter steadily.
- Let pedal up when engine starts.

WET BRAKES

- Test brakes lightly after driving through deep water.
- Brakes may pull to one side or may not hold at all.
- Dry brakes by driving slowly in low gear and apply brakes.

ACCELERATOR JAMMED

- Concentrate on steering.
- Shift to neutral.
- Turn off ignition.
- Use brakes.

RIGHT WHEELS OFF PAVEMENT

- Stop feeding gas.
- Hold wheel firmly.
- Brake lightly.
- Maintain car control.
- Wait until no oncoming car in immediate vicinity.
- Turn back on pavement sharply at slow speed.

BRAKES FAIL

- Push parking brake, while pulling release lever.
- Shift to lower gear.
- Rub tires on curb.
- Look for safer area.

CAR OR MOTORCYCLE APPROACHING IN YOUR LANE

- Sound horn.
- Brake sharply.
- Steer for shoulder on ditch.

1. If car is disabled move it so all four wheels are off the traveled portion of the road, if possible.
2. Raise hood or tie white cloth or handkerchief on left door handle or radio antenna.

IMPORTANT INFORMATION

ROUNDBABOUTS ARE COMING TO KANSAS

Modern roundabouts can improve safety, operation and aesthetics versus a standard intersection with STOP signs or traffic signals.

Modern roundabouts have the following characteristics:

- A central island
- A truck apron (designed for large trucks to put their rear tires on)
- Splitter islands
- A circular roadway on which all vehicles travel counter clockwise
- Slow speeds (15 mph to 25 mph)
- Yield signs at entry

On approaching the modern roundabout, yield to vehicles and bicyclists within the circulating roadway. Look to your left to see if there is an appropriate gap in traffic. If one is not available, you may need to stop. Always enter the roundabout to the right and proceed on the right side of the central island.

Within the modern roundabout, proceed slowly; don't try to pass bicyclists within the roundabout as your speeds should be nearly equal. Continue until you near your exit, at which time you should put on your right turn signal to tell drivers that you intend to exit.

On a multilane modern roundabout, do not overtake or pass any vehicles. Be prepared to yield to vehicles turning in front of you from the inside lane to exit the roundabout.

When there is more than one lane (two) entering a roundabout, use the following general rules to determine which lane you should be in (unless signs or pavement markings indicate otherwise):

- If you intend to exit the roundabout less than halfway around it, use the right lane.
- If you intend to exit the roundabout more than halfway around it, use the left lane.

Watch for pedestrians in or approaching the crosswalk and stop for them. This is important when entering or exiting the round about.

Do not enter a modern roundabout when an emergency vehicle is approaching on another leg. This will enable traffic already in the roundabout to clear in front of the emergency vehicle. When an emergency vehicle is approaching, in order to provide a clear path to turn through the roundabout, proceed to beyond the splitter island of your leg before pulling over.

IF YOU ARE INVOLVED IN AN ACCIDENT

1. Stop the car at once.
2. Render all aid possible to the injured. (a) Do not move the person unless it is absolutely necessary; (b) Check for breathing; (c) Stop severe bleeding; (d) Keep the person lying down; (e) Keep the person warm; (f) Send for an ambulance or a doctor.
3. The driver of a vehicle involved in an accident, resulting in injury to, or death of any person, or total property damage to an apparent extent of \$500 or more, shall immediately, by the quickest means of communication, give notice of such accident to the local police department if such accident occurs within a municipality, otherwise to the office of the county sheriff or the nearest office of the state highway patrol.
4. Get the other person's driver license number, vehicle registration number, name, address and insurance company name and policy number. Give the other person the same information about yourself.
5. If you fail to produce evidence of insurance, you may be issued a citation at the scene of an accident.

DEFENSIVE DRIVING

THE ART OF STAYING ALIVE WHEN OPERATING A CAR, MOTORCYCLE OR TRUCK

Defensive driving is a key concept in a driver improvement program. It represents an approach to the driving task that, when applied, can lessen your chances of being involved in a motor vehicle accident. Defensive driving means driving so as to prevent accidents in spite of the actions of others or the presence of adverse driving conditions.

As a defensive driver, you'll learn to "give" a little—to tailor your driving behavior to the unexpected actions of other drivers and pedestrians, to the unpredictable and ever-changing factors of light, weather, road and traffic conditions, to the mechanical condition of your vehicle, and even to how you feel.

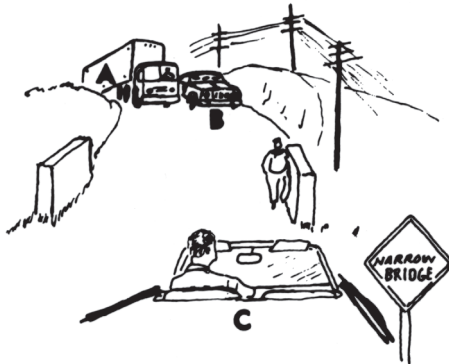
THE STANDARD ACCIDENT PREVENTION FORMULA

In order to do this, you'll need to know and apply the standard accident prevention formula, which involves three interrelated steps:

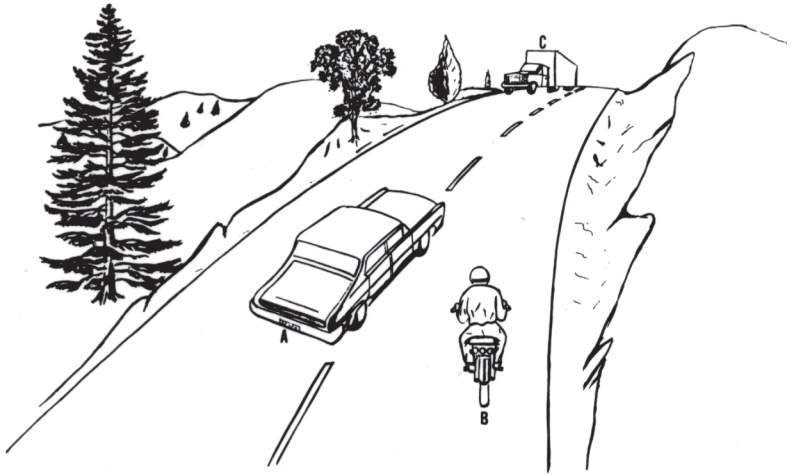
1. **See the Hazard:** Think about what is going to happen or what might happen as far ahead of encountering the situation as possible. Never assume everything will be "all right."
2. **Understand the Defense:** There are specific ways of handling specific situations. Learn them and learn them well so you can apply them when the need arises.
3. **Act in Time:** Once you've seen the hazard and you understand the defense against it, act! Never take a "wait-and-see" attitude.

