



SAFE TRANSPORTATION SYSTEM

Tangible Result Driver – Don Hillis, Director of System Management

MoDOT works closely with other safety advocates to make our roads and work zones safer. The department supports educational programs that encourage safe driving practices and enforcement efforts that increase adherence to traffic laws. MoDOT will not compromise safety because it believes in the well-being of its employees and customers.

Number of fatalities and disabling injuries-3a

Result Driver: Don Hillis, Director of System Management
Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

This measure tracks annual trends in fatal and disabling injuries resulting from traffic crashes on all Missouri roadways. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports Missouri's Blueprint to Arrive Alive. This document identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

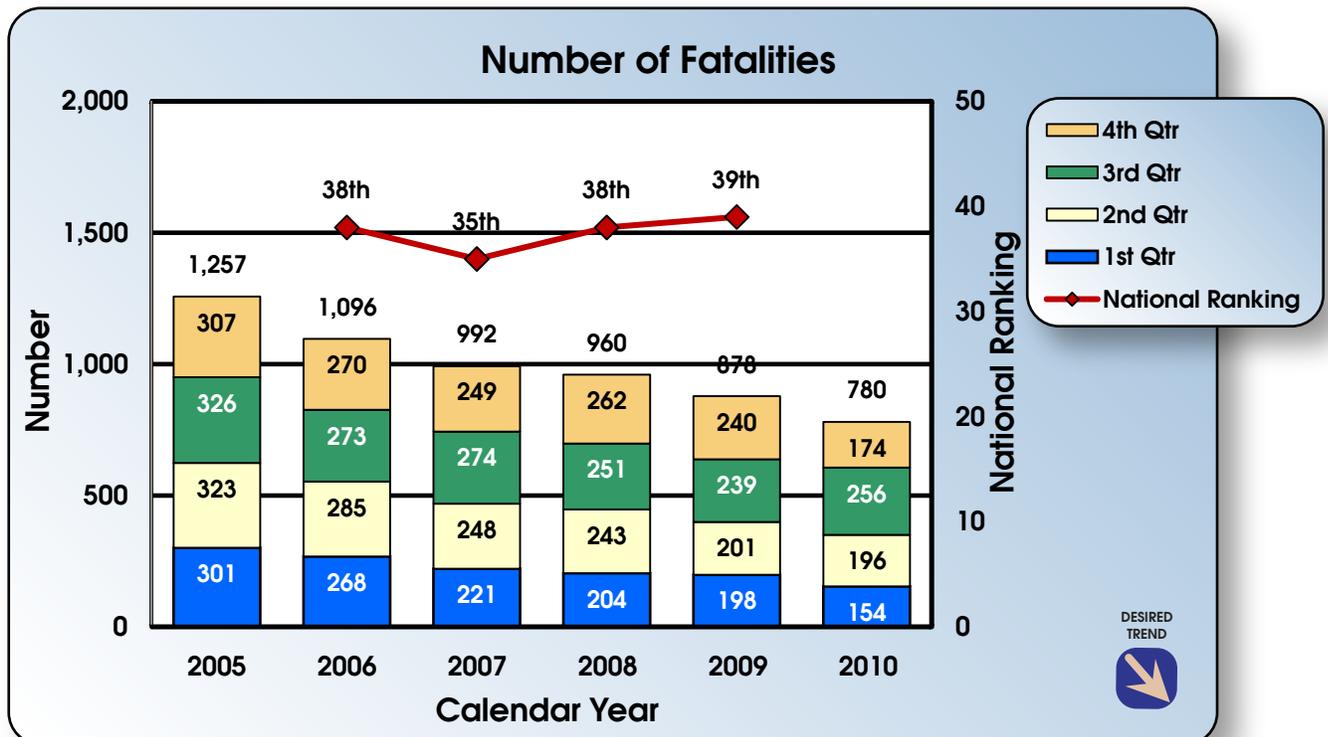
Measurement and Data Collection:

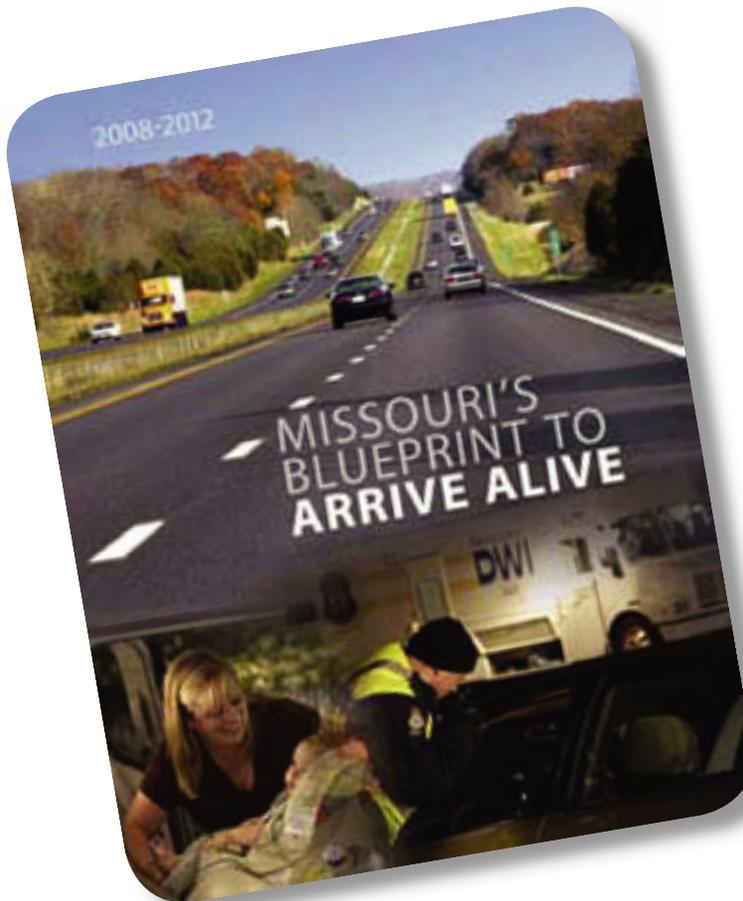
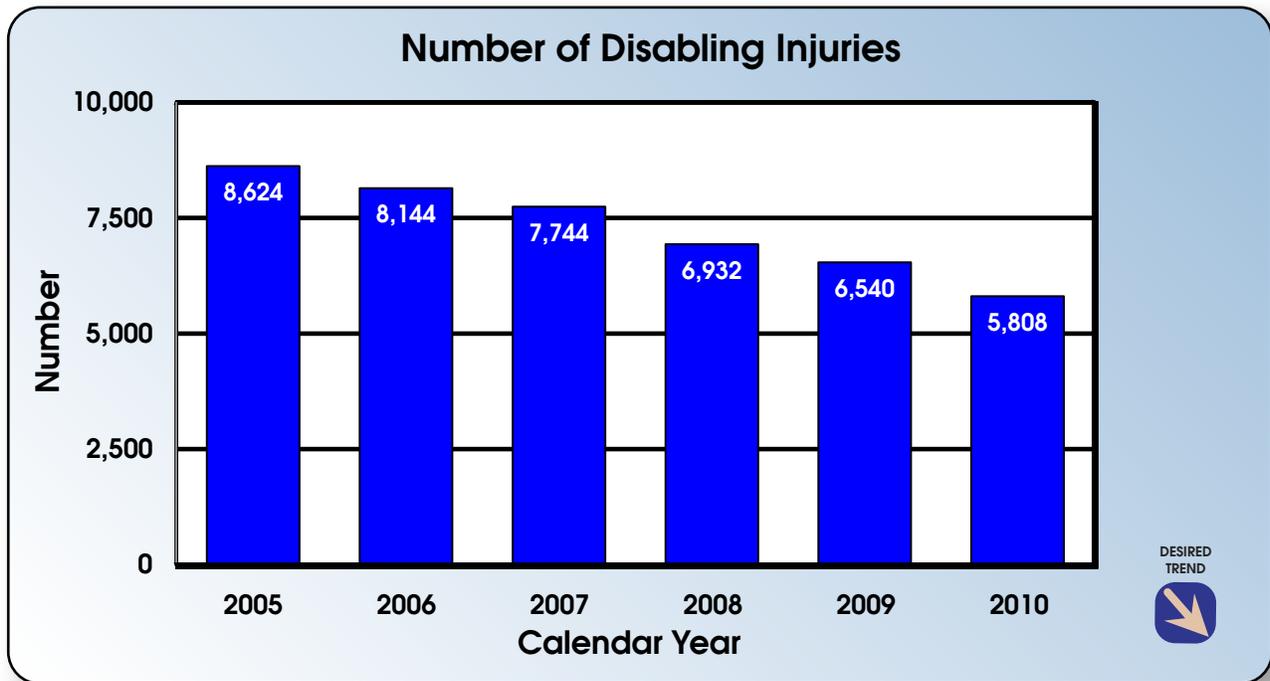
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Final data is collected on an annual basis and is updated in July of the following year.
Note: The 2010 quarterly fatalities are not final numbers.

