



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.

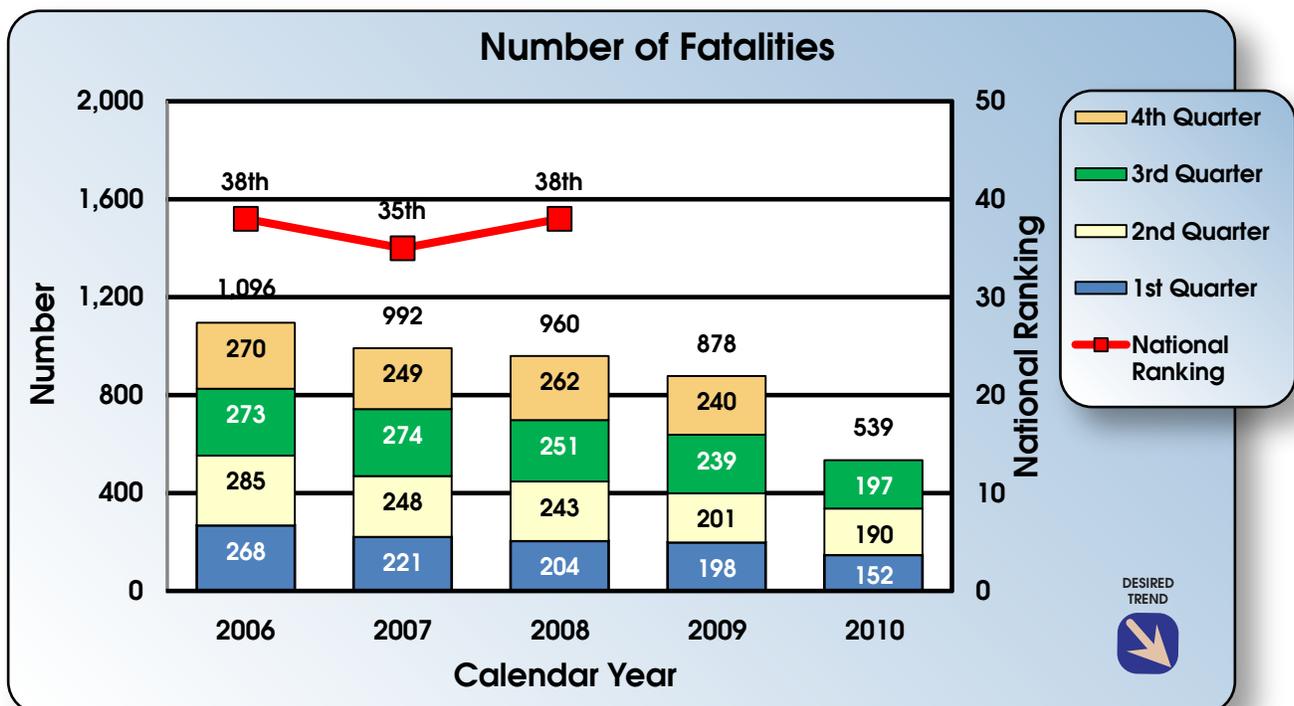
Measurement and Data Collection:

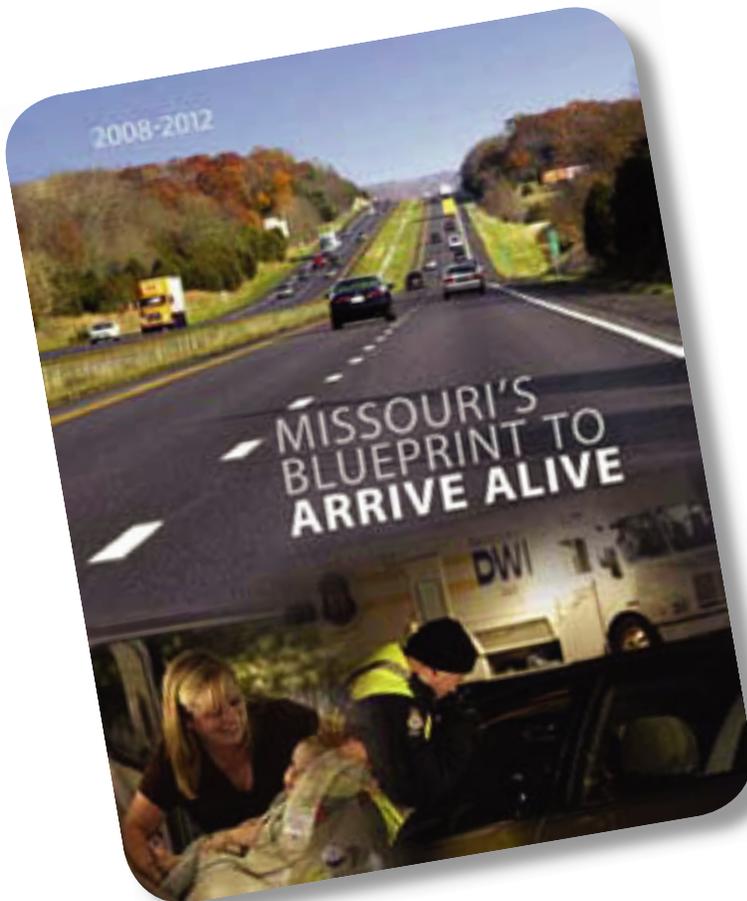
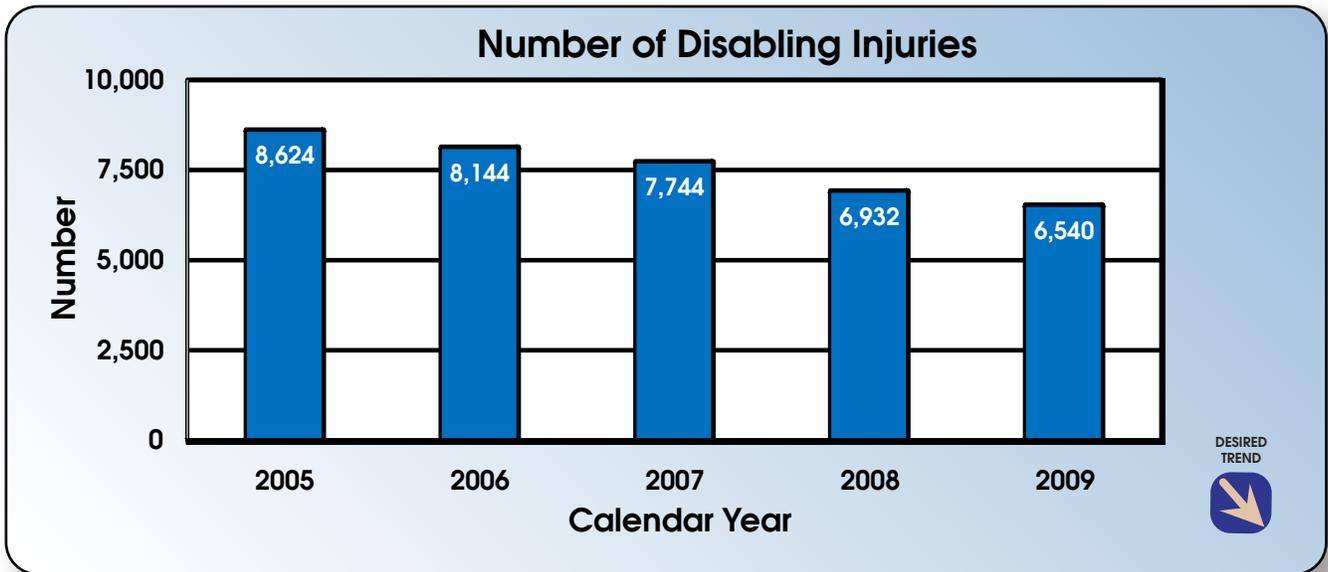
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT’s traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. 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 30 percent from 2005 to 2009 in a continued downward trend. In 2009 there were 878 fatalities, the lowest number since 1950. The Missouri Coalition for Roadway Safety achieved its first goal of reducing fatalities to 1,000 or fewer by 2008 in 2007 and is now working to reduce fatalities to 850 or fewer by 2012. Fatality numbers from the first three quarters of 2010 reflect a positive step towards this goal.