The driver of truck A should slow down so car B can go around.

The driver of car C should step on the brakes and stop.



The driver of truck C should slow down quickly.
The driver of car A should speed up and get around cycle B.
The driver of motorcycle B should slow down and let car A go around.



When the automatic traffic signal turns yellow you should:

1. Speed up to get to the intersection before the light changes to red.
2. Go on if the light turns yellow after you enter the intersection.
3. You may enter the intersection on a yellow light.
4. Go through the intersection slowly, since the yellow light means caution.

The correct answer is No. 2.

When driving in a fog you should always use your:

1. High headlights beams (bright lights).
2. Low headlight beams (dim lights).
3. Parking lights.

The correct answer is No. 2.

The best way to bring your car out of a skid is to:

1. Turn the steering wheel first to right then to left.
2. Put the brakes on quickly and hard.
3. Turn the front wheels in the direction of the skid.
4. Hold steering wheel to keep the wheels straight.

The correct answer is No. 3.

If your right wheels run off the pavement you should:

1. Apply the brakes lightly, and turn back on the road at slow speed.
2. Speed up so that you can cut the wheels sharply back on the road.
3. Apply brakes hard and cut wheels back onto the road.

The correct answer is No. 1.

When entering the interstate highway:

1. Move in quickly to avoid traffic congestion.
2. Use acceleration lane to speed up before moving in.
3. Stop before entering highway.
4. Give signal and move into traffic.

The correct answer is No. 2.

Interstate

CHECK YOUR VEHICLE—Any kind of mechanical failure is dangerous.

1. Higher speeds generate more heat. Check oil and water levels frequently.
2. Be sure your tires are safe for higher speed driving. Blowouts are common accident factors in accidents on expressways.
3. If you have car trouble pull completely off the traveled portion of the road. Be especially cautious at night since there is a danger of being hit from the rear.

ENTERING THE INTERSTATE

1. Use the acceleration lane to get up to cruising speed *before* you attempt to blend into the traffic stream.
2. You must YIELD to approaching traffic on the interstate as you are about to enter.

LEAVING THE INTERSTATE

1. Do Not Slow Down on the Interstate. This can result in a serious rear end collision. Move to the deceleration lane and then slow down.
2. Plan ahead. Watch for exit signs. If you miss your exit don't back up. Go to next exit. If you take a wrong exit don't stop. This is a primary cause of rear end collisions.

SPEED

1. Speed limits—day, 70 m.p.h.; night, 70 m.p.h. unless otherwise posted. Minimum speed 40 m.p.h. The basic speed limitations imposed by traffic, weather and road conditions are applicable on an interstate system.
2. You are not required to drive at the maximum speed limits. High speed causes tire wear and results in poor gasoline mileage.
3. Vary your speed from time to time to prevent monotony and road hypnosis. Driving at the same speed for a long time and distance dulls the senses and makes a driver accident prone.

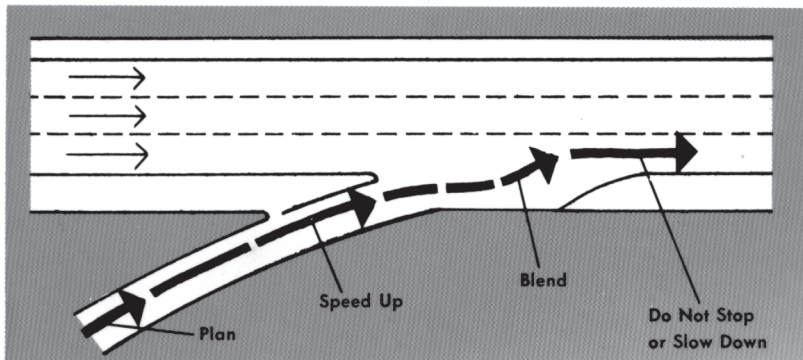
FOLLOWING OTHER VEHICLES

1. The law requires that you keep a safe distance between your vehicle and the vehicle in front of you. Weather, road conditions and traffic influence this requirement. Use the 2-second rule for measuring safe following distance.
2. Do not follow the same vehicle or group of vehicles for a long distance. This results in assuming a "spectator" role and you cease to consider the car ahead as a source of danger.
3. Don't drive in other car's blind spot. The other driver cannot see you with the inside mirror if you are near the other vehicle's left or right rear fender.

PASSING

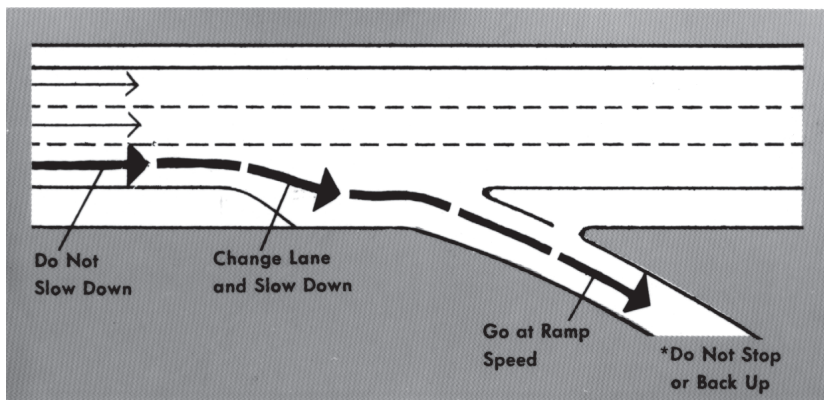
1. You may pass on left or right but slow moving vehicles keep right.
2. Safe passing is dependent upon cooperation between drivers. Do not speed up when being passed.
3. Don't cut in too soon. Quick movements at high speed can be fatal.
4. Be aware of truck "deaf spot." Partial vacuum often prevents the truck driver from hearing your horn.

