



KEEP CUSTOMERS AND OURSELVES SAFE

Eileen Rackers, State Traffic and Highway Safety Engineer

Tracker

MEASURES OF DEPARTMENTAL PERFORMANCE



Safety is a daily commitment for all MoDOT employees. From design and construction to operations and maintenance of the state transportation system, the safety of our customers, partners and employees is our top priority. We work with our safety partners to promote safe behavior for all users and modes of transportation so everyone goes home safe every day.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

**MEASUREMENT
DRIVER:**
Leanna Depue,
Highway Safety Director

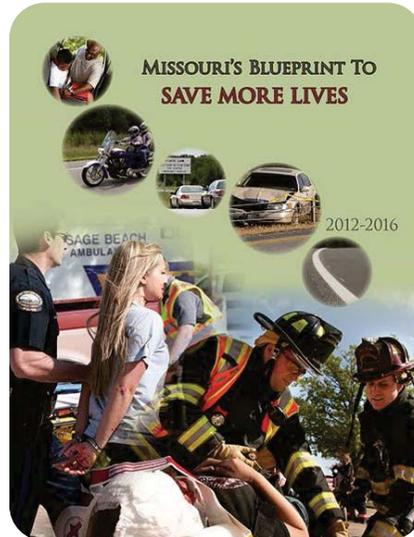
**PURPOSE OF
THE MEASURE:**
The fatal and serious injury
number measures track
quarterly, annual, and five-
year average trends result-
ing from traffic crashes on
all Missouri roadways. The
rate of fatal and serious
injury charts display an-
nual and five-year average
fatality and injury rates per
100 million vehicle miles
traveled for these same
crashes.

**MEASUREMENT
AND DATA
COLLECTION:**
Data is collected by law
enforcement throughout
the state and entered into
a State Traffic Accident Re-
cord System managed by
the Missouri State Highway
Patrol. The record system
automatically updates
MoDOT's Traffic Manage-
ment System.

KEEP CUSTOMERS AND OURSELVES SAFE

Number and rate of fatalities and serious injuries-1a

Keeping travelers safe is one of MoDOT's highest priorities. Over the last few years, fatalities and serious injuries have experienced a significant decline, largely due to safety improvements on our roadways and focused enforcements and educational campaigns that have kept these issues in front of motorists. When compared to the previous year, the 2012 traffic fatality count rose by 5 percent to a total of 826. However, the five-year average continued on a downward trend. Both the number and five-year average of serious injuries decreased for the seventh straight year. The 2012 data are preliminary until the crash file is officially closed by the Missouri State Highway Patrol later this year.

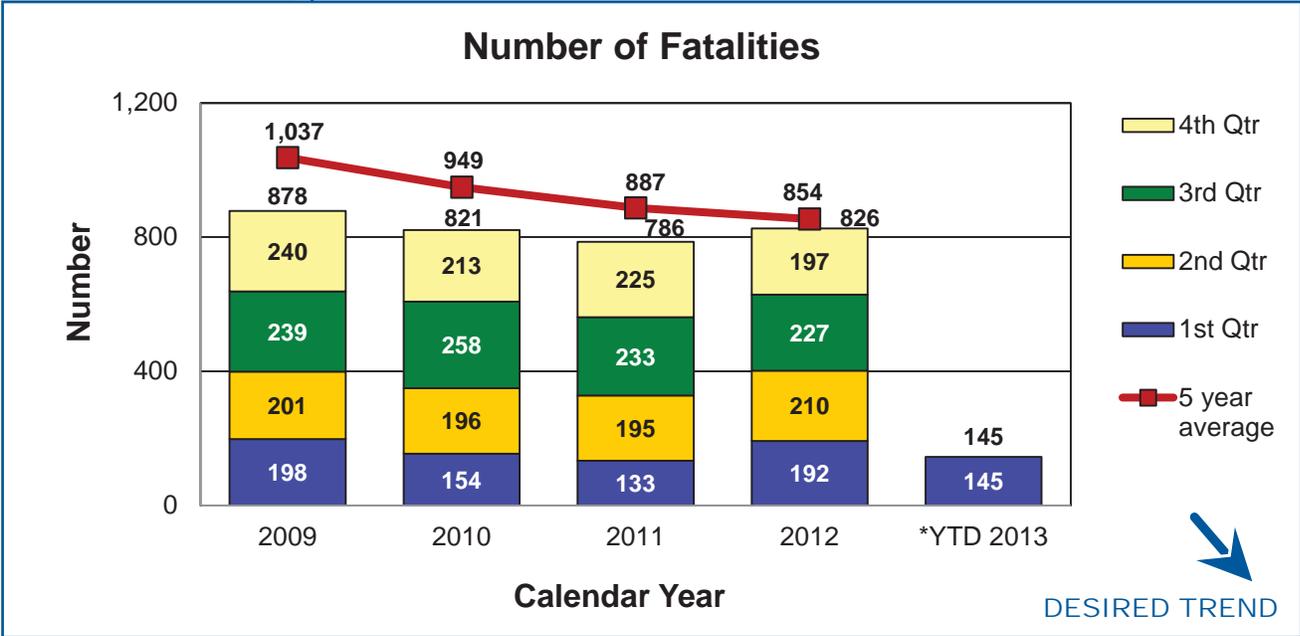


How low can we go?

