



SAFE TRANSPORTATION SYSTEM

Tangible Result Driver – Leanna Depue, Highway Safety Director

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: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

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, which 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, which identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

Measurement and Data Collection:

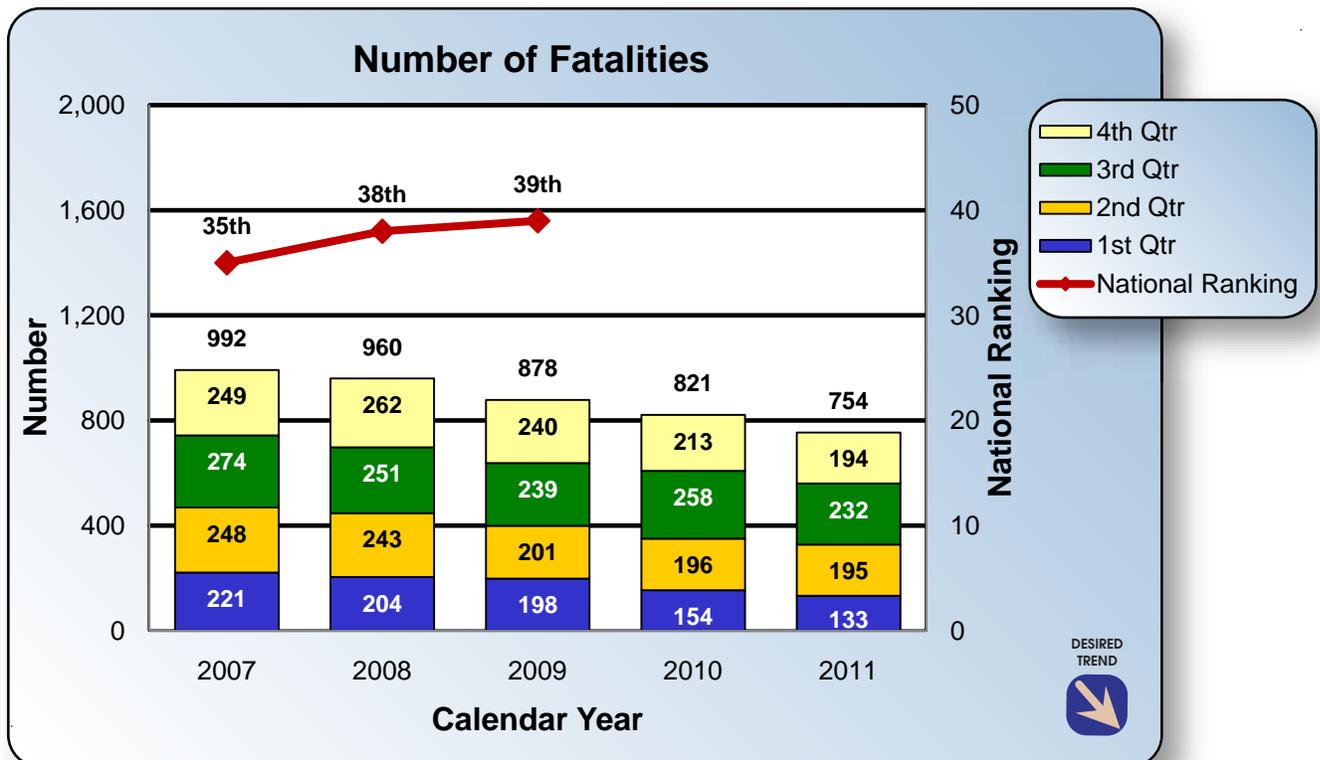
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases.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

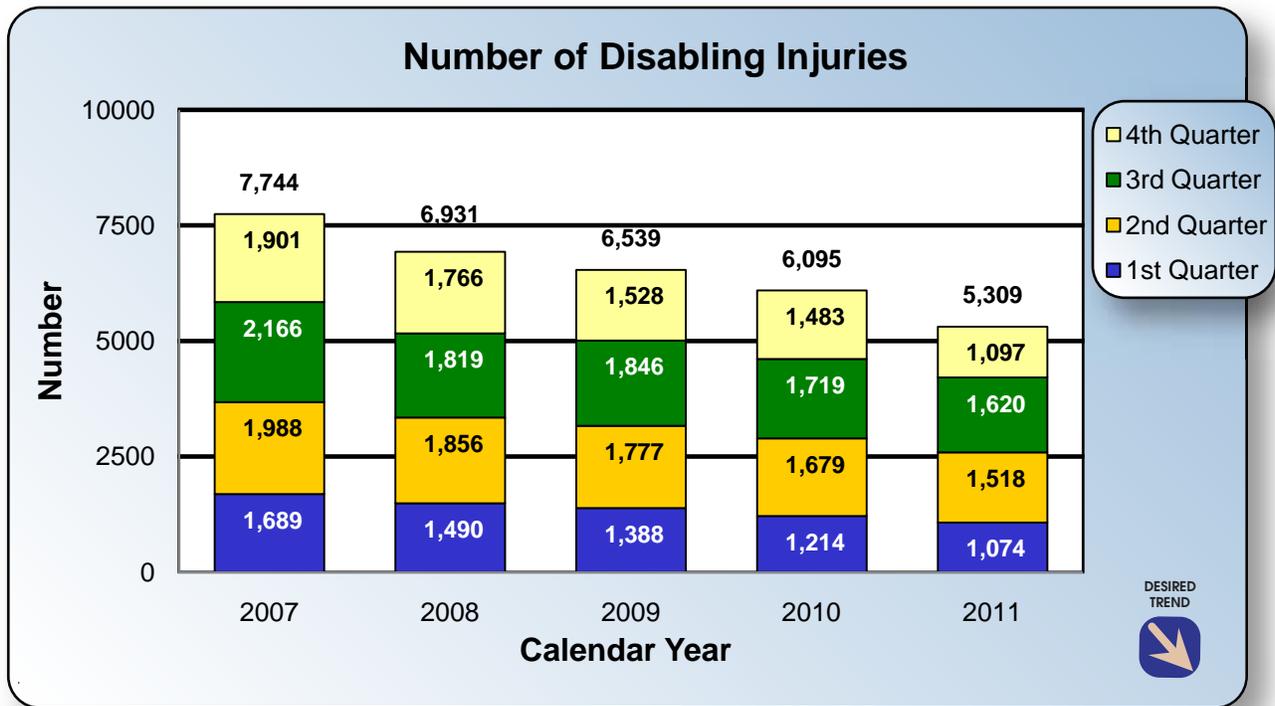
Improvement Status:

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. Fatalities decreased 24 percent from 2007 to 2011. In 2011 there were 754 fatalities, Missouri's lowest total since the late 1940's.