ENTERING THE FREEWAY



When entering the freeway be sure that you observe the posted speed limit on the entrance ramp. Keep to the far right when merging with traffic as you enter the freeway. Use the acceleration lane, and after checking your left hand rearview mirror you can move out onto the freeway proper. The acceleration lane provides a place for you to gain speed which will allow you to blend with the flow of traffic on the freeway. It also provides an opportunity to obtain a better view of travel behind you through your left-hand rearview mirror before you move onto the freeway.

LEAVING THE FREEWAY



When leaving the freeway, signal your intentions to do so well ahead of time and then move to the far right and onto the deceleration lane. This lane provides a place for you to slow down to the proper speed for the exit ramp, and moves you out of the main artery of freeway travel. You must reduce your speed considerably before entering the exit ramp because most exit ramps are designed for speeds much slower than the speed you had been traveling on the freeway.

Driving Tips for Senior Citizens

Most older drivers enjoy the use of their cars and they handle them with skill. There is no reason why they should not continue to drive as long as they are in good health and keep up to date with the Kansas traffic laws.

The passing years, unfortunately, take their toll on the best of us and sometimes they do it so gradually that we ourselves are not aware of the change.

Deterioration of vision, hearing or reaction develops almost unnoticed until we find ourselves faced with an emergency that we are no longer equipped to handle. The result is an accident that the driver could easily have averted a few years, or even months, earlier.

This is one of the reasons that the accident rate of drivers 65 and over, in terms of miles traveled, is exceeded only by the rate of drivers under 24 years of age. Frequently reported errors made by older drivers include inattention, failure to drive in the proper lane, failure to signal or to observe STOP signs and signals, and unreasonably slow driving on busy highways.

Drivers between 70 and 80 who have not been involved in an accident should recognize that the need to exercise constant care to insure their own safety and that of their fellow citizens on our streets and highways. Traffic conditions today demand more of every driver than they did ten or twenty years ago.

These are the problems that face an older driver in today's traffic:

- (a) As age progresses, hearing and eyesight are less keen.
- (b) Judgment is slower. It takes longer to recognize traffic situations and to make the necessary decisions.
- (c) Physical dexterity is weakened. Older people haven't the same ability to act with speed and decisiveness in an emergency.
- (d) Older drivers are susceptible to injury and death. What would have been a minor accident some years ago could mean injury or death now.
- (e) The older driver is apt to forget that the volume of traffic is increasing all the time and that new rules and regulations are being continually introduced.

To meet these problems we suggest that you consider the following points.

They are all designed to make your driving safer for you and your family:

- 1. Get your doctor's frank advice about your driving. If your doctor advises you to avoid heavy or fast traffic or night driving, follow that advice.
- 2. Keep yourself fit and well; drive only when you feel up to it.
- 3. Don't drive after taking medication unless your doctor says it's safe to do so.
- 4. Be alert at the wheel. Try to anticipate any sudden or unsafe actions by other drivers, pedestrians or children.
- 5. Keep up to date on traffic laws and rules of safe driving. Help on this subject is willingly given by Division of Vehicle officials, the police, safety organizations or motor clubs.
- 6. Have a driving instructor check your driving and make suggestions. The instructor can help you polish up your driving knowledge and skill and also inform you about current traffic laws and procedures.
- 7. Plan every trip—short or long—before you set out. Avoid heavily traveled or high-speed routes. Stay away from routes or zones that bother you.
- 8. Don't obstruct faster moving traffic by unreasonably slow driving. If you are impeding traffic behind you, pull off the highway and allow it to pass. Better still, choose another route or a less busy time of day or week.
- 9. Keep your car and its equipment in safe condition. Take your car in for regular checkups.

10. Keep your windshield, headlights and your glasses clean. Dirt on any of these surfaces interferes with your driving vision—especially at night.
11. Install and use safety belts in your car.

Here's a chance to check your own driving! These are common causes of trouble among older drivers. If two or three of the points apply to you, you should take the necessary steps to correct them.

1. Do you need two or three tries when parking your car parallel to the curb in a parking space?
2. Have you encountered difficulty in distinguishing between objects, such as a hydrant and a small child, when driving at night?
3. Does the glare from headlights of approaching cars cause prolonged discomfort to your eyes at night?
4. Do you have trouble maintaining the pace of other cars or do they seem to be passing you all the time?
5. Does it take you quite a long time to get going again after the light has turned green?
6. Are you getting an increasing number of minor scrapes (such as from your garage door) and dents on your car?
7. Are you missing important STOP signs, highway signs and other traffic indicators?
8. Do you find yourself becoming confused when unexpected or unfamiliar things happen while you're driving?
9. Do you have trouble making out objects that are a few feet away and those that are many yards away?
10. When a car is approaching you on the road, do you have trouble judging how far away it is at a given moment?
11. When you are looking straight ahead in the driver's seat, do you have difficulty seeing the sides of the road?

How many of these questions can you honestly answer with a "no"? For your own protection, please consider your own driving if you have had trouble with any of them.

SHARING THE ROAD WITH LARGE TRUCKS

A tractor-trailer loaded with freight, safe-rated tires, and properly adjusted brakes, traveling at 55 miles per hour on a clear, dry roadway requires a minimum of 290 feet to come to a complete stop. Mindful of this, it is important to be attentive and drive defensively when sharing the road with large trucks. In 8 out of 10 fatal crashes between cars and trucks, the occupants of the passenger vehicles are killed.

