



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 Save More Lives, identifying the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

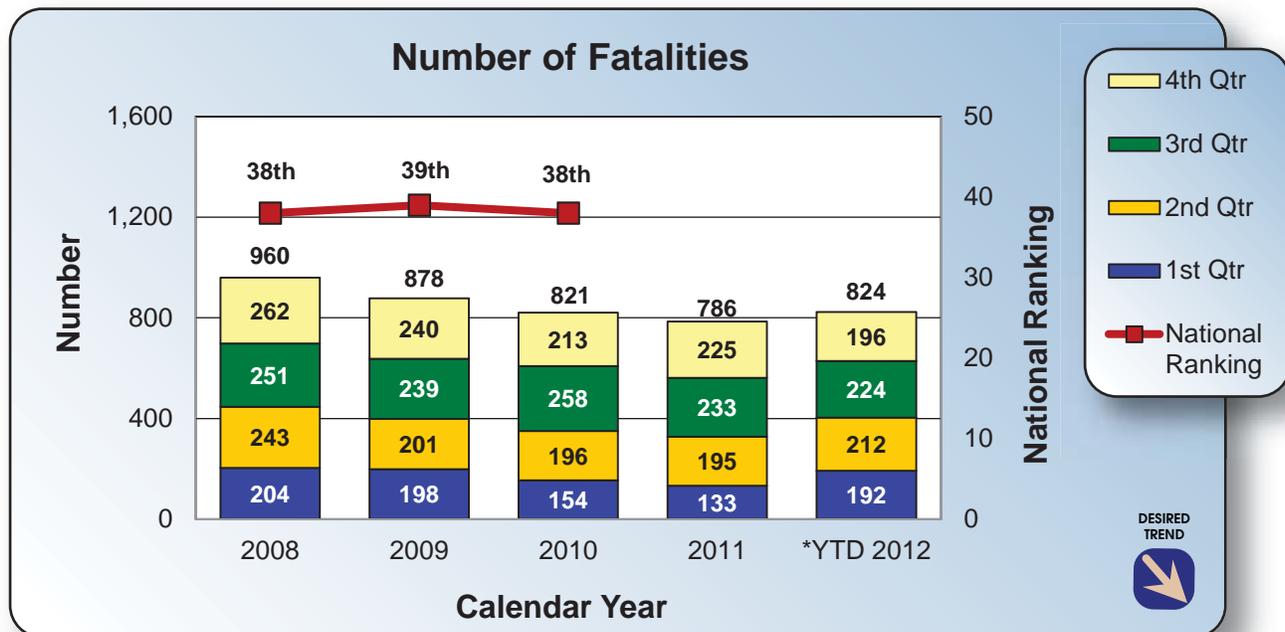
Measurement and Data Collection:

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

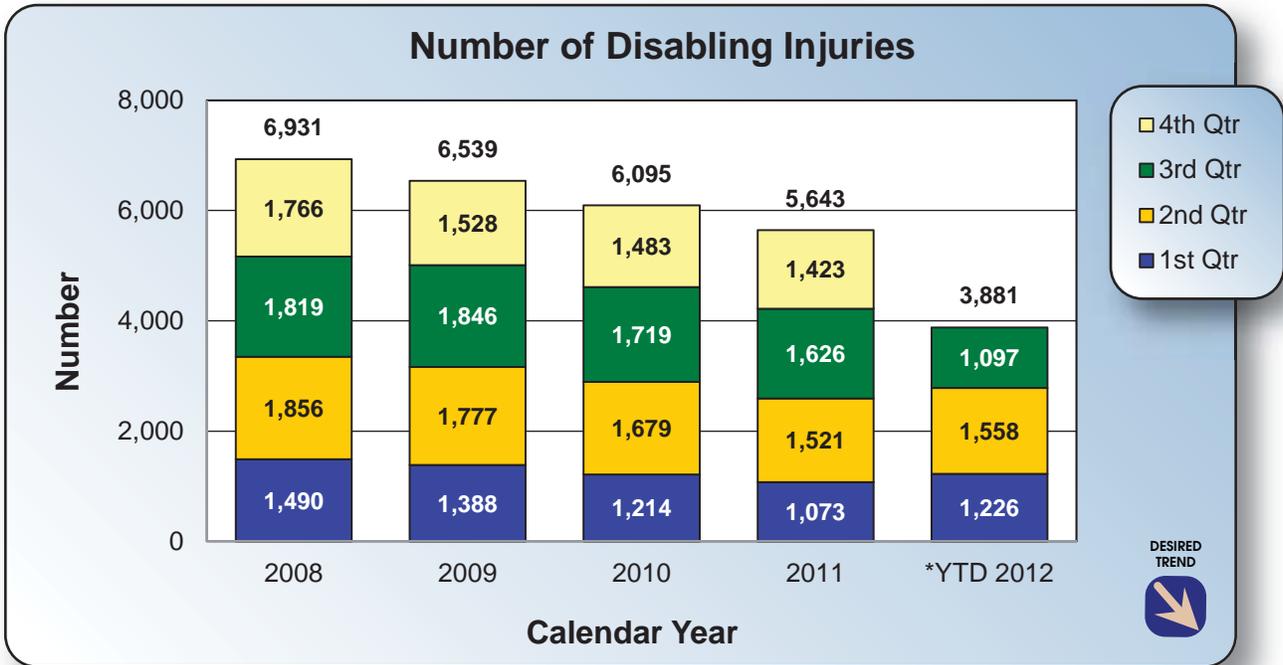
safety advocates for crash analysis through both databases. Preliminary results for the current year are reported quarterly. The national ranking is tabulated by Fatality Analysis Reporting System and illustrates Missouri's ranking in relationship to the other 50 states. In 2010, Missouri ranked 38th, thus 37 states have a lower number of roadway fatalities than Missouri. The 2011 national ranking data is not yet available.

Improvement Status:

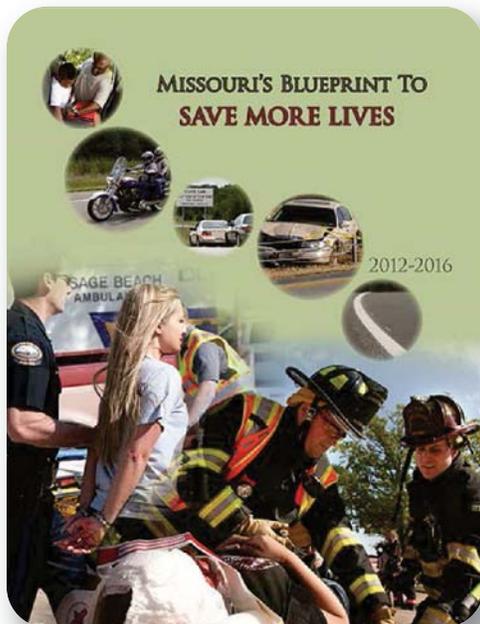
When compared with the previous year, the 2012 traffic crash fatality count rose by 4 percent to a preliminary total of 824. A final count will be certified as official by the Missouri State Highway Patrol later this year. Disabling injuries continued to decrease through the first three quarters of 2012, continuing the desired trend.



*YTD 2012 – First, second and third quarter fatalities were derived from the TMS database. Fourth quarter fatalities were derived using MSHP radio reports.