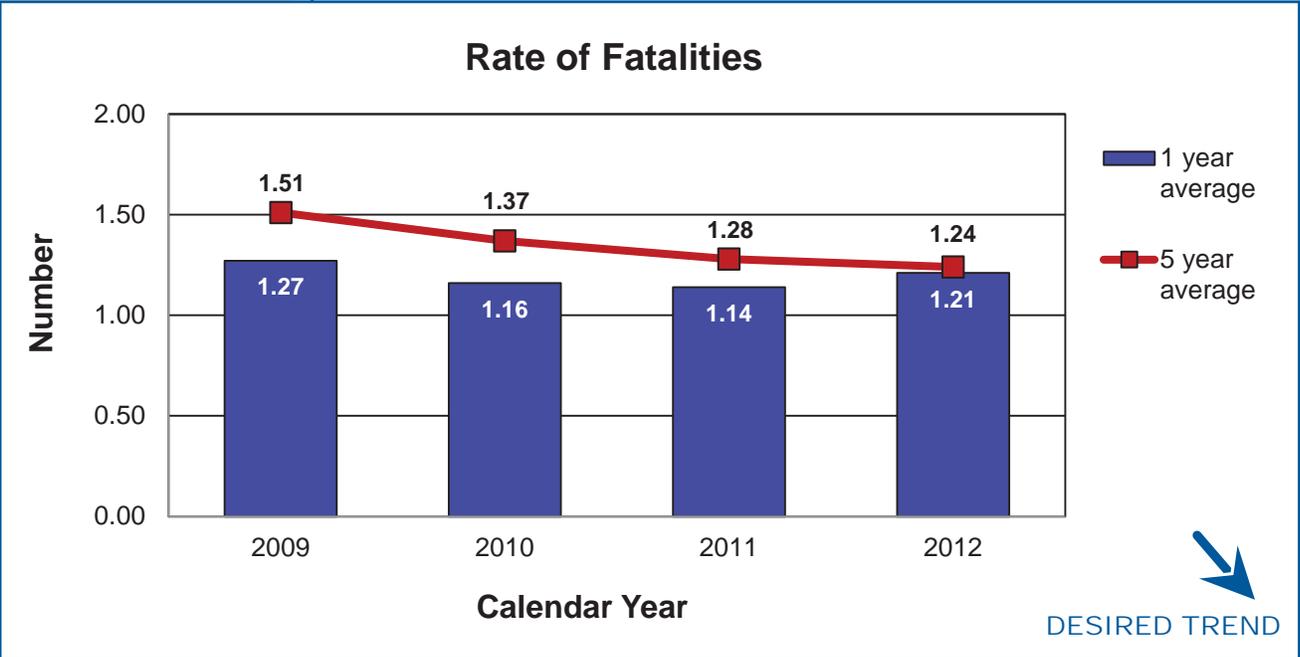
700 by 2016

ARRIVE ALIVE

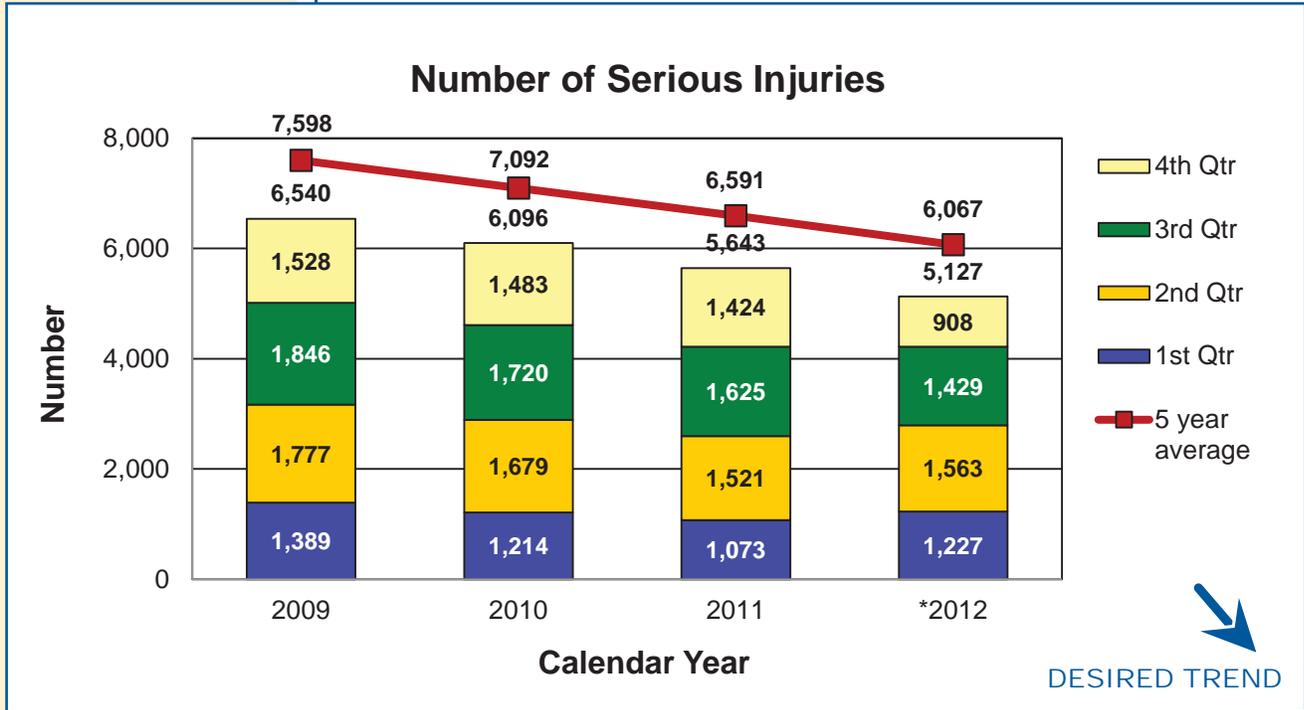
KEEP CUSTOMERS AND OURSELVES SAFE



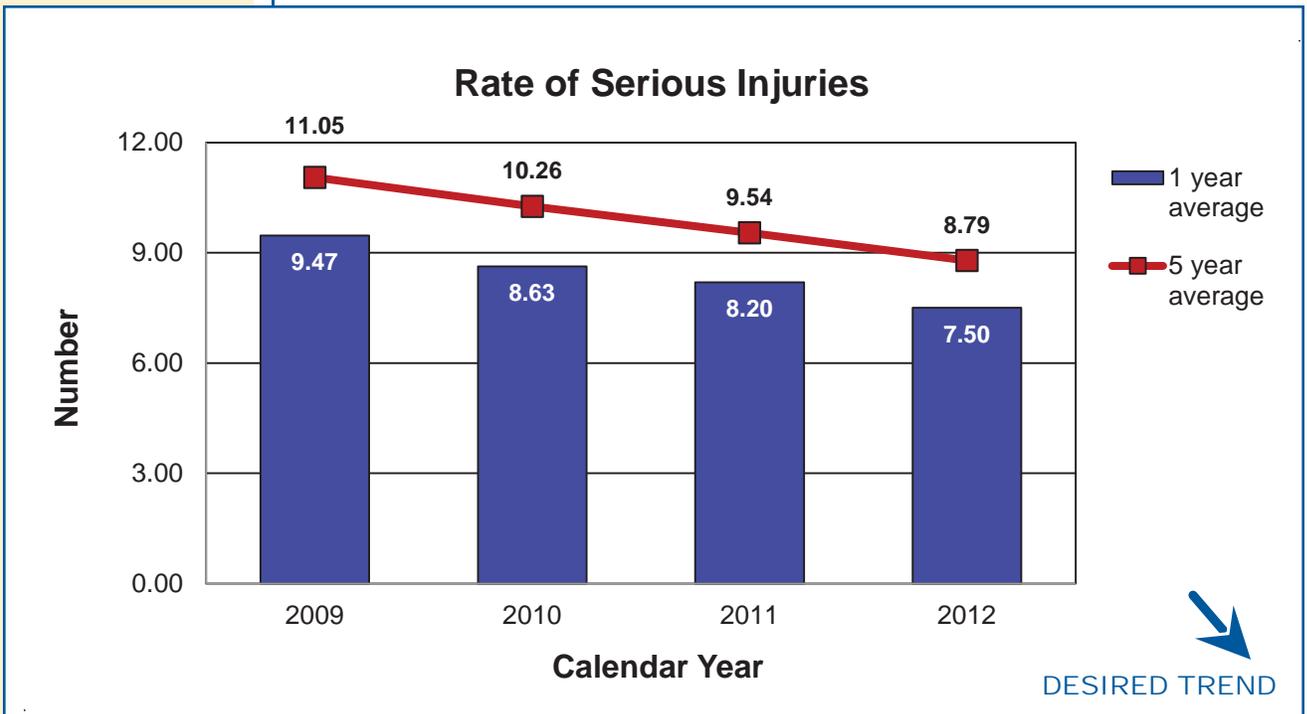
*YTD 2013 – First quarter fatalities were derived using MSHP radio reports.