Improvement Status:

Fatalities decreased approximately 38 percent from 2005 to 2010 in a continued downward trend. In 2010 there were 780 fatalities, the lowest number since 1950. The Missouri Coalition for Roadway Safety achieved its goal of reducing fatalities to 850 or fewer by 2012, two years ahead of its target date.

In spite of the decrease in fatalities, the national data comparison shows that Missouri moved from 38th in 2008 to 39th in 2009 for total fatalities. Disabling injuries continue to show a decreasing trend with a reduction of over 2,800 when compared to the 2005 number. Fatalities and disabling injuries are decreasing due in part to engineering enhancements such as roadway shoulders, three-strand guard cable, rumble strips, and enhanced delineation. Strong safety belt and impaired driving public information campaigns combined with increased law enforcement participation in statewide campaigns have also contributed to this decline.





“Our new goal is 850 or fewer fatalities by 2012.”

-The Executive Committee

Number of impaired driver-related fatalities and disabling injuries-3b

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

This measure tracks annual trends in fatalities and injuries resulting from traffic crashes on all Missouri roadways involving drivers who are impaired by alcohol and/or drugs. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports Missouri’s Blueprint to Arrive Alive. This document identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

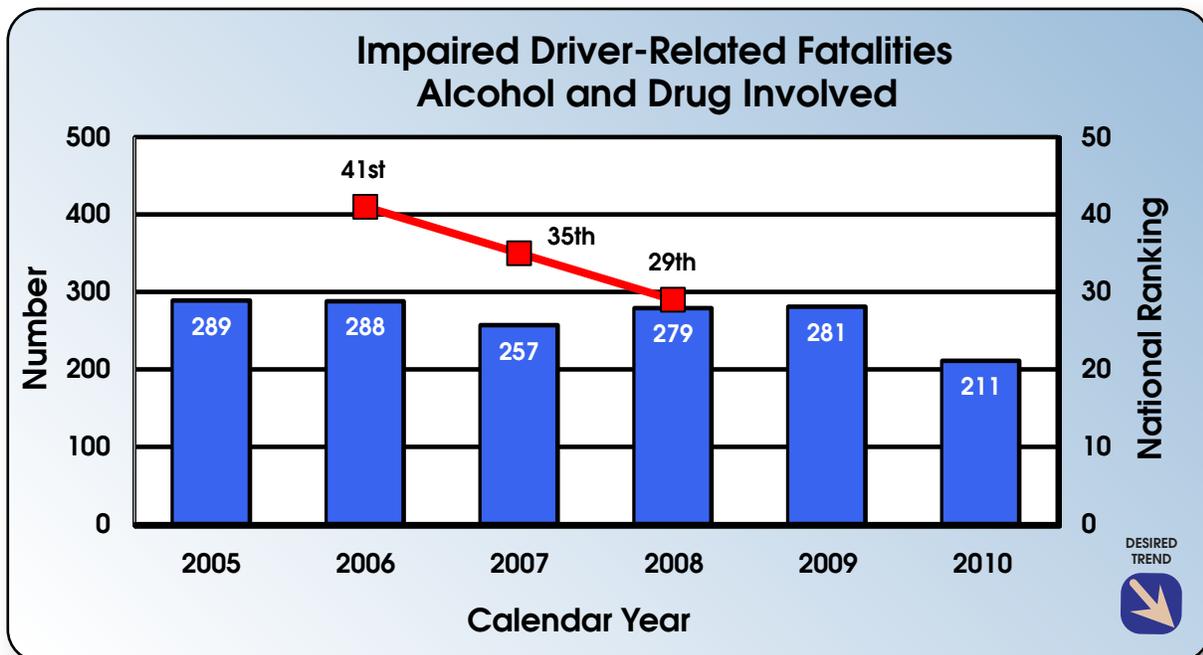
Measurement and Data Collection:

Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT’s traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Final data is collected on an annual basis and is updated in July of the following year.

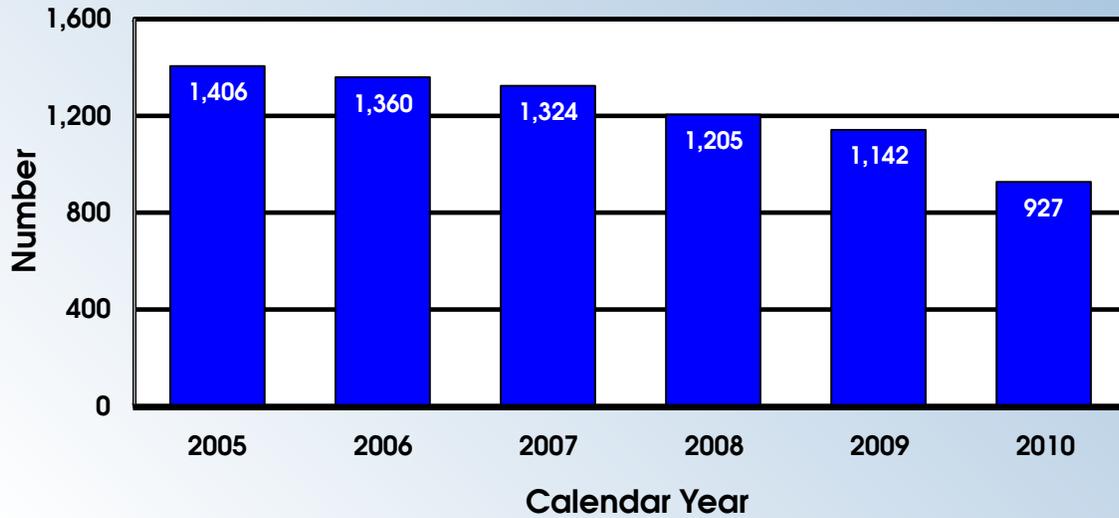
Note: The 2010 numbers are not yet final.