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. The national ranking data for 2010 and 2011 is not yet available. Disabling injuries also continue to show a decreasing trend with a reduction of 2,435 when comparing 2011 to 2007.

At the end of 2011, both fatalities and disabling injuries have decreased overall, 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 also contributed to this decline.





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

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

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, which 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 which identifies the statewide initiatives with a goal of reducing fatalities.

Measurement and Data Collection:

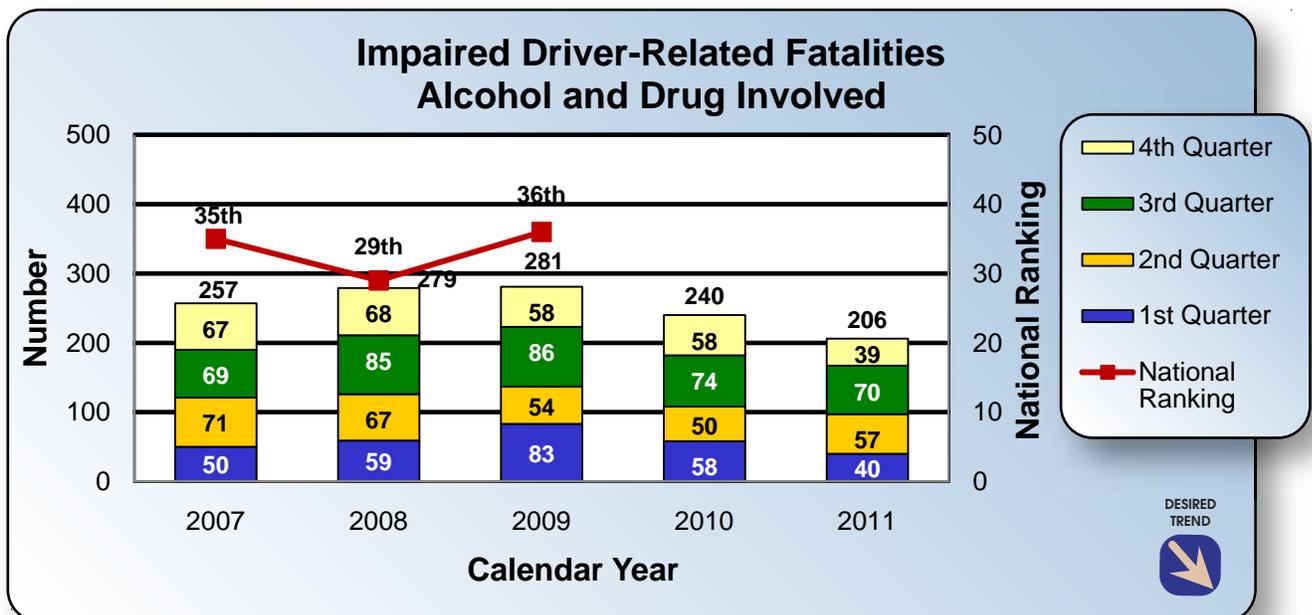
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT’s traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. This is an annual measure, updated each July for the previous year. Preliminary results for the current year are reported quarterly.

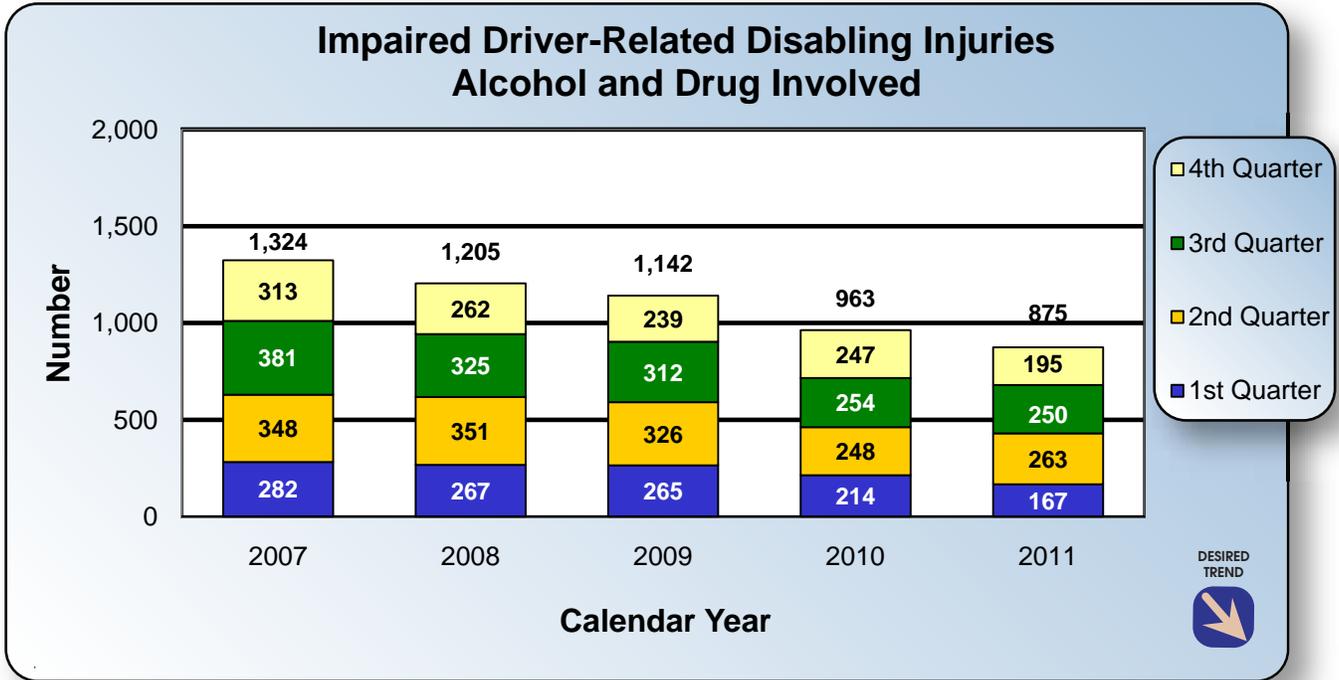
Improvement Status:

Alcohol and drug-related fatalities decreased sharply in 2010 and that trend continued in 2011 after remaining essentially stagnant in 2008 and 2009. Disabling injuries decreased for the fifth year in a row.