*YTD 2012 - Due to a backlog of crash reports into STARS, the disabling injury measure will only illustrate first, second and third quarter data derived from TMS. This data is unavailable through the MSHP radio reports.



How low can we go?

700 by 2016

ARRIVE ALIVE

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 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 Save More Lives which identifies the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

Measurement and Data Collection:

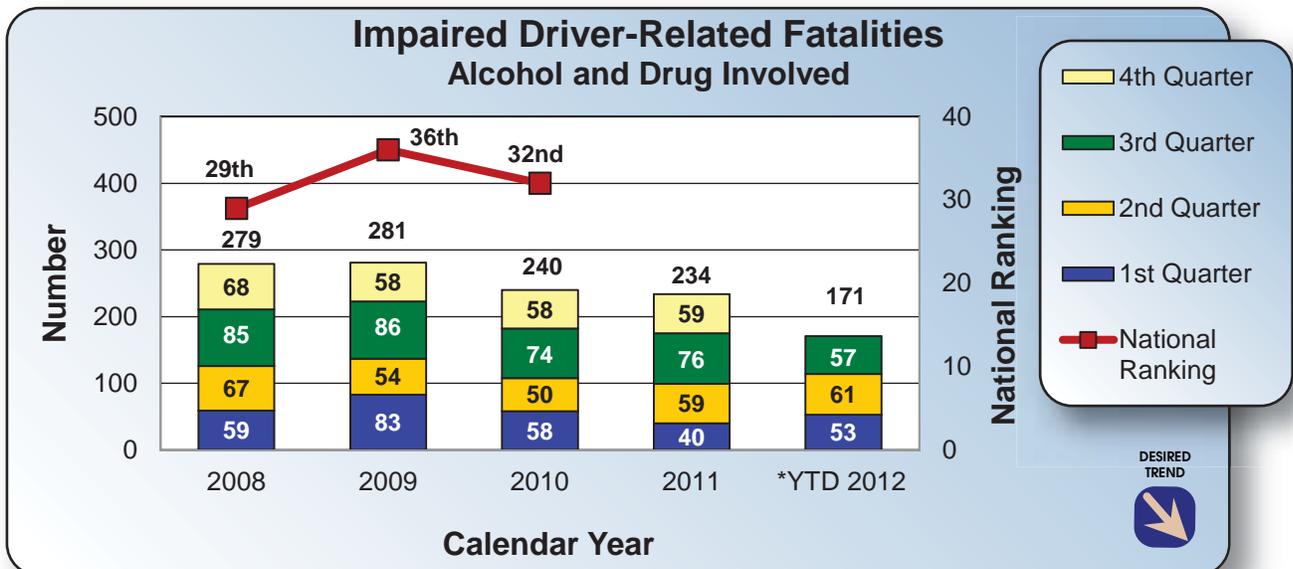
Crash data is collected by the Missouri State Highway Patrol and entered into the State Traffic Accident Record System. STARS automatically updates MoDOT's Traffic Management System. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Preliminary results for the current year are reported quarterly. The national ranking is tabulated by Fatality Analysis Reporting System and illustrates the states ranking in relationship to the other 50 states. In 2010, Missouri ranked 32nd, thus 31 states have a lower number of impaired driver-related fatalities than

Missouri. The 2011 national ranking data is not yet available.

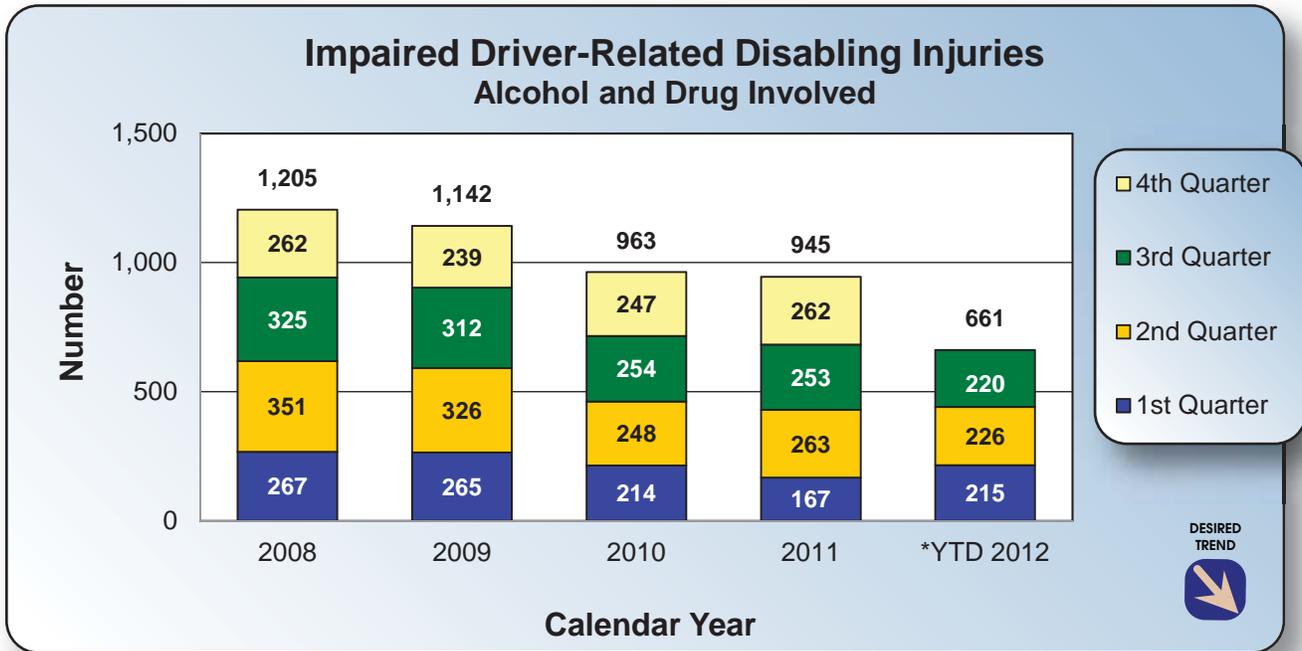
Improvement Status:

During the first three quarters of 2012, impaired driver-related fatalities decreased by four and disabling injuries decreased by 22, compared to the same period in 2011.

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 concentrate 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 completed online server training modules. These efforts are all designed to reduce impaired driving crashes.



*YTD 2012 – Due to a backlog of crash reports into STARS, the fatality and disabling injury measures will only illustrate first, second and third quarter data derived from TMS.



* YTD 2012 – Due to a backlog of crash reports into STARS, the fatality and disabling injury measures will only illustrate first, second and third quarter data derived from TMS.



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 Save More Lives that identifies the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

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.

