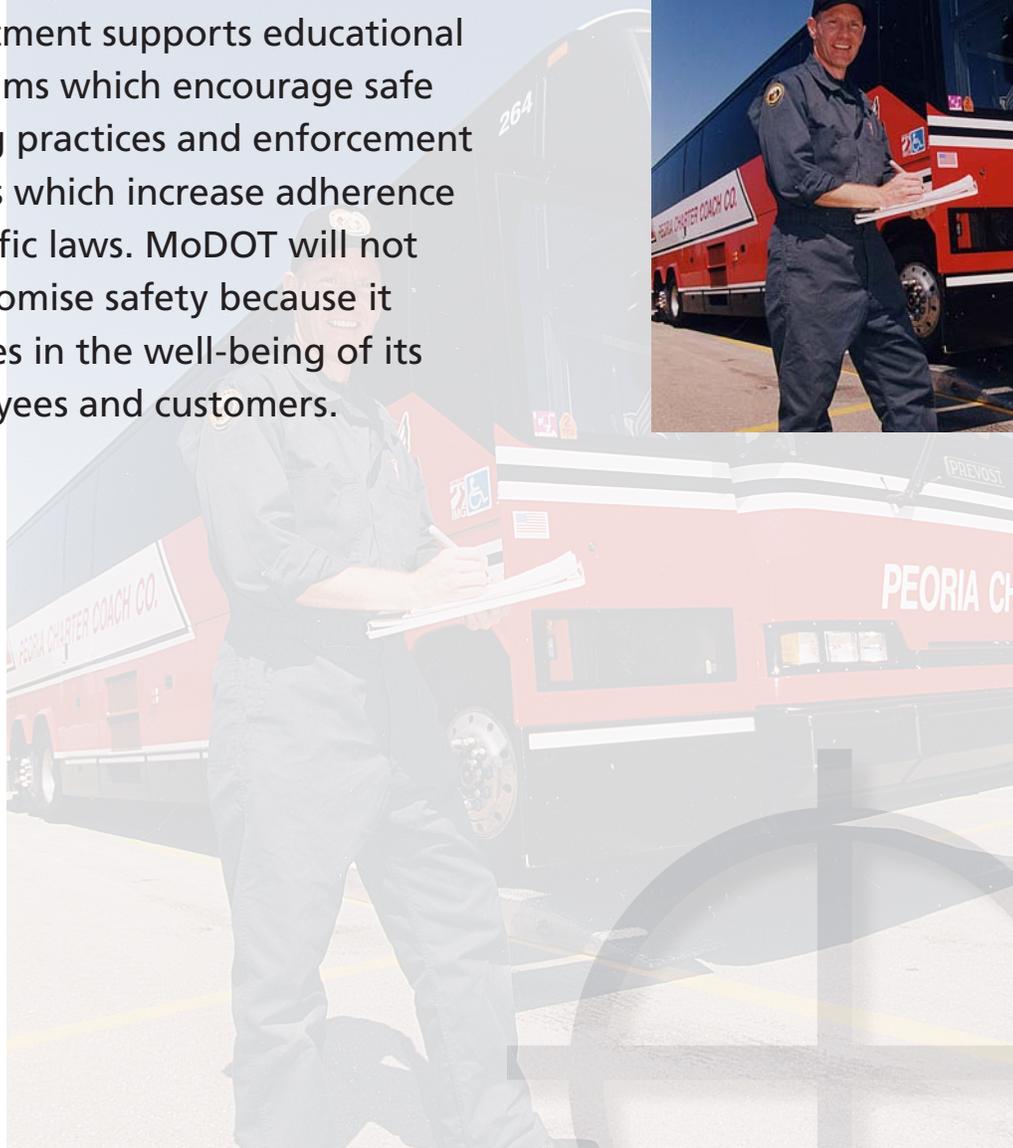

Safe Transportation System

*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 which encourage safe driving practices and enforcement efforts which increase adherence to traffic laws. MoDOT will not compromise safety because it believes in the well-being of its employees and customers.



Safe Transportation System

Number of fatalities and disabling injuries

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

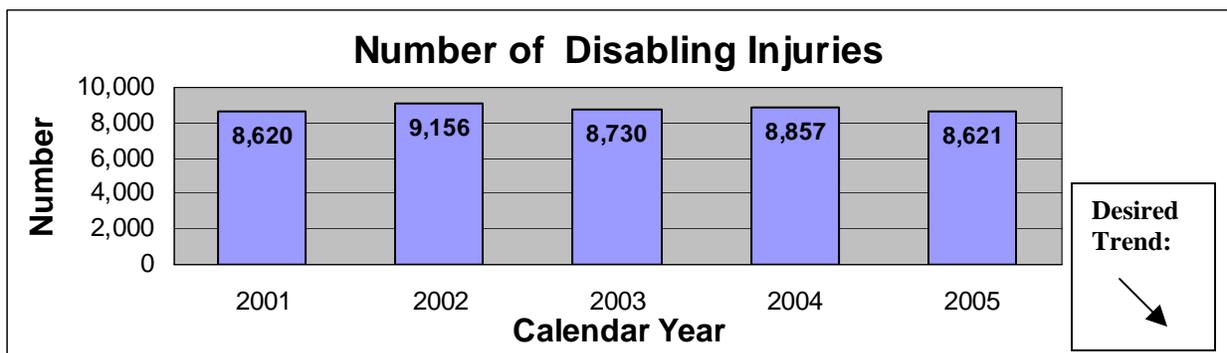
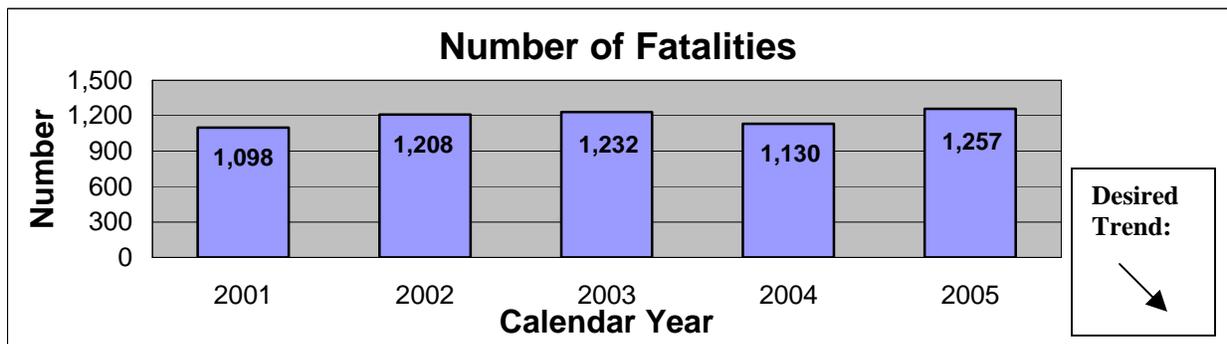
This measure tracks annual trends in fatal and disabling injuries resulting from traffic crashes on all Missouri roadways. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

Measurement and Data Collection:

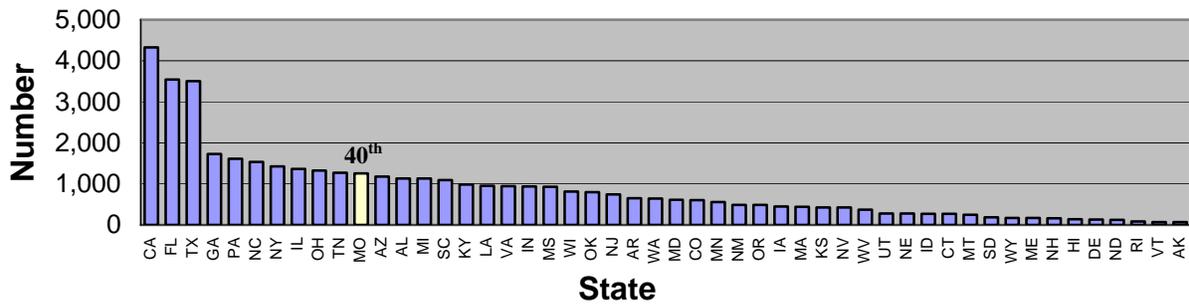
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases.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

Improvement Status:

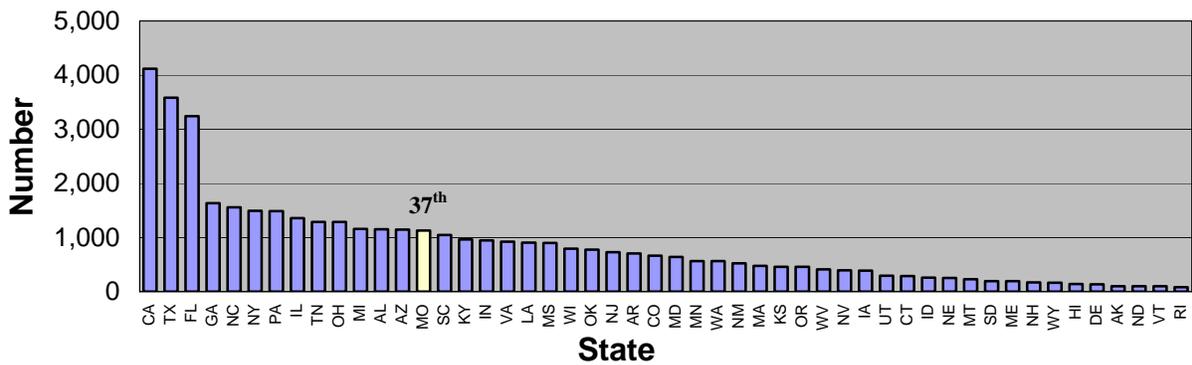
Fatalities increased by 11 percent in 2005 after experiencing a significant decrease from 2003 to 2004. Disabling injuries continue to show a decreasing trend. Missouri has decreased its national ranking in the total number of fatalities from 37th in 2004 to 40th in 2005. Fatalities and disabling injuries are higher due to non-use of safety belts, speeding, and impaired driving. Exposure rates increase each year due to more registered vehicles, licensed drivers and the number of miles traveled. Rural crashes on state numbered roadways continue to be a concern. Focusing public information, education and sustained enforcement efforts on specific behavior demonstrated by specific age groups is the best practice.