Many of these crashes could be avoided if motorists knew about truck limitations and how to steer clear of unsafe situations involving trucks. For example; because it takes trucks much longer to stop, enter roadways carefully, never cutting right in front of them—always leave several car lengths between your vehicle and the truck. Avoid changing lanes directly in front of trucks then slowing down immediately after passing them. Large trucks need lots of room and time to stop.

Don't hang out in the NO-ZONE! No-Zones are areas around trucks where cars (1) "disappear" into blindspots, or (2) are so close that they restrict the truck driver's ability to stop or maneuver safely. Both types of No-Zones greatly increase the potential for a crash.

Points to Remember—Know the NO-ZONE!

Backing Up

When a truck is backing up, it sometimes must temporarily block the street to maneuver its trailer accurately. Never pass close behind a truck that is preparing to back up or is in the process of backing up. Remember, most trailers are 8½ feet wide and can completely hide objects that suddenly come between them and a loading area. So if you try to pass behind the truck, you enter a (NO-ZONE) blindspot for you and the truck driver.

Passing

Another NO-ZONE is just in front of trucks. One of the biggest mistakes you can make is to cut in too soon and slow down after passing a big truck. Because of their size and weight, trucks need a much greater distance to stop than cars. If you don't give them enough space, you run the risk of being hit from behind. So be sure to maintain a consistent speed when passing and don't pull in front of the truck unless you can see the entire front of the truck in your rear-view mirror.

Rear Blindspots

Unlike automobiles, trucks have deep blindspots directly behind them. If you tailgate, not only do you make it impossible for the truck driver to see you, but you also cut off your own view of traffic flow. So staying in this NO-ZONE is almost like inviting a collision.

Side Blindspots

Trucks have much larger blindspots on both sides than cars do. When you travel in these blindspots for any length of time, you can't be seen by the truck driver. If the truck driver needs to make an emergency maneuver or change lanes, they won't be able to see you and a crash could result.

Wide Turns

Because of their vehicles' size, truck drivers sometimes need to swing wide to manage their turns. When they do, they can't see cars directly behind or beside them. So give them plenty of room and never try to squeeze around them.

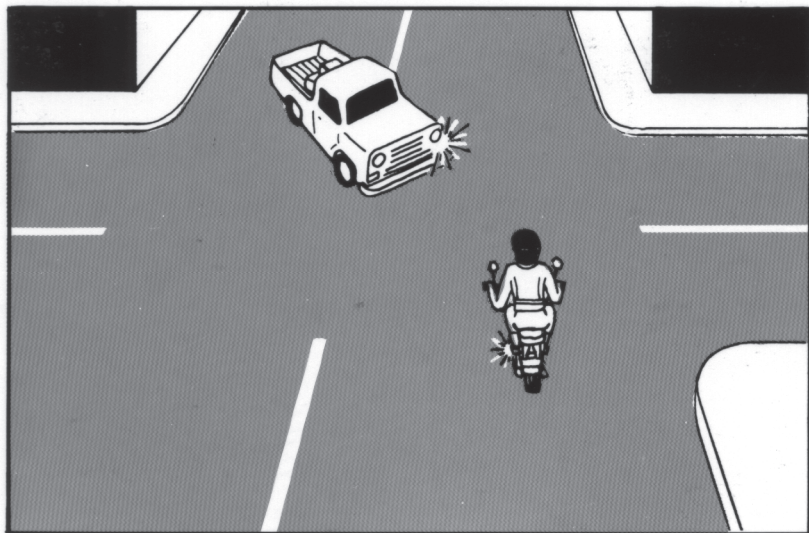
SHARING THE ROAD WITH MOTORCYCLES

Many drivers are having trouble adjusting to the increasing number of motorcycles appearing on our nation's streets and highways. Motorcycles number less than four percent of the motor vehicle population in the U.S., yet they are involved in nearly 10 percent of all motor vehicle deaths. In many motorcycle accidents, drivers of other vehicles are at fault.

Motorcyclists have the same rights and responsibilities on public roadways as other drivers. Special conditions and situations, however, often cause greater problems for motorcyclists. Drivers should be aware of these problems, so they can help share the road safely with motorcyclists.

Motorcycles are not easily identified in traffic. Even when drivers see them, many said it's difficult to judge how far away motorcyclists are or how fast they are traveling. Being alert to this perceptual problem and consciously looking for motorcyclists will help avoid collisions.

Here are a few of the situations that require special attention by motorcyclists and you.



Drivers turning left in front of oncoming motorcyclists cause a large percentage of car/cycle accidents. Drivers often fail to pick the cyclist out of the traffic scene, or inaccurately judge the speed of the oncoming motorcycle. **Look once, then again. Make sure you see the motorcycle and know its speed before you make a left turn.**

Turn signals do not turn off automatically on most motorcycles. Before you make a turn in front of a motorcyclist, **BE SURE THE RIDER IS TURNING** and not continuing straight into your path with a forgotten turn signal still blinking.

The same two-second following distance should be given to motorcyclists as given other vehicles. Following too closely may cause the rider's attention to be distracted from the road and traffic ahead.

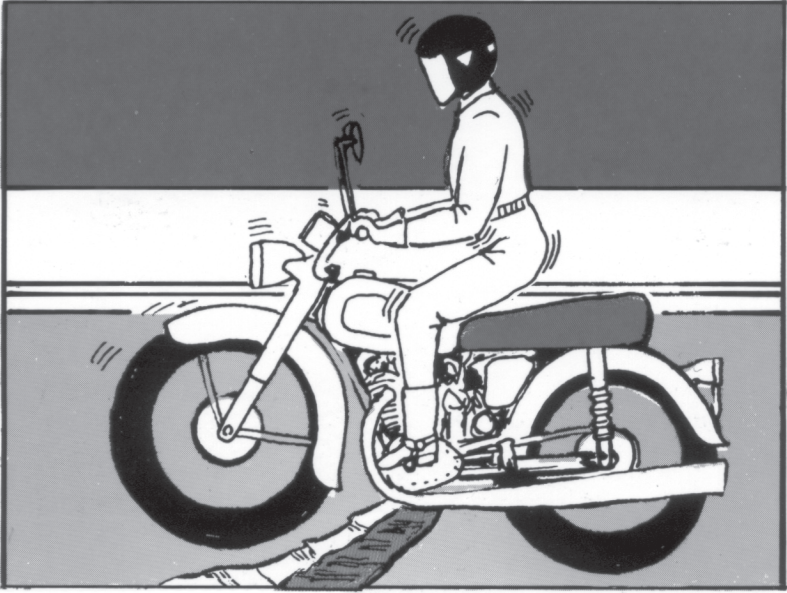
Motorcycles need a full lane width like other vehicles. A skilled motorcyclist is **constantly** changing positions within a lane to increase the ability to see and be seen, and to avoid objects on the road. Never move into the same lane with a motorcycle, even if the lane is wide and the cyclist is riding to one side. It is not only illegal, it is extremely hazardous.