Disabling injuries continue to show a decreasing trend with a reduction of over 2,000 when compared to the 2005 number. In spite of the decrease in fatalities, the national data comparison shows that Missouri moved from 35th in 2007 to 38th in 2008 for total fatalities. 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. Also contributing are strong safety belt and impaired driving public information campaigns combined with increased law enforcement participation in statewide campaigns.





“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:

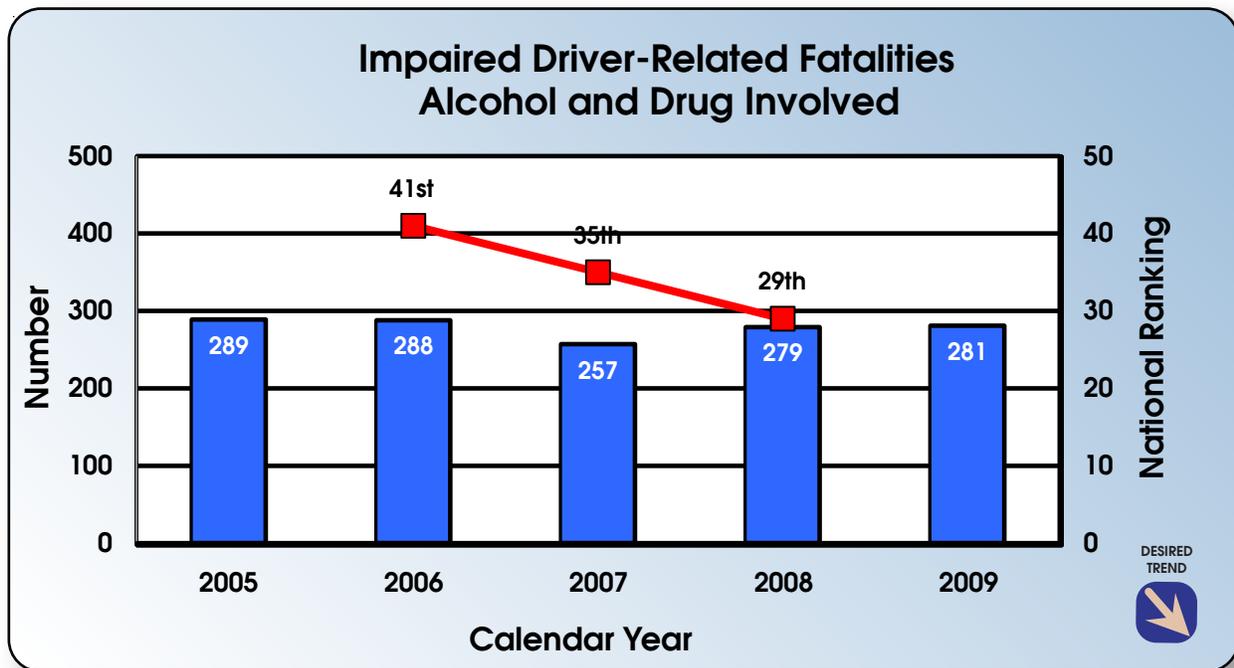
This measure tracks annual trends in fatalities and injuries resulting from traffic crashes on all Missouri roadways involving drivers who are impaired by alcohol and/or drugs. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National 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.