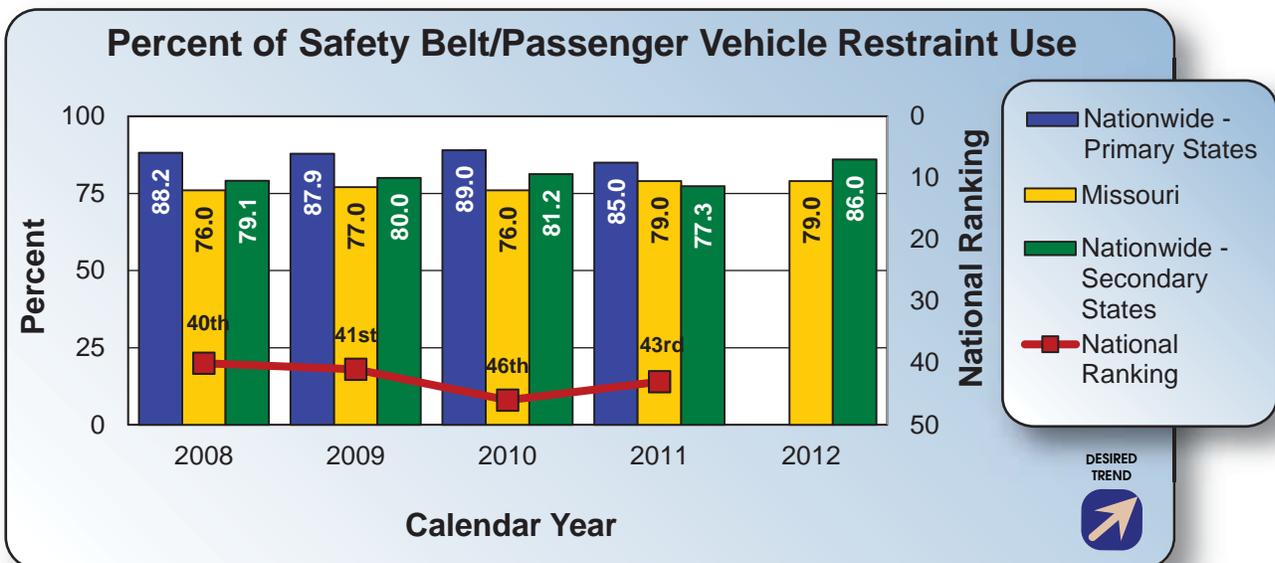
Improvement Status:

Safety belt use in Missouri remains at 79 percent in 2012, the highest percentage in more than eight years. The national average for safety belt use in 2012 was 86 percent.

Missouri’s national comparison ranking rose to 43rd, falling three spots. The national ranking of 43rd indicates 42 states have a higher seat belt usage percentage than Missouri. Despite Missouri’s consistent 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 with a primary law. States that have a secondary law continue to fall down the list in the national ranking, overtaken by those with a primary law.

Currently, 33 states have a primary safety belt law, six 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 efforts to increase safety belt use through public information, 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 2012. “Battle of the Belt” and the youth safety belt campaign 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 Save More Lives which identifies the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

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.

involved in a crash with a bicycle or pedestrian. Preliminary results for the current year are reported quarterly.

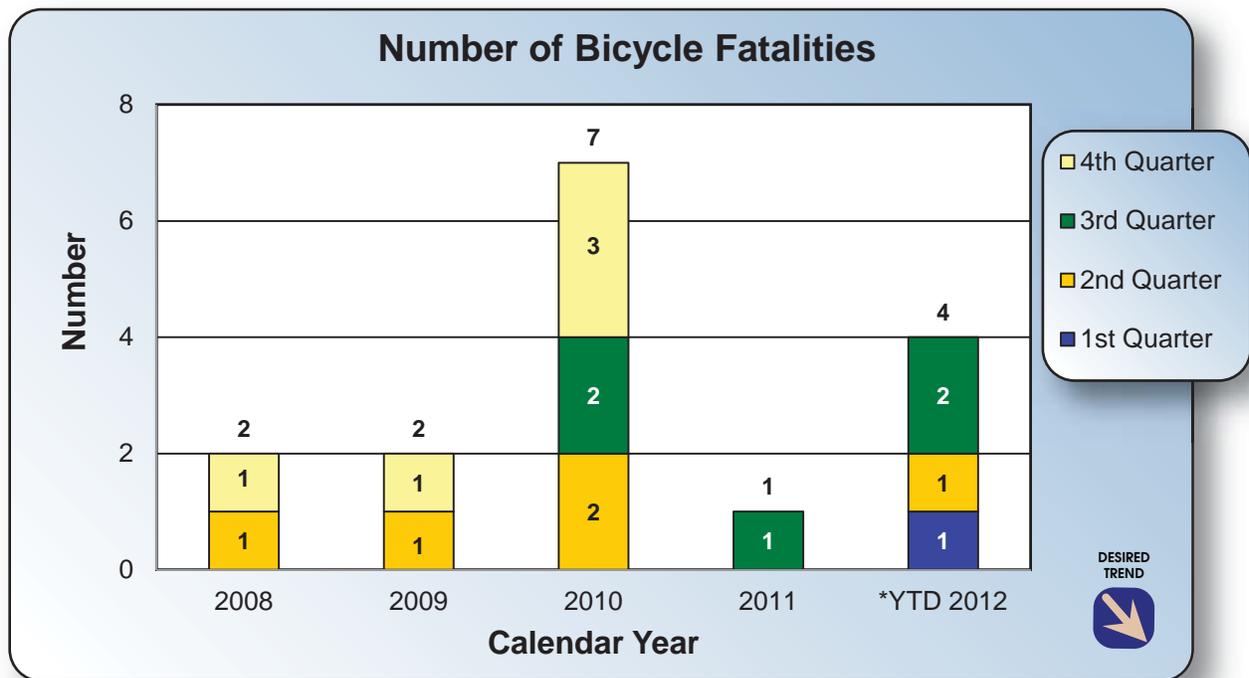
Improvement Status:

During three quarters of 2012, four bicycle fatalities and 54 disabling injuries occurred. The number of deaths increased by three and disabling injuries decreased by seven compared to the same time in 2011.