KEEP CUSTOMERS AND OURSELVES SAFE



*2012 - Due to a backlog of crash reports into STARS, the serious injury measure will only illustrate data derived from TMS. First quarter 2013 data is unavailable through the MSHP radio reports.



RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

MEASUREMENT
DRIVER:
Mike Curtit,
Traffic Liaison Engineer

PURPOSE OF
THE MEASURE:
This measure tracks annual
trends in motor vehicle re-
lated fatal and serious inju-
ries resulting from some of
the most common contribut-
ing factors or highway fea-
tures. This data represents
six of the top focus areas
presented in the Blueprint to
Save More Lives.

MEASUREMENT
AND DATA
COLLECTION:
Missouri law enforcement
agencies submit a vehicle
crash report form to the
Missouri State Highway Pa-
trol and enter these reports
into a statewide traffic crash
database. MoDOT staff
query and analyze this data
to determine the number of
unrestrained occupants in
crashes, how often aggres-
sive driving, alcohol and
other drugs contribute to
crashes, and whether or
not the vehicles ran off the
road, or the crash occurred
at an intersection or within
a curve.

KEEP CUSTOMERS AND OURSELVES SAFE

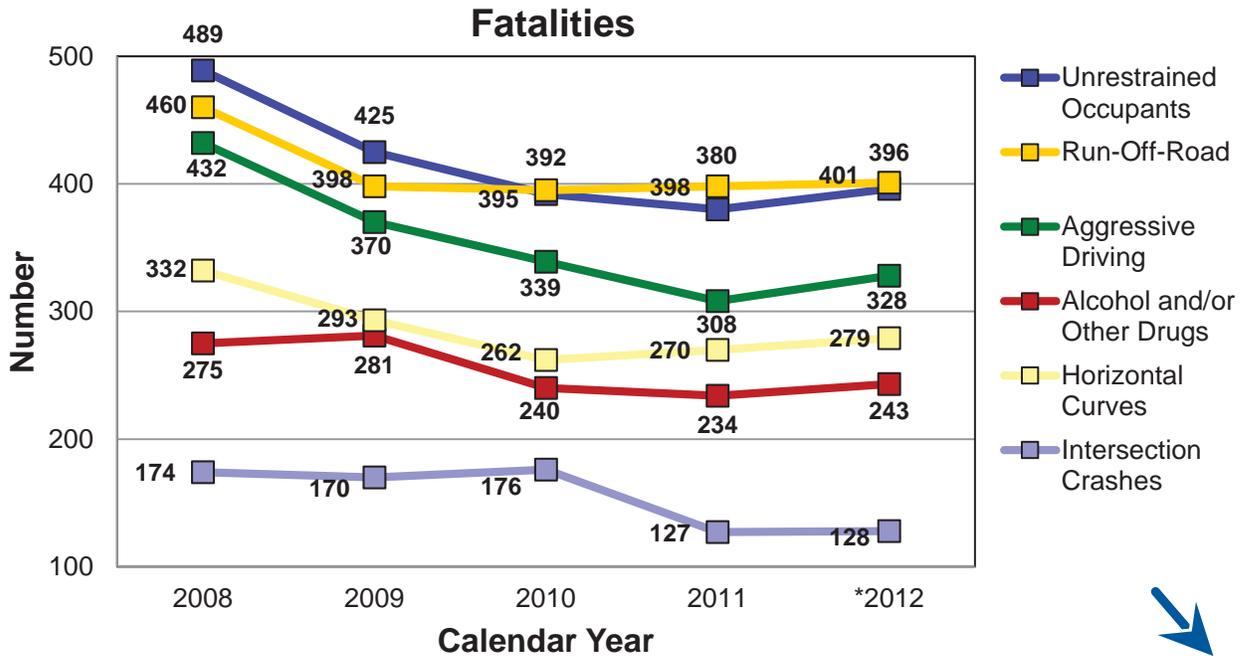
Number of fatalities and serious injuries resulting from the most frequent crash causes-1b

Recording and monitoring crash data is an important part of improving safety for Missouri drivers. But without looking at the causes of these incidents, the data is nothing but numbers. Looking for the reasons why an incident occurs is MoDOT's best approach to address the problem. With that approach, the department finds the most frequent causes continue to be a mix of engineering and behavioral issues.

The general trend for both fatalities and serious injuries has declined for the last five years. Since 2010, the fatalities trend has been virtually flat for all measures except intersection crashes. The safety improvements that were included in the Smooth Roads Initiative and Better Roads, Brighter Future programs began the downward trends in fatalities and serious injuries. Current initiatives include adding shoulders and rumble strips to minor roads and striping all major roads prior to Memorial Day. While driver behavior is difficult to correct, MoDOT continues a focused approach to use our funds to target locations and behaviors based on crash data analysis.