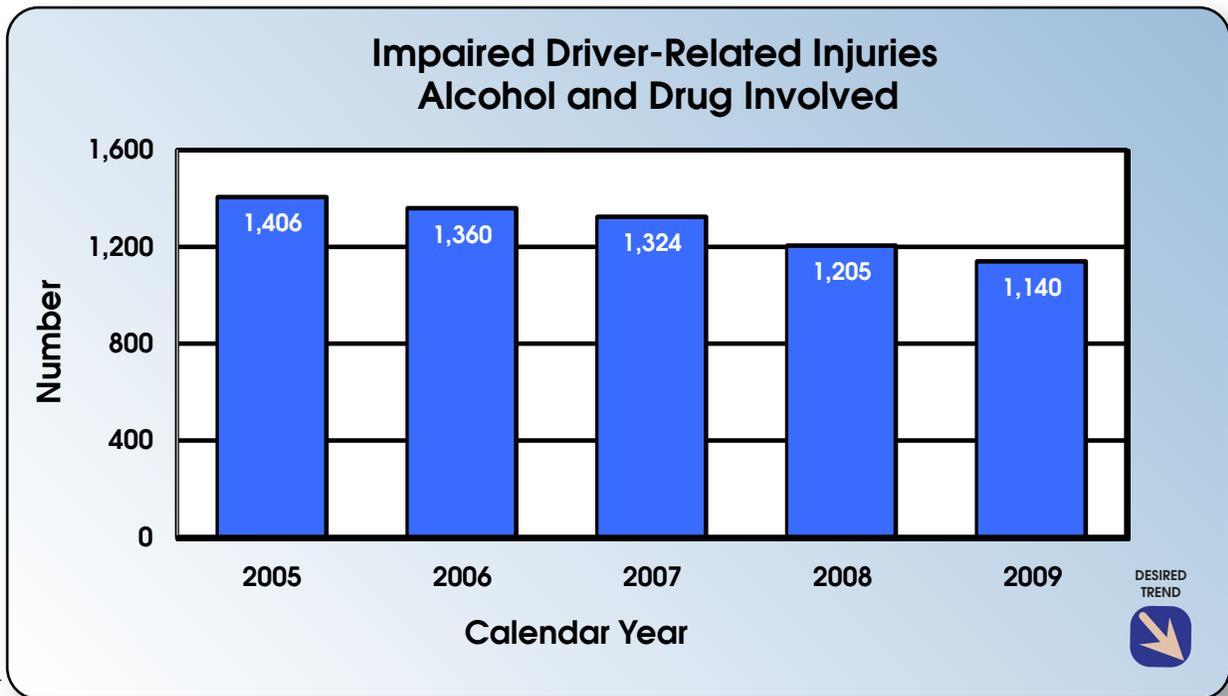
Measurement and Data Collection:

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.

Improvement Status:

After a 9 percent increase in 2008, alcohol and drug-related fatalities remain essentially the same in 2009. Disabling injuries decreased for the fourth 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.





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:

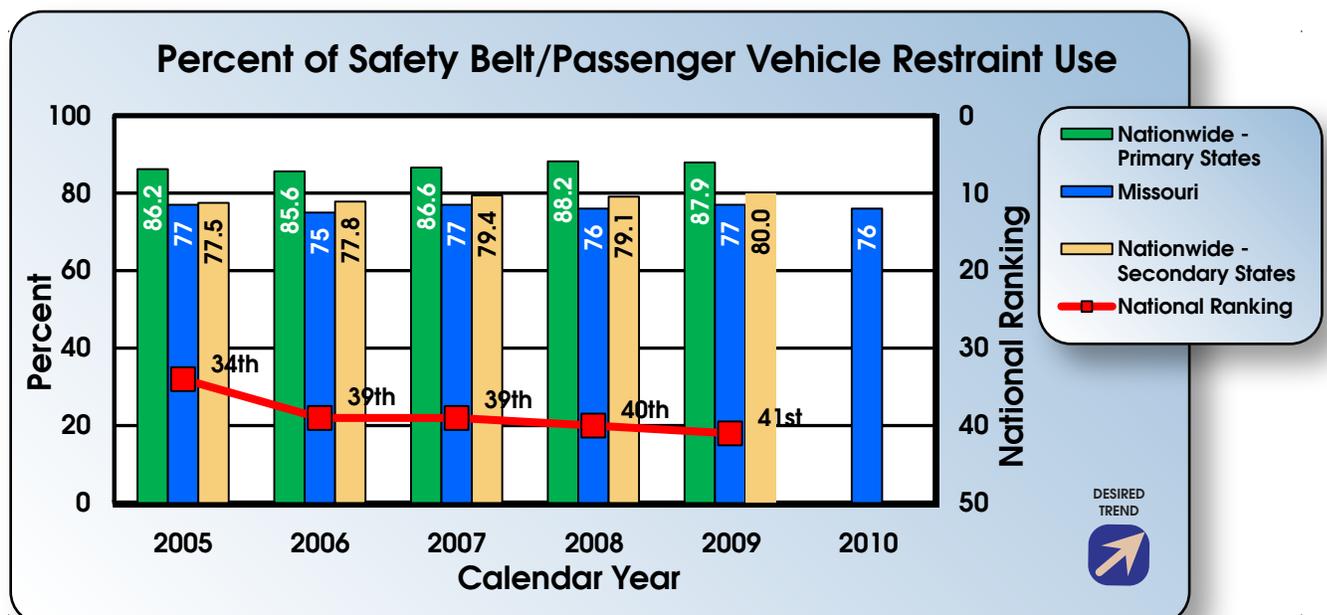
This measure tracks annual trends in safety belt usage by persons in passenger vehicles. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. 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.