Improvement Status:

After remaining essentially stagnant from 2008 to 2009, alcohol and drug-related fatalities decreased sharply in 2010. Disabling injuries decreased for the fifth year in a row. Several strategies are being implemented to combat our state’s impaired driving problem. In addition to Missouri participating in the national “You Drink and Drive, You Lose” campaign; the Missouri Law Enforcement Traffic Safety Advisory Council holds four DWI mobilizations each year. Public information and education has been directed at high-risk drivers ages 21 to 35. Law enforcement efforts have been concentrated on high-crash corridors, increasing the number of sobriety checkpoints and expanding DWI units in selected locations. An increasing number of people who work in liquor establishments are completing the online server training modules that were first developed in 2005. These efforts are designed to reduce impaired driving crashes overall and move the fatalities in a downward trend.



Impaired Driver-Related Injuries Alcohol and Drug Involved



**Going Out Tonight?
So Are We.**

**You Drink & Drive.
You Lose.**

www.saveMOlives.com

ARRIVE ALIVE

Percent of safety belt/passenger vehicle restraint use-3c

Result Driver: Don Hillis, Director of System Management
Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

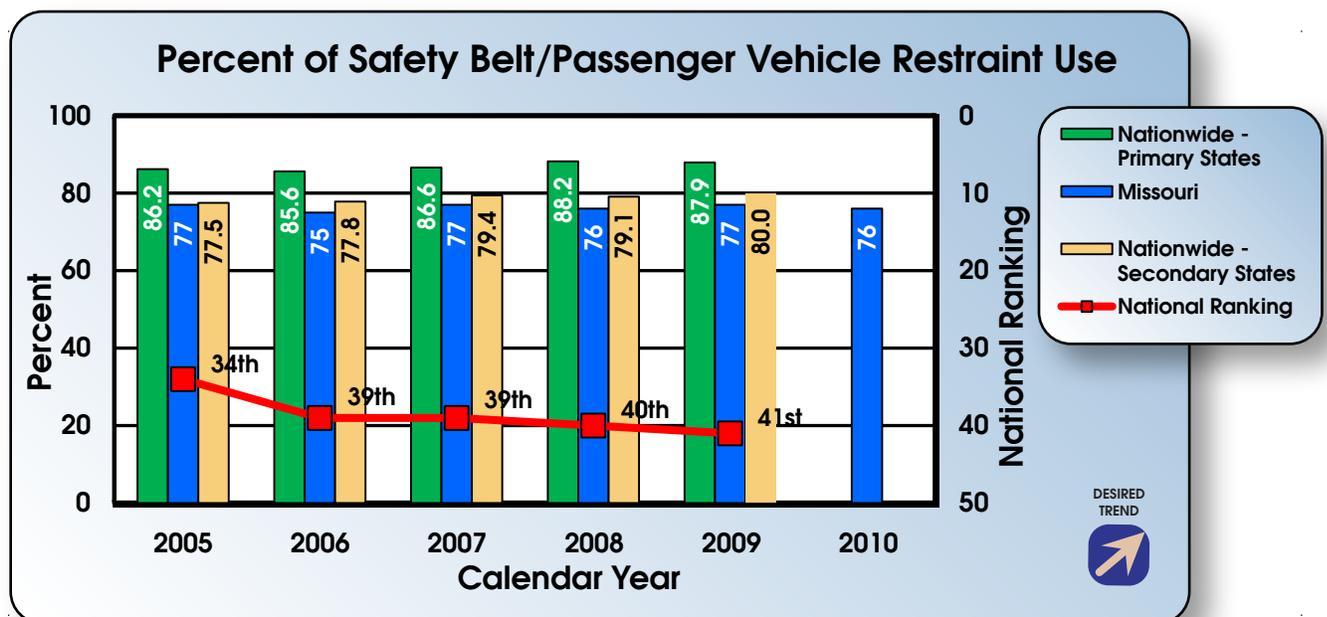
This measure tracks annual trends in safety belt usage by persons in passenger vehicles. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports Missouri’s Blueprint to Arrive Alive. This document identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

Measurement and Data Collection:

Each June, a statewide survey is conducted at 460 pre-selected locations in 20 counties. The data collected at these sites is calculated into a safety belt usage rate by using a formula approved by the National Highway Traffic Safety Administration. The safety belt usage survey enables data collection from locations representative of 85 percent of the state’s population. The data collection plan is the same each year for consistency and compliance with the National Highway Traffic Safety Administration guidelines. Data is collected on an annual basis and is updated in August of the following year. Annual information for the national rankings may not be available from all 50 states

Improvement Status:

Safety belt use in Missouri has remained fairly constant for the past seven years, between 75-77 percent. In the 2009 national comparison, Missouri ranked 41st in safety belt usage, slipping one spot for the second year in a row. The national average for safety belt use for 2010 is 85 percent. Missouri currently has a secondary safety belt law, which means law enforcement may not stop a vehicle solely to determine safety belt compliance. Law enforcement must observe another driving violation to stop a vehicle and issue a safety belt citation. Many states have a primary safety belt law, which means law enforcement may stop a vehicle if they observe an occupant is not wearing a safety belt. Missouri continues to focus efforts through public information and education and law enforcement participation in the national “Click It or Ticket” campaign. The Law Enforcement Traffic Safety Advisory Council (LETSAAC) added additional quarterly safety belt enforcement dates through December 2011. “Battle of the Belts” and “Get Your Buckle On” focus on increasing safety belt use among teenagers. Promoting the passage of local primary safety belt ordinances is another strategy to increase safety belt use. MoDOT continues to promote the need for our state to pass a primary safety belt law.