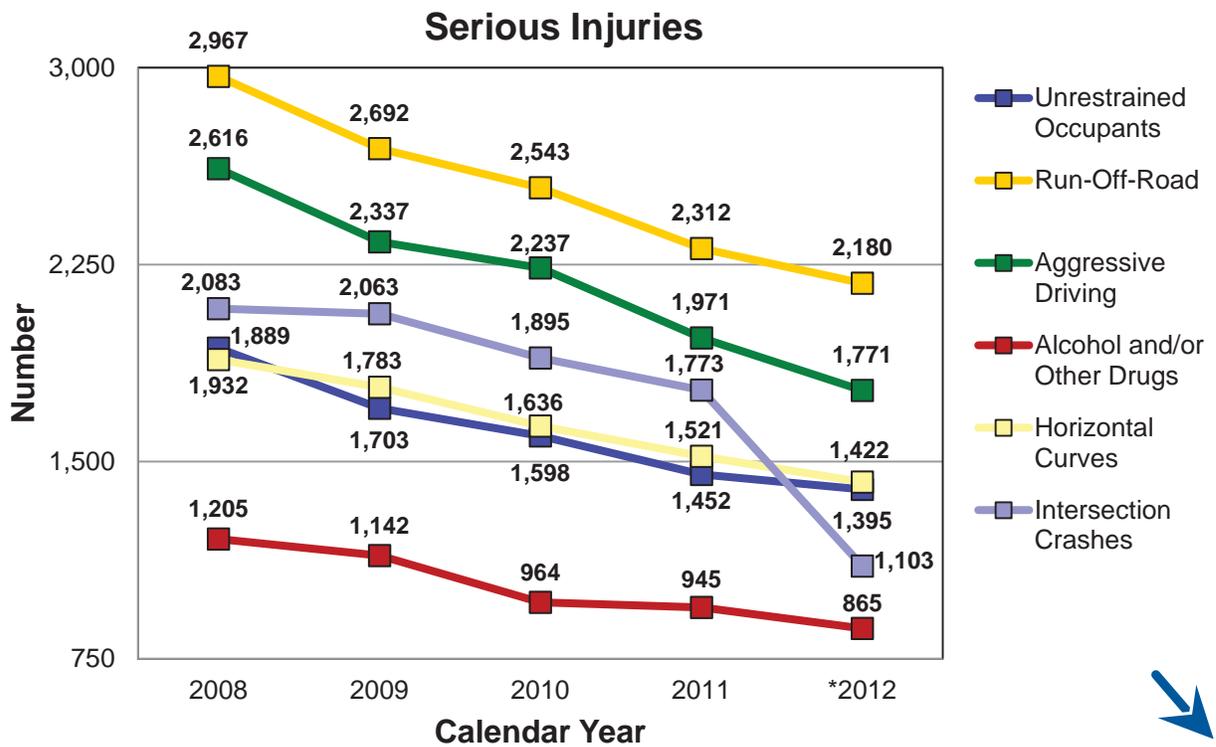


KEEP CUSTOMERS AND OURSELVES SAFE



DESIRED TREND

*2012 – Data is not complete and final numbers may change.



DESIRED TREND

*2012 – Data is not complete and final numbers may change. A change in the 2012 crash data report accounts for some of the changes

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

KEEP CUSTOMERS AND OURSELVES SAFE

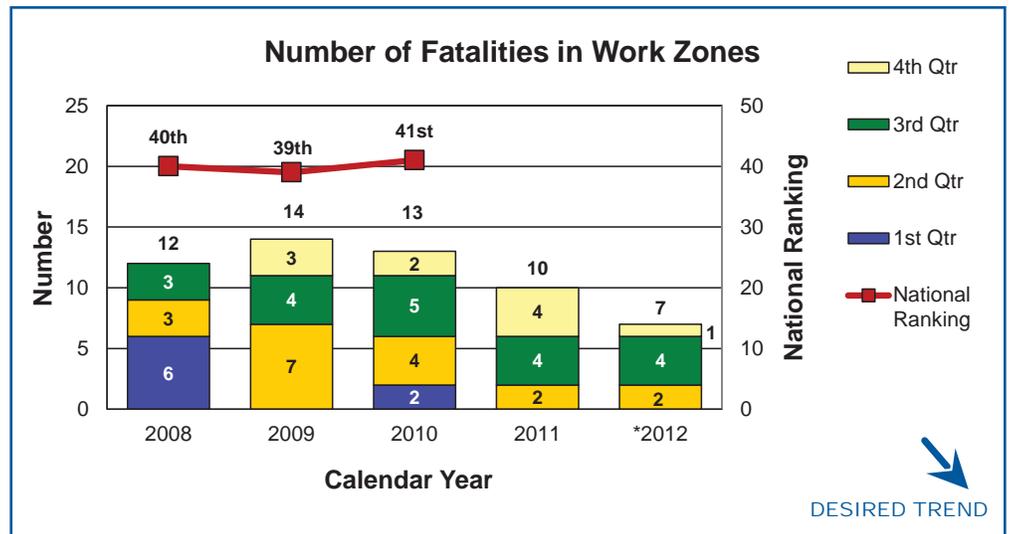
MEASUREMENT DRIVER:
Julie Stotlemeyer, Traffic
Liaison Engineer

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.