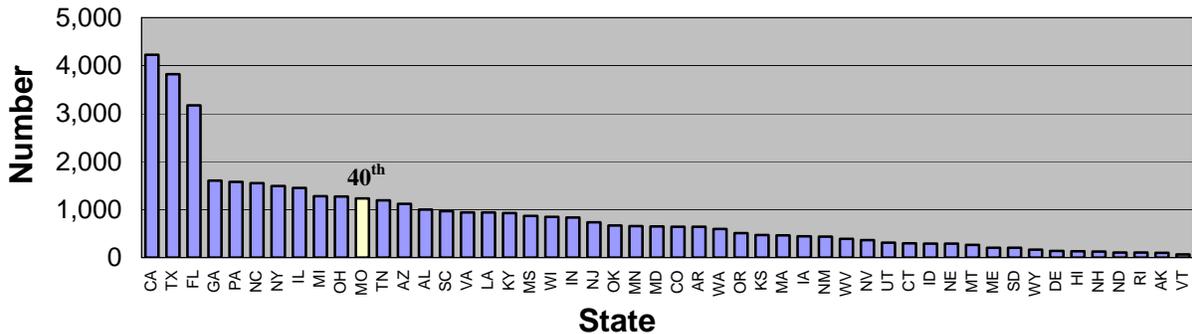
**Missouri's National Ranking by Total Number of Fatalities
2005**



**Missouri's National Ranking by Total Number of Fatalities
2004**



**Missouri's National Ranking by Total Number of Fatalities
2003**



Safe Transportation System

Number of impaired driver-related fatalities and disabling injuries

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

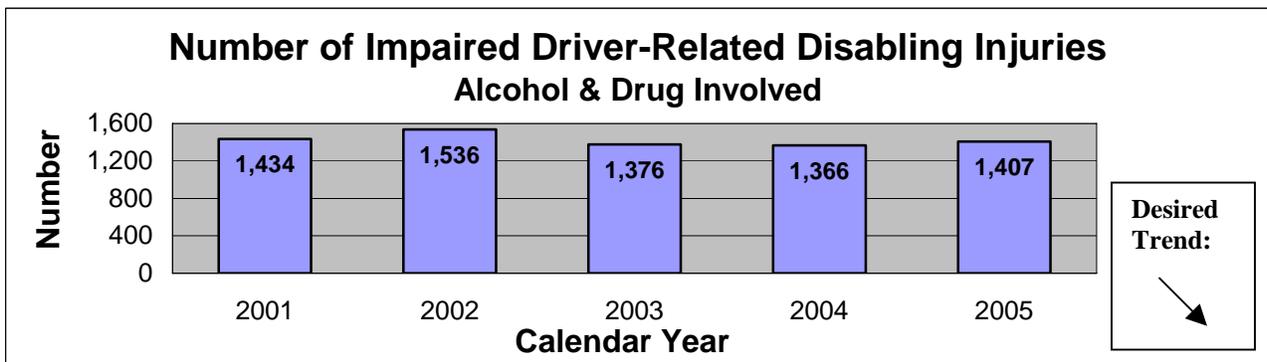
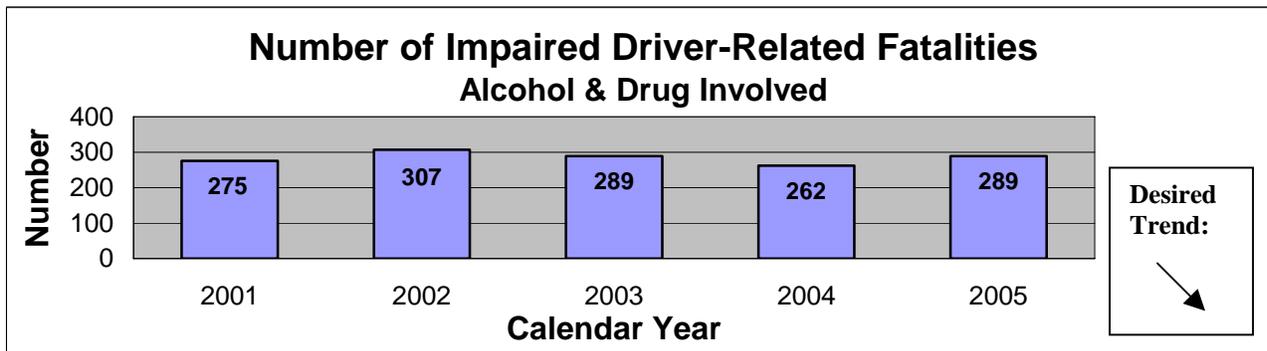
This measure tracks annual trends in fatalities and injuries resulting from traffic crashes on all Missouri roadways involving drivers who are impaired by alcohol and/or drugs. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

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. Data is collected on an annual basis and is updated in July of the following year.

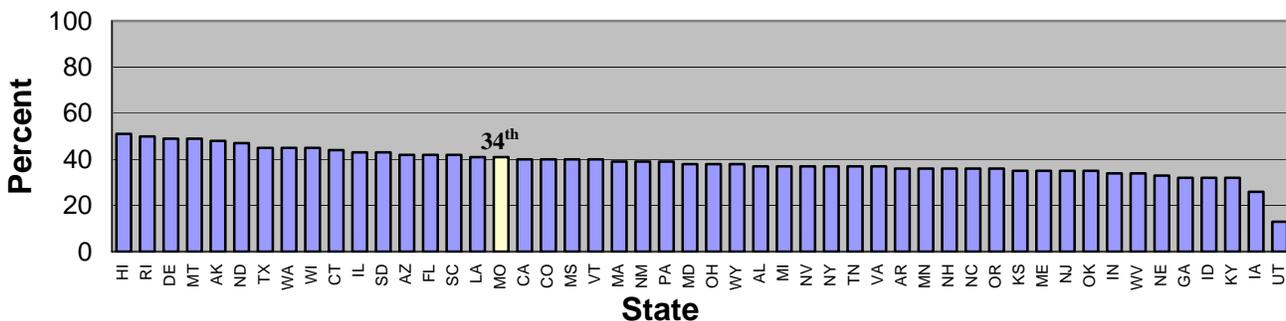
Improvement Status:

Alcohol- and drug-related fatalities and disabling injuries decreased annually from 2002 through 2004. In the national ranking, Missouri is moving away from the desired downward trend in percent of persons killed in alcohol-related crashes. In addition to Missouri participating in the national “You Drink and Drive, You Lose” campaign, the Missouri Law Enforcement Traffic Safety Advisory Council selected four specific days to increase law enforcement activity through December 2007. 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. Although these efforts have helped reduce impaired driving crashes overall, impaired driving fatalities increased slightly from 2004 to 2005.



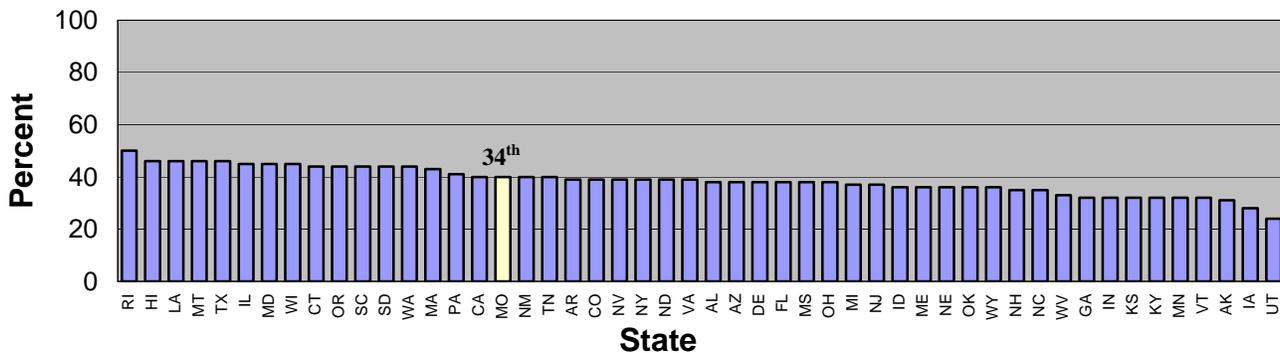
Missouri's National Ranking by Percent Killed in Alcohol-Related Crashes

2005



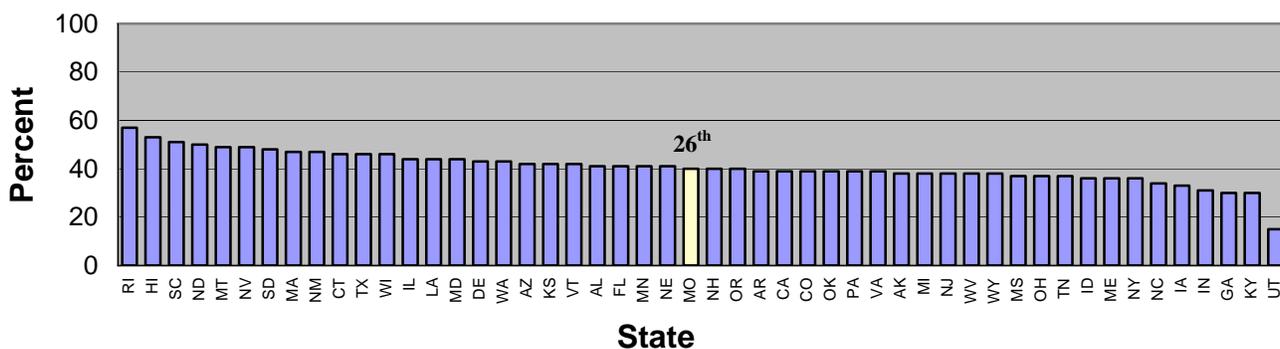
Missouri's National Ranking by Percent Killed in Alcohol-Related Crashes