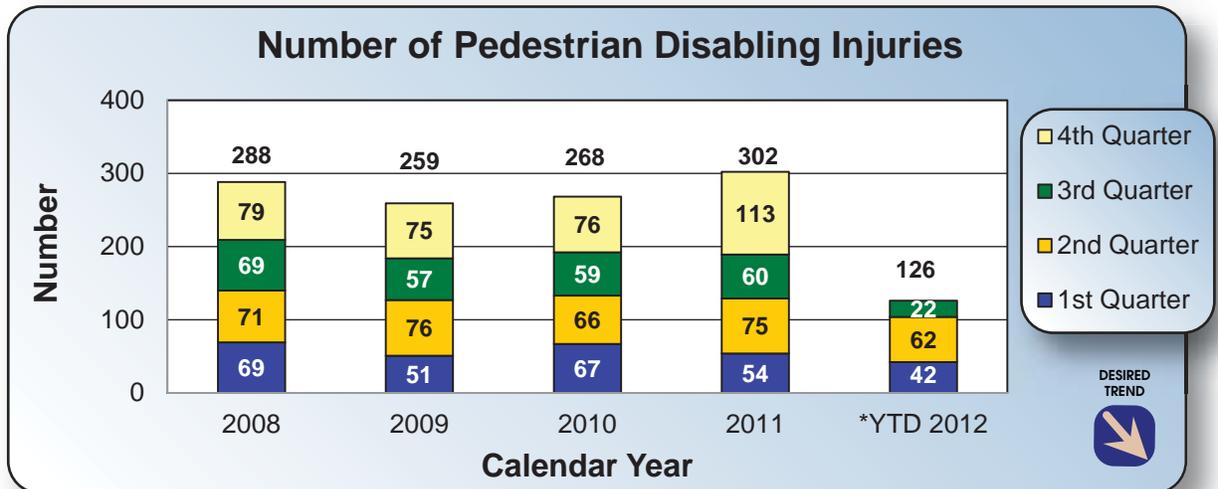
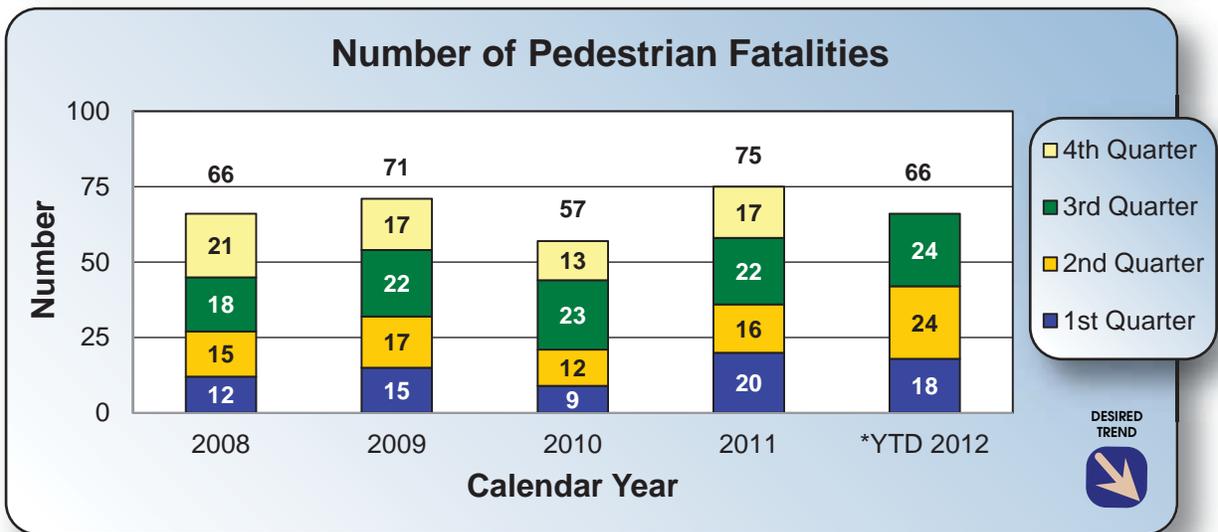
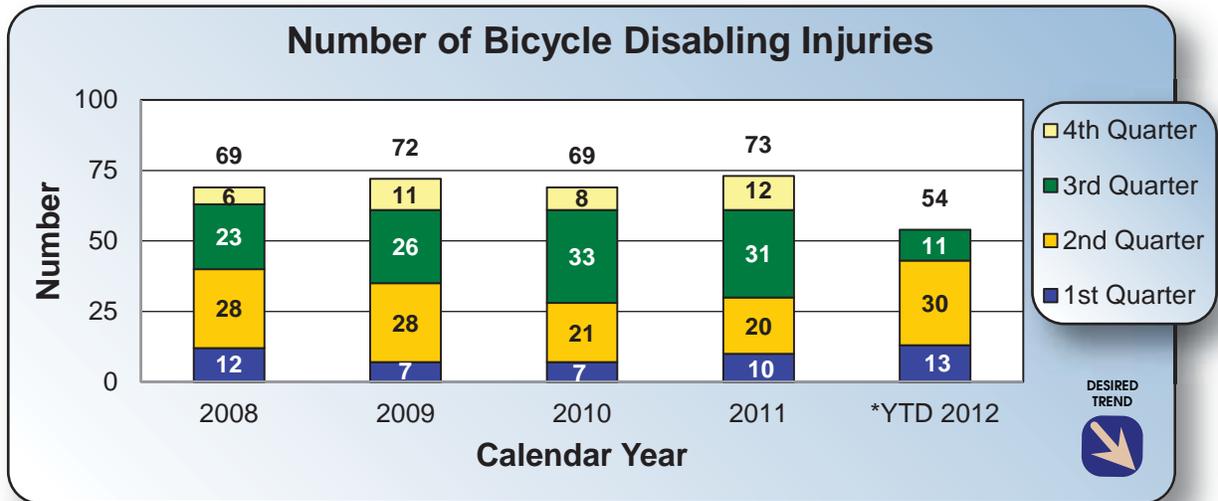
Pedestrian fatalities increased by eight compared to the first three quarters of 2011, and disabling injuries decreased by 63, almost 67 percent.

MoDOT continues efforts to make pedestrians safer by implementing signal and dedicated crossing area improvements. Dedicated funds also support the Bicycle/Pedestrian Advisory Committee.

The data reflects the number of fatalities and disabling injuries occurring when a motor vehicle is



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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 Save More Lives which identifies the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

Measurement and Data Collection:

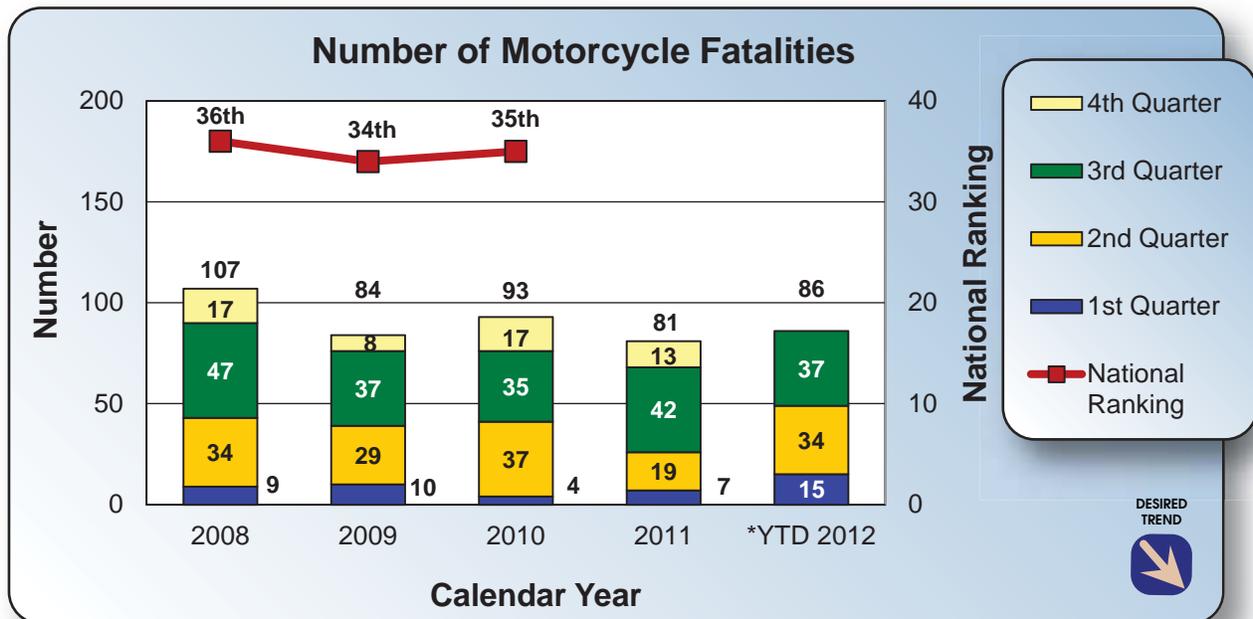
Crash data is collected by the Missouri State Highway Patrol and entered into the State Traffic Accident Record System. The record system automatically updates MoDOT’s Traffic Management System. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases. Preliminary results for the current year are reported quarterly. The national ranking is tabulated by the Fatality Analysis

Reporting System, which illustrates the states ranking in relationship to the other 50 states. Being 35th in 2010, shows there are 34 states with a lower number of motorcycle fatalities than Missouri. The national ranking data for 2011 is not yet available.

