

SENATE BILL NO. 1197

103RD GENERAL ASSEMBLY

INTRODUCED BY SENATOR GREGORY (15).

4863S.011

KRISTINA MARTIN, Secretary

AN ACT

To amend chapter 226, RSMo, by adding thereto one new section relating to wrong-way vehicle detection systems.

Be it enacted by the General Assembly of the State of Missouri, as follows:

Section A. Chapter 226, RSMo, is amended by adding thereto
2 one new section, to be known as section 226.1250, to read as
3 follows:

226.1250. 1. This section shall be known and may be
2 cited as the "Alexander Whalen Safe Highways Act".

3 2. As used in this section, the term "wrong-way
4 vehicle detection system" or "WWVDS" means a system
5 consisting of equipment for wrong-way vehicle detection,
6 wrong-way and do not enter signs enhanced with light-
7 emitting diodes or similar enhanced visibility features, and
8 real-time alerts.

9 3. The department of transportation shall implement
10 WWVDSs beginning no later than March 1, 2027. The
11 department shall prioritize the installation of WWVDSs at
12 highway interchanges, beginning with:

13 (1) The intersection of westbound Interstate 64 and
14 Jefferson Avenue; and

15 (2) Other interchanges with increased wrong-way
16 driving incidents as identified by the department through
17 crash and traffic data analysis.

18 4. The department shall evaluate the feasibility and
19 effectiveness of a system to notify other drivers in the
20 area about a wrong-way driver.

21 5. The department shall evaluate the feasibility and
22 effectiveness of a system to notify emergency responders of
23 a wrong-way driver.

24 6. The department shall provide educational
25 information to inform drivers about wrong-way driving risks
26 and safety measures.

27 7. Beginning December 31, 2027, and annually
28 thereafter, the department shall produce a report on the
29 implementation and effectiveness of WWVDSs, to include:

30 (1) The number and locations of systems currently
31 implemented;

32 (2) The number and locations of systems planned to be
33 implemented;

34 (3) The effect on wrong-way driving incidents and
35 fatalities;

36 (4) The cost-effectiveness of implemented systems; and

37 (5) Any adjustments to implementation strategies to be
38 made based on these or other factors.

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