2004



Missouri's National Ranking by Percent Killed in Alcohol-Related Crashes

2003



Safe Transportation System

Rate of annual fatalities and disabling injuries

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

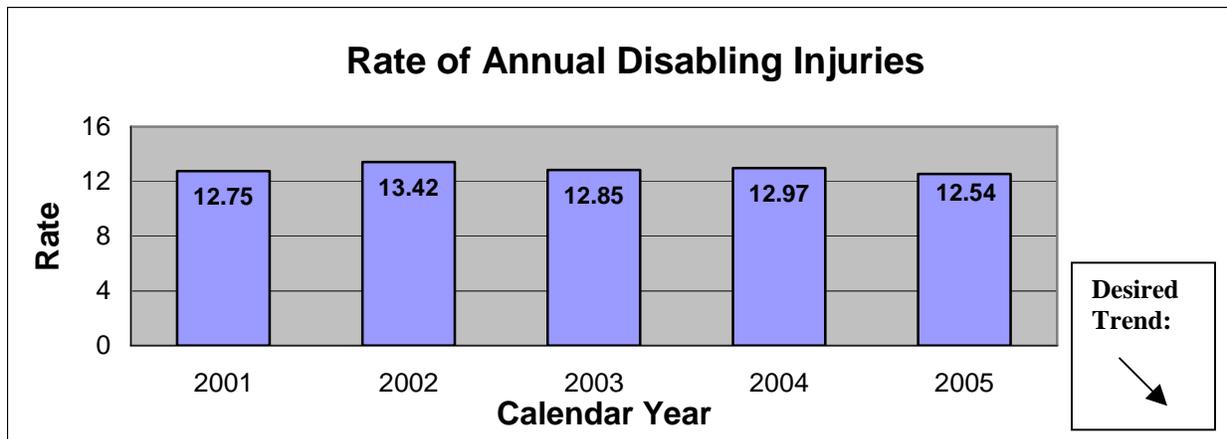
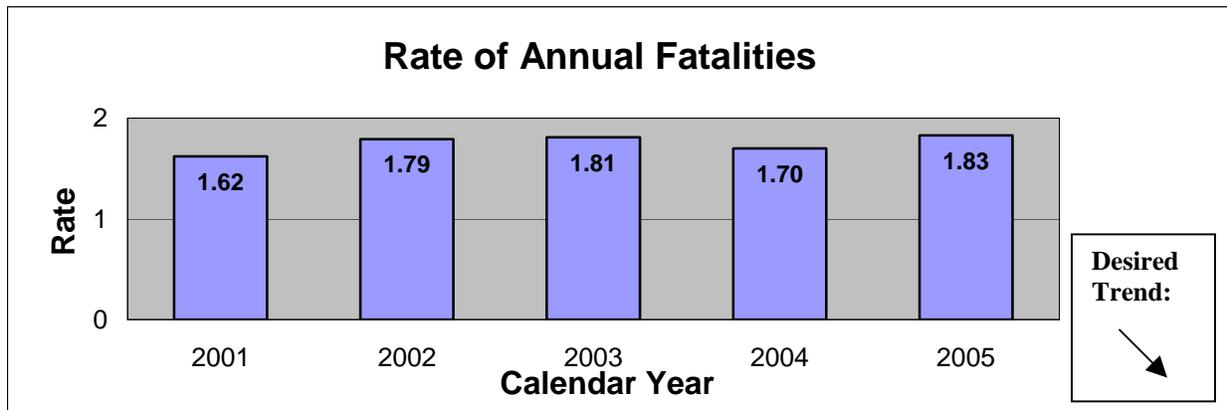
This measure tracks annual trends in fatal and disabling injury rates per 100 million vehicle miles traveled (HMVM) in Missouri. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

Measurement and Data Collection:

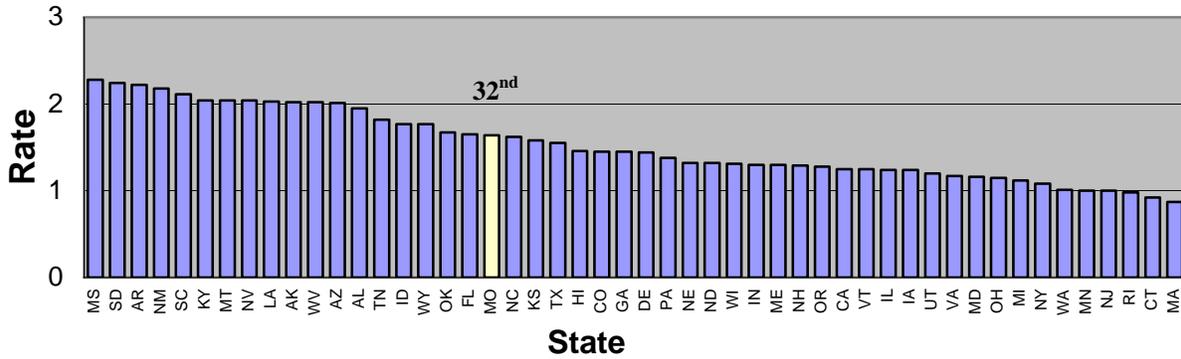
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases.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

Improvement Status:

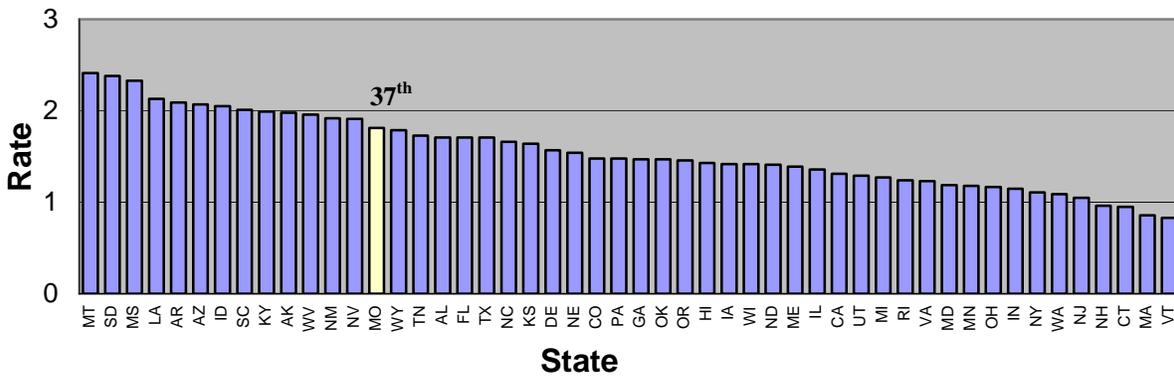
The fatality rate increased from 1.70 in 2004 to 1.83 in 2005. Based on the national trend, however, Missouri is moving in the desired downward trend from 37th in 2003 to 32nd in 2004. Focused law enforcement efforts, engineering safety enhancements and increased public awareness all contribute to the decrease.



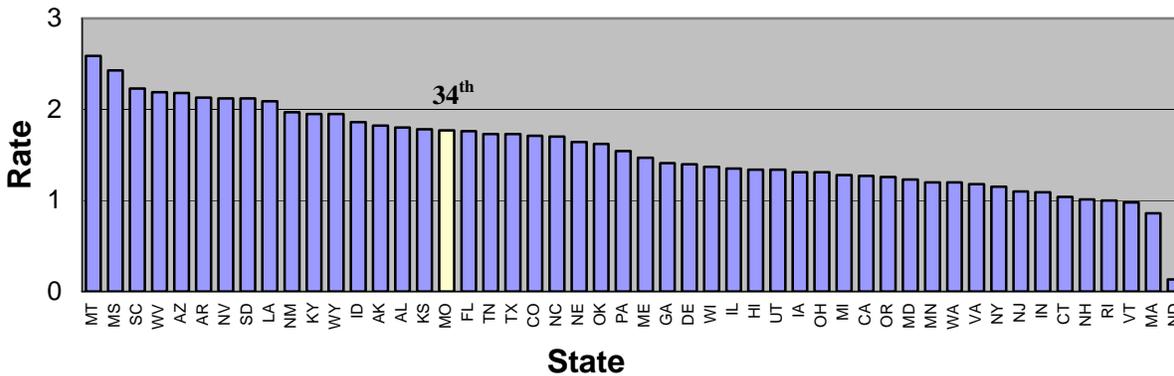
Missouri's National Ranking in State Fatality Rates 2004



Missouri's National Ranking in State Fatality Rates 2003



Missouri's National Ranking in State Fatality Rates 2002



Safe Transportation System

Percent of safety belt/passenger vehicle restraint use

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

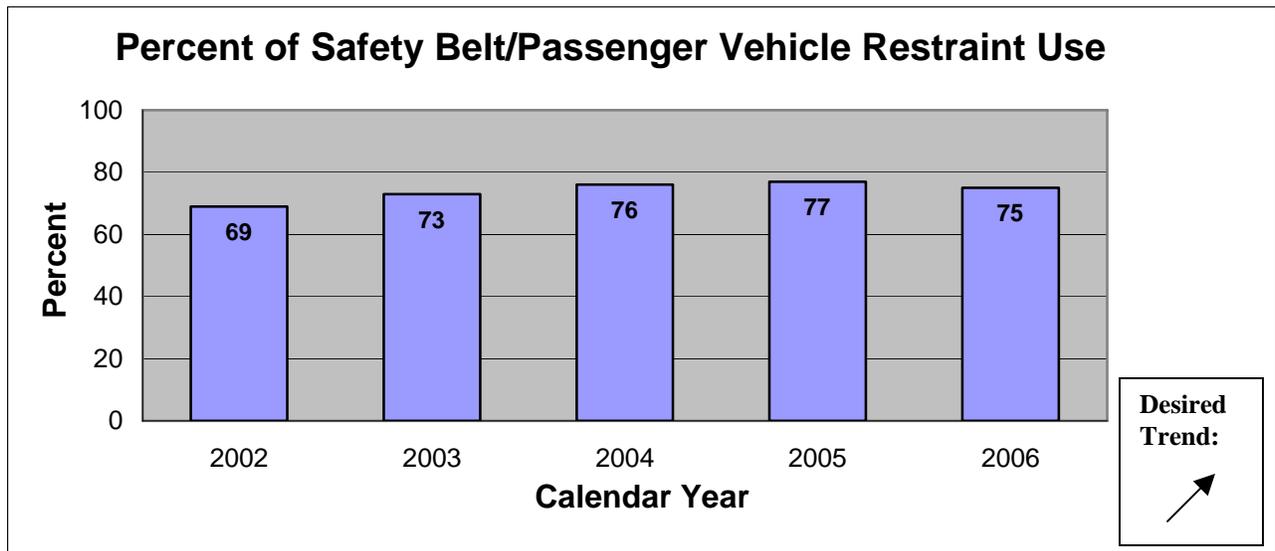
This measure tracks annual trends in safety belt usage by persons in passenger vehicles. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

Measurement and Data Collection:

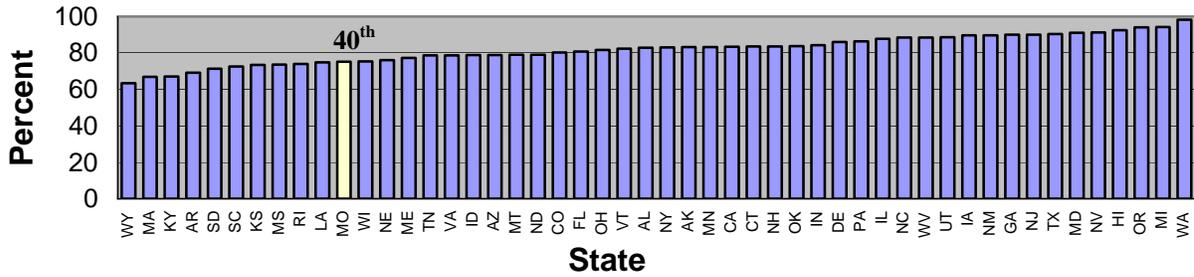
Each June, a statewide survey is conducted at 460 pre-selected locations in 20 counties. The data collected at these sites is calculated into a safety belt usage rate by using a formula approved by the National Highway Traffic Safety Administration. The safety belt usage survey enables data collection 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 is not available from all 50 states.