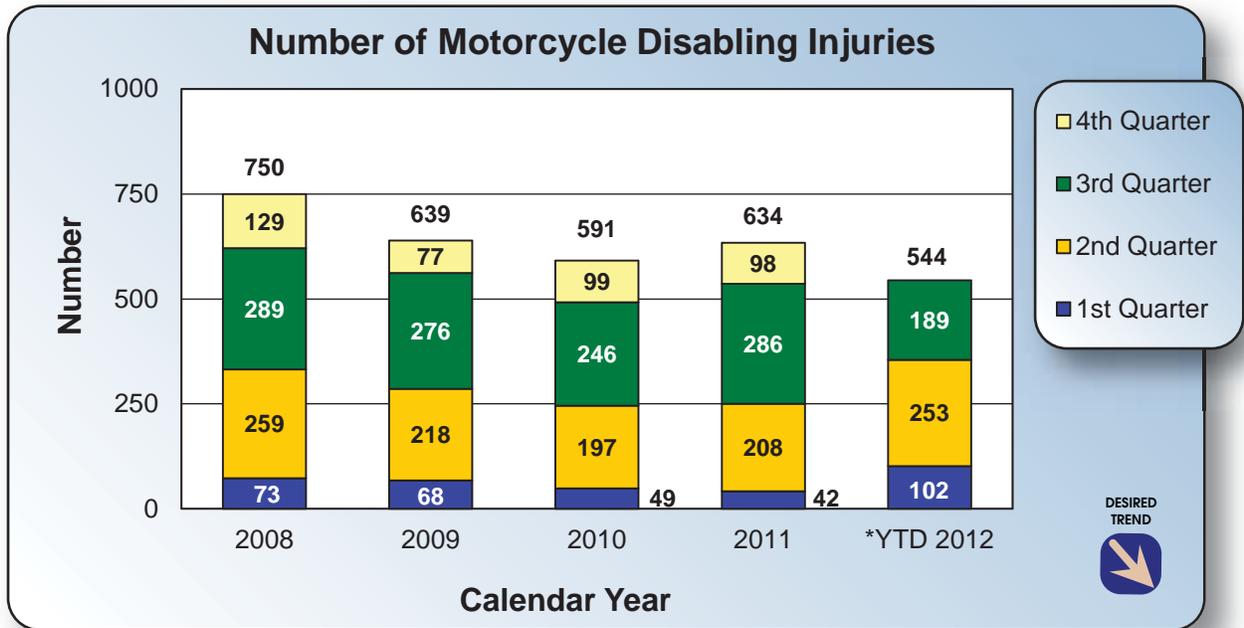
Improvement Status:

After three quarters of 2012, fatalities involving a motorcycle increased by 18 when compared with the same reporting period in 2011. Disabling injuries due to motorcycle crashes also show an increase of eight. An extremely mild winter resulted in a longer riding season and an increase in the number of licensed motorcycles and riders contributed to an increased exposure rate compared to the previous year.

Rider education classes are offered within one hour’s driving time throughout Missouri. More than 5,000 riders are trained at 28 sites each year. A statewide public information campaign is conducted each spring to bring attention to sharing the road with motorcyclists.



*YTD 2012 – Due to a backlog of crash reports into STARS, the fatality and disabling injury measures will only illustrate the first, second and third quarter data derived from TMS.



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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 measure reports the number of commercial motor vehicles involved in crashes in which one or more people are injured and those in which one or more people die as a result of the crash. Preliminary results for the current year are reported quarterly.

Improvement Status:

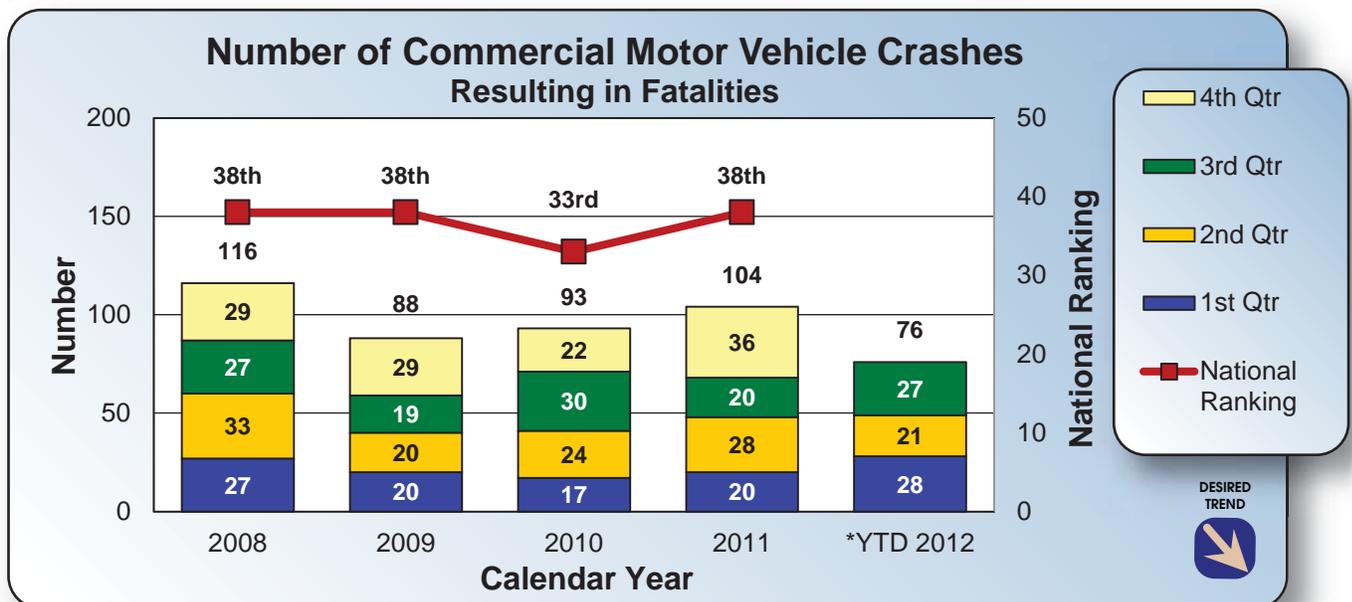
The number of fatal crashes reported through the third quarter of 2012 is 76. This is eight more than reported at this point in 2011, an increase of 11.8 percent. Between 2008 and 2011, the number of fatal Missouri crashes involving a commercial motor vehicle dropped from 116 to 104, a 10.3 percent decrease.

The number of injury crashes reported through the third quarter of 2012 is 1,261. This is 191 fewer than reported at this point in 2011, a decrease of 13.2 percent.