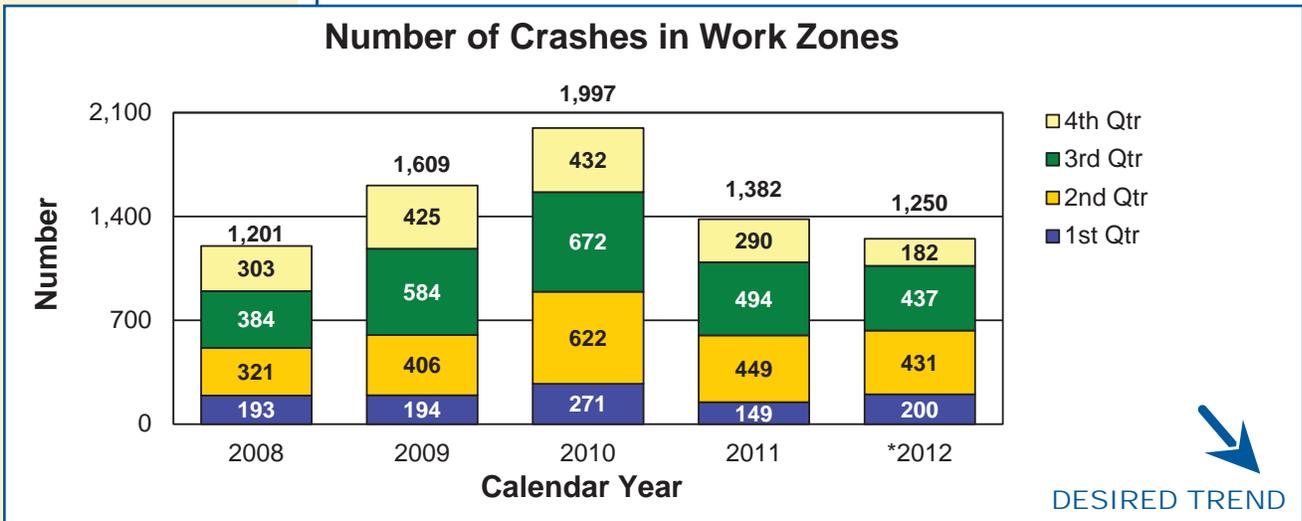
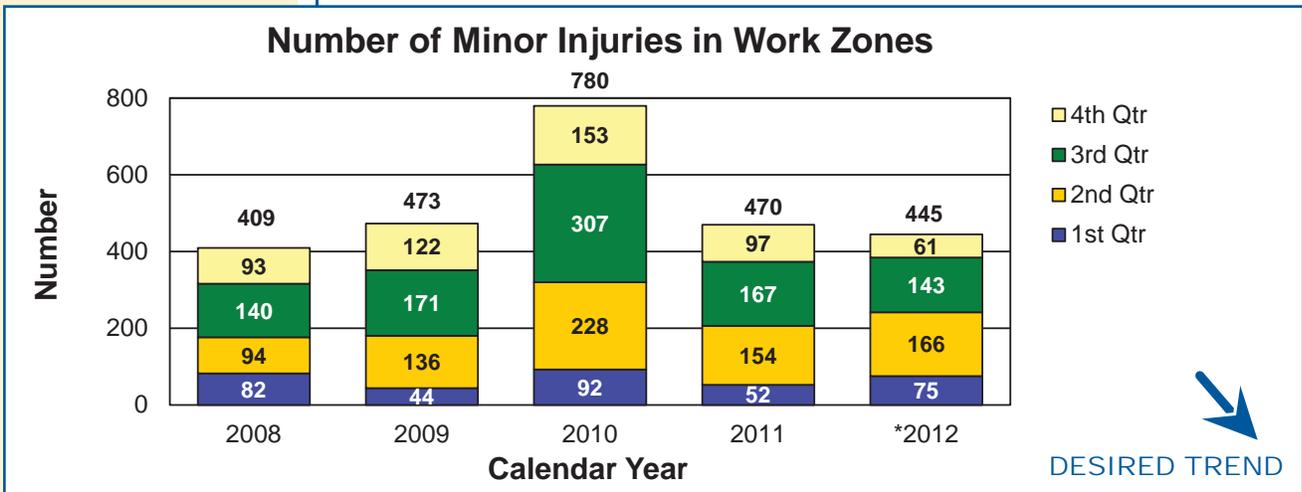
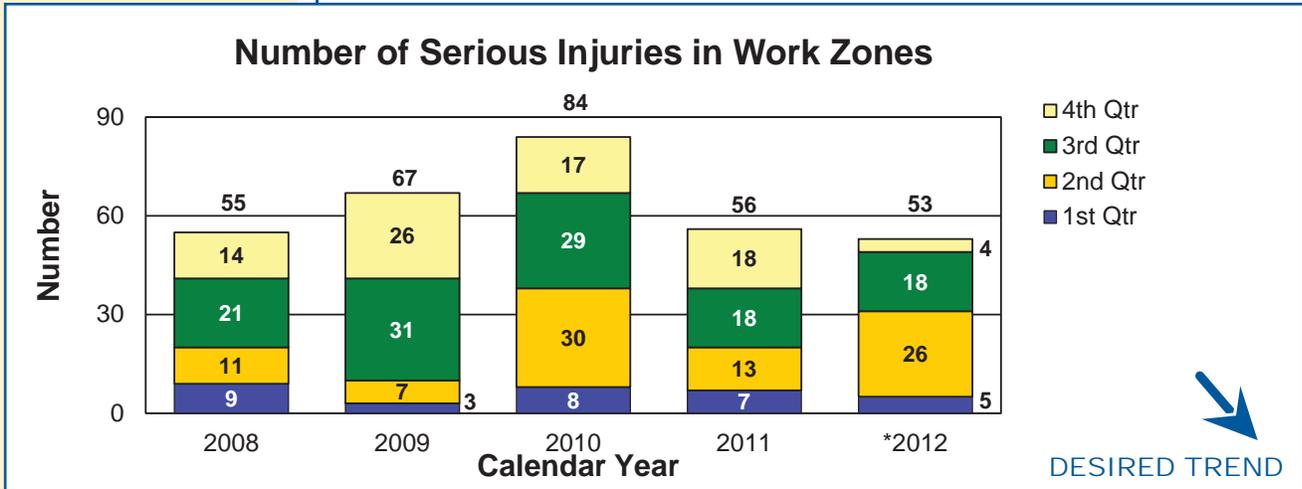
Number of fatalities and injuries in work zones-1c

Work zone safety is at the core of MoDOT's safety culture. It is a driving force in all maintenance and construction work. It even has a special week dedicated to it. Staying safe in work zones is a partnership the department shares with the driving public. This partnership is growing stronger. For the past four years, fatalities in work zones have seen a steady decline. Crashes and injuries have also dropped. A commitment to keeping our customers and ourselves safe is demonstrated by MoDOT providing advanced warning to motorists about any stopped traffic or slow moving operations. Enhancements including bigger signs, brighter vehicle lights and alerts to approaching motorists have all played an important role in this decline. But in the end, nothing can replace the act of simply paying attention.



***2012 – Due to a backlog of crash reports into STARS, the fatality, serious, minor injury and work zone crash measures will only illustrate data derived from TMS. The first quarter 2013 data is unavailable through the MSHP radio reports.**

KEEP CUSTOMERS AND OURSELVES SAFE



*2012 – Due to a backlog of crash reports into STARS, the fatality, serious, minor injury and work zone crash measures will only illustrate data derived from TMS. The first quarter 2013 data is unavailable through the MSHP radio reports.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

KEEP CUSTOMERS AND OURSELVES SAFE

**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.

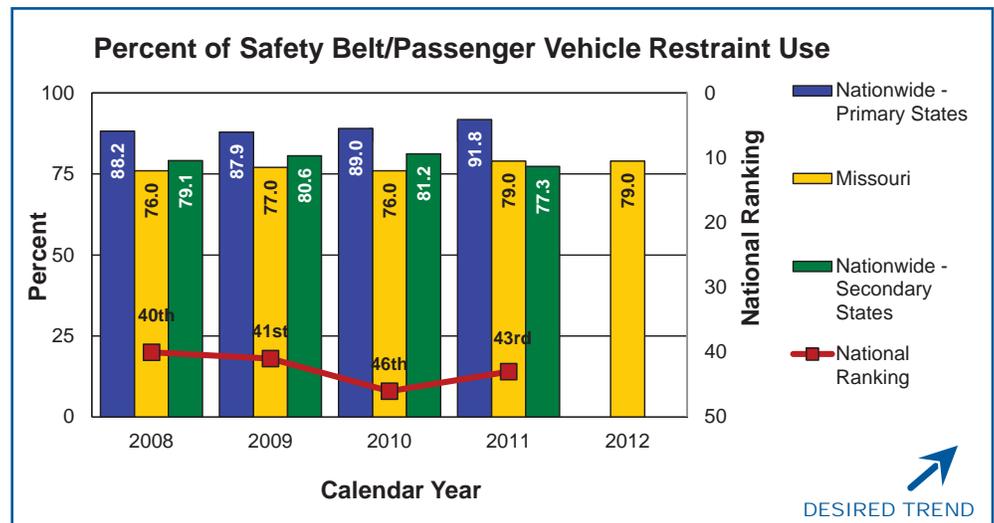
Percent of safety belt/passenger vehicle restraint use-1d

Safety belts save lives. But getting people to use them – even to protect their own lives – is a challenge. Public education is one way to keep the issue in front of motorists. Legislation is another. MoDOT supports both approaches, attacking the problem with focused marketing campaigns and reinforcing it with hard facts to back legislative efforts.