Improvement Status:

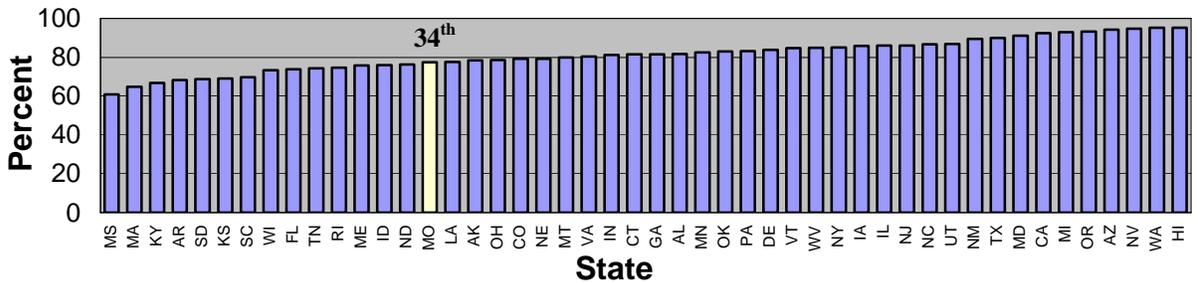
Safety belt use in Missouri increased 8 percent from 2002 through 2005 but decreased by 2 percent in 2006. In the 2006 national comparison, Missouri ranked 40th in safety belt usage. Missouri's 8 percent increase from 2002 to 2005 is largely due to increased public awareness and law enforcement participation in the national "Click it or Ticket" campaign. A program beginning in 2005, focused on teen safety belt usage, also proved to be successful in increasing use among teenagers. MoDOT continues to promote the need for a primary safety belt law in Missouri.



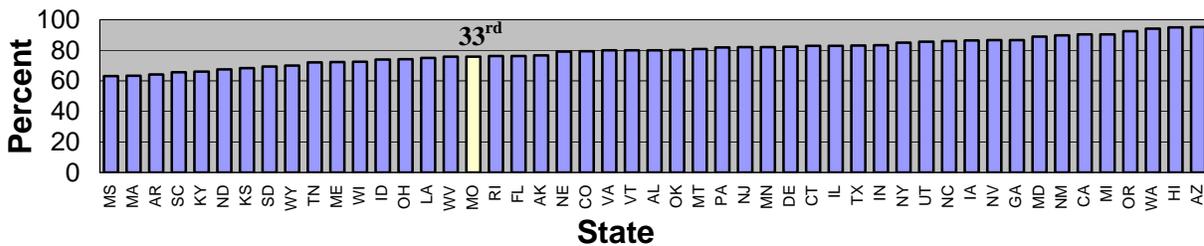
Missouri's National Ranking in Percent of Safety Belt Use 2006



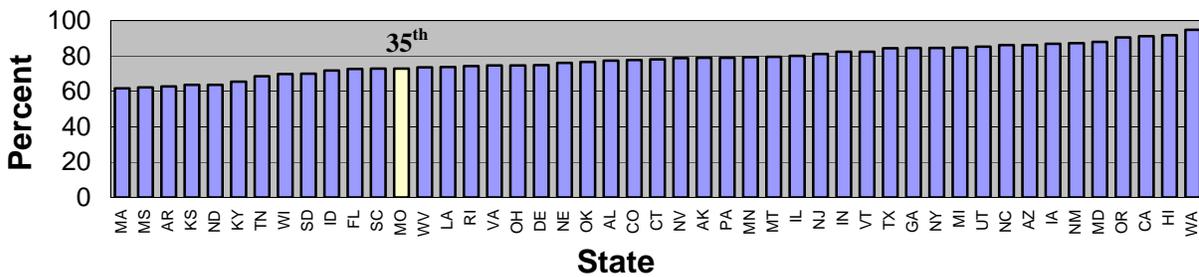
Missouri's National Ranking in Percent of Safety Belt Use 2005



Missouri's National Ranking in Percent of Safety Belt Use 2004



Missouri's National Ranking in Percent of Safety Belt Use 2003



Safe Transportation System

Number of bicycle and pedestrian fatalities and disabling injuries

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

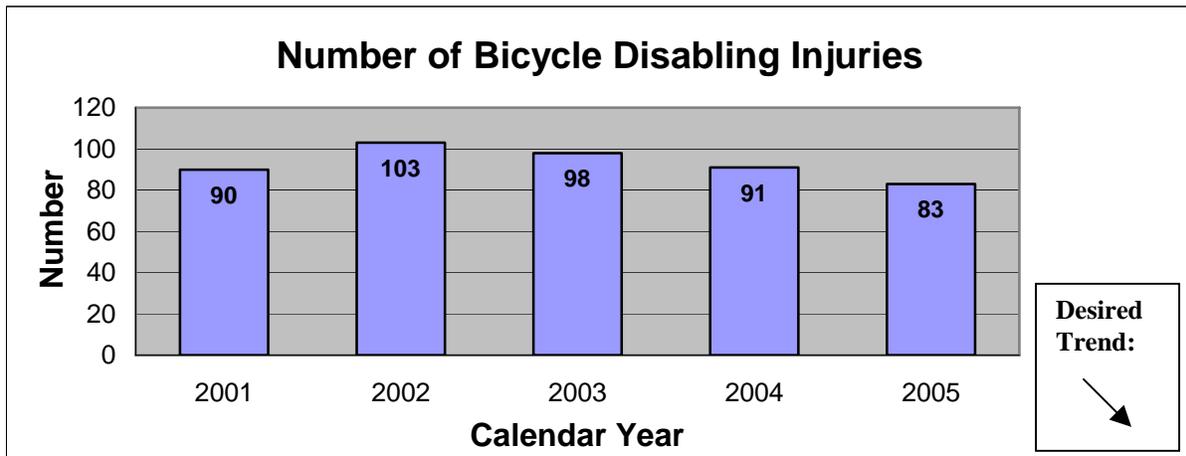
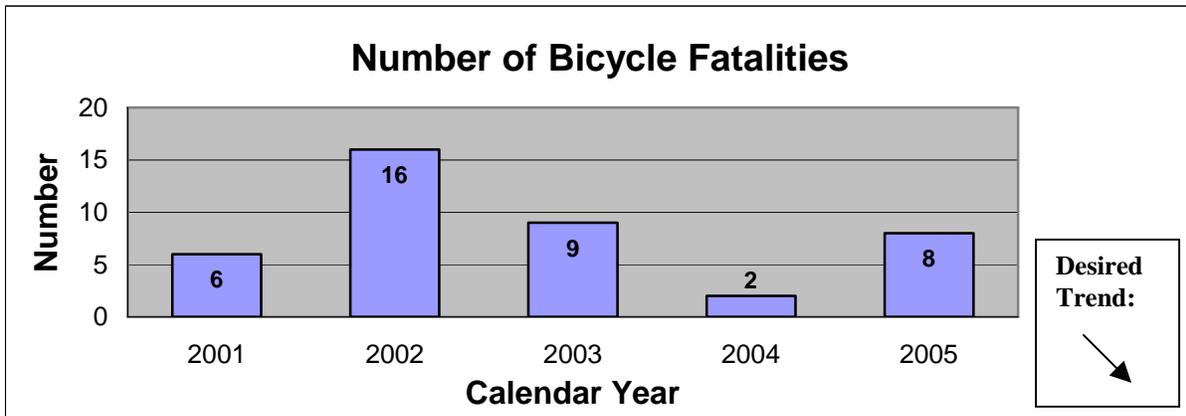
This measure tracks annual trends in fatalities and disabling injuries resulting from traffic crashes with bicycles and pedestrians on Missouri roadways. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

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. 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. Pedestrian fatalities and disabling injuries are on a downward trend due to improved crosswalks and signaling. Funds have been dedicated to the St. Louis and Kansas City regions in support of pedestrian safety.