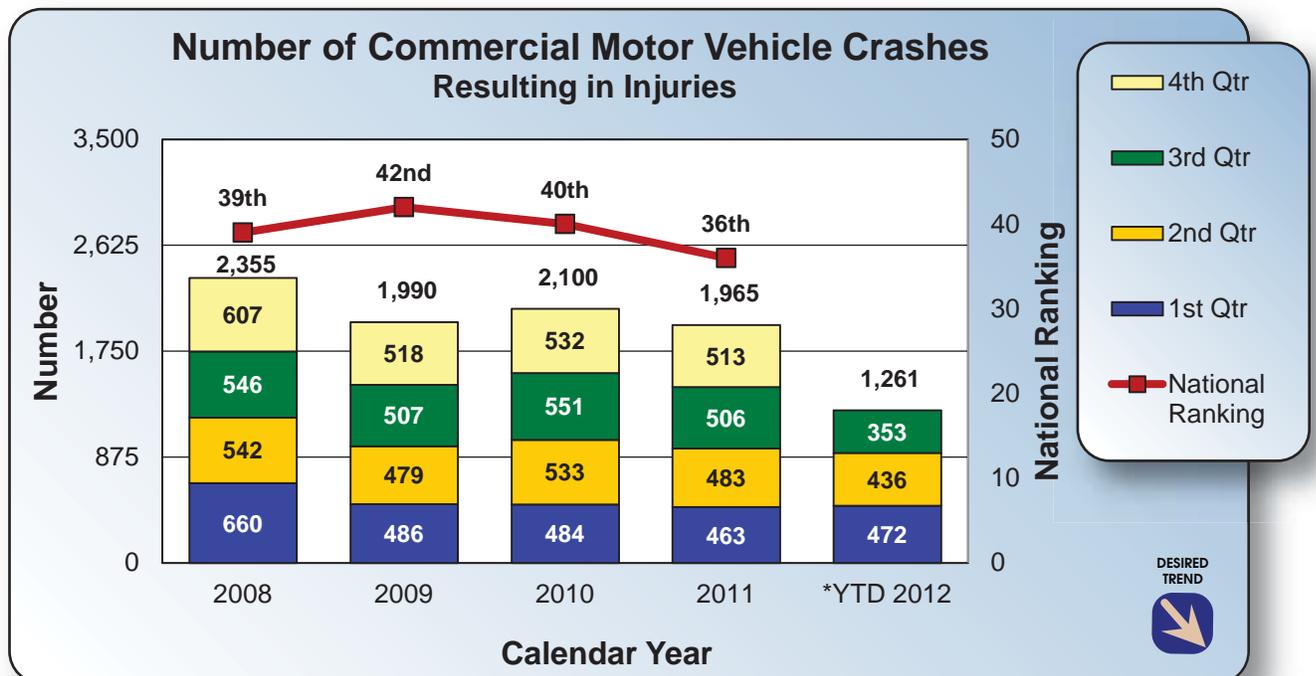
Between 2008 and 2011, the number of Missouri commercial motor vehicle injury crashes dropped from 2,355 to 1,965, a 16.6 percent decrease.

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 also conducts carrier safety training, regulation compliance reviews, safety audits of new motor carrier firms and truck inspections at terminals and destinations.

In a ranking of states from best to worst results, Missouri ranked 38th in the number of fatality crashes and 36th in the number of injury crashes in 2011.



*YTD 2012 - Due to a backlog of crash reports into STARS, the fatality and disabling injury measures only illustrate data derived from TMS through the third quarter of 2012.



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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 state-owned roadways.

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.

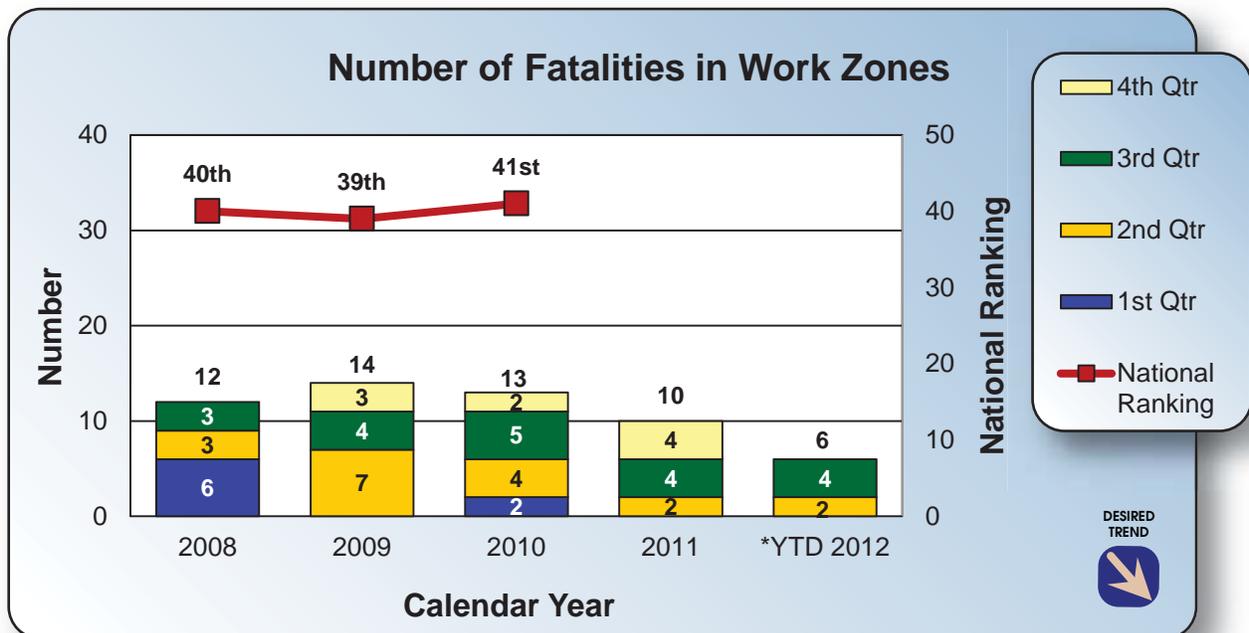
Improvement Status:

During the first three quarters of 2012, 905 crashes occurred in work zones resulting in 325 minor injuries, 44 disabling injuries and six fatalities.