Several municipalities across the state are taking matters into their own hands by supporting grassroots efforts that enact primary ordinances within their city limits.

Safety belt use in Missouri remains at 79 percent in 2012. The national average for safety belt use in 2012 was 86 percent. Missouri's national ranking rose to 43.

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 use for those states with a primary law. States that have a secondary law continue to fall down the list in the national rankings, overtaken by those with a primary law.



RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

**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, enforcement
and improvement of safety
feature efforts.

**MEASUREMENT
AND DATA
COLLECTION:**
The Missouri State Highway
Patrol collects and records
the crash statistics used in
this measure. The mea-
sure reports the number of
CMVs involved in crashes
in which one or more peo-
ple 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.

KEEP CUSTOMERS AND OURSELVES SAFE

Number of commercial motor vehicle crashes resulting in fatalities and injuries-1e

Commercial Motor Vehicles are the lifeblood of our economy. They transport the goods and materials that keep the nation moving. Partnering with the Missouri State Highway Patrol, MoDOT does everything in its power to keep CMV drivers safe and their vehicles on the road. By tracking the number of CMV crashes resulting in fatalities and injuries, the department can not only target educational and enforcement efforts, but also improve safety features such as highway signs, reflective pavement markings, guard cables, rumble strips and incident management alert signs.

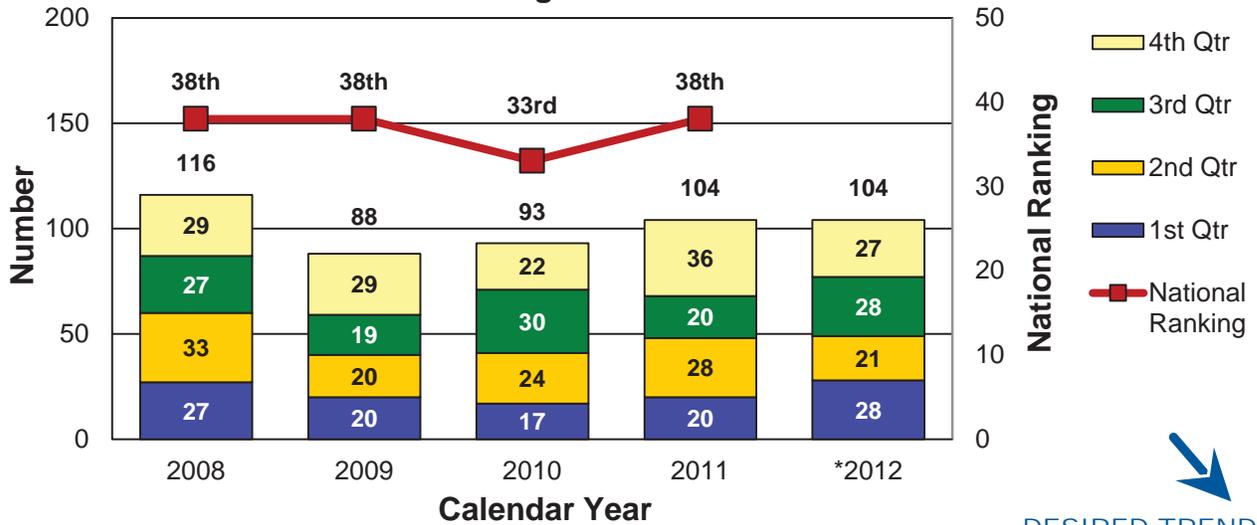
These efforts are making a difference. The total number of fatal crashes reported for 2012 is 104, which is the same number as reported for 2011. Between 2008 and 2011, fatal crashes involving a CMV decreased by 10.3 percent.

The total number of injury crashes reported for 2012 is 1,685 which is 280 fewer than 2011, a decrease of 14.2 percent. Between 2008 and 2011, CMV injury crashes decreased by 16.6 percent.



KEEP CUSTOMERS AND OURSELVES SAFE

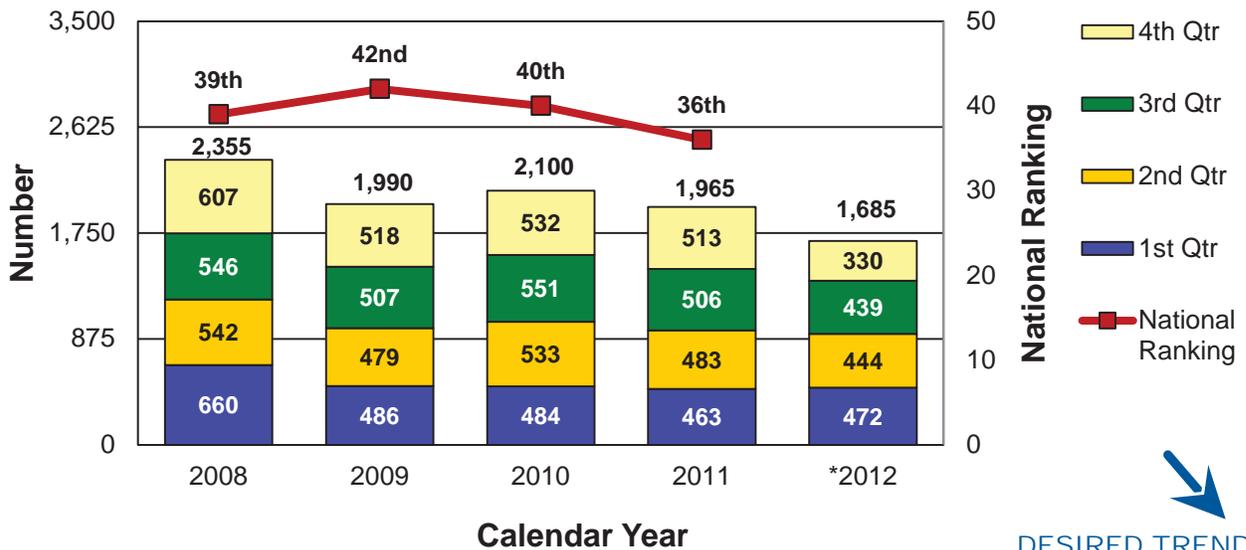
Number of Commercial Motor Vehicle Crashes Resulting in Fatalities