Bad weather and slippery surfaces cause greater problems for motorcycles than for cars. Allow more following distance for motorcyclists when the road surface is wet and slippery. These conditions create stability problems, and skilled motorcyclists will slow down. Also be alert to the problem of glare that rain and wet surfaces create, especially at night.

Strong cross winds can move a motorcycle out of its lane of travel. Areas where this can happen are wide open, long stretches of highways and bridges. Large, fast moving trucks sometimes create wind blasts which, under certain conditions, can move the motorcyclist out of the path of travel. Being alert to these conditions prepares you for a motorcyclist's possible quick change in speed or direction.

Some other conditions that create special problems for motorcyclists are:

- Road hazards, are as gravel, debris, pavement seams, rain grooves, small animals and even manhole covers, may cause the motorcyclist to change speed or direction.



- Railroad grade crossings usually cause the motorcyclist to slow down and rise off the seat to help cushion the shock of a rough crossing. The rider also may change direction so the tracks can be crossed head on.
- Metal or grated bridges cause a motorcycle to wobble much more than a car. An experienced cyclist slows down and moves to the center of the lane to allow room for handling the uneven surface. An inexperienced cyclist may become startled and try to quickly change direction. Be prepared for either reaction.

Being aware of these situations and following these suggestions can help you share the road safely with motorcyclists.

Definitions

Authorized Emergency Vehicles—Police cars, fire engines and ambulances, or other publicly or privately-owned vehicles displaying a flashing red light or sounding a warning siren.

Business and Residence District—Any area where fifty percent of the frontage for 300 feet or more is occupied by either commercial or residential buildings.

Combinations of Vehicles—Two or more vehicles, coupled together in a manner prescribed by law, with the front, or lead vehicle being used to propel the trailing or towed vehicle. Such combination cannot exceed the legal height, width, length, and weight requirements of this state.

Crosswalk—Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings, or that portion of a roadway that would be included by the connection of lateral lines of sidewalks at intersections.

Divided Highway—Means a highway divided into 2 or more roadways by an intervening space, a physical barrier, or by a clearly indicated dividing section so constructed as to impede vehicular traffic.

Division—The Division of Vehicles under the jurisdiction of the Kansas State Revenue Department acting directly or through its duly authorized officers and agents.

Driver—Means every person who drives or is in actual control of a vehicle.

Examination Fee—Those fees imposed by law for the privilege of taking the examination for a driver license.

Examiner—A driver license examiner of the Division of Vehicles.

Farm Tractor—Every motor vehicle designed and used as a farm implement, power unit, operated with or without other attached farm implements in any manner consistent with the structural design of such power unit.

Gross Weight—The weight of a vehicle without a load, plus the weight of any load thereon. In the case of combinations of vehicles it would include the empty weight of both vehicles, plus the weight of any load on both vehicles.

Highway or Street—Every way or place which is publicly maintained and open to the public for the purpose of vehicular travel, including bridges, causeways, tunnels and turnpike projects.

Bus defined—“Bus” means every motor vehicle designed to carrying more than ten (10) passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab designed and used for the transportation of persons for compensation.

Intersection—The area where highways or streets join or cross each other.

Identification Card—A card certified by the holder and attested to by the Division as showing the true name, correct age, address and identifying photograph of the holder of the card.

Implements of Husbandry—Farm implements, machinery and tools as used in tilling the soil, namely: cultivators, farm tractors, reapers, binders, combines, or mowing machinery, but not to include any automobile or truck.

Laned Road—A roadway which is divided into two (2) or more clearly marked lanes for vehicular traffic.

License Fee—That fee imposed by law for a driver license.

License to Operate a Vehicle—Any driver license or any other license or permit to operate a motor vehicle issued under the laws of this state.

Motor-Driven Cycles—Means every motorcycle, including every motor scooter, with a motor which produces not to exceed 5 brake horsepower, and every bicycle with motor attached.

Motor Vehicles—Every vehicle, other than a motorized bicycle, which is self-propelled.

Motorcycle—Any motor vehicle designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

Motorized Bicycle—Means every device having two tandem wheels or three wheels which may be propelled by either human power or helper motor, or by both, and which has:

- (a) A motor which produces not more than 3.5 brake horsepower;
- (b) a cylinder capacity of not more than 130 cubic centimeters;
- (c) an automatic transmission; and
- (d) the capability of a maximum design speed of no more than 30 miles per hour except a low power cycle.

Nonresident—Every person who is not a resident of this state; Provided, for the purposes of this act, any person who owns, rents or leases real estate in Kansas as their residence and engages in a trade, business or profession within Kansas, or registers to vote in Kansas, or enrolls their children in a school in this state, or purchases a Kansas registration for a motor vehicle, shall be deemed a resident of the state of Kansas 90 days after the conditions stated commence.

Right-of-Way—The privilege of the immediate use of the highway or street.

Roadway—That portion of a highway improved for vehicular travel exclusive of the shoulder.

Slow-moving vehicles—Any vehicle, implement of husbandry, road construction and maintenance machinery, which is designed for use at speeds of less than 25 miles per hour, or which is normally moved at speeds of less than 25 miles per hour.