Number of bicycle and pedestrian fatalities and disabling injuries-3d

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

This measure tracks annual trends in fatalities and disabling injuries resulting from traffic crashes with bicycles and pedestrians. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports Missouri's Blueprint to Arrive Alive. This document identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

Measurement and Data Collection:

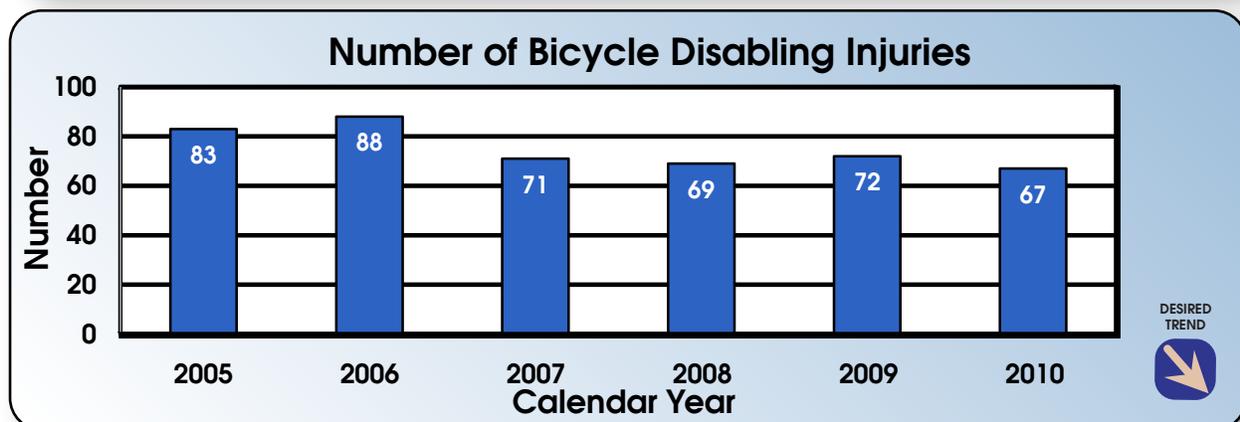
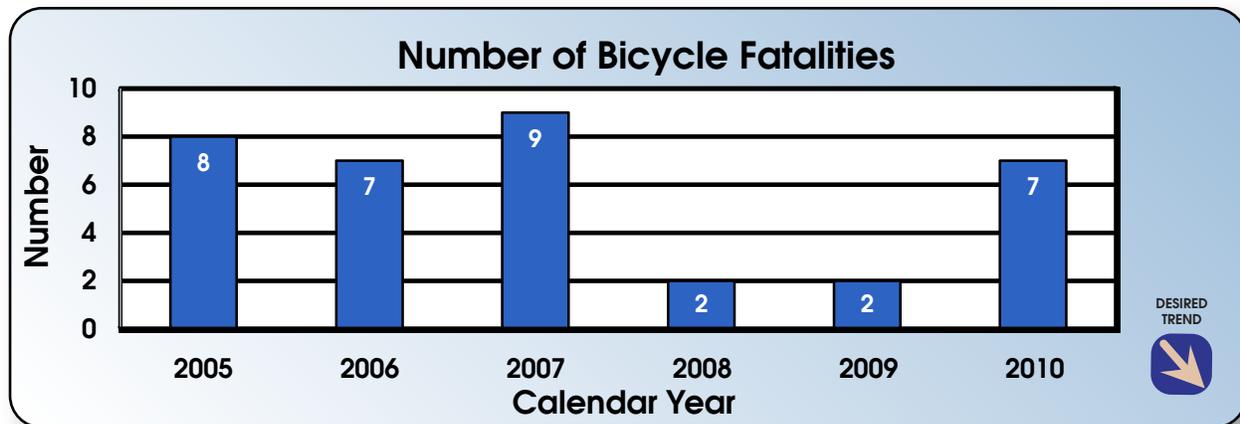
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through

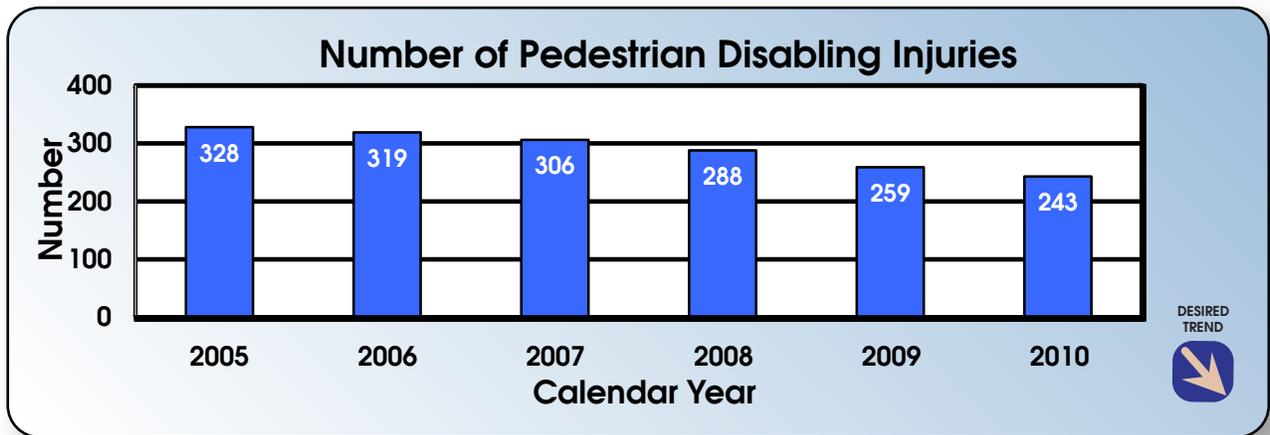
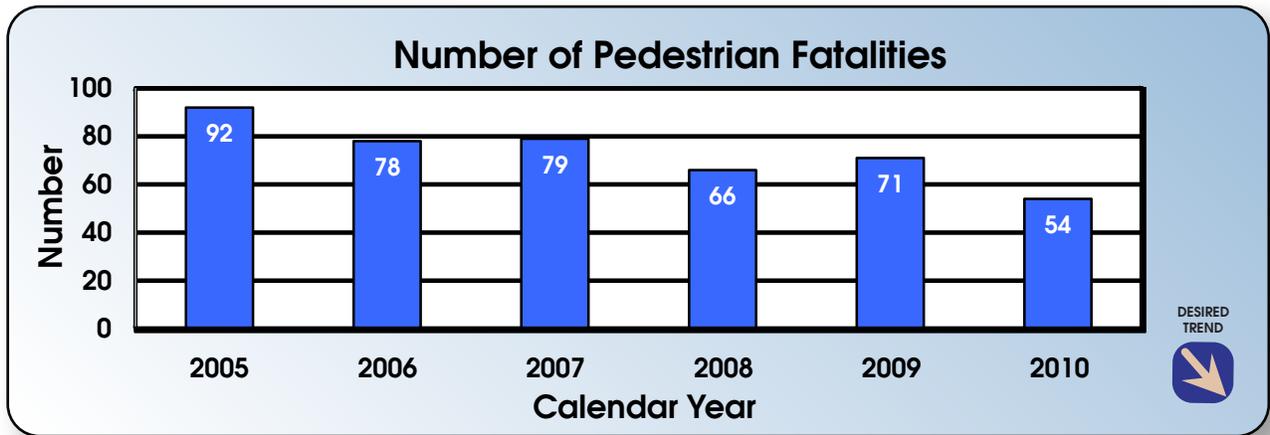
both databases. Final data is collected on an annual basis and updated in July of the following year.

Note: The 2010 numbers are not yet final.

Improvement Status:

This data reflects the number of fatalities and disabling injuries occurring when a motor vehicle is involved in a crash with a bicycle or pedestrian. After two years of decreased bicyclist fatalities in 2008 and 2009, there were seven fatalities in calendar year 2010. The number of disabling injuries related to bicycle accidents fell in 2010. Pedestrian fatalities decreased by 24 percent in 2010 while disabling injuries decreased for the fifth straight year. MoDOT has worked to make pedestrians safer by implementing signaling and dedicated crossing area improvements. Funds have also been dedicated to support the Bicycle Pedestrian Advisory Committee.