Safe Transportation System

Number of motorcycle fatalities and disabling injuries

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Leanna Depue, Highway Safety Director

Purpose of the Measure:

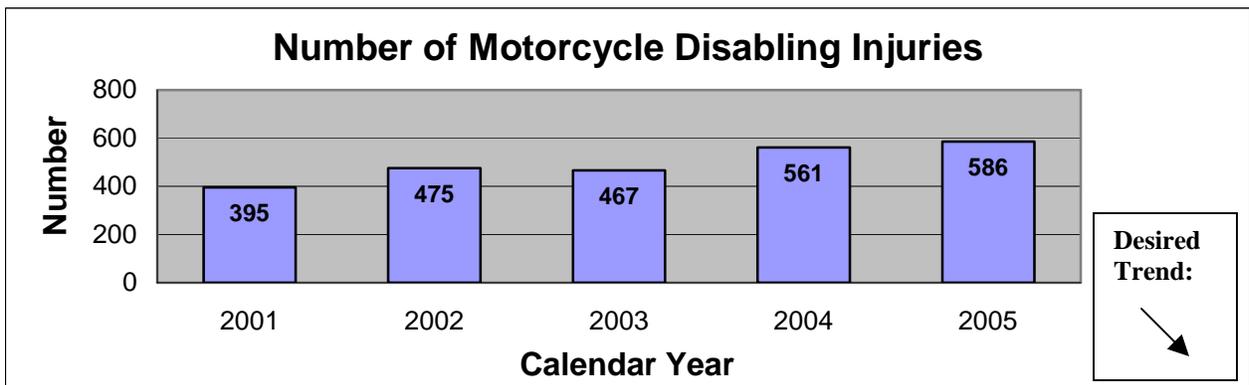
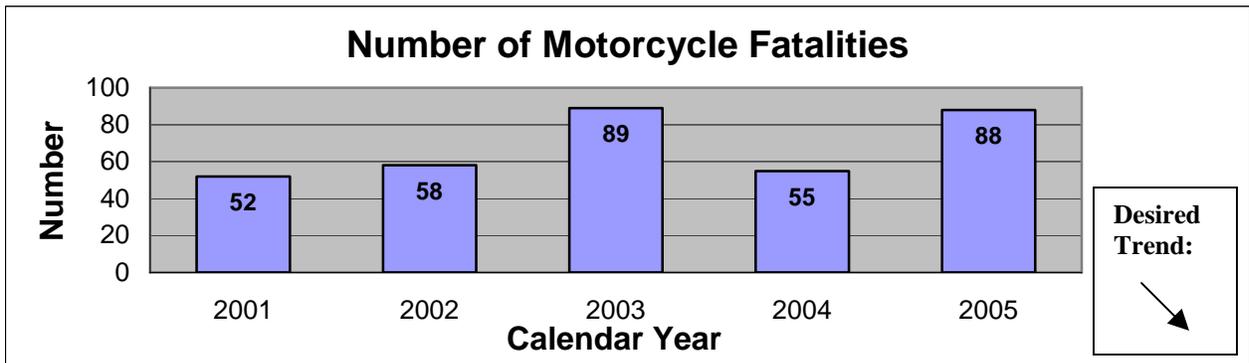
This measure tracks annual trends in fatal and disabling injuries resulting from motorcycle traffic crashes on all Missouri roadways. This data drives the development and focus of the Missouri Highway Safety Plan. This plan is required annually by the National Highway Traffic Safety Administration and outlines key strategies to reduce these losses. In addition, this data supports the Missouri Blueprint for Safer Roadways. This document identifies the statewide initiatives with a goal of reducing fatalities to 1,000 or fewer by 2008.

Measurement and Data Collection:

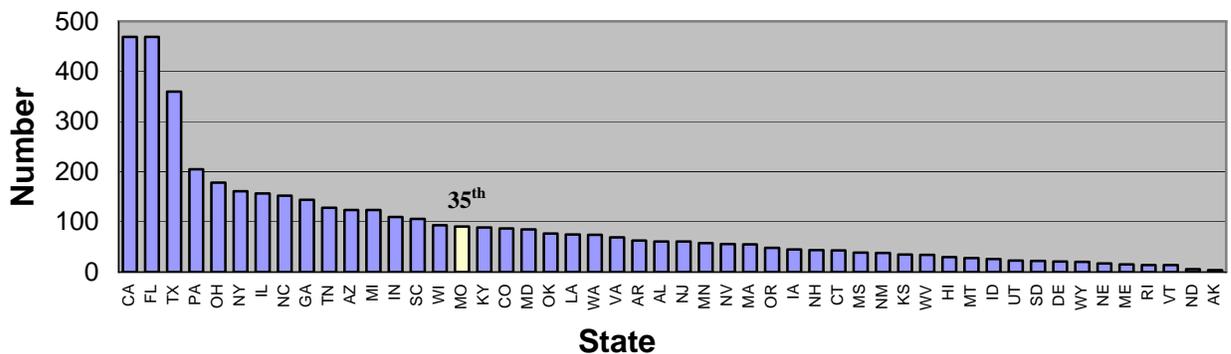
Crash data is collected by the Missouri State Highway Patrol and entered into a traffic accident record system. The record system automatically updates MoDOT's traffic management system. Crash data reports are available to law enforcement and traffic safety advocates for crash analysis through both databases.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

Improvement Status:

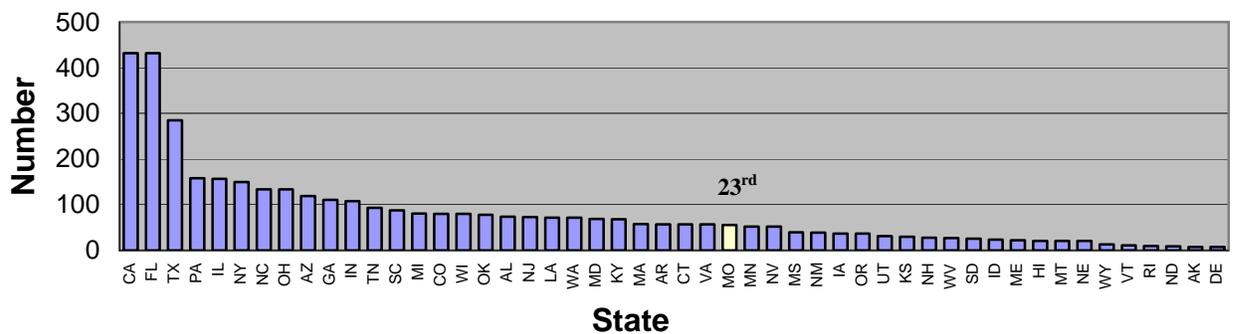
Fatalities and disabling injuries have shown an upward trend over the past four years. Missouri's national ranking in the total number of motorcycle fatalities has worsened from 23rd in 2004 to 35th in 2005. A significant increase in the number of licensed motorcycles and riders has increased the exposure rate. Rider education classes are offered within one hour's driving time throughout Missouri. More than 4,000 riders at 28 sites are trained each year. Twenty-four new instructors are also trained each year. In 2006, a Motorcycle Safety Task Force was organized and charged with developing a strategic plan. The task force has completed the plan and is currently moving forward with implementation.



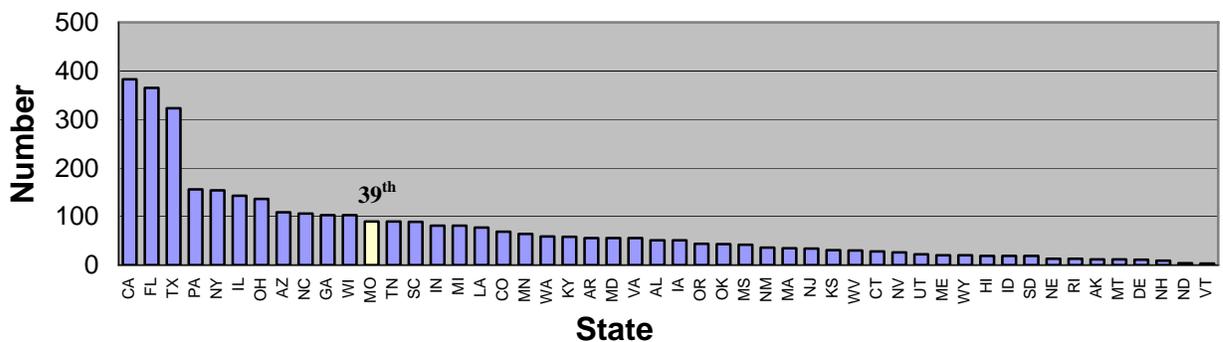
Missouri's National Ranking in Number of Motorcycle Fatalities 2005



Missouri's National Ranking in Number of Motorcycle Fatalities 2004



Missouri's National Ranking in Number of Motorcycle Fatalities 2003



Safe Transportation System

Number of commercial motor vehicle crashes resulting in fatalities

Result Driver: Don Hillis, Director of Systems Management

Measurement Driver: Charles Gohring, Motor Carrier Services Program Manager

Purpose of the Measure:

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

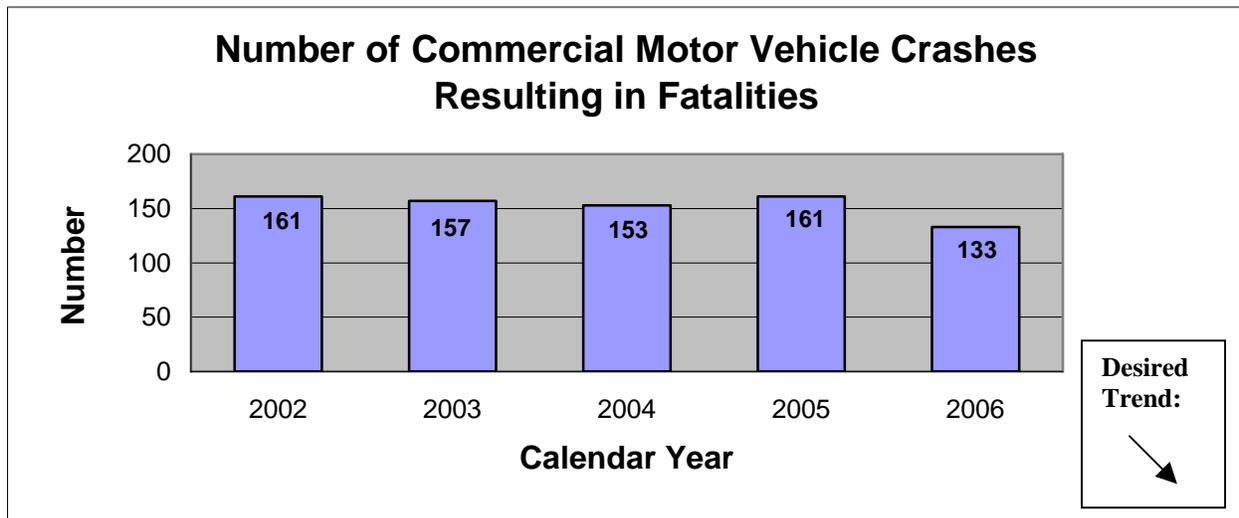
Measurement and Data Collection:

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 as a result of the crash. This is an annual measure and will be updated each April for the previous year.