School Bus—Every bus designed and operated for the transportation of children to and from school, or school activities, and painted school bus glossy yellow.

Urban District—Means the territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.

Vehicle—Every device in, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks.

Low Power Cycle—Every vehicle and every bicycle and tricycle with not to exceed one brake horsepower provided by battery in addition to human power.

Did You Know?

1. When approaching a flashing red traffic signal you should come to a complete stop and then proceed with caution.
2. A person "overdrives" their headlights when the speed at which their vehicle is traveling will not permit a stop within the distance illuminated by the headlights.
3. Alcohol has been found to be a contributing factor in more than half the fatal traffic accidents.
4. If you are driving at 50 MPH and there is no oncoming traffic, you will need at least 1200 ft. of clear road to pass safely a car traveling at 40 MPH.
5. When pulling away from the curb you should first give the proper signal, then check the traffic by looking into your rearview mirror and by glancing over your shoulder.
6. At 20 MPH you need 188 ft. to stop on ice with winterized tires, but only 77 ft. with chains.
7. Slow down at sundown. At night you can see an unexpected object in the road only half as far as an expected one.
8. At a distance, highway signs can best be identified by their shape: Octagonal means STOP; rectangular means INFORMATION or REGULATION; diamond means CAUTION; and circular means RAILROAD.

Your Vehicle

When a vehicle owner applies for a Kansas certificate of title, he/she must present the following:

- (1) Proof of ownership, the documentary proof of such varies, according to whether the vehicle is new or used and where it was purchased. All ownership documents must be notarized unless the state where document was issued does not require notarization, and have all liens or encumbrances stated thereon. The proper documentary evidence would be as follows, according to the appropriate circumstance:
 - A. Form TR 127 may be attached to a manufacturers certificate/statement of origin where dealer assignment sections are full on the original manufacturers certificate/statement of origin.
 - B. New Vehicles Purchased in Another State; Depending on that states requirements would require:
 1. A bill of sale and manufacturer's certificate of origin which has been assigned directly to the applicant by a licensed, franchised dealer. Confirmation of an out-of-state dealer's license is required, or
 2. A manufacturer's certificate of origin received directly by the applicant from the vehicle manufacturer.
 - C. Used Vehicles Purchased in Kansas
 1. An assigned or reassigned Kansas certificate of title, or
 2. An assigned or reassigned out-of-state title. When reassigned by a licensed dealer an affidavit form TR-114 must accompany the properly reassigned out-of-state title.
 3. A notarized Bill of Sale.
 - D. Used Vehicles Purchased In Another State:
 1. The out-of-state title assigned or reassigned to the applicant by a licensed vehicle dealer. Confirmation of the out-of-state dealer's license is required.
 2. A notarized Bill of Sale is required.
 - E. Used Vehicles Last Registered In a Non-Title State; Require the same documentation as used vehicles from other states with the following exceptions:
 1. If the application is in the registered owner's name, that person's last registration receipt is required.
 2. If the application is not in the registered owner's name, the last registration receipt with a bill of sale from the seller is required.
 - F. Vehicles Purchased Or Registered In A Foreign Country; require the ownership documents issued for vehicles by that country and customs documents.
 - G. Leased Vehicles; See "Non-Negotiable Titles section."
- (2) In addition to the proper ownership documents, the applicant is required to furnish proof of payment of sales or compensating use tax, or the exemption thereof. If no such proof can be furnished, the applicant must pay the necessary tax to the County Treasurer.
- (3) An abstract of mileage must also be included, either on the manufacturer's certificate of origin, or on a separate form acceptable to, or prescribed by the Division of Vehicles of the Department of Revenue (i.e. a form TR-59).
- (4) If the existing title shows a lien or liens in the section provided, a notarized release of such lien(s) must accompany the application. Such notarized release may be in the appropriate space provided on the back of the existing title, or on a separate paper.
- (5) A notarized Bill of Sale is required if space for purchase price is not provided on the title or manufacture statement of origin (mso).

WHERE APPLICATION IS MADE

Application for registration of a vehicle, other than vehicles engaged in interstate commerce, should be made to the County Treasurer of the county in which the vehicle owner resides or has a bona fide place of business. Such place of business can not be solely for the purpose of obtaining registration.

PRIVACY OF VEHICLE RECORDS

Driver's license, identification card and motor vehicle registration information is available only to individuals and businesses that are specifically allowed to obtain such information by the Federal Privacy Act of 1994. If you would like your records open to the public, you may make that request at the time you obtain your driver's license, identification card or motor vehicle registration.

IMPORTANT INFORMATION

K.S.A. 8-1568

Section 1:

a) Any driver of a motor vehicle who willfully fails or refuses to bring such driver's vehicle to a stop, or who otherwise flees or attempts to elude a pursuing police vehicle or police bicycle, when given visual or audible signal to bring the vehicle to a stop, shall be guilty as provided by subsection (c)(1), (2) or (3). The signal given by the police officer may be by hand, voice, emergency light or siren. The officer giving such signal shall be in uniform, prominently displaying such officer's badge of office, and the officer's vehicle or bicycle shall be appropriately marked showing it to be an official police vehicle or police bicycle.

b) An driver who violates the provisions of subsection (a) and who:

(1) Commits any of the following during a police pursuit: (A) Fails to stop for a police road block; (B) drives around tire deflating devices placed by a police officer; (C) engages in reckless driving as defined by K.S.A. 8-1566 and amendments thereto; (D) is involved in any motor vehicle accident or intentionally causes damage to property; or (E) commits five or more moving violations; or

(2) is attempting to elude capture for the commission of any felony, shall be guilty as provided in subsection (c)(4).

(c) (1) Every person convicted of violating subsection (a), upon a first conviction, shall be guilty of a class B non person misdemeanor.

(2) Every person convicted of violating subsection (a), upon a second conviction of such subsection, shall be guilty of a class A non person misdemeanor.

(3) Every person convicted of violating subsection (a), upon a third person or subsequent conviction of such subsection, shall be guilty of a severity level 9 person felony.