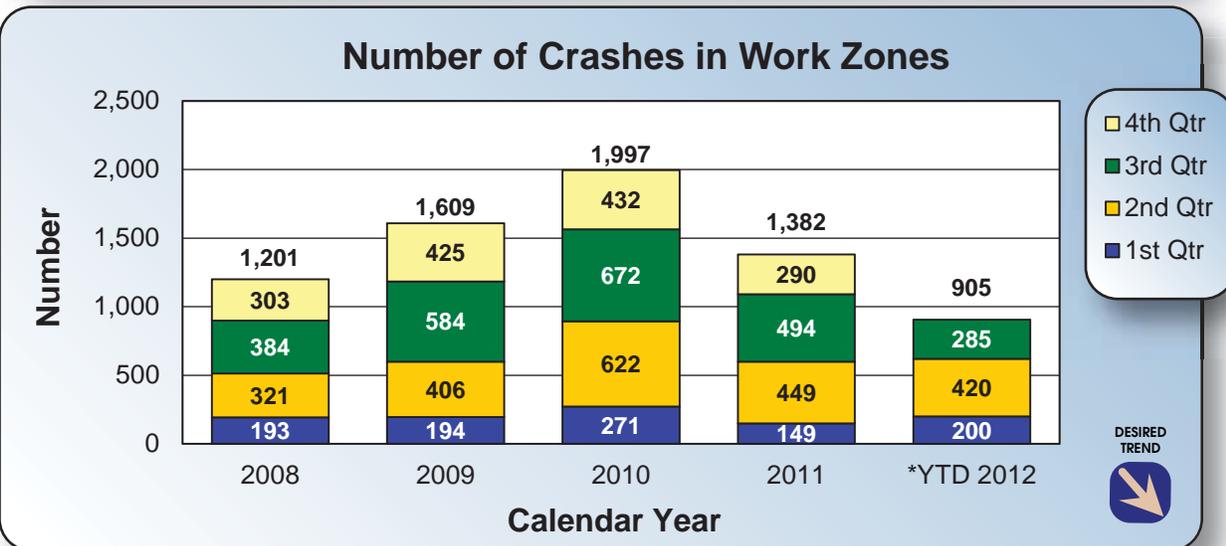
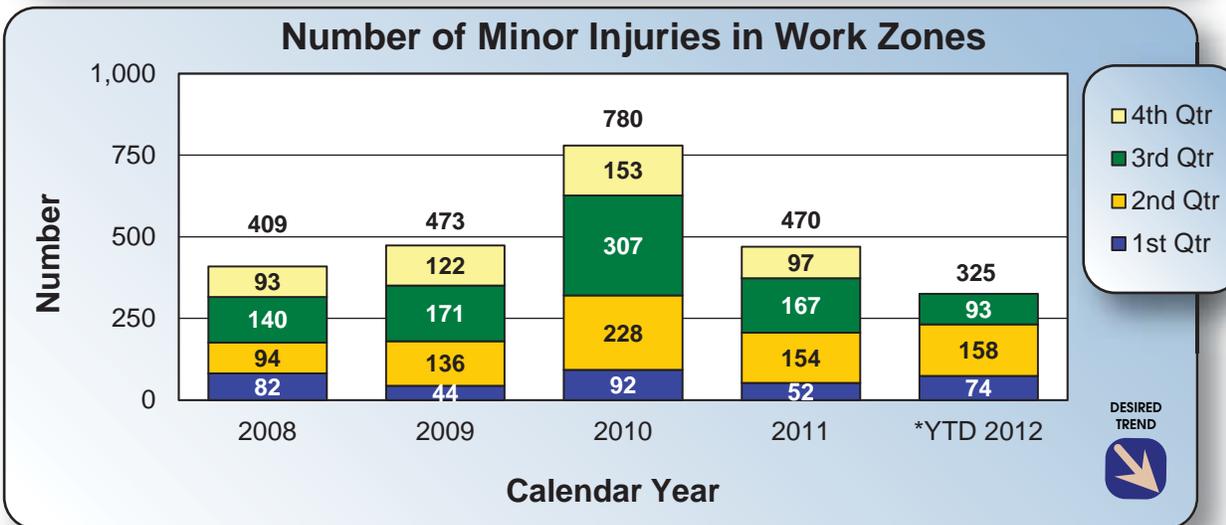
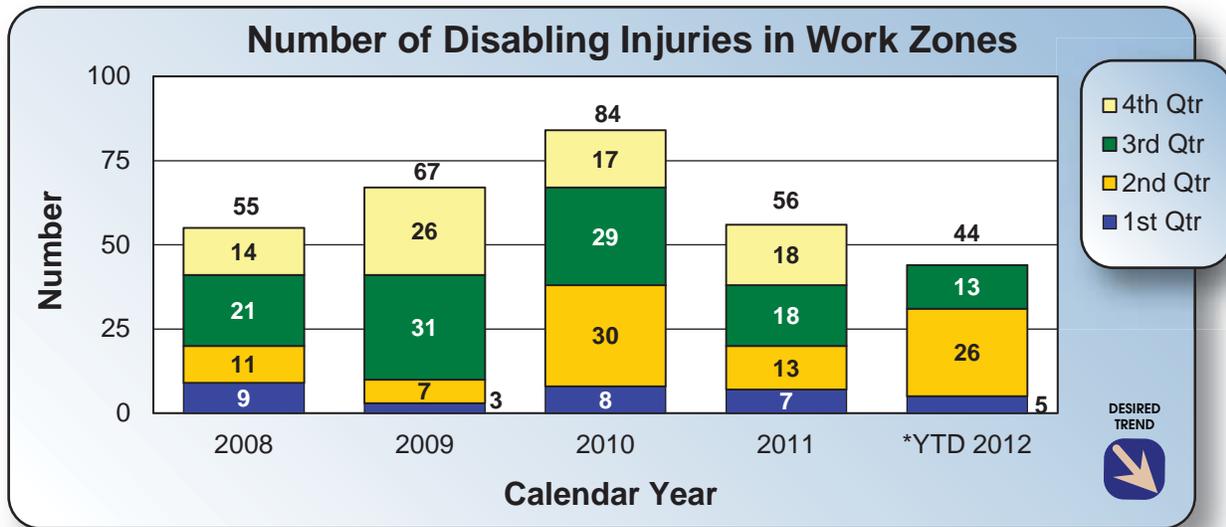
Compared to the same reporting period in 2011, the number of crashes and minor injuries decreased, the number of fatalities was the same and disabling injuries increased by six.

Nationally, Missouri ranked 41st in the number of fatalities in work zones in 2010. Forty other states have the same or fewer work zone fatalities than Missouri. The national ranking data is tabulated by the Fatality Analysis Reporting System which includes crashes on all roadways. National ranking data for 2011 is not yet available.

MoDOT needs public feedback to help keep work zones safe and traffic moving efficiently. Please help by completing a work zone survey online at: www.modot.mo.gov/workzones/Comments.htm.



*YTD 2012 – Due to a backlog of crash reports into STARS, the fatality, disabling, minor injury and work zone crash measures will only illustrate first, second and third quarter data derived from TMS.



*YTD 2012 – Due to a backlog of crash reports into STARS, the fatality, disabling, minor injury and work zone crash measures will only illustrate first, second and third quarter data derived from TMS.

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 SAVE MO LIVES. 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. The database does not include fatalities or collisions on railroad property at areas other than at public railroad crossings, which are tabulated separately. Missouri is ranked with all other states using data from the Federal Railroad Administration that consists of the numbers of collisions and fatalities in each state. However, the ranking from the FRA is several months behind the state data. For this reason, the

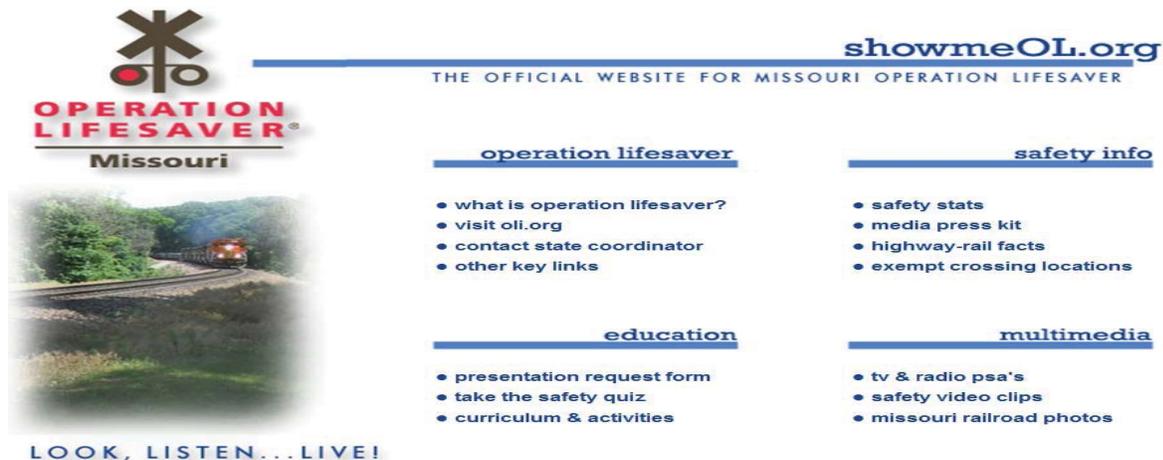
rankings only pertain to the previous year's data. Data is updated quarterly.