DESIRED TREND

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

Number of Commercial Motor Vehicle Crashes Resulting in Injuries



DESIRED TREND

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

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

KEEP CUSTOMERS AND OURSELVES SAFE

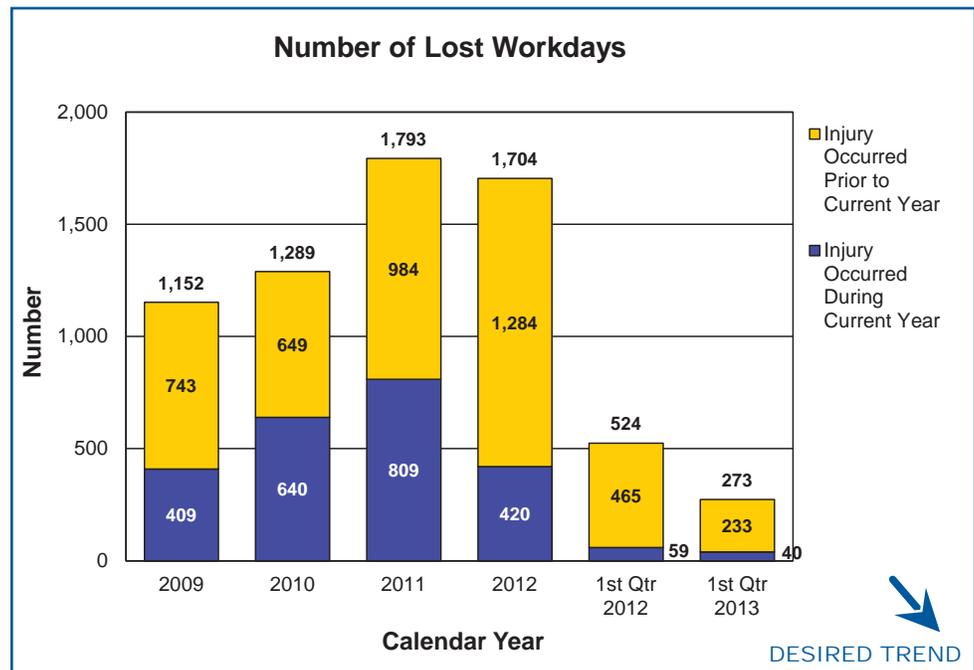
**MEASUREMENT
DRIVER:**
Roberta Jacobson,
Claims Administration
Manager

**PURPOSE OF
THE MEASURE:**
This measure tracks the
actual number of days em-
ployees cannot work due to
work-related injuries.

**MEASUREMENT
AND DATA
COLLECTION:**
This measure has changed
to include all lost workdays,
regardless of when injury
occurred. Previously, mea-
surement of lost workdays
ended at the end of the
calendar year in which the
injury was incurred. The
data is collected from Risk-
master, the department's
risk management claims
administration software.

Number of lost workdays-1f

The impact of work-related injuries cannot be underestimated. Employees injured at work not only affect the department but can disrupt the personal lives of MoDOT employees and their families. Measuring lost workdays shows more than a number on a chart. These are people whose lives can be changed by a split second of inattention or poor preparation. Watching this number fall over the years shows us that something is going right. Through the first three months of 2013, the total number of lost workdays has dropped nearly 48 percent from the same period in 2012. Employees are paying attention. They are wearing proper safety gear and taking proper precautions before engaging in a safety-sensitive task. The drop in this number is more than a statistic. It means more people are going home safe.



RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

KEEP CUSTOMERS AND OURSELVES SAFE

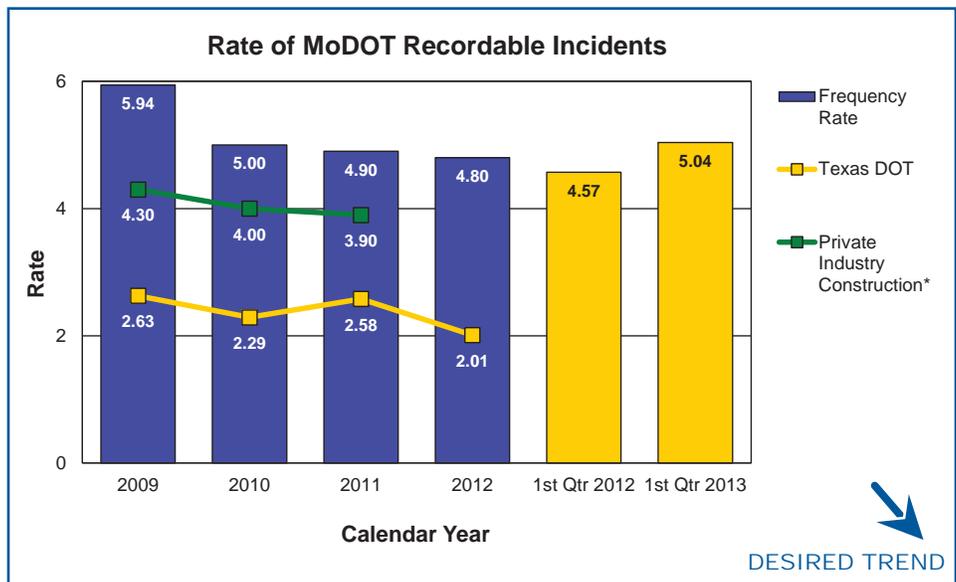
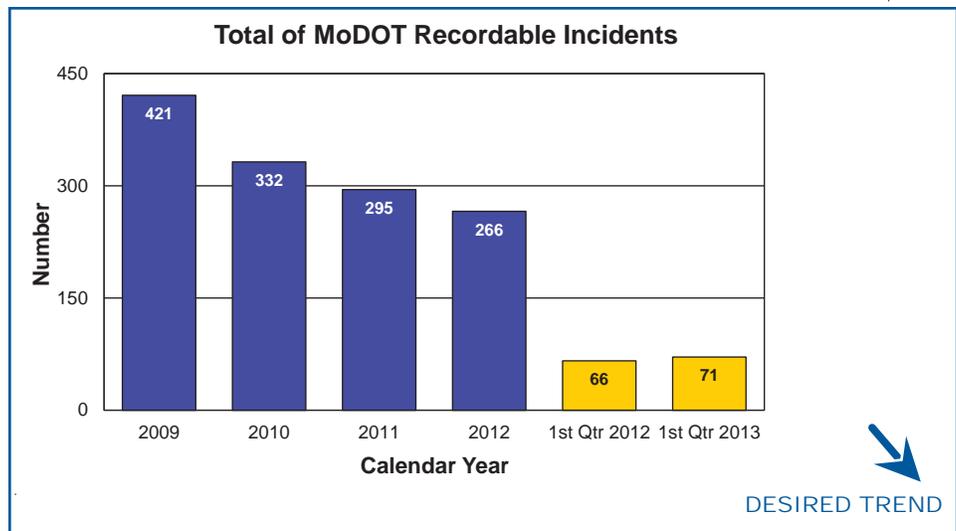
MEASUREMENT DRIVER:
Jeff Padgett,
Risk and Benefits
Management Director

PURPOSE OF THE MEASURE:
This measure tracks the number of recordable injuries, in total and as a rate of injuries per 100 workers.