Several strategies were implemented to combat Missouri’s impaired driving problem. In addition to participating in the national “Drive Sober or Get Pulled Over” campaign, the Missouri Law Enforcement Traffic Safety Advisory Council holds four DWI mobilizations each year. Public information and education is directed at high-risk drivers ages 21 to 35. Law enforcement efforts are 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 complete the online server training modules that were developed in 2005. These efforts in conjunction with the new *Drive Sober or Get Pulled Over* enforcement message are designed to reduce impaired driving crashes overall and continue to prevent fatalities.

The 2010 and 2011 national ranking data is not yet available.





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

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

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 which 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 that 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 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 National Highway Traffic Safety Administration guidelines. Data is collected on an annual basis and this measure is updated in October of the following year. Annual information for the national rankings may not be available from all 50 states.

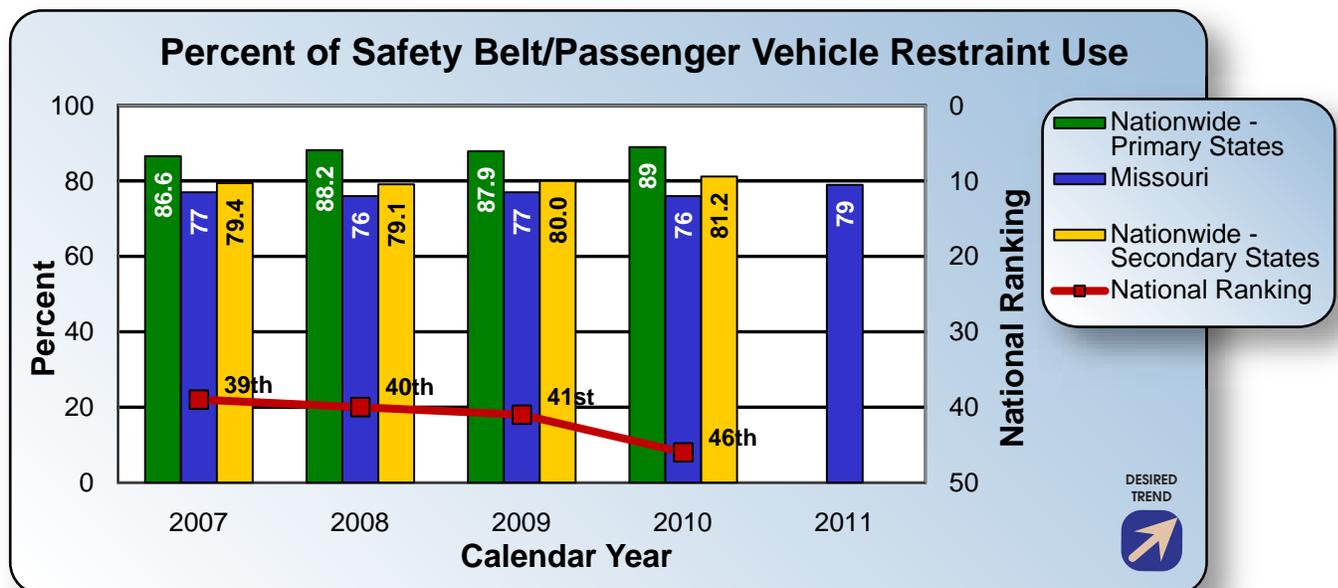
Improvement Status:

Safety belt use in Missouri rose to 79 percent in 2011, the highest percentage in more than seven years. And yet, Missouri’s national comparison ranking dropped to 46th, down seven spots. The national average for

safety belt use in 2010 was 85 percent. Despite Missouri’s three percent increase in safety belt use, the number of states that have a primary seat belt law continues to increase, resulting in a higher rate of usage for those states than those without. Furthermore, states that have the secondary law continue to fall down the list in the national ranking, overtaken by those with a primary law.

Currently 32 states have a primary safety belt law, five more than in 2007. Missouri 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. The primary seat belt law 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 added additional quarterly safety belt enforcement dates through December 2011. “Battle of the Belt” and other campaigns 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 support a primary safety belt law for Missouri.



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

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

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 that 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 which identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

Measurement and Data Collection:

