2017 Quarterly Fatality Report
Ending June 30, 2017

The 2017 goal is 160 or fewer fatalities.

Q. What is the five-year YTD average?
A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2012–2016). This report compares YTD 2017 with the same period five-year YTD average.

Preliminary data provided by Kansas and Missouri Departments of Transportation. 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.
## Priority Issues
as identified by the Destination Safe Coalition in the 2013 Regional Transportation Safety Blueprint.

<table>
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<th>Behavioral priorities</th>
<th>Infrastructure-related issues</th>
<th>Special user priorities</th>
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</table>
| **Unrestrained occupants**  
A fatality in which the person killed was not using safety belt or restraint device. | **Lane departure**  
A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway. | **Motorists 15–24 years old**  
A fatality of a person of any age that involved a driver between the ages of 15 and 24. |
| 2017 YTD fatalities | Percent of 2017 YTD fatalities | Five-year YTD avg. |
| 56 | 46% | 44.6 |
| **Aggressive driving**  
A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property. | **Fixed object**  
A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier. | **Motorcycle/moped**  
A fatality of a person operating a motorcycle or moped. |
| 2017 YTD fatalities | Percent of 2017 YTD fatalities | Five-year YTD avg. |
| 46 | 38% | 39 |
| **Impaired driving**  
A fatality caused by a driver who is impaired by alcohol, drugs or other substance. | **Horizontal curves**  
A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road. | **Motorists 65 years old and older**  
A fatality of a person of any age that involved an older adult driver over the age of 65. |
| 2017 YTD fatalities | Percent of 2017 YTD fatalities | Five-year YTD avg. |
| 17 | 14% | 31 |
| **Unlicensed driver**  
A fatality caused by a driver who is not licensed or whose license is revoked or suspended. | **Intersections**  
A fatality that occurs at a road junction, where two or more roads either meet or cross. | **Pedestrians**  
A fatality of a person not in or on a vehicle. |
| 2017 YTD fatalities | Percent of 2017 YTD fatalities | Five-year YTD avg. |
| 43 | 36% | 26.2 |
| **Distracted driving**  
A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually. | **Head-on collisions**  
A fatality that results from two opposing vehicles colliding. | **Large trucks**  
A fatality involving a vehicle that exceeds 10,000 pounds. |
| 2017 YTD fatalities | Percent of 2017 YTD fatalities | Five-year YTD avg. |
| 21 | 17% | 11.6 |