



2021 Annual Safety Report

Enforcement and Education Programs

In 2021, the following transportation safety projects received funding recommendations from Destination Safe. Final funding authority lies with KDOT and MoDOT. This list is in alphabetical order.

- **Car Seat Safety**
Safety & Health Council of Western MO & KS, MO, \$9,200
- **Car Seats for Littles of Lafayette County**
Lafayette County Health Department, MO, \$6,450
- **Decrease Youth Impaired Driving**
Tri-County Mental Health Services, MO, \$9,675
- **Driving Permit to age 25**
Safety & Health Council of Western MO & KS, MO, \$6,800
- **Elan City Evolis Driver Feedback Signs**
Olathe Police Department, KS, \$5,849
- **Kids Live Here**
Bates City Police Department, MO, \$9,000
- **Mock Accident**
Kickapoo Township Fire Department, KS, \$1,605
- **Platte County Buckle Up & Arrive Alive**
Platte County Health Department, MO, \$12,273
- **Police Patrol Radar**
City of Odessa, MO, \$3,222
- **Remote Traffic Observation Project**
City of Gardner, KS, \$8,215
- **Safety Saves Student Lives- Orientation Campaign**
Missouri Safety Center, University of Central Missouri, MO, \$7,068
- **Smithville Police Radar Replacement**
Smithville Police Department, MO, \$17,794
- **Speed Enforcement**
Weston Police Department, MO, \$2,214
- **Speed Reduction Through Education and Awareness**
City of Basehor, KS, \$7,739
- **Trail Safety Event**
Kansas City River Trails, Inc., MO, \$2,260
- **Understanding Bicycles on the Roads**
Americans for Older Driver Safety, KS, \$1,592, MO, \$1,592

For more comprehensive project information, visit marc.org/DestinationSafe.

The Destination Safe Coalition’s mission is to reduce transportation-related fatalities and serious injuries. This effort unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City.

Produced in partnership with



The 2021 Annual Safety Report comes under performance measures set by the [Kansas City Regional Transportation Safety Blueprint 2018-2022: Together Toward Zero](#) (PDF). This plan addresses performance measure targets required by federal laws.

Performance Measure Targets

The metropolitan planning region did not achieve its fatality reduction targets. The five-year average fatalities reached 220 – 29 higher than the target for this period. While 2018 saw the first reduction in annual fatalities ending at 208, and 2019 continued that trend with 207, the effects of a significant 2017 increase as well as a 2020 increase have caused the 5-year average to remain high. The region also did not achieve its serious injury reduction target. The five-year serious injury average reached 1149 – 144 higher than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 132 in 2020. This is 30 higher than the target.

Public Policy

The 2020 Kansas Legislative Agenda safety issues include:

- Retain the current 75 mph speed limit (do not increase it).
- Amend current law to include liability protection for Child Passenger Safety Technicians and their agencies.
- Support helmets for children under the age of 18 using ATVs.
- Address a hands-free bill for drivers under the age of 18 and for all drivers in school and construction zones.

The 2020 Missouri Legislative Agenda safety issues include:

- Support legislation that will restrict use of wireless phones to hands-free technology and broaden restrictions on texting while driving to apply to drivers of all ages.
- Consider support for other safety measures around:
 - Primary seat belt use.
 - Updates for young child passenger safety.
 - Safety for transit operators.

Kansas and Missouri departments of transportation provide data with some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 USC § 409. The collection of safety data in the Kansas City region is encouraged to actively address safety issues on regional, local and site-specific levels. Congress has enacted a law, 23 USC § 409, which prohibits the discovery or admission of crash and safety data from being admitted into evidence in a federal or state court proceeding. This document contains wording, charts, tables, graphs, lists and diagrams for the purpose of identifying and evaluating safety enhancements in the Kansas City region. These materials are protected under 23 USC § 409. Congress’ rationale behind 23 USC § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation’s transportation system.

Regional dashboard

The overall numbers for the region are listed below. In 2017, both fatalities and serious injuries increased over the five-year average.

	2015	2016	2017	2018	2019	Five-year average	2020
Fatalities	208	236	292	255	238	245.8	256
Serious injuries	1254	1246	1275	1331	1373	1295.8	1228

Note that in any given crash there may be multiple contributing factors from one or more priorities affecting the outcome.

The Destination Safe region includes Johnson, Leavenworth, Miami and Wyandotte counties in Kansas, and Cass, Clay, Jackson, Johnson, Lafayette, Pettis, Platte, Ray and Saline counties in Missouri.

Infrastructure priorities

Lane departure

Involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.

	Five-year average	2020	Percent of incidents
Fatalities	168.4	172	67%
Serious injuries	645.6	639	52%

2020 Lane departure fatalities are 2% higher than the five-year average and serious injuries are 1% lower.

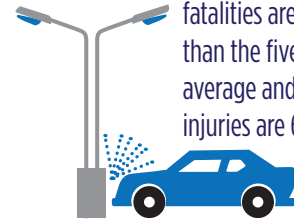


Fixed object

Involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.

	Five-year average	2020	Percent of incidents
Fatalities	126.2	137	53%
Serious injuries	459.8	488	40%

2020 Fixed object fatalities are 1% higher than the five-year average and serious injuries are 6% higher.



Horizontal curves

A crash that occurred in a roadway change in the horizontal alignment or direction of a road.