Number of motorcycle fatalities and disabling injuries-3e

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

This measure tracks annual trends in fatalities and disabling injuries of motorcyclists on all Missouri roadways. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri's Blueprint to Arrive Alive. This document identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

Measurement and Data Collection:

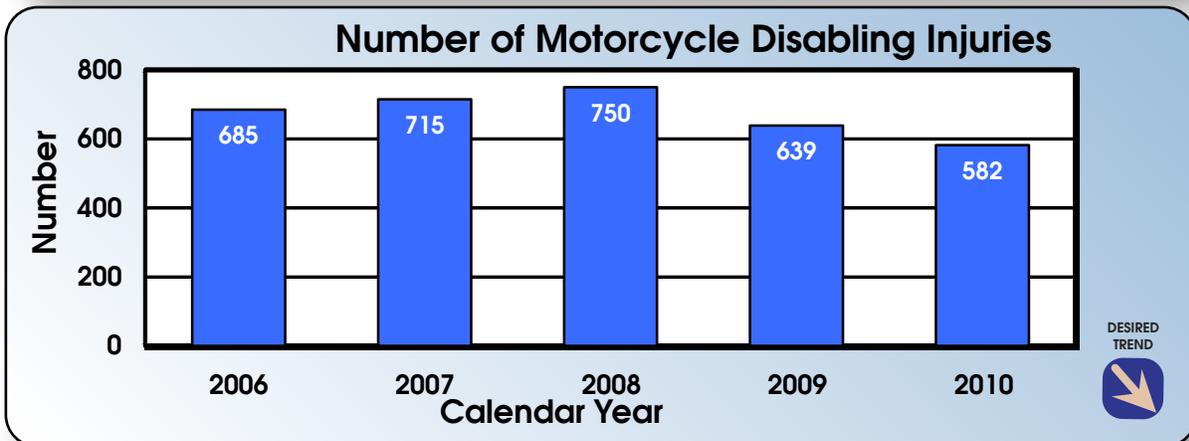
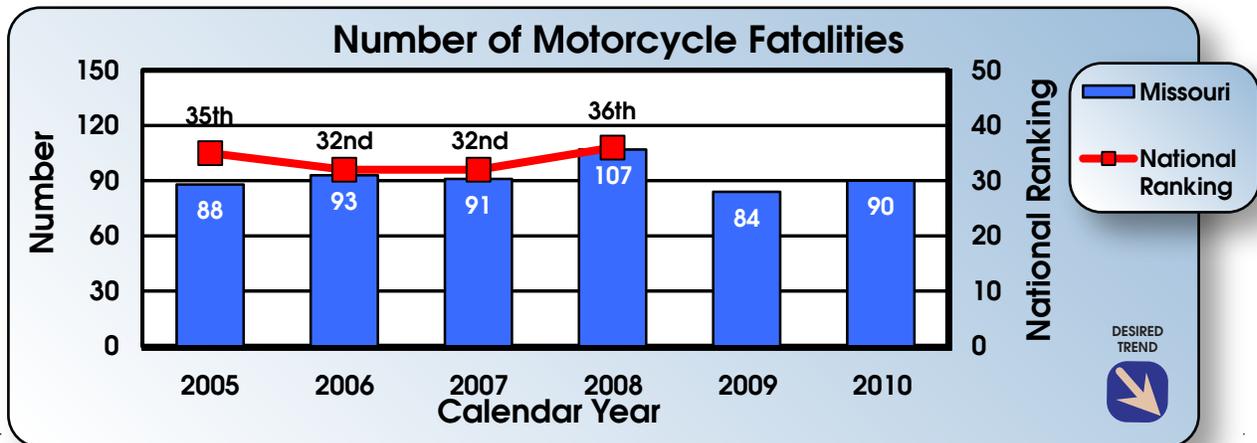
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement

and traffic safety advocates for crash analysis through both databases. Final data is collected on an annual basis and updated in July of the following year.

Note: The 2010 numbers are not yet final.

Improvement Status:

After a significant decrease in motorcycle fatalities last year, this measure increased in 2010. However, disabling injuries due to motorcycle accidents decreased approximately 9 percent. Longer riding seasons and an increase in the number of licensed motorcycles and riders has increased the exposure rate in recent years. Rider education classes are offered within one hour's driving time throughout Missouri. More than 5,000 riders at 28 sites are trained each year. In 2009, more emphasis was placed on sharing the road with motorcyclists in a statewide public information campaign.



Number of commercial motor vehicle crashes resulting in fatalities and injuries-3f

Result Driver: Don Hillis, Director of Systems Management

Measurement Driver: Mark Biesemeyer, Motor Carrier Services Program Manager

Purpose of the Measure:

This measure tracks the number of commercial motor vehicles involved in fatal and injury crashes each year. MoDOT uses the information to target educational and enforcement efforts.

Measurement and Data Collection:

The Missouri State Highway Patrol collects and records the crash statistics used in this measure. The data used in this measure reports the number of commercial motor vehicles involved in a crash where one or more people die within 30 days or receive serious or minor injuries as a result of the crash. This is an annual measure, updated each July for the previous year.

Improvement Status:

The preliminary number of fatal crashes reported for 2010 is 86. This is two fewer than reported at this point in 2009, a decrease of 2.2 percent. Between 2005 and 2009, the number of Missouri commercial motor vehicle fatal crashes dropped from 161 to 88, a 45.4 percent decrease.

