

Missouri

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Missouri	65+	70	55	60	55	70	N

Missouri noted they do not currently have a differential speed limit for trucks, however, from 1988 to 1996, trucks over 12 tons were restricted to 60 mph. The state also has a Rural Expressway designation, on which speed limits in 1994 were 55 mph. Speed limits were generally increased to 65 mph in 2004 and may be raised up to 70 mph depending on the results of an engineering study.

Speeding-related Data

Missouri collects speeding-related crash data through the state's motor vehicle crash report form, using exceeding speed limit and/or too fast for conditions data elements. Speeding-related citation data is available only from the state patrol database and not from other enforcement agencies. However, conviction data is available from the statewide driver license database. The state collects aggressive driving data, using the data elements of following too close, too fast for conditions and speed exceeded limit.

Proportion Speeding-related Crashes

Year	Speeding-related Fatal Crashes	Speeding-related Injury & Property Damage Crashes	State Patrol Speed Tickets
2003	41.5%	23.6%	125,816
2002	29.9%	23.3%	132,453
2001	38.0%	20.0%	131,280

Missouri analyzed speed data for over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. The state reported 15-25 year olds were involved in approximately 45 percent of the speeding-related fatal crashes in 2005. Speeding-related fatal crashes are also over represented in rural areas of the state.

Efforts to Reduce Excessive Speeding

Missouri conducted a speed study on State Highway 13, including a seven-day speed survey to determine baseline data on 85th percentile of speeds (the prevailing speed of 85 percent of drivers.) This was followed by 14 days of aggressive enforcement and public information/education efforts that included radio public service announcements, changeable message boards and print media. At the conclusion of the speeding-related enforcement and education campaign, the speed study continued for an additional seven days to determine post-enforcement driver habits. The results indicated the public was generally traveling 10 plus mph over the posted speed limit prior to enforcement effort, with some drivers 15 to 20 plus mph over the posted speed limit. Once the enforcement effort began the motorists that were traveling at the greatest speeds over the posted limits (those 15 to 20 plus mph) came into closer compliance with the posted speed limits. The overall 85th percentile speeds were reduced to nearer the posted speed limits. After the 14 days of enforcement ended, speeds in general increased to pre-enforcement numbers. Although the study showed no lasting driver behavior change in speed, a side benefit of the study was an increase in safety belt usage. The project increased use by over 10 percent, a rate that was maintained two months after the program ended.

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Missouri reported the following percentages of federal highway safety dollars expended on speed reduction efforts:

- 2003 – 12 percent
- 2004 – 18 percent
- 2005 – 19 percent

Additionally, approximately 1 percent of Selective Traffic Enforcement Program (STEP) funding is annually committed to speed reduction efforts. State funds are used by the state patrol for enforcement efforts.

The impact of speed reduction program efforts has not been statistically measured statewide. However, it is assumed that when enforcement is present, speeds are brought more into compliance with the posted limits. When the threat of enforcement is not present, motorists tend to push driving speed well beyond the posted speed limits.

Public Perception

Missouri's state highway safety office felt the motoring public believes police give a 5-7 mph cushion in enforcing the posted speed limit.