

Systemic In Practice – Missouri

Missouri is one state that has been successful in identifying and implementing systemwide improvements. Missouri's Blueprint to Arrive Alive, which is the State's SHSP, identifies their "Targeted 10" strategies in education, enforcement, engineering, and public policy areas. These strategies were selected based on documented evidence supporting their lifesaving and injury reduction potential. Out of these 10 strategies, 5 are engineering countermeasures that are being implemented on a systemwide basis, including the following:

- Expand the installation of shoulder and centerline rumble strips/stripes;
- Expand, improve, and maintain roadway visibility features (pavement markings, signs, lighting, etc.);
- Expand installation and maintenance of roadway shoulders;
- Remove and/or shield fixed objects along roadside right of way; and
- Improve curve recognition through the use of signs, markings, and pavement treatments.

Missouri uses Highway Safety Improvement Program (HSIP) funding for many of these strategies, proactively incorporating the installation of rumble strips/stripes, improved signing and delineation, wider pavement markings, and improved shoulders into pavement resurfacing projects.

Currently, Missouri focuses its HSIP funding on the State roadway system since, historically, 77 percent of the fatalities in Missouri occur on state roads. In order to achieve the greatest benefit for the funds invested, Missouri originally focused on incorporating the safety enhancements into resurfacing projects on major roadways (about 5,600 centerline miles) experiencing a disproportionate 45 percent of all fatal crashes.

Following positive results from those original efforts, the Missouri Department of Transportation (MoDOT) is currently considering incorporating two-foot shoulders into future resurfacing projects on less traveled roadways (e.g., minor arterials, major collectors). Missouri also has become a national leader in the installation of cable median barriers to reduce cross-median fatalities on the majority of the Interstate system throughout the State. Additionally, since 2005, Missouri has installed well over 9,600 miles of rumble strips on the major road system.

Since 2007, almost two-thirds of Missouri's HSIP funds have been allocated to system wide improvements. While overall results cannot be attributed to specific safety improvements, the evidence is compelling. Between 2005 and 2011, Missouri has seen a 37.5 percent drop in overall fatalities and a 46 percent reduction in lane departure fatalities. In addition, since the installation of cable median barriers on the Interstate system throughout the State, there has been an 80 percent reduction in cross-median crash fatalities on Missouri freeways.

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