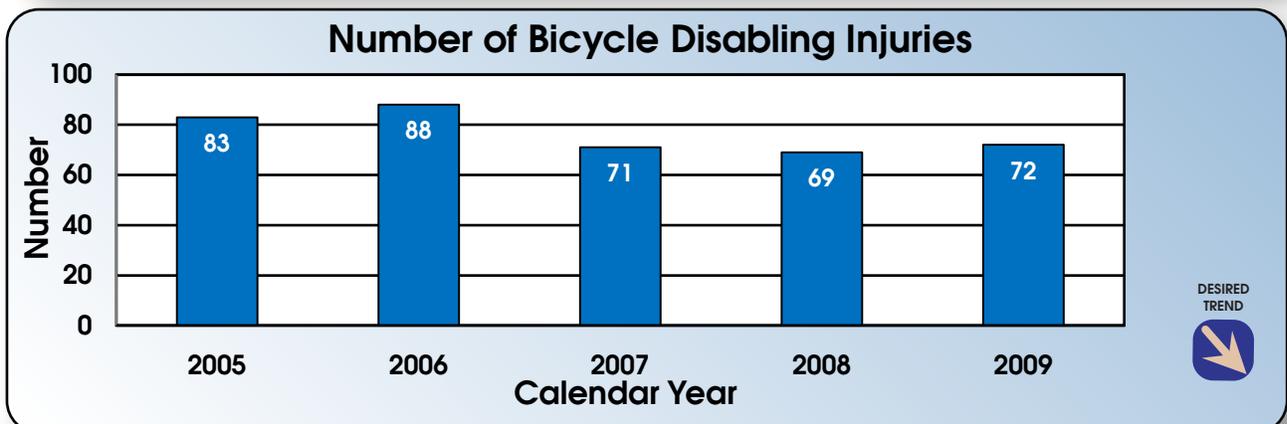
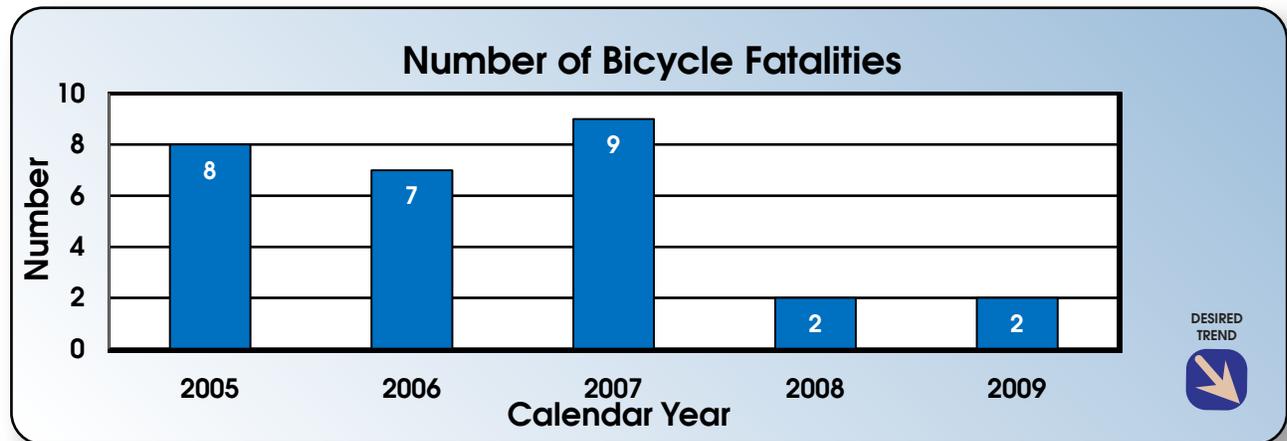
Measurement and Data Collection:

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

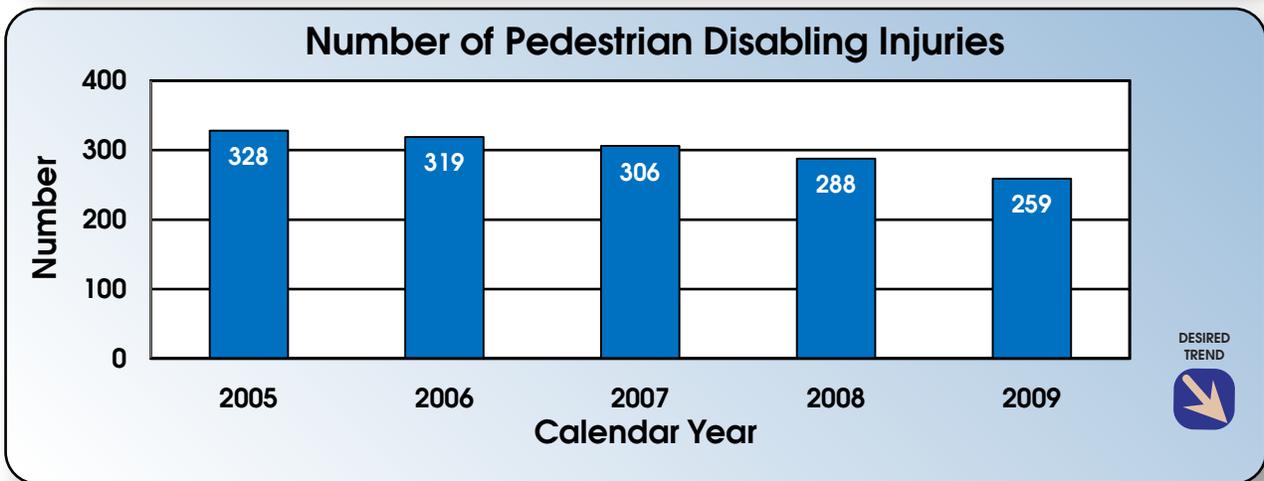
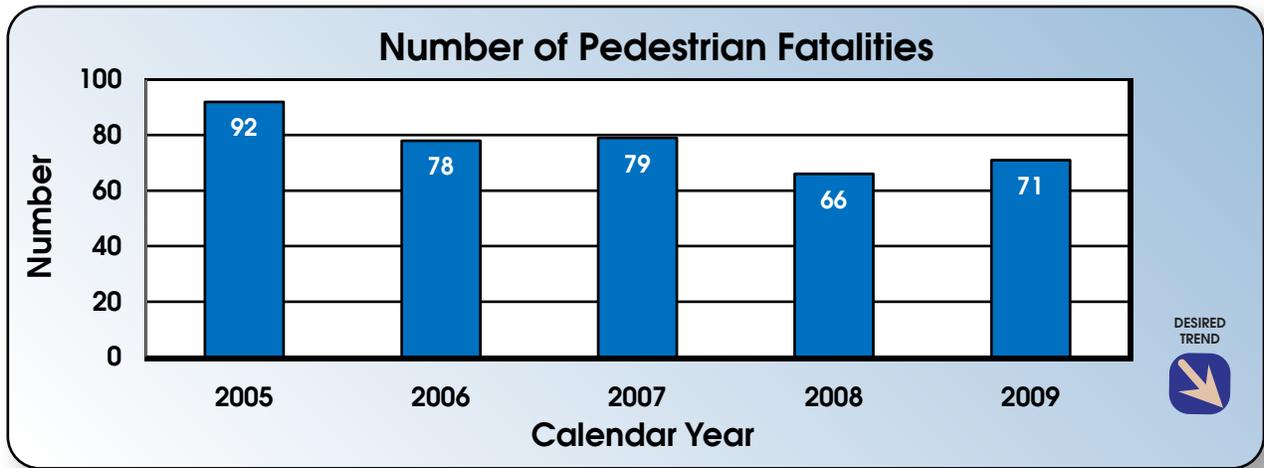
and traffic safety advocates for crash analysis through both databases. Final data is collected on an annual basis and updated in July of the following year.

