



# Missouri Transportation System Fact Sheet

The Missouri Transportation System Fact Sheet summarizes the state's multimodal transportation components and performance, providing a snapshot of current and future needs in order to inform the public and stakeholders on Missouri's long-range transportation plan (LRTP) goals and objectives.

## Highway Infrastructure Safety Performance



Long-Range Transportation Plan Goal Area Alignment:

**SAFE** - Enhance safety for all users of the transportation network.

From 2020 - 2024  
Missouri averaged

**1,001** fatalities  
PER YEAR

**5,155** serious injuries  
PER YEAR

Missouri's fatality rate is  
expected to decrease

**14%** from 2021  
to 2025

In Missouri, **aggressive driving** is the leading cause of fatal crashes.



**64%** of vehicle occupants killed in traffic crashes were unbelted over the last five years (2020-2024)



From 2020 - 2024, in Missouri there was a

**17%** increase in motorcycle fatalities



**11%** increase in pedestrian fatalities



**125%** increase in bicycle fatalities



Alcohol and drug-related fatalities declined from 222 in 2020 to 142 in 2024.



Distracted driving fatalities remain at an all-time high.



- In 2024, of the 138 motorcycle fatalities, 58 were not wearing a helmet or wore a non-DOT certified helmet.
- Of the 18 bicyclists who died in 2024, 10 were not wearing helmets, and all were male.
- In 2023, Missouri ranked 41st among 56 states and territories for seat belt use and 8th among secondary law states.
- Seat belt use in Missouri was 88.3% in 2024, a 1.3% increase from 2023. The national average for 2023 was 91.9%.\*
- Fatalities involving commercial motor vehicles decreased from 1.27 to 1.13 between 2019 and 2023.\*\*

Based on 108,627 driver and front seat passenger observations.\*  
Per 100 million commercial vehicle miles traveled.\*\*

## Highway Infrastructure Performance



Long-Range Transportation Plan Goal Area Alignment:  
**STEWARDSHIP** - Preserve the assets and services currently in place.

### Condition of Bridges



#### Good Condition

No significant structural issues.

**3,023** structures in Missouri

**30% (2019)** decreasing to **29% (2024)** in Good Condition



#### Fair Condition

Moderate issues, may need minor repairs or maintenance.

**6,652** structures in Missouri

**61% (2019)** increasing to **64% (2024)** in Fair Condition



#### Poor Condition

Serious issues, requires major repairs or replacement.

**752** structures in Missouri

**9% (2019)** decreasing to **7% (2024)** in Poor Condition

### Condition of Highways



#### Major Highways

Interstates and most U.S. Routes.

**5,560** miles in Missouri

**90% (2021)** declining to **89% (2024)** in Good Condition



#### Minor Highways

Most lettered routes and routes that mainly serve local transportation needs.

**17,903** miles in Missouri

**80% (2021)** increasing to **83% (2024)** in Good Condition



#### Low-Volume Highways

State-owned roads with less than 400 cars traveling on them per day.

**10,351** miles in Missouri

**71% (2021)** increasing to **83% (2024)** in Good Condition

## Statewide TTR and TTTR Trends



Long-Range Transportation Plan Goal Area Alignment:  
**RELIABLE** - Maintain a transportation network that is efficient and dependable.

Missouri measures statewide travel time reliability (TTR) to determine how consistently trips take approximately the same amount of time, even during periods of congestion or unpredictable traffic. The state also monitors truck travel time reliability (TTTR), which specifically tracks travel times for freight vehicles to ensure dependable delivery routes and minimize unexpected delays. An increase in either TTR or TTTR indicates greater variability in travel times, suggesting reduced reliability. Conversely, a decrease reflects more consistent and predictable travel times.

From 2019 to 2024, Missouri saw a **notable improvement** in travel time reliability.



Non-interstate travel time reliability on NHS roads went from **92% in 2019** to **98% in 2024**.



The statewide **TTTR index** rose from 2017 to 2019.



Statewide **interstate reliability** improved from **90% in 2019** to **94% in 2024**.



In 2020, **TTTR** dropped significantly due to reduced traffic during COVID-19 and has since gradually increased nearing but staying below levels seen pre-pandemic.