(4) Every person convicted of violating subsection (b) shall be guilty of a severity level 9, person felony.

(d) For the purpose of this section "conviction" means a final conviction without regard whether sentence was suspended or probation granted after such conviction. Forfeiture of bail, bond or collateral deposited to secure a defendant's appearance in court, which forfeiture has not been vacated, shall be equivalent to a conviction.

(e) The division of vehicles of the department of revenue shall promote public awareness of the provisions of this section when persons apply or renew such person's driver's license.

From the Federal Motor Carriers Safety Administration (FMCSA)

PROFESSIONAL DRIVERS: PLEASE HELP US . . .

Share the Road Safely.

AS A PROFESSIONAL DRIVER, you may have millions of miles of safe driving experience. Often you may think you are sharing the road with 4-wheel vehicle drivers who seem to have no driving experience at all. In too many cases, you may be right! Many commercial motor vehicle crashes occur due to errors in judgment by passenger car drivers operating around large trucks and buses. Unfortunately, when these crashes occur they reflect poorly on the motor carrier industry regardless of who caused the collision. We need to improve this situation together.

IN JANUARY 2000, the Federal Motor Carrier Safety Administration (FMCSA) was created to improve commercial vehicle safety on the highways. Our charge is to cut the number of deaths resulting from commercial motor vehicle crashes.

Since more than half of these fatal crashes are considered the fault of other vehicles, FMCSA has initiated a major effort to educate drivers regarding the operating characteristics of large trucks and buses. This partnership effort is called "Share the Road Safely."

In addition to this educational initiative, FMCSA is working with State and local agencies to enforce traffic laws against drivers who create hazardous situations around large trucks and buses, and is promoting the use of advanced technologies to reduce commercial motor vehicle crashes.

While the FMCSA believes these efforts will help to improve the current situation, we know that we can't do it alone. We need your help in improving safety on the highway. Every day you deal with the stress of heavy traffic, poor drivers, and long hours behind the wheel. You are the industry's emissary on the highway, and you have the opportunity to be the traditional "Knight of the Road."

PLEASE HELP US.

Consider these safety practices when you're out on the road.

PLEASE TAKE CARE OF YOURSELF

Get plenty of rest before driving. Eat well and stay fit.

Driver fatigue and lack of attention can significantly increase your risk of a crash. Hours of service violations are serious and can threaten your livelihood or even your life. Stay healthy and well rested, or don't drive!

ALWAYS MAINTAIN YOUR VEHICLE

It can save your life. Inspect your vehicle before each trip, and check your brakes regularly.

Brake defects are the most frequently cited out-of-service inspection violation. Learn how to inspect your brakes, identify safety defects, and get them repaired before risking your life, and others, on the highway.

BE AWARE OF YOUR "NO-ZONE"

Other drivers may not be aware of the size of your blind spots.

One-third of all crashes between large trucks and cars take place in the No-Zone areas around a truck. Adjust your mirrors and be vigilant in watching out for other vehicles in the No-Zone.

PLEASE SLOW DOWN IN WORK ZONES

Watch out for highway construction. Stay alert.

Almost one-fourth of fatal work zone crashes involve large trucks. Most of these crashes occur during the day. Take your time going through work zones, give yourself plenty of room, and expect the unexpected.

ALWAYS KEEP YOUR DISTANCE

Always leave enough space between you and the vehicle in front of you.

In rear-end collisions, regardless of the situation, if you hit someone from behind, you are considered "at fault." Large trucks, given their mass, have much greater stopping distances than 4-wheelers. Take advantage of your driving height, and anticipate hard braking situations.

PLEASE FASTEN YOUR SEAT BELT

Buckle up for safety and vehicle control.

If you are in a crash, a seat belt will save your life and that of others. It will keep you in your seat and allow for you to maintain control of your truck. Increasing seat belt use is still the single most effective thing we can do to save lives and reduce injuries on our roadways.

ALWAYS DRIVE DEFENSIVELY

Avoid aggressive drivers and maintain a safe speed.

Two-thirds of all traffic fatalities may be caused by aggressive driving behaviors. Keep your distance and maintain a safe speed. The only thing excessive speed increases is your chance for a crash.

ALWAYS WORK TO IMPROVE HIGHWAY SAFETY

On the highway, and through safety promotional events, be the professional!

Help stranded motorists. Notify traffic safety agencies of crashes, unsafe drivers, unsafe roadway conditions, and other situations that can lead to crashes. Join a "Highway Watch" program, if available in your State.

Smart Drivers:

Do your part to be safe.

Large trucks do not operate like cars. They are so large that accelerating, slowing down, and stopping takes more time and much more space than any other vehicle on the road. They have large blind spots and make wide turns. They are not as maneuverable. If they come upon an unexpected traffic situation, they may not be enough room for them to avoid a collision.

Research reveals that passenger car drivers made mistakes in 70 percent of the fatal crashes involving large trucks. While everyone is entitled to make a mistake, colliding with a truck could be your last one.

The information that follows will help you anticipate a truck's actions and avoid collisions with them.

YOU are best protection on the highway.

The Federal Motor carrier Safety Administration (FMCSA), in partnership with the trucking industry and highway safety organizations, is working to make our roads safer for everyone. Your commitment to Share the Road Safely will help us achieve this objective.

Trucks are important to the United States economy. They transport products that are critical to life and those that make life a lot more comfortable. However, as a motorist, sharing the road with large trucks can make you feel very uncomfortable.

Protect yourself and your passengers by learning how to share the road safely with large vehicles.

5 Ways to Share the Road Safely with Trucks.

Don't Cut In Front of Trucks.

Trucks leave extra room behind the vehicles they follow because it can take them twice as long to stop.

If you move into that space and have to brake suddenly, you cut the truck's available stopping distance in half placing you and your passengers in danger. Anticipate the flow of traffic before pulling in front of trucks.

More than 60 percent of fatal truck crashes involve impacts with the front of the truck. Trucks are not equipped with the same type of energy-absorbing bumpers as cars. When a car is hit from behind by a truck the results are too often deadly.

