

SENATE BILL NO. 672

103RD GENERAL ASSEMBLY

INTRODUCED BY SENATOR GREGORY (15).

2657S.01H

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 radar sensors and thermal cameras for vehicle
6 detection, wrong-way and do not enter signs enhanced with
7 light-emitting diodes, and real-time alerts to department
8 traffic management centers and law enforcement.

9 3. The department of transportation shall implement
10 WWVDSs beginning no later than March 1, 2026. The
11 department shall prioritize the installation of WWVDSs at
12 high-risk highway interchanges, beginning with:

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

15 (2) Other interchanges identified by the department
16 through crash and traffic data as being prone to wrong-way
17 driving.

18 4. WWVDSs shall be integrated with dynamic message
19 signs to allow warnings to be displayed to other drivers in
20 the area.

21 5. The department shall develop a system to
22 automatically notify emergency responders upon detection of
23 a wrong-way driver.

24 6. The department shall perform a statewide
25 educational campaign to inform drivers about wrong-way
26 driving risks and safety measures.

27 7. Beginning December 31, 2026, and annually
28 thereafter, the department shall provide to the general
29 assembly, and shall present to the joint committee on
30 transportation oversight at its first scheduled meeting of
31 each year, a report on the implementation and effectiveness
32 of WWVDSs, which shall include:

33 (1) The number and locations of systems currently
34 implemented;

35 (2) The number and locations of systems planned to be
36 implemented, with an anticipated date of implementation;

37 (3) The effect on wrong-way driving incidents and
38 fatalities;

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

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

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