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. From 2007 to 2008, we saw a reduction in fatalities despite MoDOT increasing the miles of dedicated bike lanes. This measure remained constant in 2009 but disabling injuries increased slightly. Pedestrian fatalities increased slightly in 2009 while disabling injuries decreased for the fourth straight year. MoDOT has worked to make pedestrians safer by implementing signaling and dedicated crossing area improvements. Funds have been dedicated to support the Bicycle Pedestrian Advisory Committee.



SAFE TRANSPORTATION SYSTEM



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.

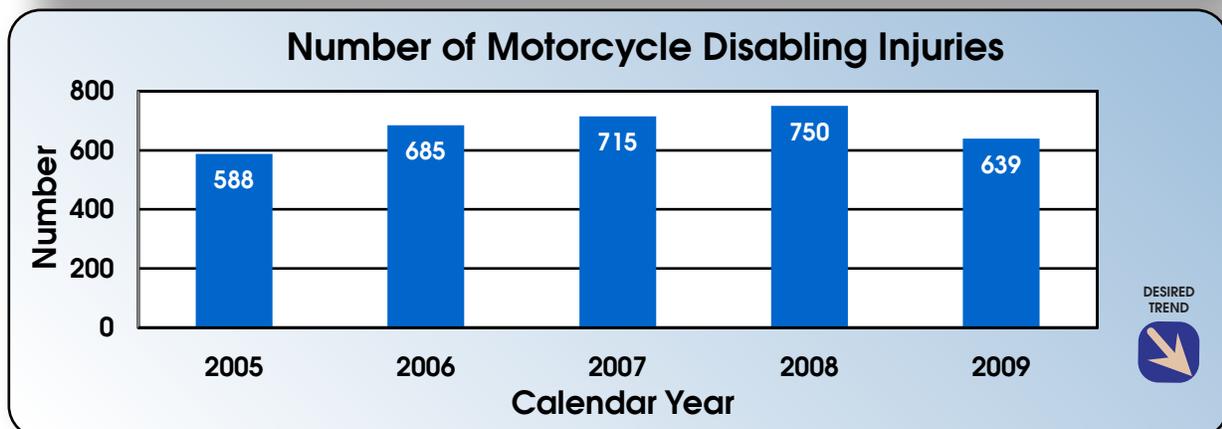
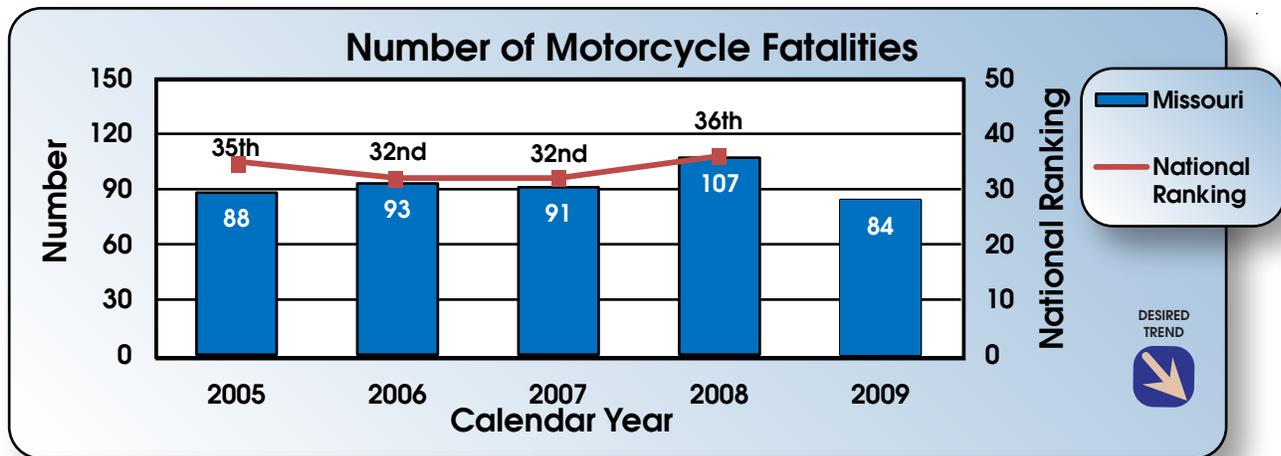
Measurement and Data Collection:

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.