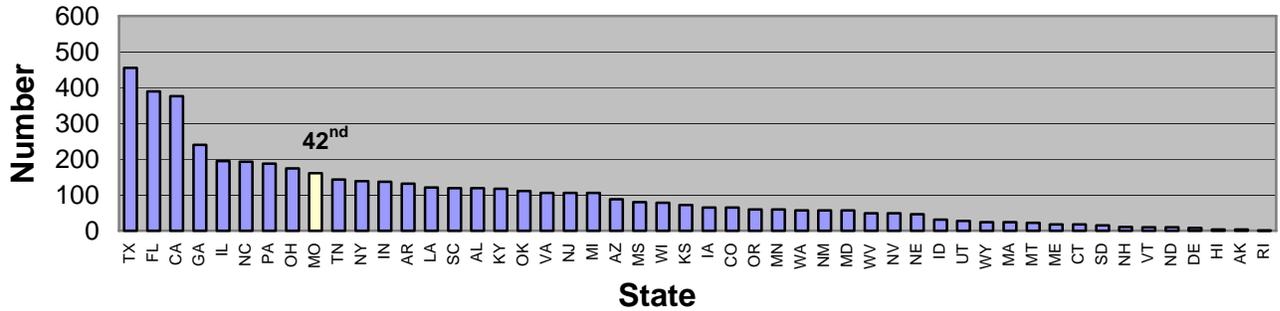
Improvement Status:

Between 2002 and 2004, the number of Missouri commercial motor vehicle fatal crashes slowly dropped from 161 to 153. The number of fatal crashes notably decreased by 17 percent in 2006 to 133. It should be noted that the 2006 crash statistics are not finalized and are subject to future updates. MoDOT coordinates its efforts with those of 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 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.

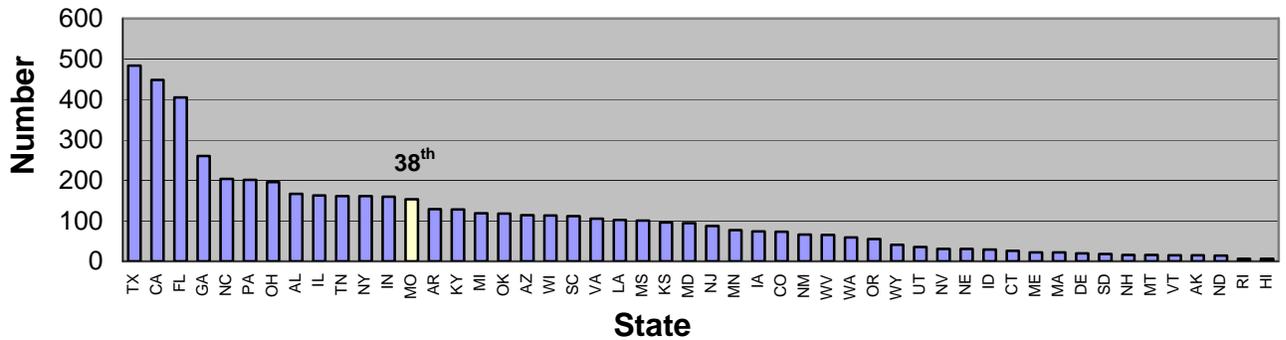
Missouri ranked 42nd in the number of fatality crashes nationwide in 2005.



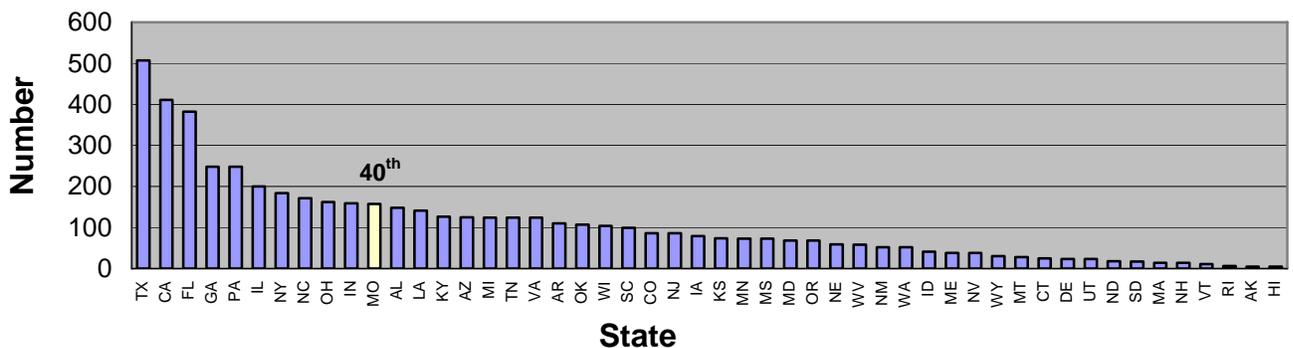
Missouri's National Ranking in Number of Fatal Commercial Vehicle Crashes 2005



Missouri's National Ranking in Number of Fatal Commercial Vehicle Crashes 2004



Missouri's National Ranking in Number of Fatal Commercial Vehicle Crashes 2003



Safe Transportation System

Number of commercial motor vehicle crashes resulting in injuries

Result Driver: Don Hillis, Director of Systems Management

Measurement Driver: Charles Gohring, Motor Carrier Services Program Manager

Purpose of the Measure:

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

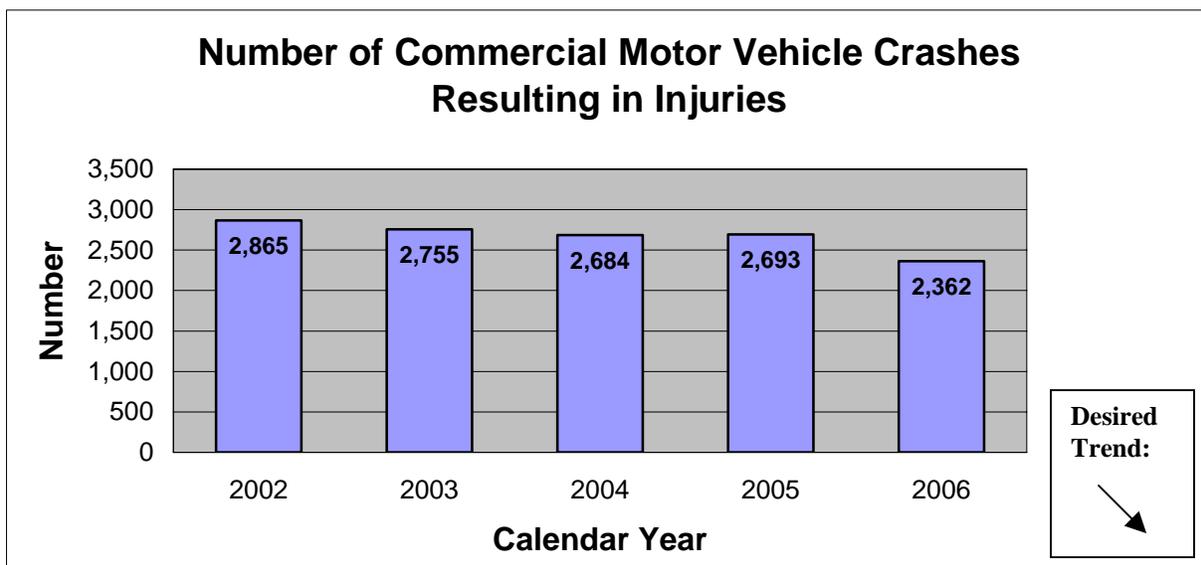
Measurement and Data Collection:

The Missouri State Highway Patrol collects and records crash statistics. The data for this measure reflects the number of commercial motor vehicles involved in crashes where one or more people are injured. This is an annual measure.

Improvement Status:

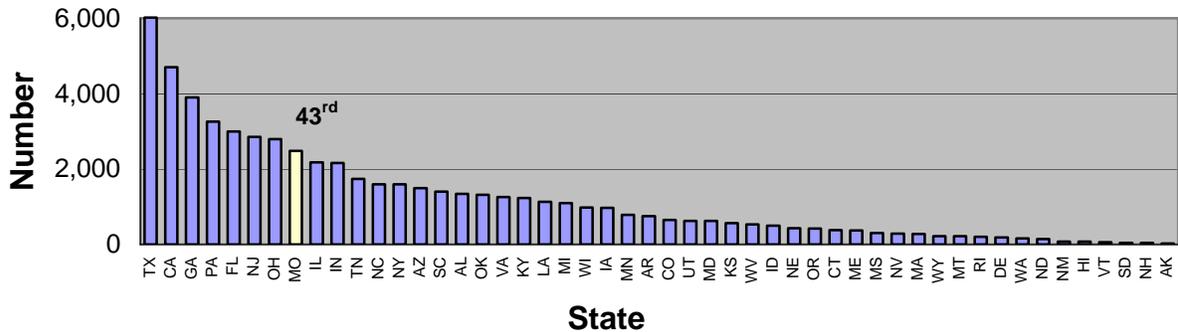
Between 2001 and 2004, the number of commercial motor vehicle crashes resulting in injuries decreased. The number of injury crashes notably decreased by 12 percent in 2006 to 2,362. It should be noted that the 2006 statistics are not finalized and are subject to future updates. The overall downward trend is due to the coordinated safety efforts of MoDOT, 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, rumble stripes, 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.

Missouri ranked 43rd in the number of injury crashes nationwide in 2005.