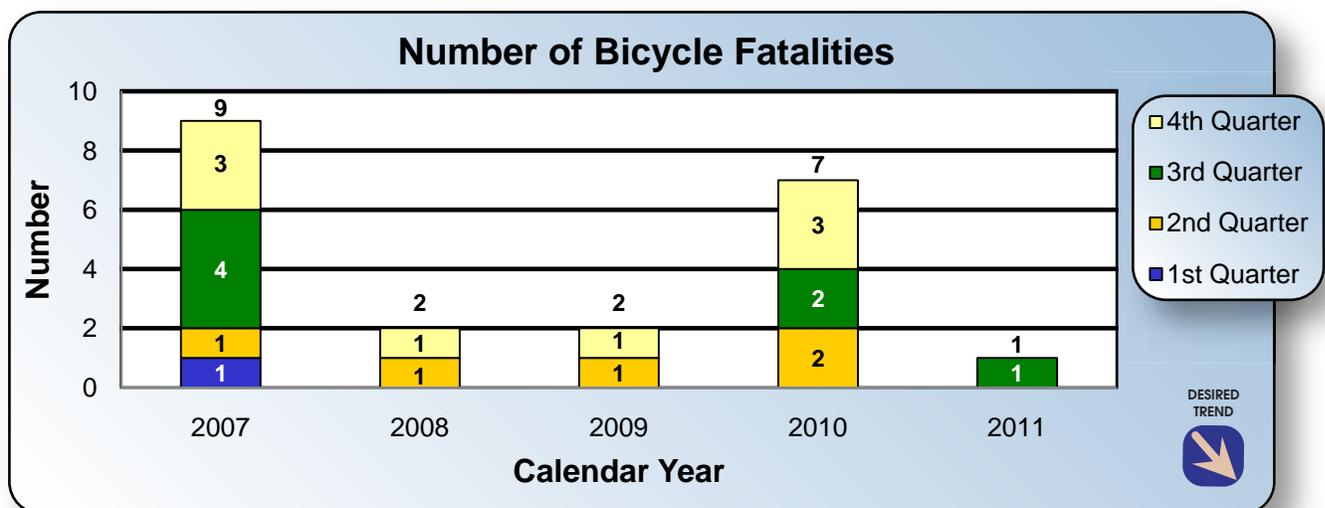
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases.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

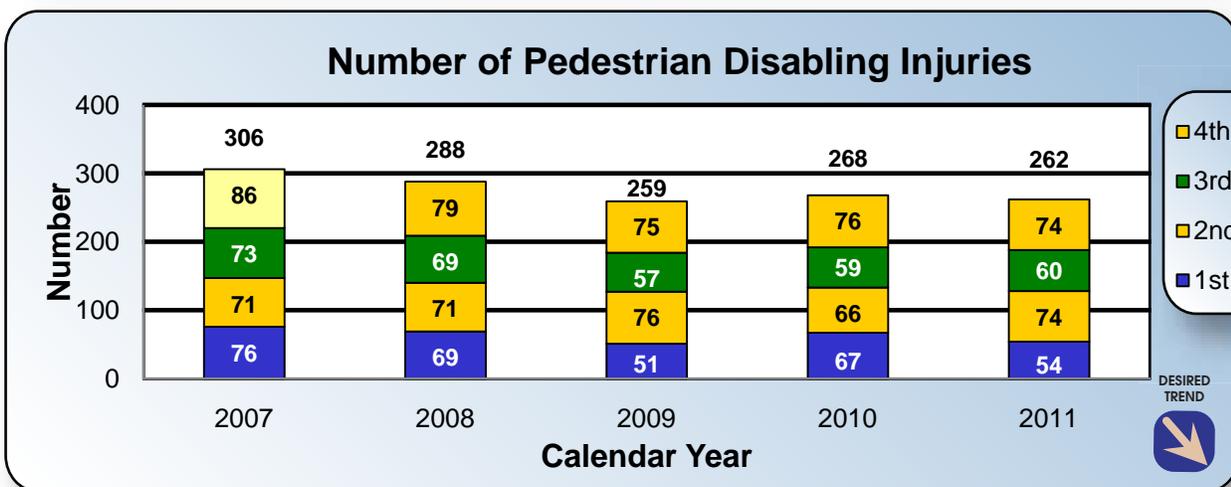
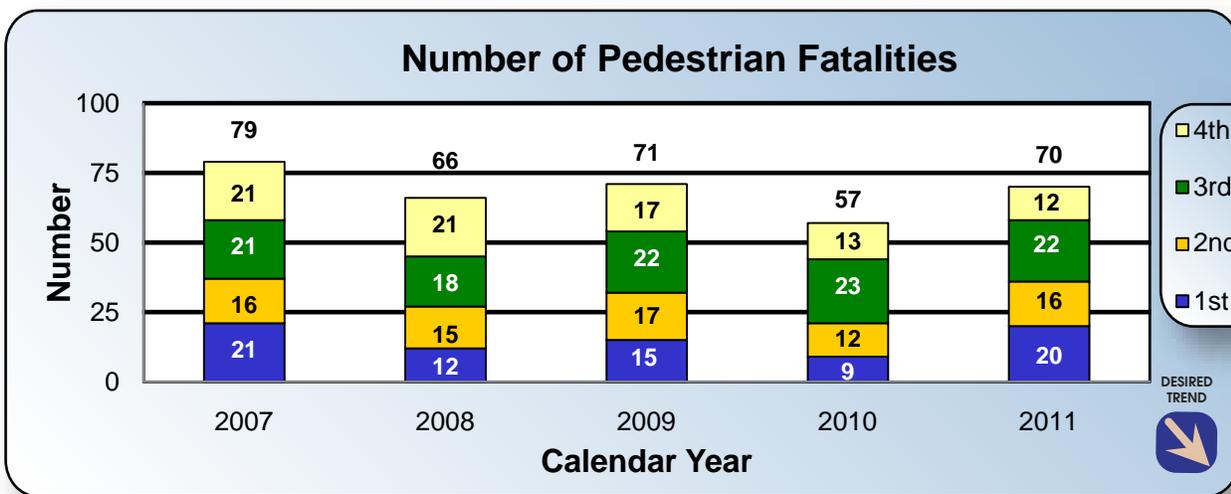
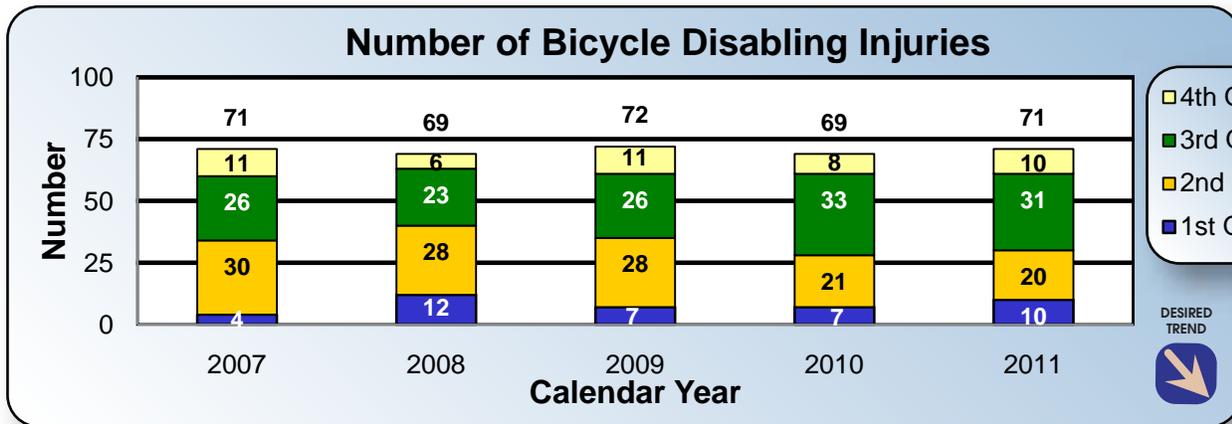
Improvement Status:

This data reflects the number of fatalities and disabling injuries that occur when a motor vehicle is involved in a crash with a bicycle or pedestrian. There was one bicycle fatality in 2011 compared to seven in 2010. The data also reflects a slight increase in disabling injuries.

During 2011, pedestrian fatalities increased by almost 19 percent, while disabling injuries decreased slightly.

MoDOT's pedestrian safety efforts include implementation of improvements in signaling and dedicated crossing areas. Dedicated funds support the Bicycle/Pedestrian Advisory Committee. An outreach campaign aimed at adults and employing traditional, electronic and social media is underway to address a recent spike in pedestrian fatalities.





Number of motorcycle fatalities and disabling injuries-3e

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Bill Whitfield, Highway Safety Program Administrator

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 that 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 which identifies the statewide initiatives with a goal of reducing fatalities to 850 or fewer by 2012.

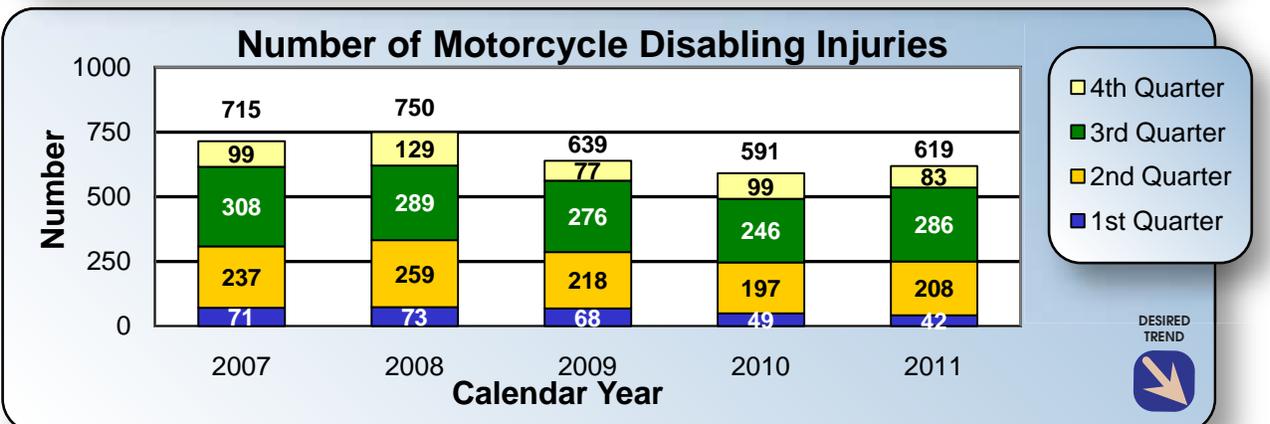
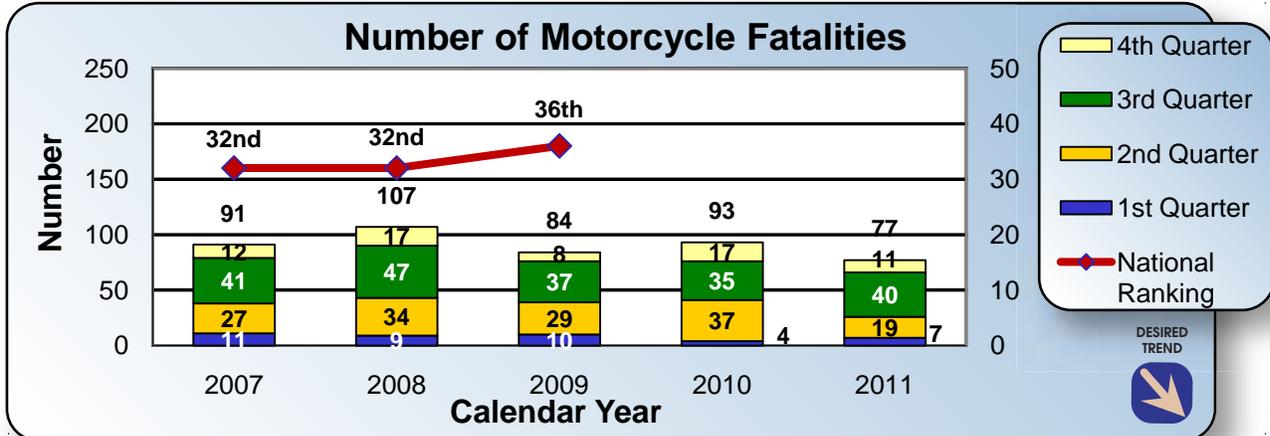
Measurement and Data Collection:

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. Preliminary results for the current

year are reported quarterly. The national ranking data for 2010 and 2011 is not yet available.

Improvement Status:

After an increase in motorcycle fatalities in 2010, this measure decreased significantly to the lowest level in five years – 78 fatalities in 2011. Though fatalities decreased, disabling injuries due to motorcycle crashes increased. Longer riding seasons and an increase in the number of licensed motorcycles and riders contributed to the increased 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. Initiated in 2009, a statewide public information campaign has continued to bring attention to sharing the road with motorcyclists.



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

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Mark Biesemeyer, Motor Carrier Services Project 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. Preliminary results for the current year are reported quarterly.