Improvement Status:

After showing an upward trend from 2005-2008, motorcycle fatalities and disabling injuries decreased in 2009. In 2008, Missouri had the highest number of motorcycle fatalities on record with 107. These accidents decreased by approximately 21 percent in 2009. 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 60. This is one more than reported at this point in 2009, an increase of 1.7 percent. Between 2005 and 2009, the number of Missouri commercial motor vehicle fatal crashes dropped from 161 to 88, a 45.4 percent decrease.

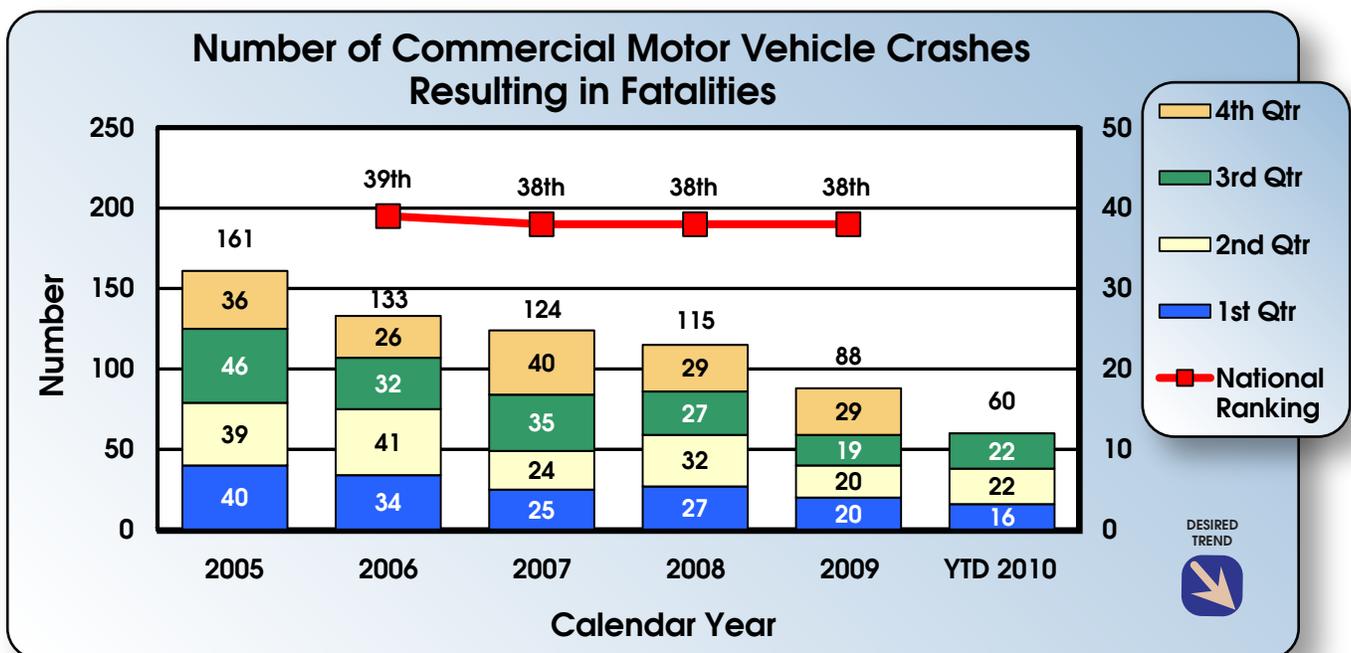
The preliminary number of injury crashes reported for 2010 is 1435. This is 37 fewer than reported at this point in 2009, a reduction of 2.5 percent. Between

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 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.

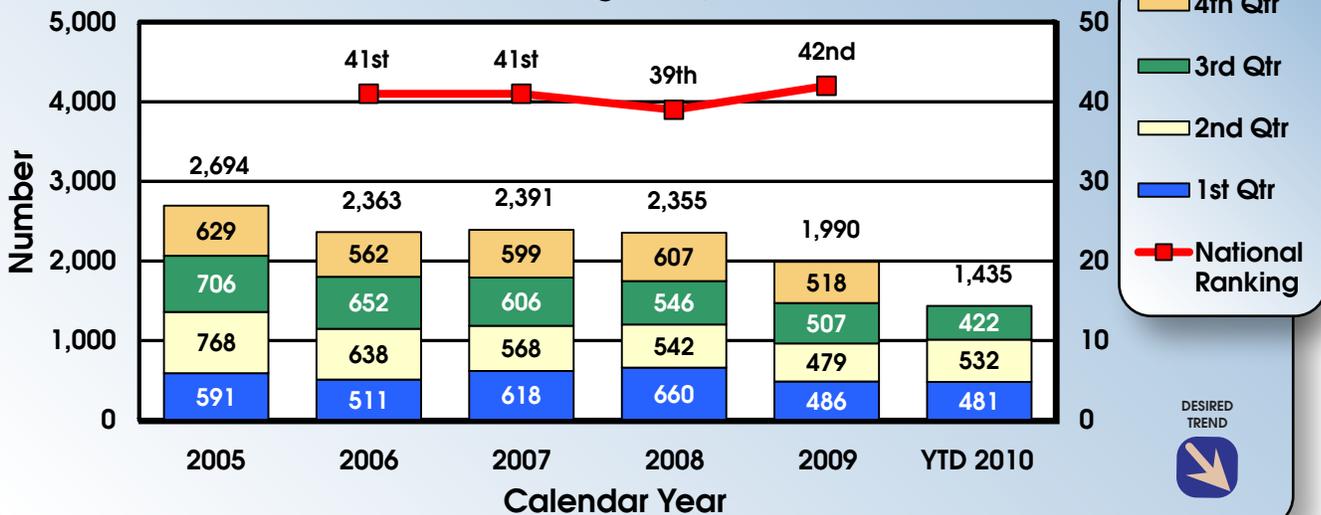
MoDOT conducts carrier safety training, regulation compliance reviews, safety audits of new motor carrier firms and truck inspections at terminals and destinations. The MSHP, St. Louis and Kansas City Police Departments conduct commercial vehicle roadside inspections in order to remove unsafe drivers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