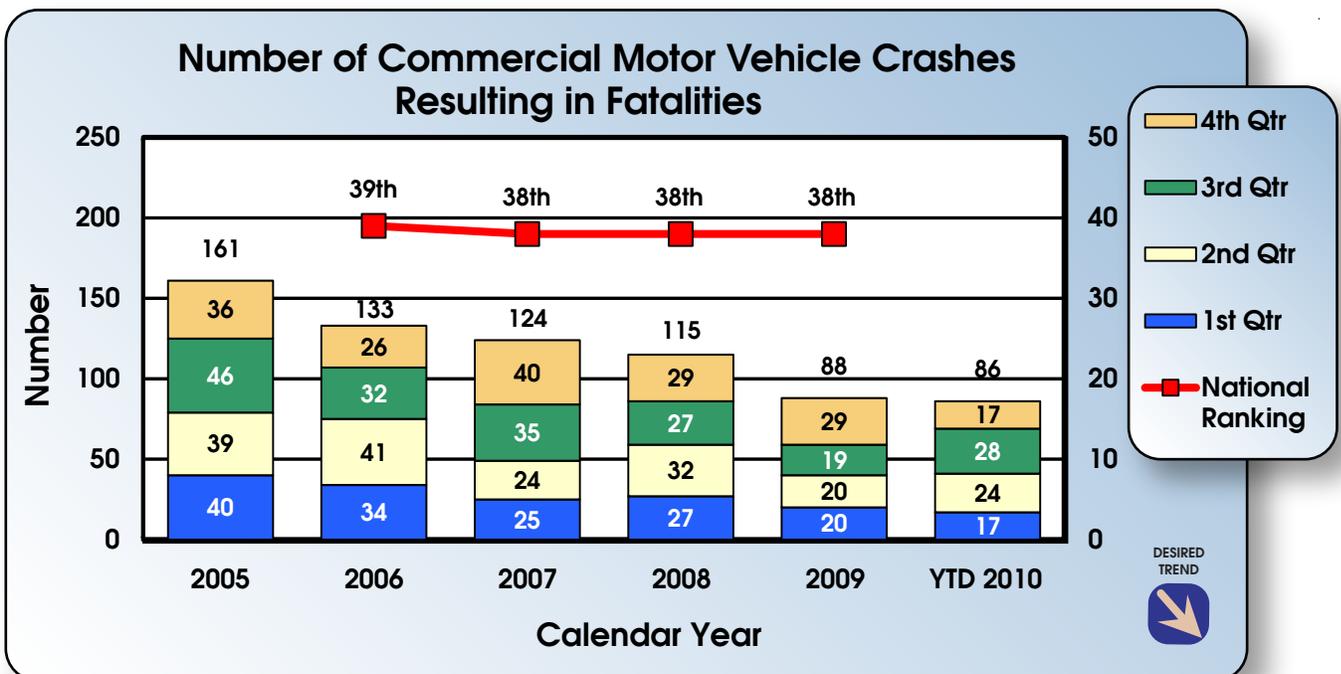
The preliminary number of injury crashes reported for 2010 is 1,958. This is 32 fewer than reported at this point in 2009, a decrease of 1.6 percent. Between 2005 and 2009, the number of Missouri commercial motor

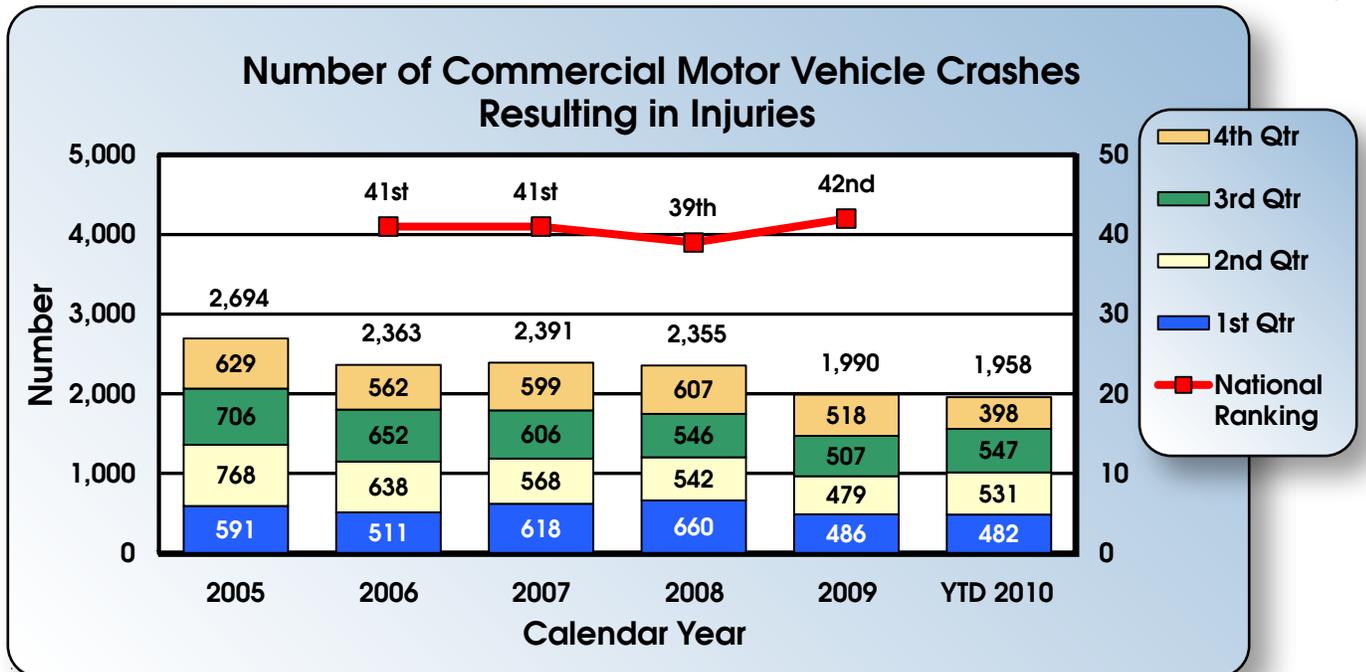
vehicle injury crashes dropped from 2,694 to 1,990, a 26.2 percent decrease.

MoDOT coordinates its efforts to reduce fatal and injury crashes with the Missouri State Highway Patrol, the Federal Motor Carrier Safety Administration's Missouri Division and the Kansas City and St. Louis police departments. MoDOT efforts include the installation of larger highway signs, highly reflective pavement markings, cable guardrails, roundabout intersections, incident management alert signs, roadside rumble strips, and intelligent transportation systems at scales.

MoDOT conducts carrier safety training, regulation compliance reviews, safety audits of new motor carrier firms and truck inspections at terminals and destinations. The MSHP, St. Louis and Kansas City Police Departments conduct commercial vehicle roadside inspections in order to remove unsafe drivers and vehicles from the road.

Missouri ranked 38th from the top in the number of fatality crashes and 42nd from the top in the number of injury crashes nationwide in 2009.





Number of fatalities and injuries in work zones-3g

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Troy Pinkerton, Traffic Liaison Engineer

Purpose of the Measure:

An important factor in evaluating the safety of Missouri's transportation system is determining the safety of work zones on the state's roads. This measure tracks the number of traffic-related fatalities, injuries, and overall crashes occurring in work zones on any Missouri public road.

Measurement and Data Collection:

