



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2849		DATE: 3/14/2024
COMMITTEE: Transportation Accountability		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: MICHAEL		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:	STATE:	ZIP:
EMAIL: libertytree.cottage976@passinbox.com	ATTENDANCE: Written	SUBMIT DATE: 3/14/2024 8:14 AM

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

I enthusiastically SUPPORT HB 2849 as originally introduced!!
<https://www.fhwa.dot.gov/publications/research/safety/05049/> Per <https://thelitigator.com/blog/red-light-cameras-and-intersection-collisions-the-good-the-bad-and-the-ugly/> dated 19-APR-2019:“While red light cameras may make drivers more reluctant to enter an intersection on a red light, they can create situations where drivers slam on their brakes. They do this to avoid getting a ticket resulting in rear-end collisions near these red light camera-equipped intersections. The Federal Highway Administration concludes that red light cameras reduce the number of right-angle (T-bone) crashes but increase rear-end collisions. As a result of the conflicting safety data, many cities have removed previously placed red light cameras, and at least nine states have banned them altogether.A more sinister view of these red-light cameras has to do with the amount of money generated from the fines. City governments have come under fire as the public considers the placement of these cameras to be another tax upon the people.Owners of the red light camera equipment make deals with local governments to share in the revenue generated by the tickets. The local governments are tempted to accept an extra revenue stream when budgets are already stretched tight. For example, in Greenville, North Carolina, the red light cameras generate approximately 3,391 citations per month or gross revenue of \$339,100 per month. With that kind of money involved, the motives can quickly be shifted from an interest in safety to a monetary interest by the local governments. The public is correct to question whether the trade-off is worthwhile. Does a decrease in T-bone collisions justify an increase in rear-end collisions, and what amounts to yet another method of the government separating its citizens from their hard-earned money?”Per <https://ww2.motorists.org/blog/10-reasons-to-oppose-red-light-cameras-2/> dated 25-MAY-2018:“Many times, the Presence of Red-Light Cameras will often increase crash rates.It doesn’t happen at every intersection, but red-light cameras often increase total crash rates at camera intersections. Higher crash rates cannot be considered an acceptable result of any safety program. Unbiased sources of data and its analysis are always the best, not data or analysis from any group in the revenue stream from red-light cameras.A statewide report was released in Florida in January 2017 stating that crashes go up at red-light camera intersections. Eleven months before, Tampa released a city-wide audit, which indicated that 19 of the 22 RLC intersections had more accidents with a total increase of 39 percent.In a 2013 report from Philadelphia, ten years of accident data showed that there was a 27 percent increase in the number of collisions involving an injury at red-light cameras intersections. Angle collisions did not decrease as promised by the camera company.For increased Safety, Lengthen Yellow Light TimingsIf the yellow traffic light intervals are set long enough for the actual perception/reaction times and actual approach speeds of at least 85% of the drivers, the violation rates will likely be too low to justify cameras for either safety or financial reasons.Cities should first try adding just one second to the yellow intervals, an amount that usually compensates for short perception/reaction times and too-low approach speeds. The violation rates will almost certainly

drop by at least 60% and more likely 70% to 90%, proving that engineering is the real answer, not punitive enforcement with cameras using yellow intervals left slightly too short for the actual conditions. Denton, Texas recently experimented in April 2018 with one red-light camera intersection. They lengthened the yellow light timings by one second and immediately saw a 62 percent cut in RLC violations. This may prompt the city that is having budget trouble due to overtime payments to police for red-light camera enforcement to reconsider the program in the future. The NMA website has a number of articles and studies concerning yellow light timings. Particularly note the compendium of information by Safer Streets L.A. that shows the reduced violation rates with longer yellow intervals are permanent, not temporary as falsely claimed by the for-profit camera companies." <https://www.hg.org/legal-articles/unintended-consequences-red-light-cameras-might-cause-traffic-accidents-19125> <https://libertyguard.org/red-light-cameras-headed-to-the-graveyard-of-bad-ideas/>



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL: arniedienoff@yahoo.com	ATTENDANCE: Written	SUBMIT DATE: 3/14/2024 12:39 AM

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I am very opposed to this Bill and authorizing the State, Counties, Municipalities, Villages and Townships from using Automated Enforcement Equipment. This is wrong and over-reaching Government.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: JORGEN SCHLEMEIER		PHONE NUMBER: 573-634-4876	
REPRESENTING:		TITLE:	
ADDRESS: 213 E. CAPITOL AVE.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/14/2024 12:00 AM	
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: RICHARD SHEETS		PHONE NUMBER: 573-635-9134	
BUSINESS/ORGANIZATION NAME: MISSOURI MUNICIPAL LEAGUE		TITLE: EXECUTIVE DIRECTOR	
ADDRESS: 1727 SOUTHRIDGE DR			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65109
EMAIL: rsheets@mocities.com	ATTENDANCE: Written	SUBMIT DATE: 3/13/2024 3:36 PM	

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The courts have ruled that cities may use red light enforcement cameras as long as the face of the drive can be seen and identified. Red light cameras save lives and assist law enforcement agencies in identifying those drivers who habitually run red lights. It is inconceivable that the state would prohibit the use of a proven tool that saves lives, the Missouri municipal League is opposed to HB 2849



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JON STAMBAUGH		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/14/2024 12:00 AM	
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