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





Number of Commercial Motor Vehicle Crashes Resulting in Injuries



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:

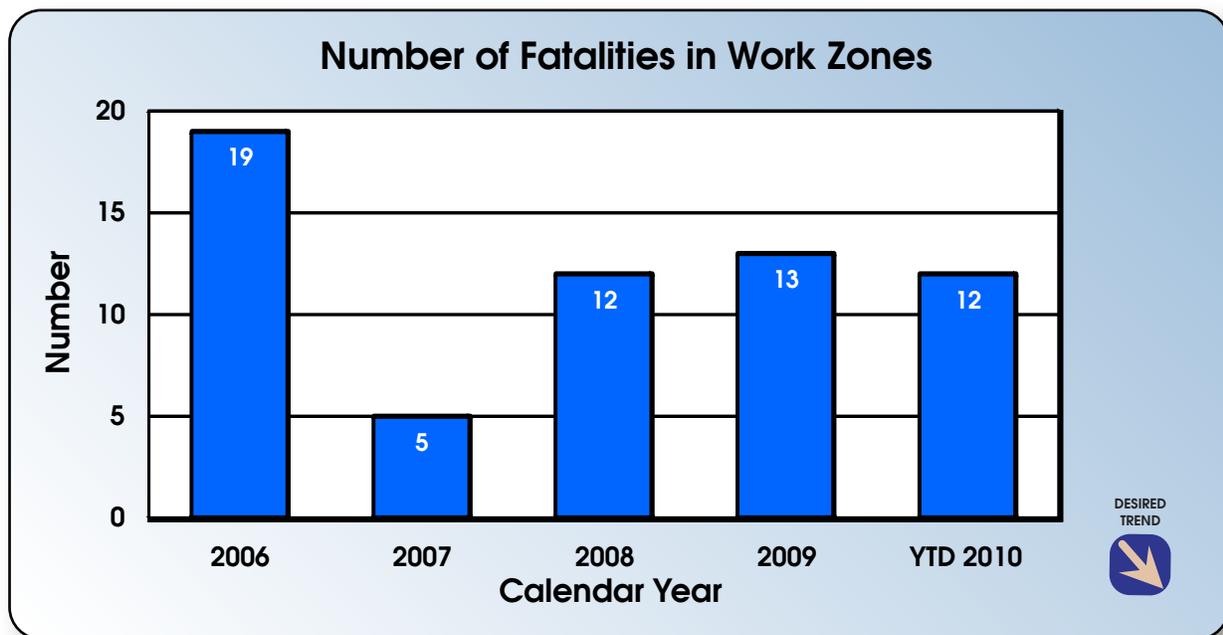
Missouri law enforcement agencies are required to report crashes by submitting a standardized vehicle accident report form to the Missouri State Highway Patrol. MSHP personnel enter these reports into a statewide traffic crash database. MoDOT staff query and analyze this data to identify work zone-related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

Improvement Status:

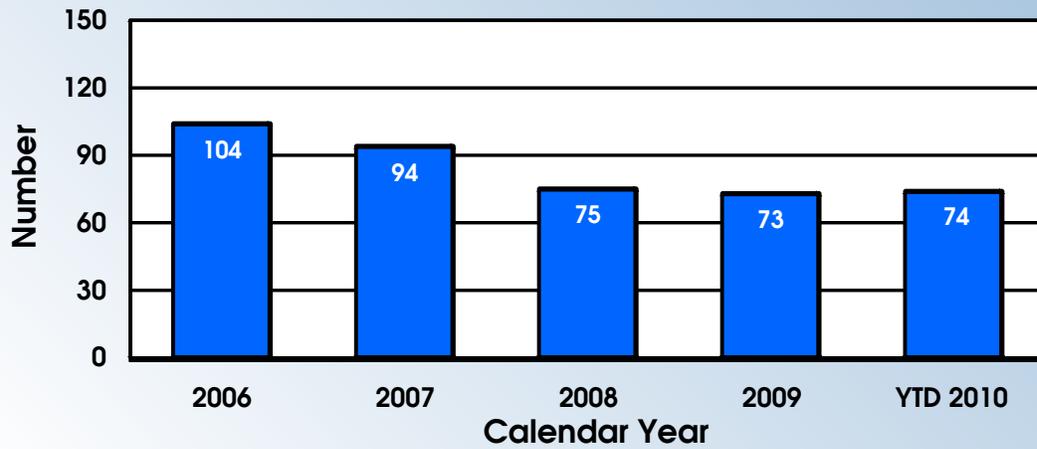
For this quarter there were four fatal accidents resulting in five fatalities, bringing our total for the calendar year to 12 fatalities. For this same reporting period in 2009 we had nine fatalities on record. The trend is up for injuries and number of crashes as well. This is due to a continued increased exposure as compared to this period last year.

