



# 2022 Annual Safety Report

## Enforcement and Education Programs

In 2022, 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 Seats for Littles of Lafayette County**  
Lafayette County Health Department, MO, \$5,500
- **Childproof Your Ride Occupant Safety**  
Charlie's House, Inc., KS, \$9,750
- **Childproof Your Ride Occupant Safety**  
Charlie's House, Inc., MO, \$11,000
- **Child Passenger Safety**  
Safety & Health Council of Western MO & KS, MO, \$1,500
- **Decrease Aggressive Driving**  
Higginsville Police Department, MO, \$8,685
- **Distracted, Impaired & Unbuckled Drivers Go Flying**  
LifeFlight Eagle, MO, \$25,000
- **DUID**  
Kansas City, Missouri, Police Department, MO, \$3,800
- **Excessive Speed Enforcement**  
Johnson County, Missouri, Sherriff's Office, MO, \$6,500
- **HWV/DWI Equipment**  
Marshall Police Department, MO, \$7,992
- **Kids Live Here**  
Bates City Police Department, MO, \$5,592
- **Platte County Safety Roads Project**  
Platte County Health Department, MO, \$13,748
- **Project SlowM Down**  
Lawson Police Department, MO, \$6,957
- **Radar Speed Sign Enforcement**  
City of Odessa, MO, \$9,978
- **Radar Upgrade Project**  
Waverly Police Department, MO, \$2,192
- **Reduce Impaired and Distracted Driving in Youth**  
Tri-County Mental Health Services, MO, \$12,475
- **Safety Lights & Helmets for Vulnerable Road Users**  
BikeWalkKC, KS, \$3,010
- **Secondary Crash Prevention and Officer Safety**  
Sedalia Police Department, MO, \$6,094
- **School Zone Safety**  
Smithville Police Department, MO, \$3,367
- **Speed Enforcement Equipment**  
Grandview Police Department, MO, \$3,590
- **ThinkFirst of Greater Kansas City**  
The Research Foundation, MO, \$10,400

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. Destination Safe is an initiative of the Kansas and Missouri Departments of Transportation, Mid-America Regional Council, and Pioneer Trails Regional Planning Commission.

Produced in partnership with



The 2022 Annual Safety Report comes under performance measures set by the Kansas City Regional Transportation Safety Plan 2022-2027.

## Performance Measure Targets

The Destination Safe region did not achieve its fatality reduction targets for 2021. The five-year average fatalities reached 257 — 39 higher than the target for this period. Traffic fatalities in the MARC region have been rising steadily since 2015. Serious injuries declined from 2014 to 2018 before they started to tick up and have been rising slightly since 2017. The five-year average for serious injuries reached 1,316 in 2021 — 178 higher than the target. Similarly, non-motorized fatalities and serious injuries have been rising since 2017. The five-year average for non-motorized fatalities and serious injuries in 2021 was 147, 16 higher than the target.

The Destination Safe Coalition's safety targets for 2023, which are outlined in the [2022-2027 Transportation Safety Plan](#), are based on the goal of reaching zero fatalities and serious injuries by 2050.

## Public Policy

The 2023 **Kansas Legislative Agenda** safety issues include:

- Ensure safe driving practices by restricting the use of wireless phones to hands-free technology. Maintain current speed limits on highways rather than increase speeds. Support helmet use for ATV riders under 18 years of age.

The 2023 **Missouri Legislative Agenda** safety issues include:

- Ensure safe driving practices by restricting use of wireless phones and texting for drivers of all ages. Support detection and enforcement related to non-alcohol impairment. Support other safety measures around the primary seat belt law and safety for transit operators.

Learn more at [marc.org/DestinationSafe](https://marc.org/DestinationSafe)

## Regional dashboard

The overall numbers for the region are listed below. In 2021, fatalities decreased slightly from the five-year average while serious injuries increased over the five-year average.

	2016	2017	2018	2019	2020	2021 five-year average	2021
Fatalities	235	289	253	237	254	257	250
Serious injuries	1,245	1,275	1,331	1,373	1,236	1,316	1,367

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.

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	166	159	64%
Serious injuries	660	696	51%

2021 lane departure fatalities are 4% lower than the five-year average and serious injuries are nearly 6% higher.



### Fixed object

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

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	123	110	44%
Serious injuries	473	507	37%

2021 fixed object fatalities are nearly 11% lower than the five-year average and serious injuries are 7% higher.

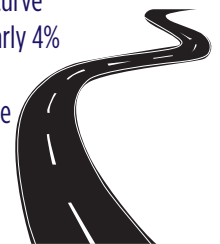


### Horizontal curves

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

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	68	70	28%
Serious injuries	248	253	19%

2021 horizontal curve fatalities are nearly 4% higher than the five-year average and serious injuries 2% higher.



