



## Destination Safe Committee Meeting Minutes

November 30, 2022 | 9:00am – 10:30am

Sherri Miller, Missouri Co-Chair  
Tenille Kimberlin, Kansas Co-Chair

### Attendance:

Ron Achelpohl, MARC  
Kelly Alvarez, KC Scout  
Carla Anderson, KDOT  
Tia Bigus, Platte County Health Department  
Melissa Black, MoDOT  
Jerry Bollinger, Crawford, Murphy & Tilly  
Selina Bur, MARC  
Paul Bushore, MARC  
Joseph Christiansen, Independence Police Dept  
Susan Cohen, Americans for Older Driver Safety  
Ursula Copeland, KCMO Health Department  
Matt Daugherty, LifeFlight Eagle  
Michael Davis, MoDOT LEL  
Courtney Garrett, KTSRO  
Jessica Giacone, St Luke’s Hospital  
Anne Golob, Missouri Safety Center  
Brandon Granthan, Grandview Police Department  
Theresa Havenstein, KDOT  
Chris Hess, Trails RPC  
Chris Herrick, KDOT  
J Stuart Hoffman, Charlie’s House  
Carol Hoormann, First Impact  
Jen Jordan-Spence, City of Gardner Police

Michael Kelley, BikeWalkKC  
Laura Kemerling, Children’s Mercy  
Tenille Kimberlin, Kansas Traffic Safety Resource Office  
Devin Lambeth, Clay County Sheriffs Office  
Theresa Lienhop, University Health  
Uday Manepalli, KCMO  
Robyn Meinholdt, KDOT  
Sherri Miller, Tri-County Mental Health Services  
Derek Olson, MoDOT  
Drew Pearson, Wilson & Company  
Erin Ravolo, City of Lee’s Summit  
Martin Rivarola, MARC  
Grant Ruark, KCMO PD  
Noel Schneider, KDOT  
Dave Schwartz, KDOT  
Kevin Self, Basehor Police Department  
Lisa Shofstall, WSP  
Brandon Simpson, MoDOT  
Bill Sullivan, NHTSA  
Bruce Summa, Lawson Police Department  
Josh Thompson, Odessa Police Department  
Ingrid Vandevort, KDOT  
Scott Wilson, MoDOT  
Allyn Workman, First Impact  
Kayla Zacharias, MARC

1. Welcome! Attendance was taken in the chat.
2. The Coalition discussed approval of October meeting minutes. Robyn Meinholdt made a motion to approve. Ron Achelpohl seconded the motion.

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3. CityLab Article: [Why US Traffic Safety is Getting Worse, While Other Countries Improve](#)  
 The coalition discussed the article in small groups and then came back together to discuss takeaways. Carla Anderson (KDOT) shared that education is much needed, but that speed needs to be addressed at the policy level. Several groups noted that after earning a drivers license, most states do not require drivers to do more than an eye exam. Carla also shared that automated enforcement provides an opportunity to improve safety; officers say that when their vehicles are present, people drive the speed limit. When they're not around, people speed. Michael Kelley (BikeWalkKC) said that one of the easiest things we can do is refer to crashes as crashes (not accidents). He believes that many communities need to update and develop stronger complete streets policies that make it easier to separate bikers and pedestrians from drivers. Michael also said that we should start looking into intelligent speed assistance for fleet vehicles.
  
4. 2023-2027 Destination Safe Work Plan, Kayla Zacharias, MARC  
 Kayla provided an overview of the upcoming work plan. Michael Kelley (BikeWalkKC) made a pitch to include complete streets policies and a rating of those policies by the National Complete Streets Coalition. In terms of robust law enforcement, Michael would like to see a formalization of data collection on violations for vulnerable road users, specifically location, transportation mode, race, sex, and disability. He noted that it is often difficult for advocacy groups to get data on what is happening on our roads. Teaching drivers about bike/ped infrastructure is also an opportunity, said Michael. A pilot for intelligent speed assistance is one of the technologies we could explore in the work plan. Susan Cohen (Americans for Older Driver Safety) asked if we can prioritize some areas for the coming year (and those after), as it is a large work plan. Law enforcement attendees noted that the data they share through Operation Impact is on the enforcement side; it isn't about traffic infrastructure or changing policy. Michael Kelley noted that complete streets and vision zero often get put in the same bucket, but Vision Zero (specifically because it is focused on creating safer corridors) may be best achieved on a regional level/with several communities working together.
  
5. Kansas Safety Targets, Dave Schwartz, KDOT  
 Fatalities are down 5% so far in Kansas this year. KDOT chose a target of 400 fatalities for 2023, which would be a 10% reduction from the trend. The suspected serious injury target is 1100, which would represent an 8% reduction from the trend. The fatality rate target is 1.29 (a 9% reduction) and the serious injury rate target is 3.54 (a 19% reduction). Schwartz noted that it hasn't been very long since the Kansas fatality rate was over 2.0. The target for non-motorized fatalities and suspected serious injuries is 160, which is based on the goal of 125 by 2030. Robyn Meinholdt (KDOT) shared that KDOT recently completed an attitudinal survey on what Kansans believe about various traffic safety topics. This may contain information

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about the efficacy of education/outreach campaigns. KDOT will likely be ready to share the results of this survey in the spring.

- 6. MARC 2021 Safety Performance Measures, Kayla Zacharias, MARC  
The MARC region did not meet any of its safety targets for 2021, although the fatality rate target was very close. Fatalities and serious injuries have been trending slightly upward for the last several years. However, fatality and injury rates have remained relatively steady due to gradual increases in population and vehicle miles traveled (VMT).

Michael Kelley asked whether non-motorized injuries include people who are living with disabilities. Crash reports likely do not include information about whether the person involved is living with a disability. There was also a discussion about what modes qualify as “non-motorized.” According to FHWA, “non-motorized transportation is primarily comprised of biking, walking, equestrian, and horse-drawn vehicles but may also include other non-powered transportation devices.”

- 7. No other business was shared. The meeting adjourned.

2022 Destination Safe Committee Meetings					
Destination Safe Committee 9:00-10:30am		DS Public Information & Education Subcommittee 10:45-11:45am		DS Data Subcommittee 9:00-10:30am	
<del>11/30/2022</del>	Hybrid	<del>11/30/2022</del>	Hybrid	<del>12/6/2022</del>	Hybrid
1/25/2022	Hybrid	1/25/2022	Hybrid	2/7/2022	Hybrid
3/29/2022	Hybrid	3/29/2022	Hybrid	4/4/2022	Hybrid
5/31/2022	Hybrid	5/31/2022	Hybrid	6/6/2022	Hybrid

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Kansas Department of  
Transportation  
700 SW Harrison  
Topeka, KS 66603  
785/296-3566

Kansas Highway  
Patrol Troop A  
1220 Enterprise Street  
Olathe, KS 66061  
913/782-8100

Mid-America  
Regional Council  
600 Broadway, Suite 200  
Kansas City, MO 64105  
816/474-4240

Missouri Department of  
Transportation District 4  
600 NE Colbern Road  
Lee's Summit, MO 64086  
816/622-6500

Missouri State Highway  
Patrol Troop A  
504 E Blue Parkway  
Lee's Summit, MO 64063  
816/622-0800