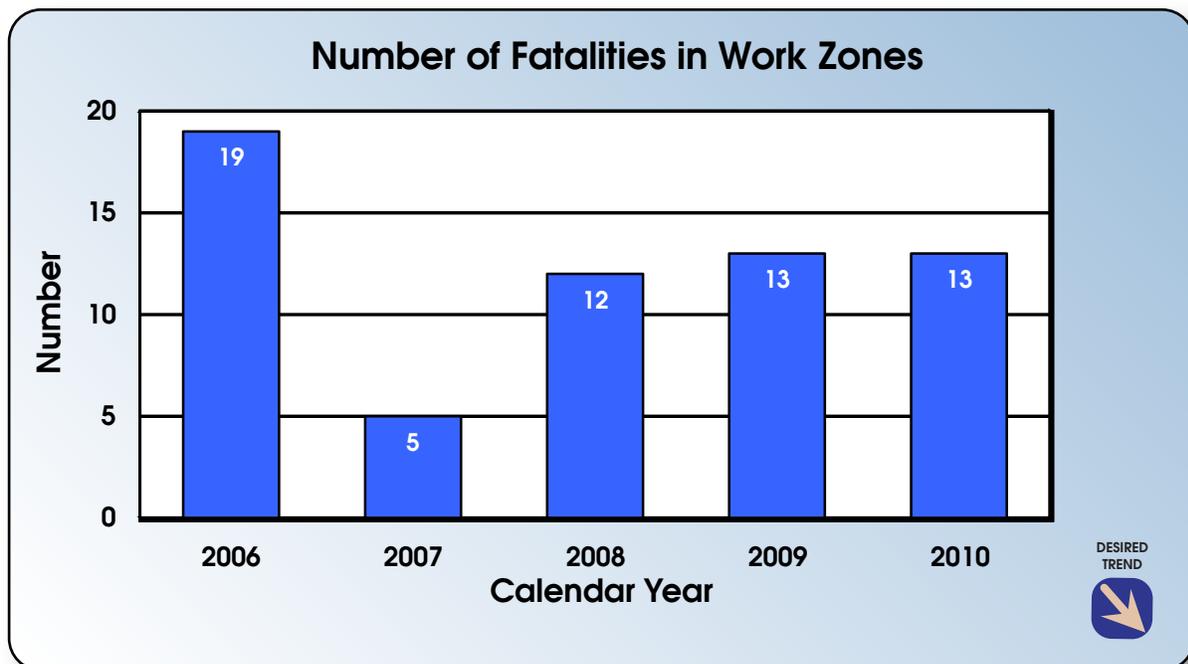
Missouri law enforcement agencies are required to report crashes by submitting a standardized vehicle accident report form to the Missouri State Highway Patrol. MSHP personnel enter these reports into a statewide traffic crash database. MoDOT staff query and analyze this data to identify work zone-related crash statistics quarterly and report the results via this measurement.

Improvement Status:

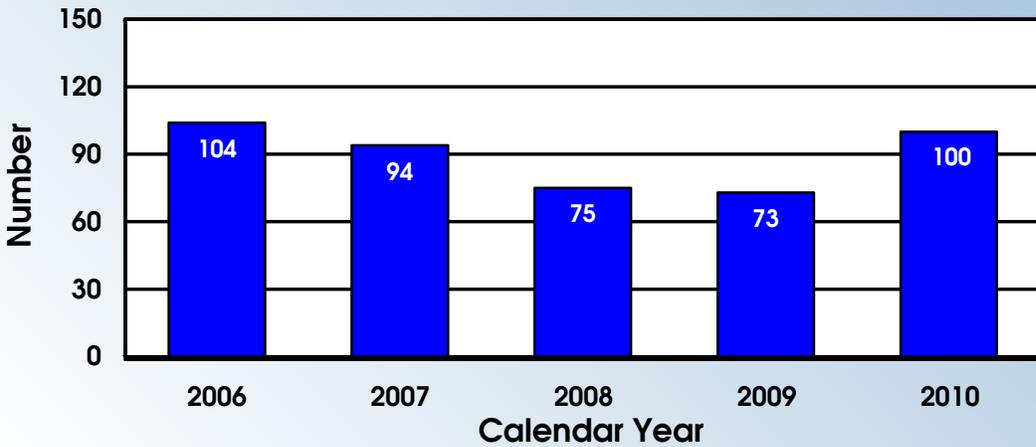
In the fourth quarter of calendar year 2010, we experienced one fatality accident resulting in one fatality. This brings the total for the 2010 calendar year equal to that of 2009 at 13 fatalities. The trend this year for injuries and number of crashes was consistently on the rise resulting in the highest amounts in four years. This is due to the increased exposure as a result of more work zones.

Please be reminded that we need your feedback to help keep our work zones safe and traffic moving efficiently. Our Work Zone Survey is available to the public and can be submitted online at:

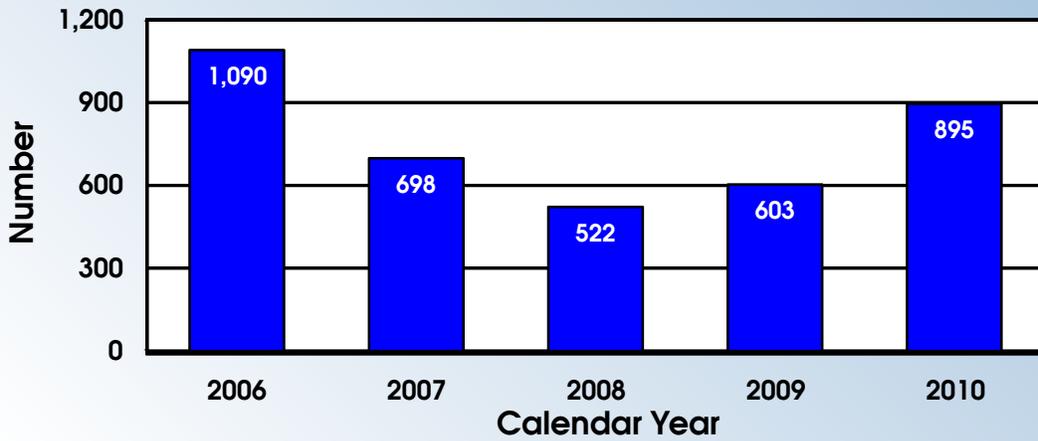
<http://www.modot.mo.gov/workzones/Comments.htm>



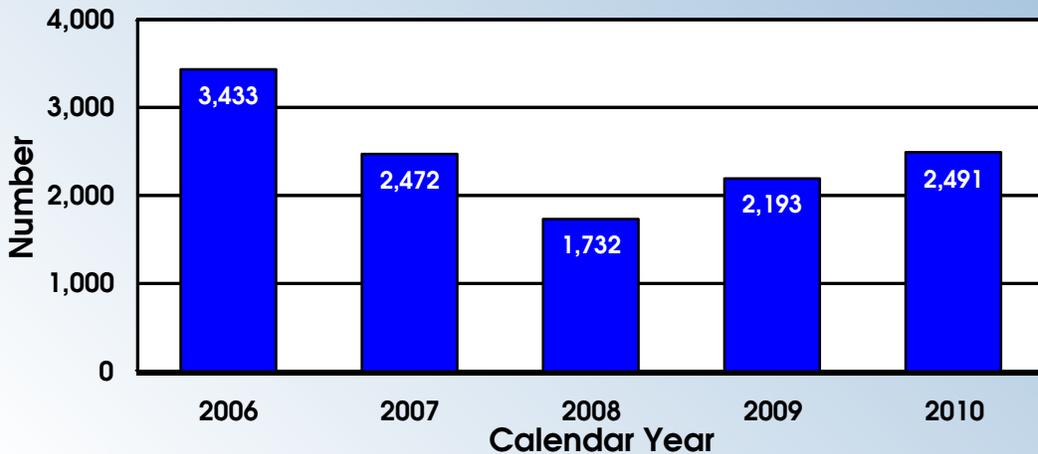
Number of Disabling Injuries in Work Zones



Number of Minor Injuries in Work Zones



Number of Crashes in Work Zones



Number of highway-rail crossing fatalities and collisions-3h

Results Driver: Don Hillis, Director of System Management

Measurement Driver: Rod Massman, Administrator of Railroads

Purpose of the Measure:

This measure tracks annual trends in fatalities and collisions resulting from train-vehicle crashes at public railroad crossings in Missouri. This data drives the development and focus of a portion of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities in all areas of highway safety, including highway-rail crossing safety.