### Intersections

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

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	98	110	44%
Serious injuries	661	661	48%

2021 intersection fatalities are nearly 13% higher than the five-year average and serious injuries the same as the average.



### Head-on collisions

A crash that results from two opposing vehicles colliding.

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	28	42	17%
Serious injuries	117	104	8%

2021 head-on collision fatalities are 51% higher than the five-year average and serious injuries are 11% lower.



## Toward zero deaths

In 2021, the total number of crashes increased by 8.5% from 2020.

Vehicle miles traveled dropped in 2020 during the height of the COVID-19 pandemic and we saw decreased crash numbers that year. Crash numbers rebounded in 2021.

Fatal crashes decreased very slightly in 2021, but serious injury crashes rose by nearly 11%.

The data in this report refers to the 2017-2021 five-year average and 2021 traffic crash fatalities and serious injuries in the Destination Safe region.

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.

## Behavior-related priorities

### Unrestrained occupants

*Not using safety belt or restraint device.*

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	111	102	41%
Serious injuries	328	434	32%

### Aggressive driving

*Involves a combination of moving traffic offenses (primarily speeding) that endangers other people or property.*

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	102	103	41%
Serious injuries	426	446	33%

### Impaired driving

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

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	55	50	20%
Serious injuries	197	213	16%

### Unlicensed driver

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

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	76	79	32%
Serious injuries	337	418	31%

### Distracted driving

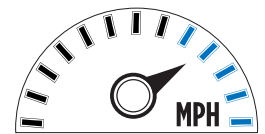
*Involves a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.*

	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	24	14	6%
Serious injuries	184	200	15%

The CDC states that seat belts reduce serious crash related injuries and death by about half. In 2021, 41% of crash fatalities were not using a safety restraint (seat belt or car seat).



In 2021, 41% of crash fatalities also involved aggressive driving.



56% of impaired driving fatalities also failed to use a restraint. 48% of impaired driving fatalities also drove aggressively.



18% of pedestrian fatalities included an unlicensed driver.

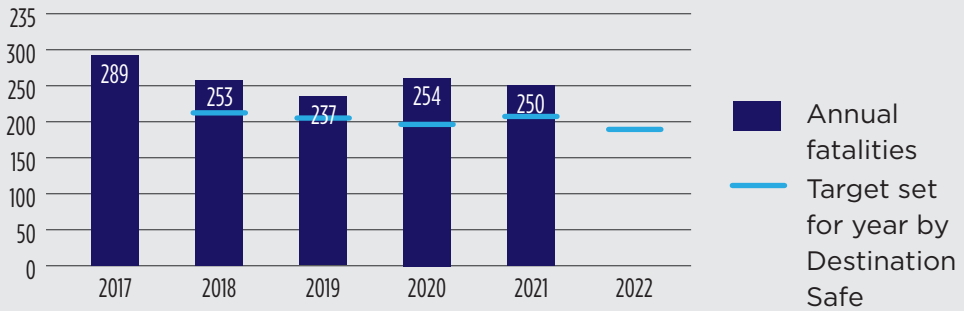
36% of distracted driving fatalities involved a fixed object.



# Safety Blueprint Fatality Reduction Targets

Destination Safe's annual targets are based on the ultimate goal of zero roadway fatalities by 2050.

Annual fatalities compared to targets



## Special user priorities

### Motorists 15-24 years old

Involves a driver between the ages of 15 and 24.

35% of young motorist fatalities were not licensed.

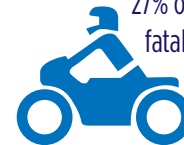


	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	72	82	33%
Serious injuries	417	460	34%

### Motorcycle/moped

Involves a person operating a motorcycle or moped.

27% of motorcycle/moped fatalities and serious injuries were in a single vehicle crash.



	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	40	44	18%
Serious injuries	183	205	15%

### Motorists 65 years old and older

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

25% of older driver fatalities and serious injuries were in single vehicle crashes.



	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	47	33	13%
Serious injuries	202	198	14%

### Pedestrians

Occurs with a person not in or on a vehicle.

40% of pedestrian fatalities occurred at an intersection. Pedestrian fatalities were 22% higher in 2021 than the five year average.



	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	37	45	18%
Serious injuries	92	103	8%

### Large trucks

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

In 2021, fatal crashes involving a large truck increased 16% and serious injury crashes increased 32% over the five-year average.



	2021 five-year average	2021	Percent of incidents in 2021
Fatalities	31	32	13%
Serious injuries	84	103	8%

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.