Improvement Status:

The number of highway-rail crossing fatalities fell by 46 percent and collisions were down 13 percent in 2012. During the fourth quarter of 2012, nine collisions resulted in five injuries and three fatalities, a decrease of five collisions and two fatalities compared to the fourth quarter of 2011.

MoDOT continues to focus on driving down the number of highway-rail crossing fatalities and collisions. To accomplish this, the department continued public outreach efforts, implemented engineering improvements and encouraged active enforcement of laws relating to crossing safety.

MoDOT also continues to work with cities and counties to improve heavily served railroad areas, evaluating each crossing and the area as a whole.



showmeOL.org
THE OFFICIAL WEBSITE FOR MISSOURI OPERATION LIFESAVER

operation lifesaver

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

safety info

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

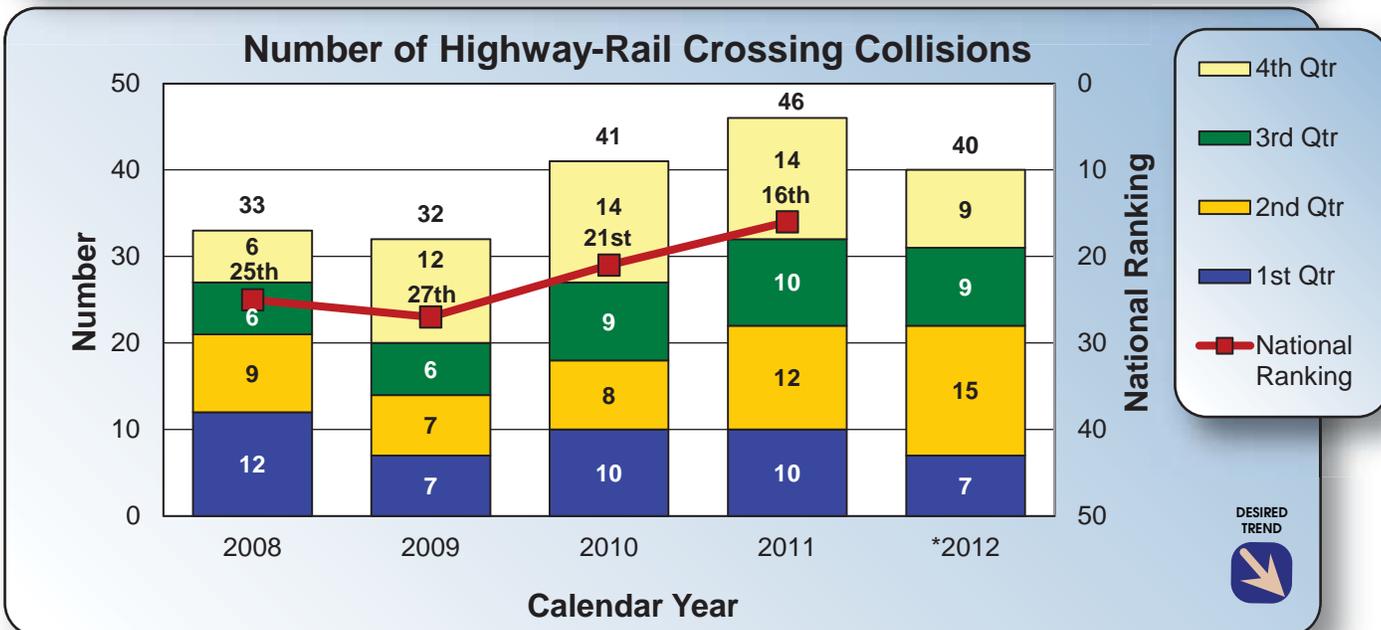
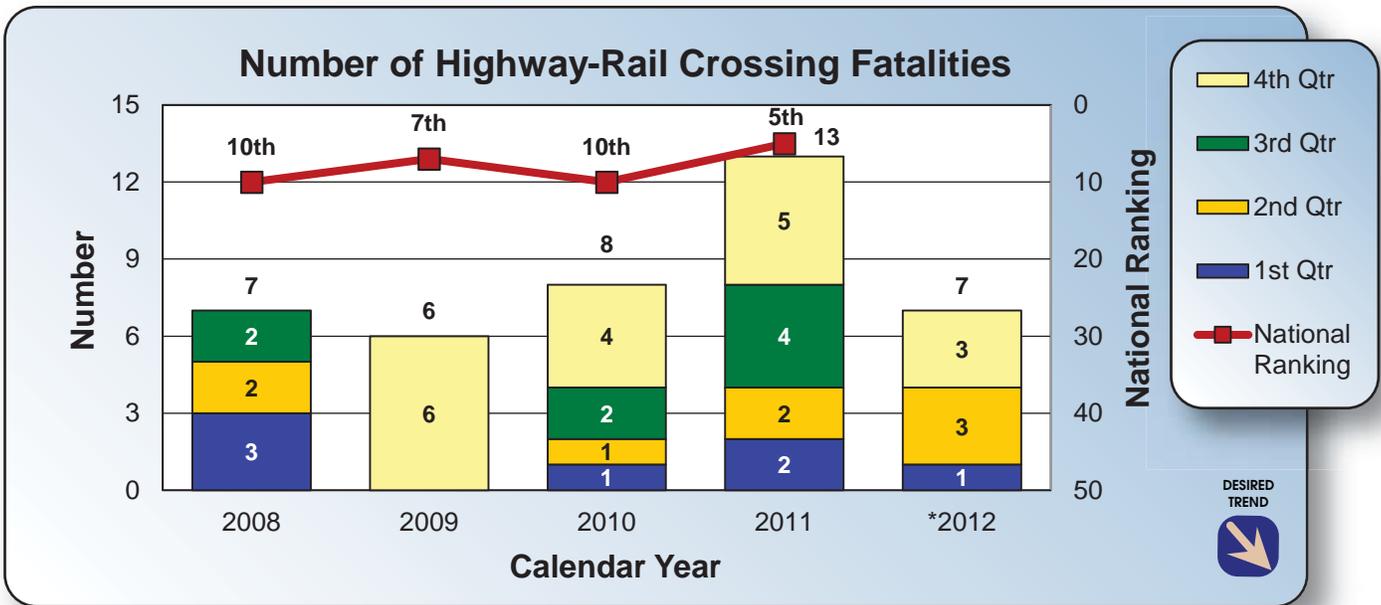
education

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

multimedia

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

LOOK, LISTEN...LIVE!



*2012 – Data are reported directly to MoDOT’s rail section by railroad companies as incidents occur.



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