Measurement and Data Collection:

MoDOT collects crash data and enters it in a railroad safety information system, which also updates MoDOT's traffic management system. This does not include fatalities or collisions from those on railroad property at areas other than at public railroad crossings, which are tabulated separately. Missouri is then ranked with all other states using data from the Federal Railroad Administration that consists of the numbers of collisions and fatalities in each state. Data is updated quarterly.

Improvement Status:

For calendar year 2010 there were seven crossing fatalities and 36 collisions. The total number of collisions increased in 2010, which is concerning, although with train traffic continuing to rise to pre-recession levels the number of opportunities for collisions also increase at each crossing.

The overall number of fatalities per year has generally remained the same since 2006, but MoDOT continues to focus on driving the overall number of fatalities and collisions to a lower average number. In order to accomplish this MoDOT has increased public outreach efforts, implemented engineering improvements, and encourages active enforcement of laws relating to crossing safety. In addition, MoDOT has participated in various kinds of safety fairs, renewed efforts to present rail crossing information at driver's education courses and other high school and grade school classes, and certified more MoDOT employees to give Operation Lifesaver presentations.

During this quarter, MoDOT completed crossing closure and upgrade projects in many different cities including Portageville, Dexter and near Carrollton. MoDOT helped to sponsor a press release on rail safety at farm crossings during harvest season, plus, posted rail safety messages on the passenger rail website and Facebook page.

MoDOT continues its interactions with cities and counties for improvements in various heavily-served railroad areas in which the city/area as a whole is studied and all of the crossings in each city/area are evaluated.

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THE OFFICIAL WEBSITE FOR MISSOURI OPERATION LIVESAVER

operation lifesaver

- what is operation lifesaver?
- visit ol.org
- contact state coordinator
- other key links

safety info

- safety stats
- media press kit
- highway-rail facts
- exempt crossing locations

education

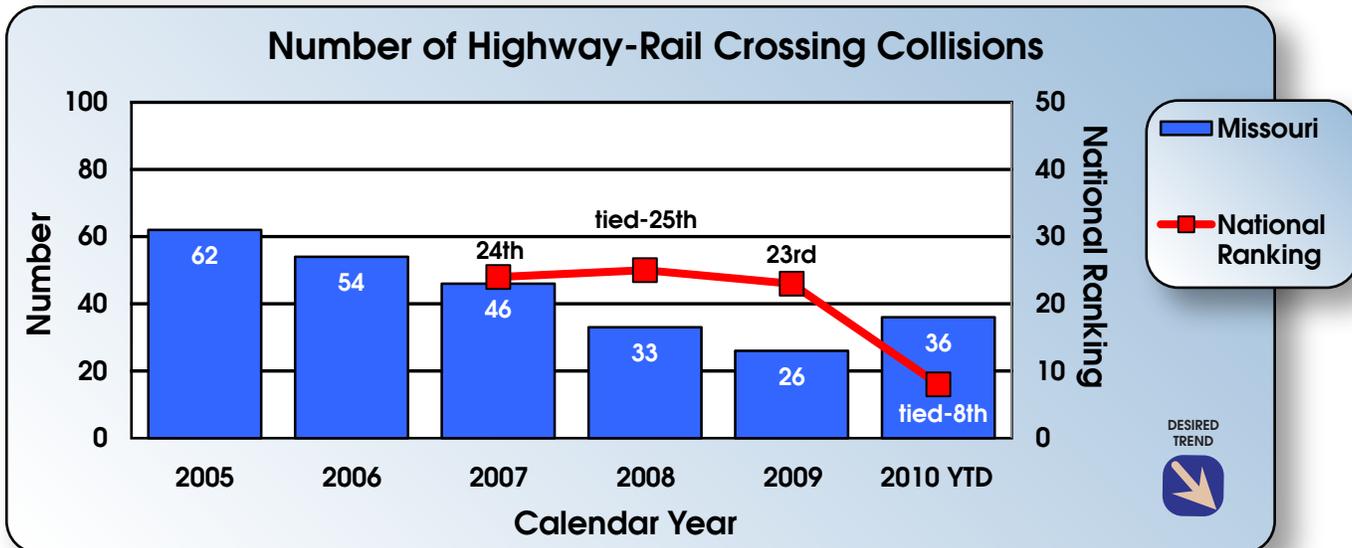
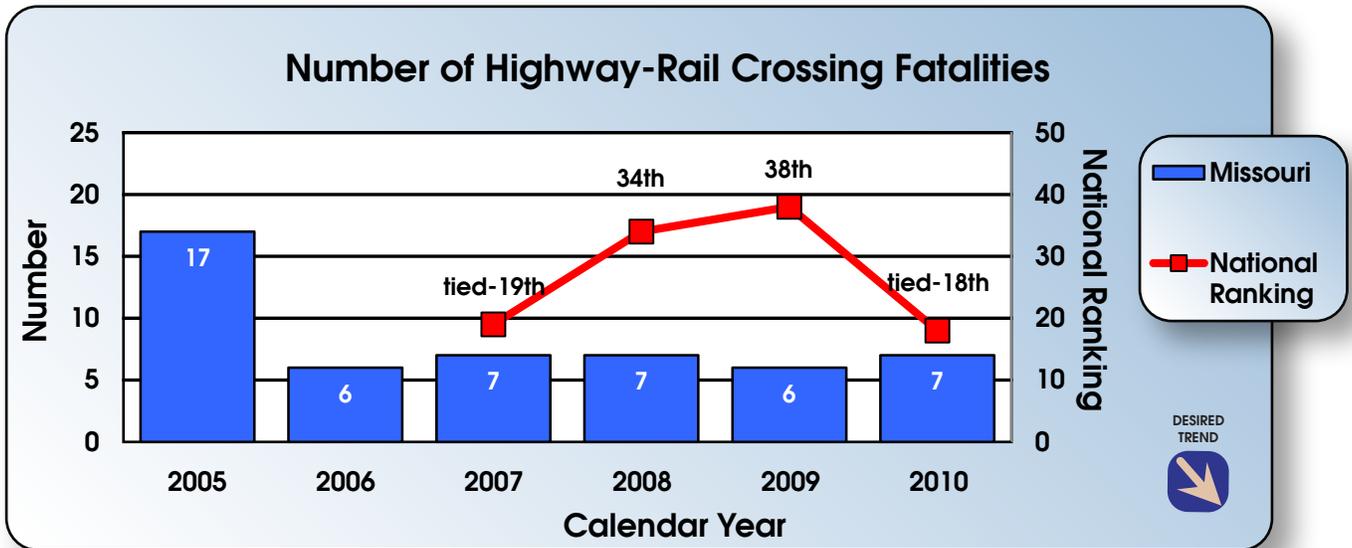
- presentation request form
- take the safety quiz
- curriculum & activities

multimedia

- tv & radio psa's
- safety video clips
- missouri railroad photos

OPERATION LIVESAVER Missouri

LOOK, LISTEN...LIVE!



Note: On charts above, FRA National Ranking is based on numbers from January – October 2010