Improvement Status:

The number of fatal crashes reported year-to-date for 2011 is 93 – the same number of fatality crashes reported to this point in 2010. From 2006-10, the number of Missouri commercial motor vehicle fatal crashes decreased by 30.1 percent, from 133 to 93.

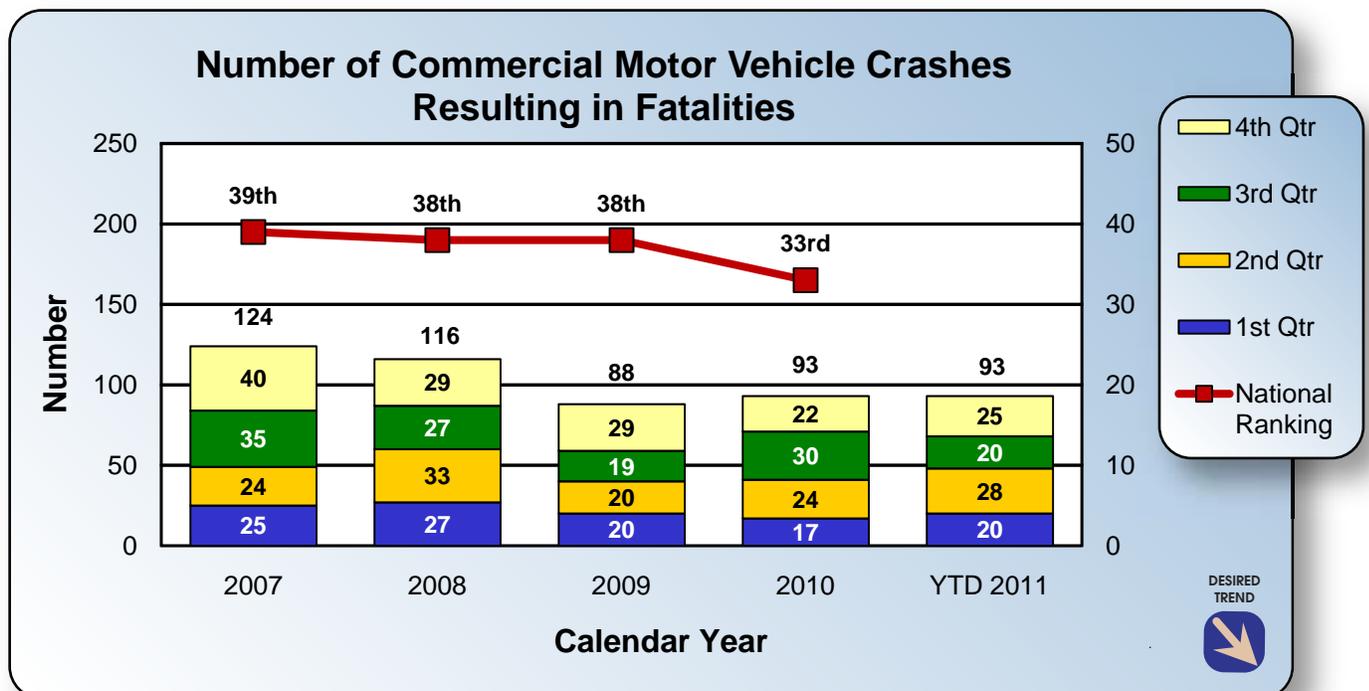
The number of injury crashes reported year-to-date for 2011 is 1,783, which is 317 less than reported at this

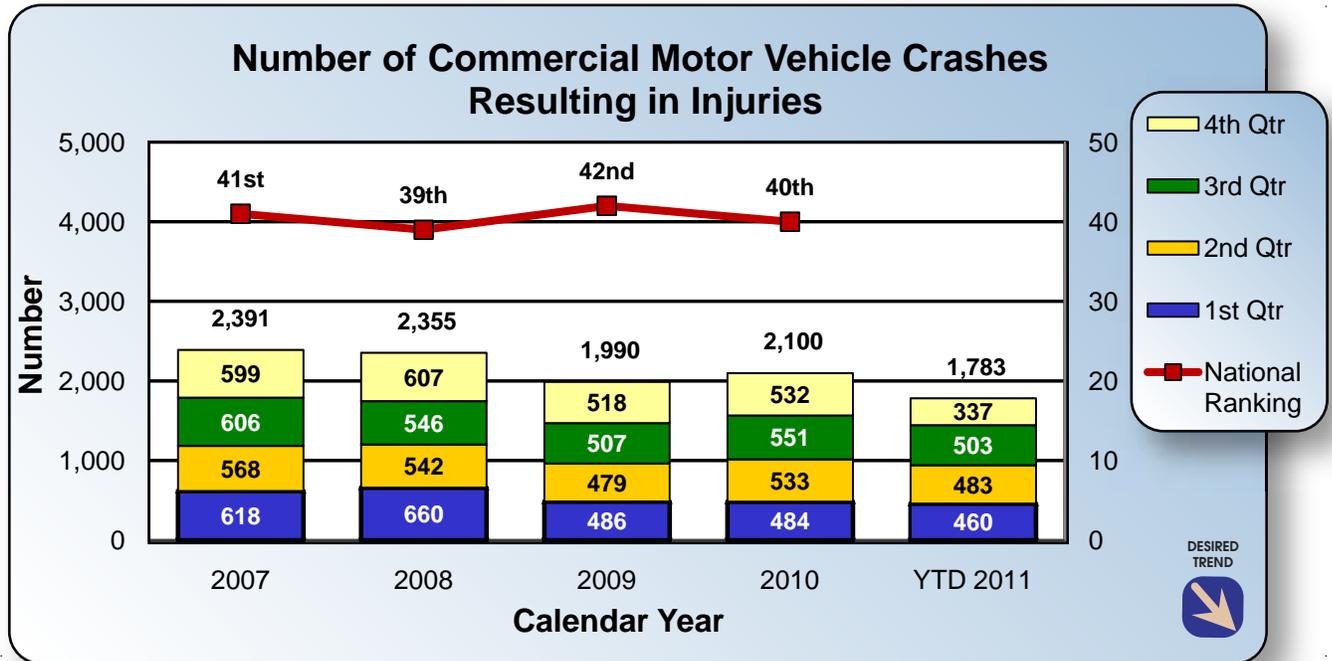
point in 2010, a decrease of 15.1 percent. From 2006-10, the number of Missouri commercial motor vehicle injury crashes dropped from 2,363 to 2,100, an 11.1 percent decrease.