MEASUREMENT AND DATA COLLECTION:
The calculation for incidence rate is the number of recordables times 200,000 divided by the number of hours worked. The 200,000 used in the calculation is the base for 100 full-time workers (working 40 hours per week, 50 weeks per year). MoDOT defines a recordable incident as a work-related injury or illness that results in death, days away from work, or medical treatment resulting in cost to the department. The injury data is collected from Riskmaster, the Risk Management claims administration software. The number of hours worked is taken from MoDOT's payroll data.

Total and rate of MoDOT recordable incidents-1g

No priority stands higher than safety. Getting home safe is a responsibility every individual employee shares. MoDOT's dedication to employee safety is evident in the continued decline of recordable incidents. To reinforce this value, the "Safety Begins with Me" program was launched this year reminding employees that safety is a personal responsibility for all employees. The number and rate of recordable incidents showed a slight increase over last year's totals, which may be the result of several winter storm fights during the first three months of 2013.



*Information from Private Industry Construction is not available for 2012.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

KEEP CUSTOMERS AND OURSELVES SAFE

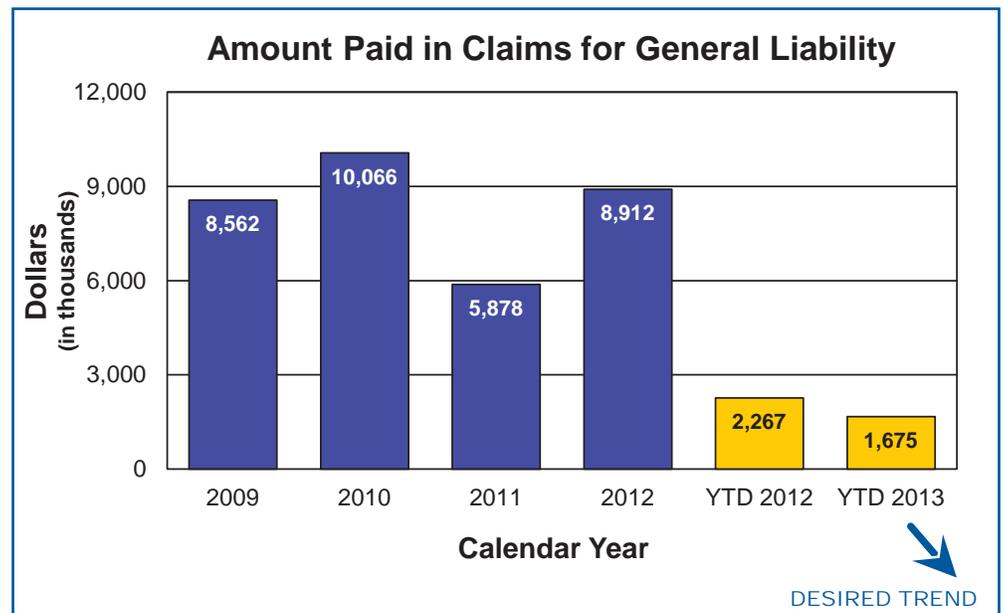
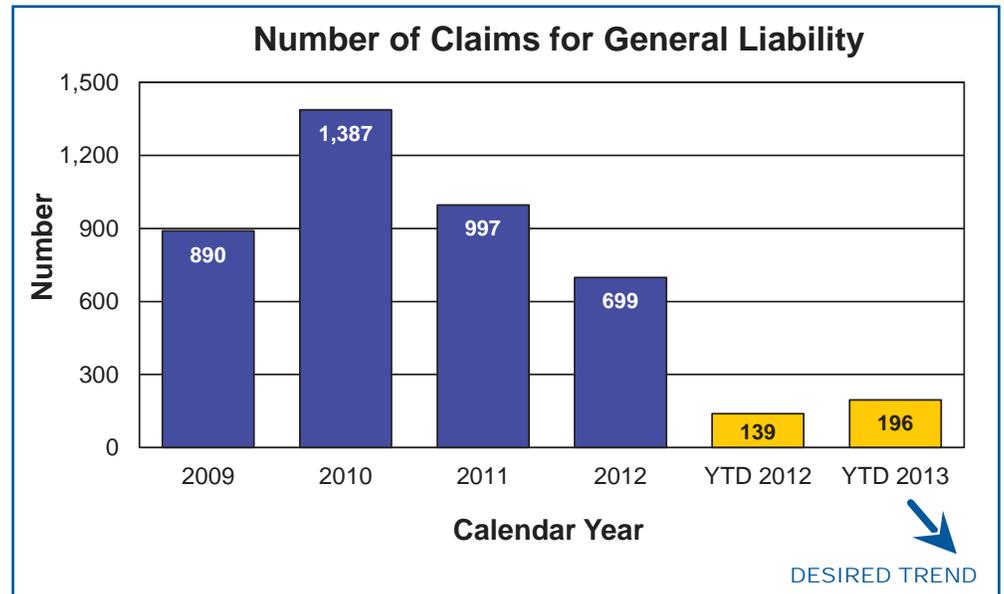
**MEASUREMENT
DRIVER:**
Ashley Halford,
Claims Administration
Manager

**PURPOSE OF
THE MEASURE:**
This measure tracks the
number of general liability
claims filed and amount
paid.

**MEASUREMENT
AND DATA
COLLECTION:**
General liability claims
arise from allegations of
injuries/damages caused
by the dangerous condition
of MoDOT property and
the injury/damage directly
resulted from the dangerous
condition. In addition, an
employee must be negligent
and create the dangerous
condition or MoDOT must
have actual or constructive
notice of the dangerous
condition in sufficient time
prior to the injury/damage
to have taken measures to
protect the public against
the dangerous condition.
Risk and Benefits Manage-
ment reports on the mea-
sure quarterly and collects
the claims data from
Riskmaster, the Risk Man-
agement claims administra-
tion software.

General liability claims and costs-1h

Keeping ourselves and the public safe is MoDOT's top priority. Controlling damage to vehicles and reducing personal injury in work zones, right-of-way and other areas under department control helps us accomplish this goal. Sometimes the damage may be blamed on a loose piece of chip seal that cracks a windshield. Occasionally someone involved feels like a design flaw caused the accident and the issue can escalate to the court system. The desired outcome is a reduction in the number of claims and amount of payments. Compared to the first quarter of 2012 there was an increase of 42 percent in the number of claims while payments decreased 26 percent.



(This page is intentionally left blank for duplexing purposes)