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:

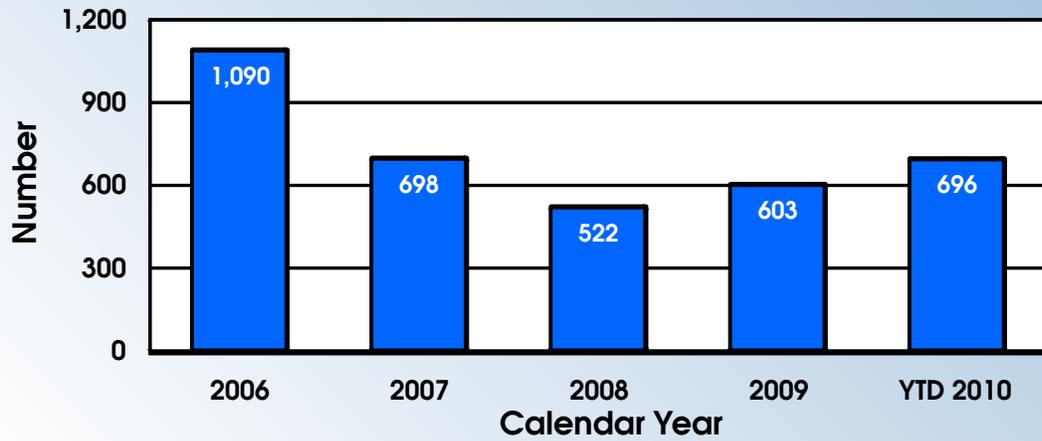
<http://www.modot.mo.gov/workzones/Comments.htm>



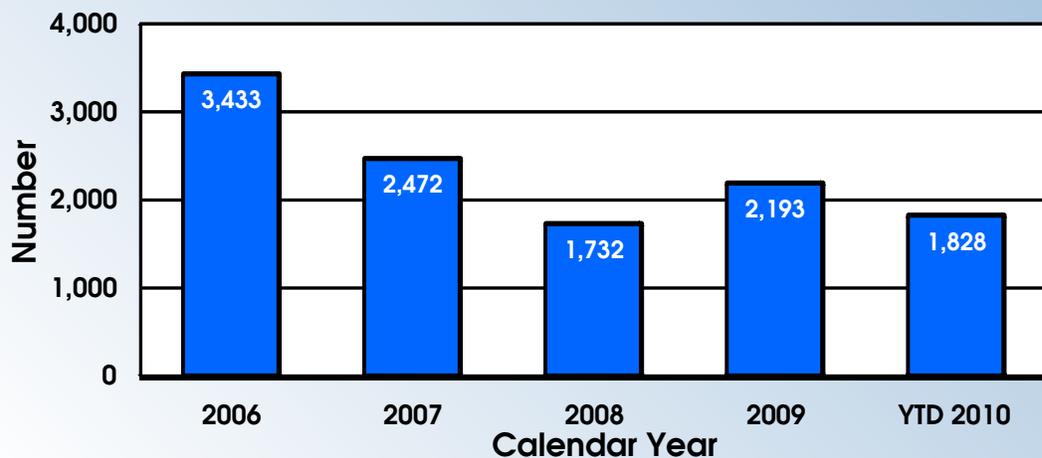
Number of Disabling Injuries in Work Zones



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:

In the first eight months of 2010, there were four crossing fatalities and 27 collisions. The overall number of fatalities per year has generally not risen in the last four years, but MoDOT continues to focus on driving the overall number of fatalities to a lower average number. In order to accomplish this,

MoDOT has increased and implemented more public outreach efforts along with engineering improvements, and encourages active enforcement of laws relating to crossing safety. This has included participating in various kinds of safety fairs, which includes presenting rail issues alongside other safety-related topics, renewing efforts to present rail crossing information at driver's education and other high school and grade school classes, and certifying additional MoDOT employees in giving Operation Lifesaver presentations.

During this quarter, MoDOT co-hosted an Operation Lifesaver Safety Blitz in the West Plains area in September, 2010, which culminated in nearly 200 presentations and just under 5,000 people being reached with crossing safety messages. Several news outlets covered some of the events, bringing further attention to the issue. MoDOT also sponsored one new employee who became certified to present crossing safety classes this quarter.

On the infrastructure side, MoDOT continues its improvements in various cities in which the city as a whole is studied and all of the crossings in each city are evaluated, which closes some crossings and redirects traffic to other fully-equipped crossings with lights and gates.

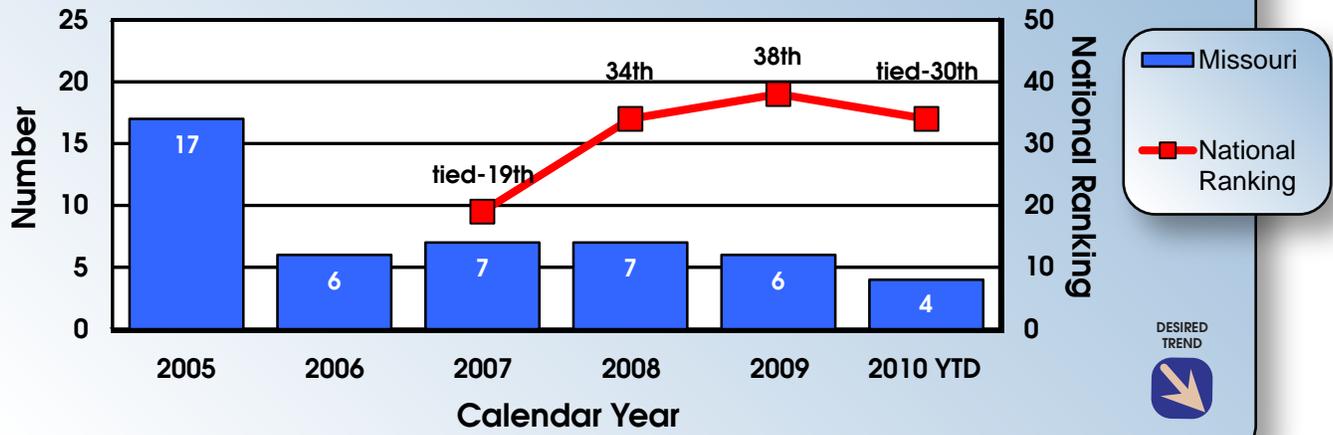
OPERATION LIFESAVER Missouri

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THE OFFICIAL WEBSITE FOR MISSOURI OPERATION LIFESAVER

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 - what is operation lifesaver?
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 - 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

LOOK, LISTEN...LIVE!

Number of Highway-Rail Crossing Fatalities



Number of Highway-Rail Crossing Collisions