MoDOT coordinates its efforts to reduce fatal and injury crashes with its federal and state partners. 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 Missouri State Highway Patrol, St. Louis and Kansas City police departments conduct commercial vehicle roadside inspections in order to remove unsafe drivers and vehicles from the road.

In a ranking of states from best to worst, Missouri ranked 33rd in the number of fatality crashes and 40th in the number of injury crashes in 2010.





Number of fatalities and injuries in work zones-3g

Result Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Julie Stotlemeyer, Traffic Liaison Engineer

Purpose of the Measure:

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

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol and enter these reports into a statewide traffic crash database. MoDOT staff query and analyze this data to identify work zone-related crash statistics. This is a quarterly measure.

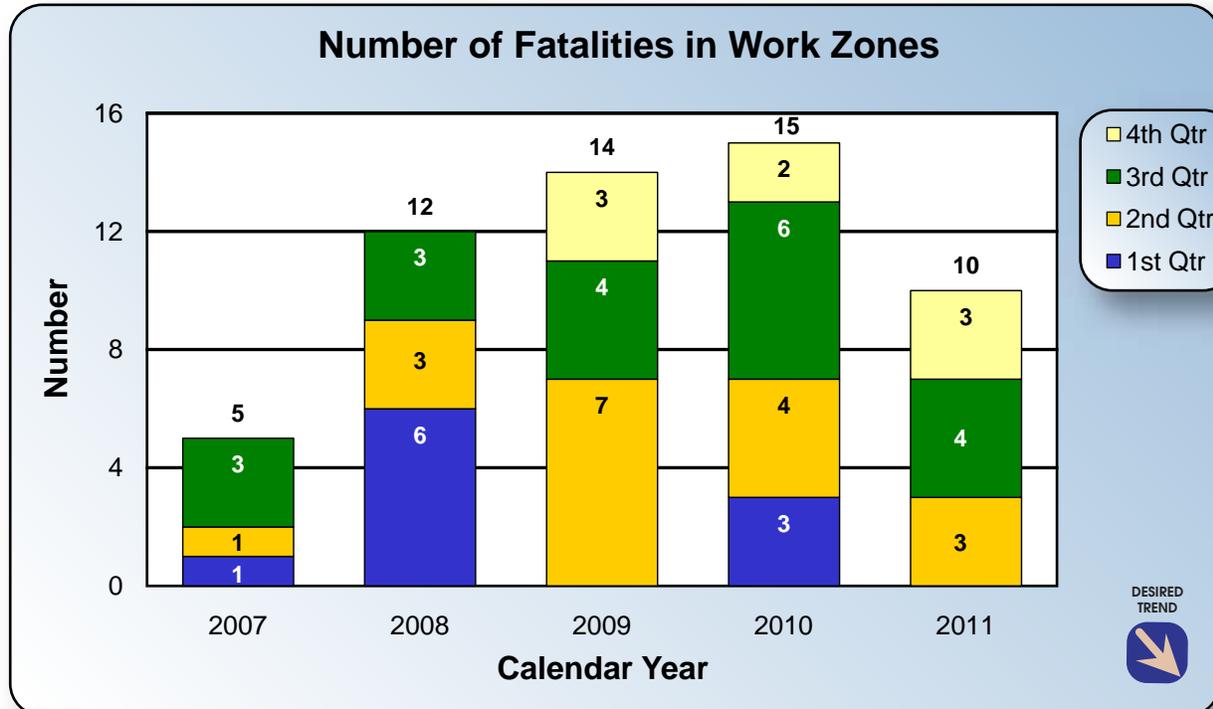
Improvement Status:

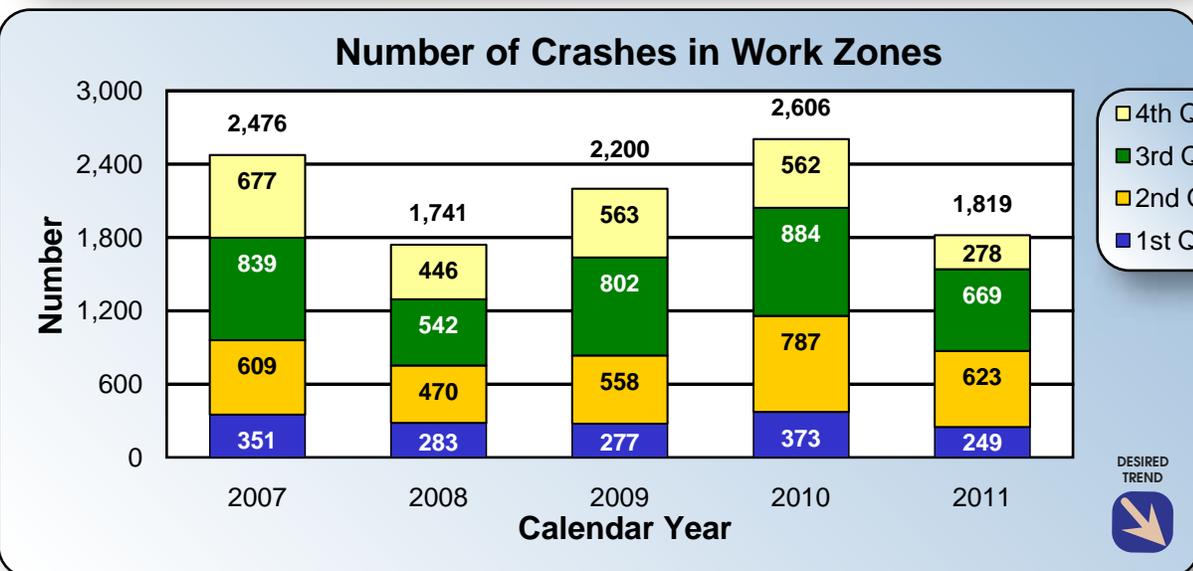
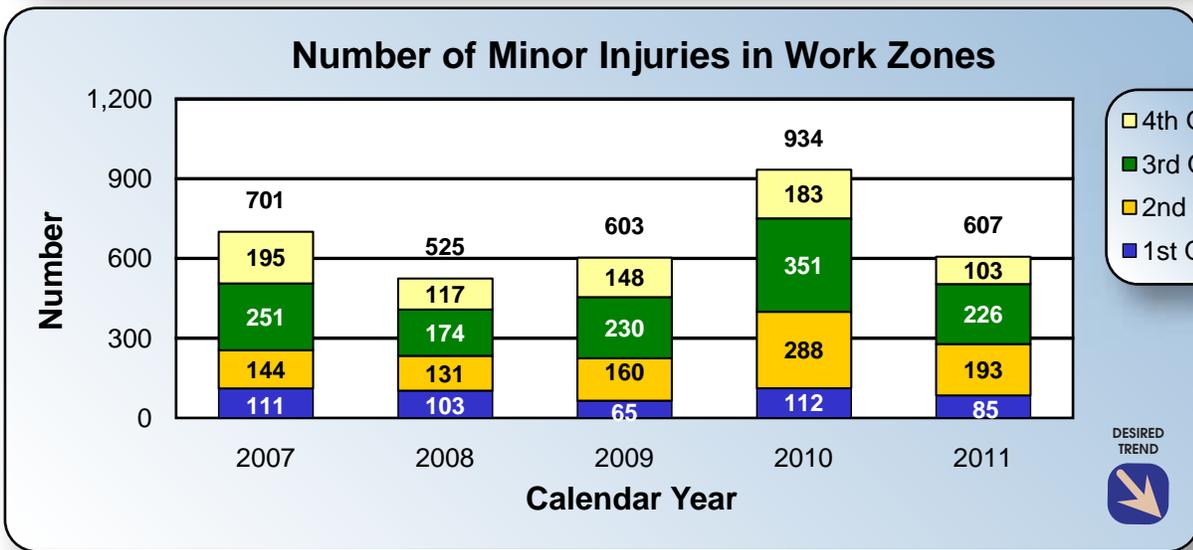
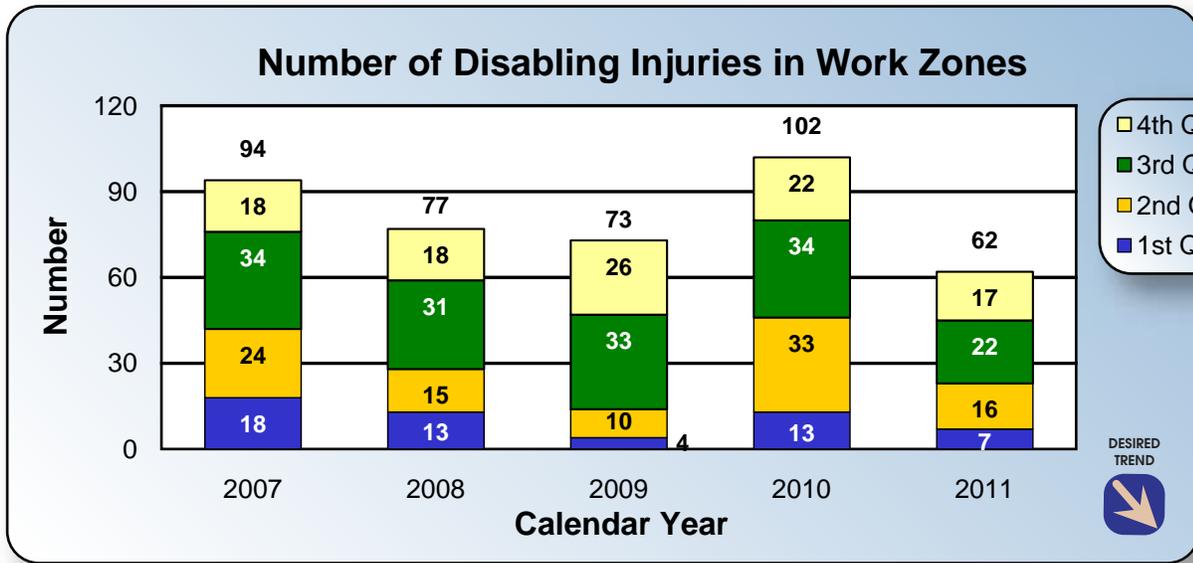
Three fatalities occurred in work zones during the fourth quarter of 2011, increasing the total for the year to ten.

Compared to calendar year 2010, work zone crashes decreased 30 percent, fatalities decreased 33 percent and disabling injuries decreased 39 percent. These decreases can be attributed to the 30 percent reduction in crashes and 75 percent reduction in fatalities in the St. Louis District. This was accomplished through a district-wide work zone management plan that included weekly planning conference calls, contractor work hour restrictions, coordination of all lane restrictions and increased law enforcement presence.

MoDOT needs public feedback to keep work zones safe and traffic moving efficiently. Complete a Work Zone Survey online at:

www.modot.mo.gov/workzones/Comments.htm.





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

Results Driver: Leanna Depue, Highway Safety Director

Measurement Driver: Eric Curtit, 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 to ARRIVE ALIVE. 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 also ranked with all other states using data from the Federal Railroad Administration that consists of the numbers of collisions and fatalities in each state, but the ranking from the FRA is several months behind the state data. For this reason, the rankings only pertain to the previous year's data. Data is updated quarterly.

Improvement Status:

There were 46 collisions resulting in 13 fatalities and 14 injuries in 2011, an increase of five collisions and five fatalities compared to 2010. Train traffic continues to rise to pre-recession levels, increasing the possibilities for collisions.

MoDOT continues to focus on driving down the overall number of fatalities and collisions. 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.

MoDOT also continues to interact 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.

OPERATION LIFESAVER Missouri

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