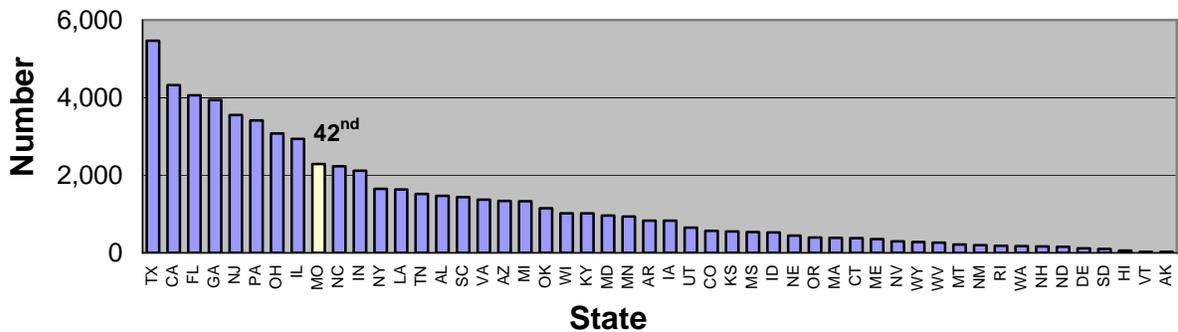
Missouri's National Ranking in Number of Injury Commercial Vehicle Crashes

2005



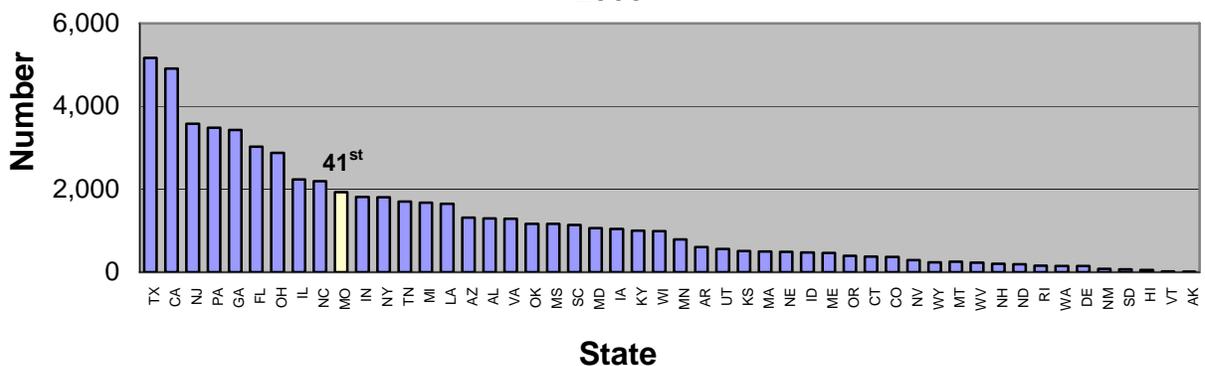
Missouri's National Ranking in Number of Injury Commercial Vehicle Crashes

2004



Missouri's National Ranking in Number of Injury Commercial Vehicle Crashes

2003



Safe Transportation System

Number of fatalities and injuries in work zones

Result Driver: Don Hillis, Director of System Management

Measurement Driver: Scott Stotlemeyer, 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, disabling injuries, injuries, and crashes occurring in a work zone on any Missouri public road.

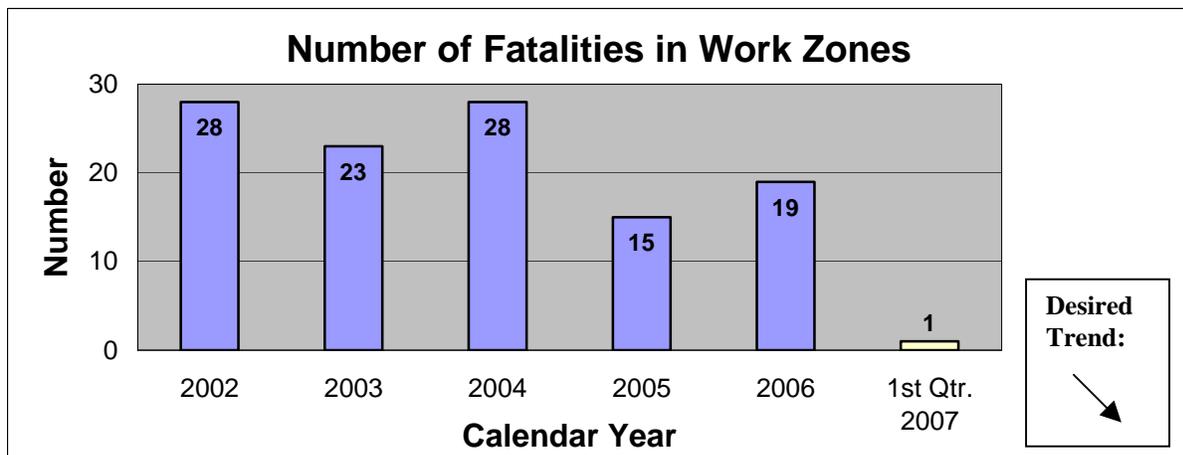
Measurement and Data Collection:

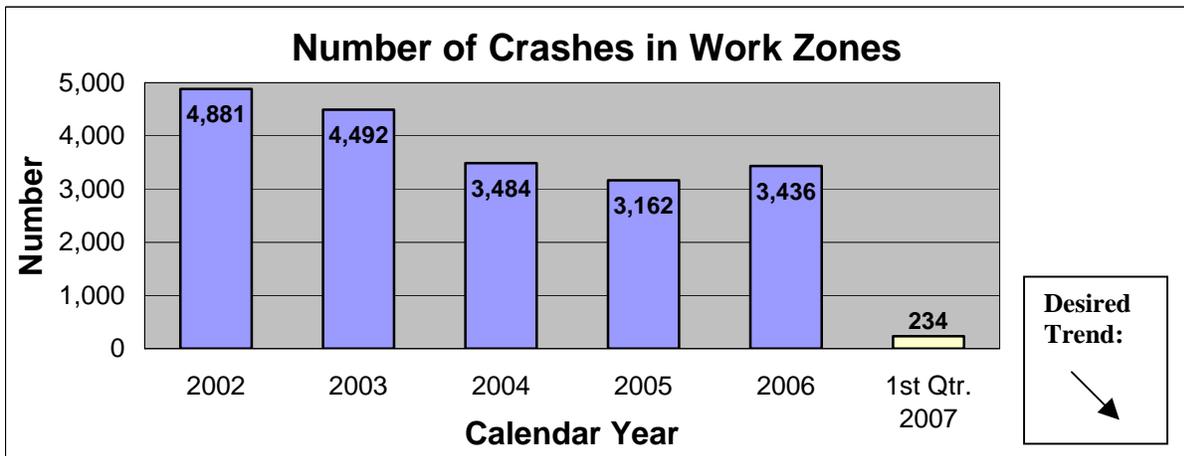
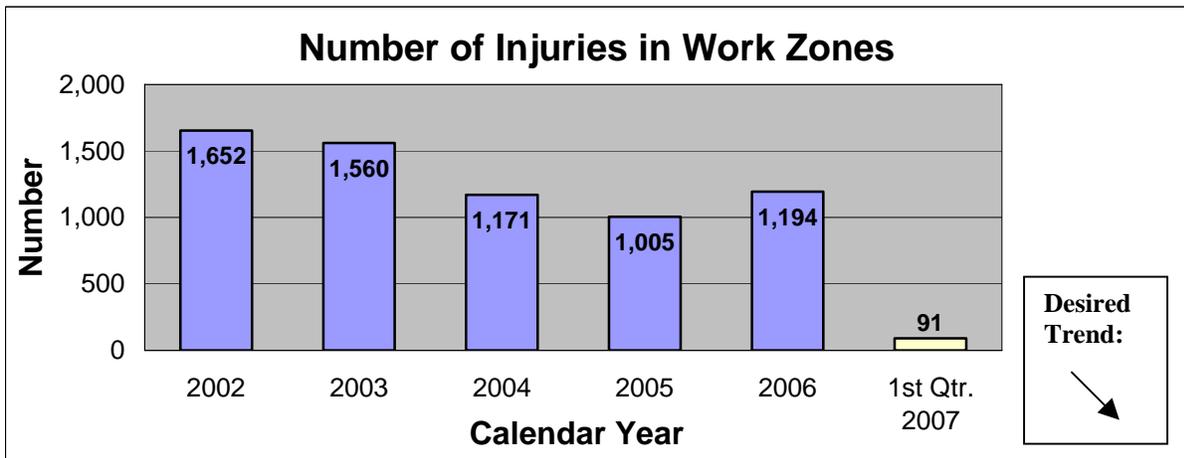
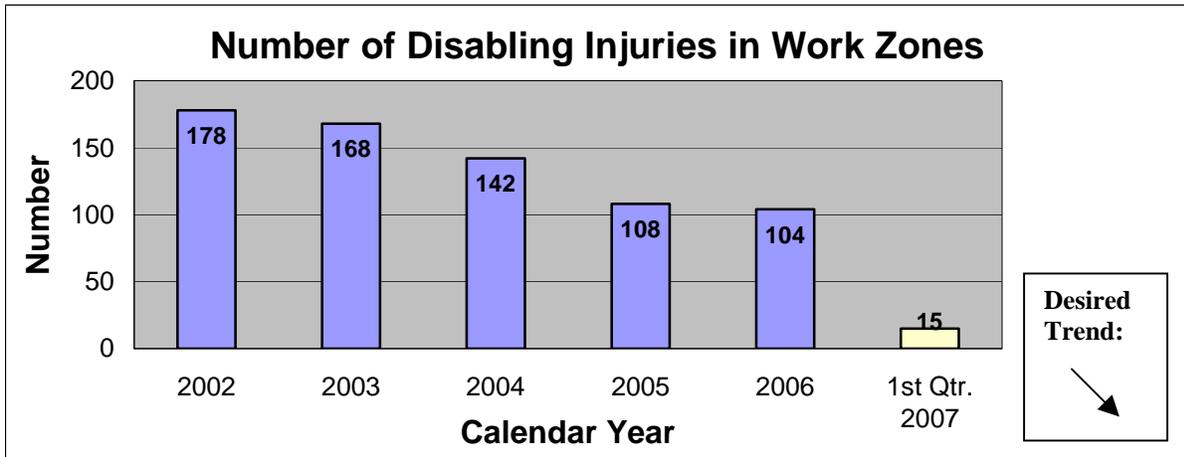
Missouri law enforcement agencies are required to report crashes by submitting a standardized vehicle accident report form to the Missouri State Highway Patrol. MSHP personnel enter these reports into a statewide traffic crash database. MoDOT staff queries this data to identify work zone-related crash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

Improvement Status:

Crash statistics for January through March 2007, while not yet final, indicate no change in the number of fatalities, a 25 percent increase in the number of disabling injuries, a 36 percent reduction in the number of injuries and a 55 percent reduction in the number of crashes occurring in Missouri's work zones when compared to the final numbers for the same time period of calendar year 2006. Note: Large variances such as these are expected when comparing quarter-to-quarter crash statistics, particularly the first quarter, due to the time frame in which crash data is entered and captured for query.

Despite an increase in work zone-related fatalities, injuries, and crashes during calendar year 2006, Missouri generally has experienced a downward trend in these statistics, including work zone-related disabling injuries since 2002. Such improvement in work zone safety is attributable partially to the department's proactive approach to raising work zone safety awareness and minimizing impacts on the traveling public.





Safe Transportation System

Number of highway-rail crossing fatalities and collisions

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 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 to 1,000 or fewer by 2008.

Measurement and Data Collection:

MoDOT collects crash data and enters it into a railroad safety information system used to update 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.