	Five-year average	2020	Percent of incidents
Fatalities	67.0	74	29%
Serious injuries	243.6	257	21%

2020 Horizontal Curve fatalities are 10% higher than the five-year average and serious injuries 5% higher.



Intersections

A crash that occurs at a road junction, where two or more roads either meet or cross.

	Five-year average	2020	Percent of incidents
Fatalities	90.6	98	38%
Serious injuries	646.8	591	48%

2020 intersection fatalities are 8% higher than the five-year average and serious injuries are 9% lower.



Head-on collisions

A crash that results from two opposing vehicles colliding.

	Five-year average	2020	Percent of incidents
Fatalities	22.6	20	7.8%
Serious injuries	116.4	107	8.7%

2020 Head-on collision fatalities are 11% lower than the five-year average and serious injuries are 8% lower.



Toward zero deaths

2020 was an interesting year as driver behaviors were certainly affected by impacts of the COVID-19 pandemic such as a shift to working from home for many.

In 2020, the total number of crashes decreased by 21.5% from 2019, the largest yearly decrease since 2011.

Serious injury crashes also decreased from 2019 by 11.2%.

However, fatal crashes increased by 7.5%. Total fatalities for 2020 reached 230, which is higher than the Coalition's reduction goal.

Destination Safe calls for increased safety countermeasures in all areas that affect traffic safety, especially those that can reduce speeds, protect the most vulnerable road users, and increase crash survivability.

The data in this report refers to the 2015-2019 five-year average and 2020 traffic crash fatalities and serious injuries in the Destination Safe region.

Behavior-related priorities

Unrestrained occupants

Not using safety belt or restraint device.

	Five-year average	2020	Percent of incidents
Fatalities	103.8	120	47%
Serious injuries	279.4	307	25%

The CDC states that seat belts reduce the risk of death by 45%. In 2020, 47% of crash fatalities were not using a safety restraint (seat belt or car seat).



Aggressive driving

Involves a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.

	Five-year average	2020	Percent of incidents
Fatalities	98.4	109	43%
Serious injuries	417.6	366	30%

Speeding fatalities increased by 82% and serious injuries increased by 29% compared to 2019.



Impaired driving

Caused by a driver who is impaired by alcohol, drugs or other substance.

	Five-year average	2020	Percent of incidents
Fatalities	59.8	62	24%
Serious injuries	187.6	233	19%

61% of impaired driving fatalities also failed to use a restraint. 45% of impaired driving fatalities also drove aggressively.



Unlicensed driver

Caused by a driver who is not licensed or whose license is revoked or suspended.

	Five-year average	2020	Percent of incidents
Fatalities	70.4	92	35%
Serious injuries	302.4	381	31%



7% of pedestrian fatalities included an unlicensed driver.

Distracted driving

Involves a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.

	Five-year average	2020	Percent of incidents
Fatalities	26.2	26	10%
Serious injuries	177.2	160	13%

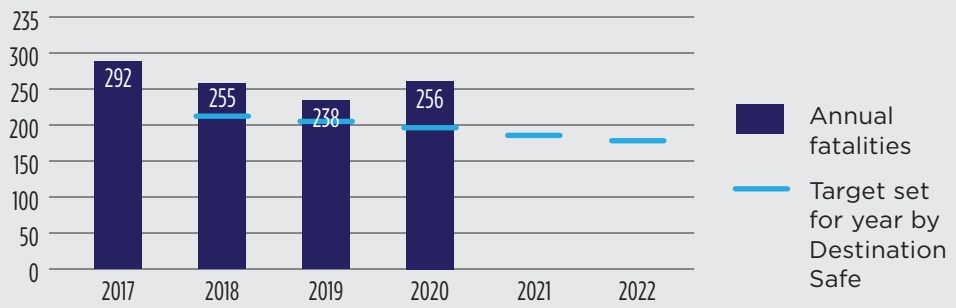
50% of distracted driving fatalities involved a fixed object.



Safety Blueprint Fatality Reduction Targets

Destination Safe set a goal of an average of 197 or fewer roadway fatalities annually over the period of its current plan, 2018 to 2022.

Annual fatalities compared to targets



Special user priorities

Motorists 15-24 years old

Involves a driver between the ages of 15 and 24.

12% of young motorist fatalities were not licensed.

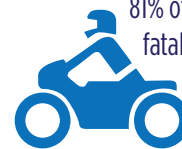


	Five-year average	2020	Percent of incidents
Fatalities	70.8	64	25%
Serious injuries	410.0	397	32%

Motorcycle/moped

Involves a person operating a motorcycle or moped.

81% of motorcycle/moped fatalities and serious injuries were in a single vehicle crash.



	Five-year average	2020	Percent of incidents
Fatalities	37.8	35	14%
Serious injuries	179.0	180	14%

Motorists 65 years old and older

Incident involves an older adult driver over the age of 65.

59% of older driver fatalities and serious injuries were in single vehicle crashes.



	Five-year average	2020	Percent of incidents
Fatalities	48.6	44	17%
Serious injuries	203.0	154	13%

Pedestrians

Occurs with a person not in or on a vehicle.



42% of pedestrian fatalities occurred at an intersection.

	Five-year average	2020	Percent of incidents
Fatalities	33.2	33	13%
Serious injuries	81.4	96	8%

Large trucks

A fatality involving a vehicle that exceeds 10,000 pounds.

In 2020, fatal crashes involving a large truck decreased 11% while serious injury crashes increased 1.5% over the five-year average.



	Five-year average	2020	Percent of incidents
Fatalities	27.8	25	10%
Serious injuries	77.2	76	6%