Stay Out of the "No-Zone."

Watch out for the blind spots, or the No-Zone, around large trucks and buses.

Because of a truck's size, truck drivers must react faster than car drivers in emergency situations. If faced with a potential front-end collision, the truck driver may turn into your lane not knowing you are there. Truck drivers have huge blind spots around the front, back and sides of the truck. So be safe and don't hang out in the No-Zone.

Avoid Tailgating.

Large trucks are almost as wide as your lane of travel. Driving too close behind one prevents you from reacting to changing traffic conditions.

If you are too close to the rear of a truck and there is a slow down on the highway, debris in the road, or a crash, you won't notice it until it is a braking emergency. If there is a problem ahead, your first hint will be the truck's brake lights. But if you happen to be distracted or fatigued, you may not be able to react in time. If you hit the rear of a truck you'll quickly learn that trucks are unforgiving. There are no impact-absorbing bumpers and the metal bumpers they do have may not align with yours. So be smart and give yourself plenty of room.

Wear Your Seat Belt.

Buckling your seat belt is the single most important thing you can do to save your life in a crash.

A seat belt will keep you in your seat and help you maintain control of your vehicle. The safest place for kids is in the backseat, buckled up or in a car seat. So, be safe and always buckle up!

Beware of Highway Shoulders.

Over 2,400 people died in highway shoulder collisions last year. They are some of the worst crashes, usually caused by other drivers on the highway.

If you break down or pull over on the highway shoulder, it is important to understand the position you and your passengers are in. When a parked vehicle on a highway shoulder is struck by a moving car, the damage suffered by the parked car is severe. When the moving vehicle is a truck, weighing as much as 25 cars, the result is tragic.

Avoid highway shoulders whenever possible. Try to exit from the highway, even if it costs you a tire or rim. If you cannot exit, consider whether you are safer inside or away from the vehicle. Your decision could save your life.

Don't Hang Out in the No-Zone

Help Promote *WRECK*less Driving

SIDE NO-ZONES

Don't "hang out" on either side of trucks or buses!

They have big blind spots on both sides. If you can't see the driver's face in his side-view mirror, he can't see you. If that driver needs to change lanes for any reason, you could be in big trouble!

REAR NO-ZONES - *Avoid Tailgating!*

Unlike cars, trucks and buses have huge No-Zones directly behind them. Truck or Bus drivers can't see you car back there, and you can't see what's going on ahead of you. If the truck or bus drivers brake suddenly, you have no place to go.

FRONT NO-ZONES - *Pass Safely!*

Don't cut-in front too soon after passing. Truck and bus drivers need nearly twice the time and room to stop as cars. Look for the whole front of the truck in your rear-view mirror before pulling in front, and then don't slow down!

BACKING UP NO-ZONE - *Pay Closer Attention!*

Never cross behind a truck that is backing up! Hundreds of motorist and pedestrians are killed or injured, each year, by ignoring trucks backing up. Truck drivers do not have a rearview mirror and may not see you cutting in behind them.

WIDE RIGHT TURNS - *Avoid the "Squeeze Play"!*

Truck and bus drivers sometimes need to swing wide to the left in order to safely make a right turn. They can't see cars squeezing-in between them and the curb. Watch for their blinkers and give them room to turn.

WHAT IS THE NO-ZONE?

No-Zones are danger areas around trucks and buses where crashes are more likely to occur. some of those No-Zones are actual blind spots where your car "disappears" from the view of the truck or bus driver.

PLEASE REMEMBER

The Department of Revenue can serve you better if you notify the following each time you move.

1. For your vehicle tag renewals
Kansas Department of Revenue
Division of Vehicles
Title and Registration Bureau
Records Section
Robert B. Docking State Office Building
Topeka, Kansas 66626-0001

Please provide your **tag numbers** and new address.

2. For your driver license renewal

Kansas Department of Revenue
Division of Vehicles
Driver Control Bureau
Robert B. Docking State Office Building
Topeka, Kansas 66626-0001

Please provide your **driver license number** and new address.

SHARE YOUR LIFE. BECOME AN ORGAN AND TISSUE DONOR

Are you aware that thousands of people in the United States are waiting for a life-saving organ transplant? Thousands more can benefit from a skin, bone, tendon, cornea or other tissue transplant. Currently, there is a very serious need for organ and tissue donation—especially in the minority community.

When applying for or renewing your driver's license, you will be asked if you would like to be an organ and tissue donor. By saying yes, the word "**Donor**" will be placed on the front of your license. You will also be asked if you want to be listed on the **Donor Registry**. Both of these options serve as an indication of your intent and commitment to become a donor. In the event of your death, this information will help your family know what your wishes are.

Kansas law allows any person who is 18 years or older to become an organ and tissue donor after their death by indicating their wishes on the back of their driver's license and having it signed by witnesses. When properly signed, the **driver's license or donor card** becomes a legal document and must be honored after death. A person who is under age 18 can sign the license and be listed on the registry with the approval/signature of their parent/s or guardian.

Effective July 1, 2010, House Bill 2486 designated the Kansas statewide organ and tissue donor registry as **First Person Consent**. The change to first-person consent means that an individual's decision to donate (also referred to as authorization) is legally binding, and no one else may reverse that decision if the individual is at least 18 years old.

DID YOU KNOW?

People of all ages and medical histories are considered for potential donation. Your medical condition at the time of death will determine what organs and tissue can be donated.

All major religions approve of organ and tissue donation and consider donation the greatest gift.

An open casket funeral is possible for organ and tissue donors.

There is no cost to the donor's family or estate for organ and tissue donation. Funeral costs remain the responsibility of the family.

Living donation is possible.

Midwest Transplant Network

For more information please visit our website at www.mwtn.org

To sign up in the state registry directly please visit www.DonateLifeKansas.com

LIVE IT. GIVE IT. LIFE.

**SHARE YOUR LIFE.
SHARE YOUR DECISION.**