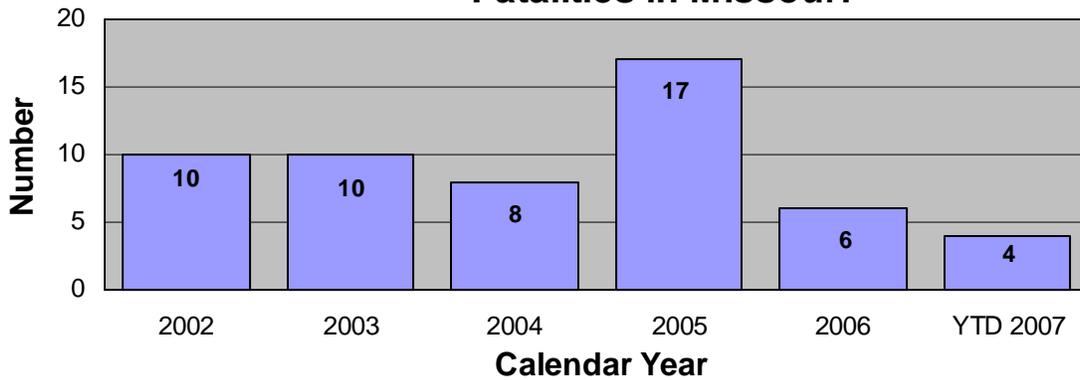
Improvement Status:

MoDOT continues to coordinate its railroad crossing projects in the areas of greatest need using a safety exposure index, in addition to focusing on crossings with a history of accidents or limited sight distance. By agreeing with the railroads to look at a defined area, called a corridor, and sharing financial responsibilities for improvements, limited funds can be spread over a wider area. This increases the number of overall projects completed in specific areas of the state.

Other improvements include an increased emphasis on and MoDOT employee participation in public outreach opportunities on rail safety in conjunction with Operation Lifesaver, Inc. Another improvement is the exploration of partnerships with other government agencies, cities and school districts to upgrade flasher-only crossings to crossings with both lights and gates, to install gates and lights at crossings and to replace outdated lighting with LED systems. There is also a renewed emphasis on closing redundant or unnecessary crossings.

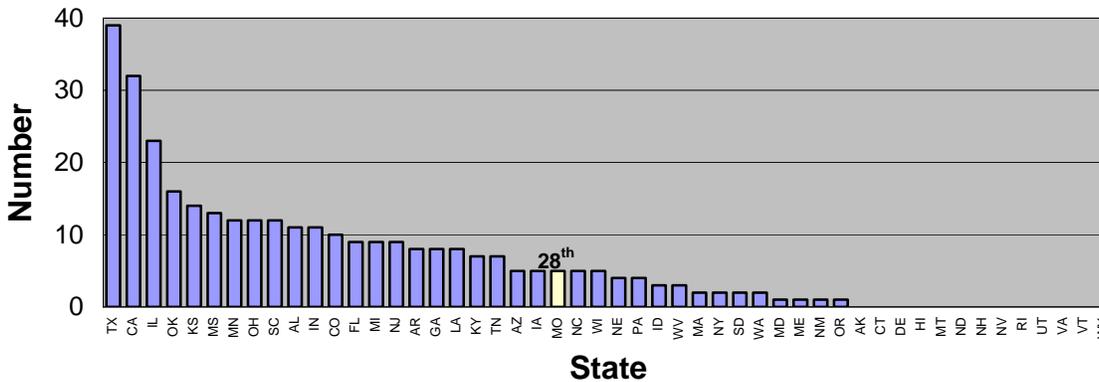
Although fatalities and collisions in calendar year 2006 were decreased markedly from 2005, so far in 2007 there have been four fatalities, which nearly matches the total for 2006. In order to combat this, in addition to the above engineering factors, MoDOT has increased and implemented more public outreach efforts. This has included distributing an emergency responder manual for train accidents, a specific light-rail safety brochure for Metrolink in St. Louis, and a special in-cab card detailing specific crossing safety tips for truckers in large semis. Most importantly MoDOT is co-sponsoring Rail Safety Week April 22-28, 2007, with the Missouri Highway Patrol and Missouri Operation Lifesaver. This event is designed to increase public awareness and discussion of the need for increased safety and heightened awareness at railroad crossings.

Number of Highway-Rail Crossing Fatalities in Missouri



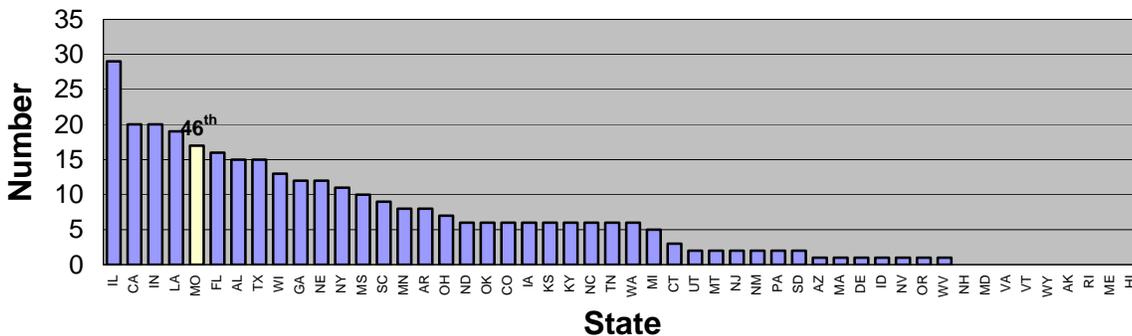
Desired Trend:
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Missouri's National Ranking in Number of Highway-Rail Crossing Fatalities January-December 2006



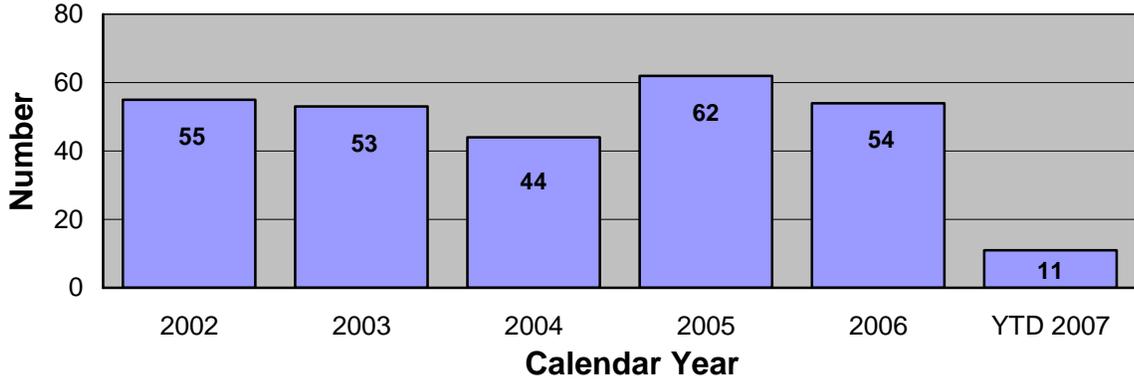
Desired Trend:
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Missouri's National Ranking in Number of Highway-Rail Crossing Fatalities January-December 2005



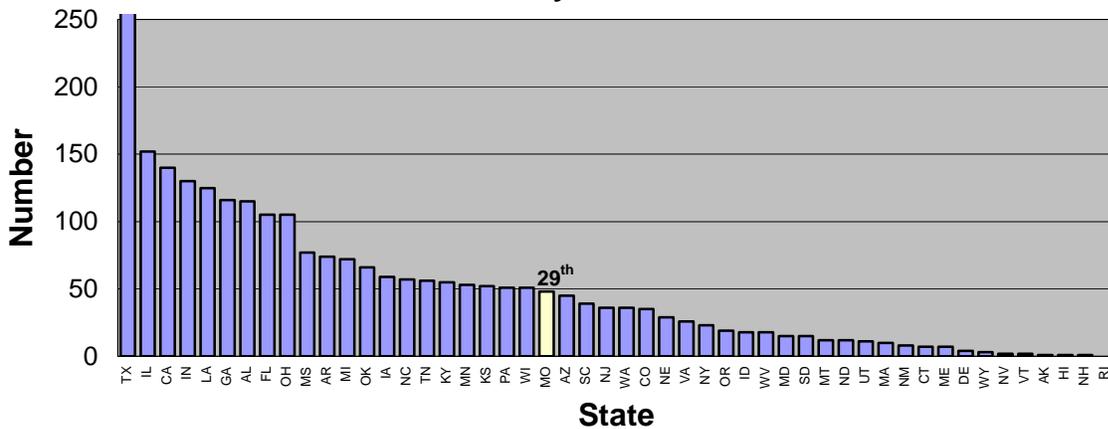
Desired Trend:
↓

Number of Highway-Rail Crossing Collisions in Missouri



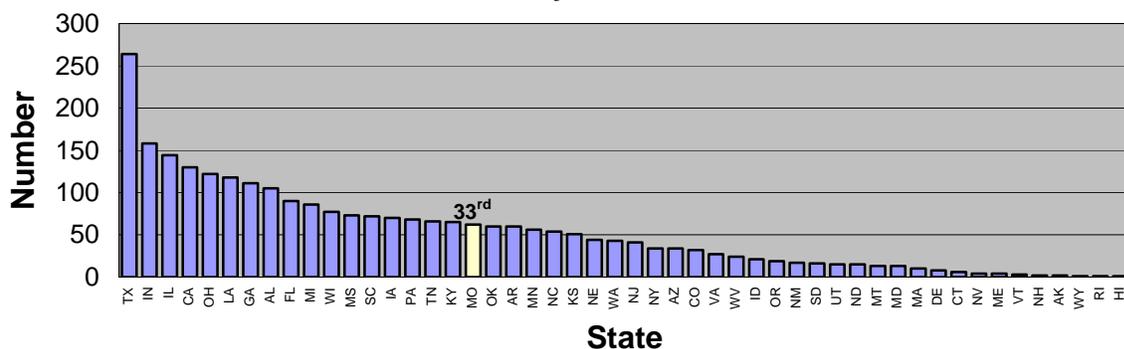
Desired Trend:
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Missouri's National Ranking in Number of Highway-Rail Crossing Collisions January-December 2006



Desired Trend:
↓

Missouri's National Ranking in Number of Highway-Rail Crossing Collisions January-December 2005



Desired Trend:
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