

## ***An Act to reduce traffic fatalities SD.1545/HD.3006***

Lead House Sponsor: Rep. Dave Rogers

Lead Senate Sponsor: Senator William Brownsberger

This omnibus traffic safety bill was drafted in a collaborative effort by MassBike, key legislators and members of the Vision Zero Coalition such as Livable Streets, WalkBoston and the Boston Cyclists Union. These measures can make our roadways safer for all roadway users.

### **Bill Summary:**

- Requires Department of Elementary and Secondary Education (DESE) to develop a curriculum for 1st to 5th graders emphasizing safe bicycling, pedestrian and motor vehicle practices.
- Calls for state owned and state contracted trucks to be equipped with side guards between their front and rear wheels to prevent cyclists and pedestrians from falling underneath the chassis if impacted. Also requires convex and crossover mirrors.
- Requires MassDOT to issue new guidelines for signage for bicycle, pedestrian, and other non-motorized routes.
- Prohibits usage of mobile devices, except those in hands-free mode, while operating a motor vehicle.
- Allows bicyclists to continue straight through an intersection upon a leading pedestrian interval (a walk signal followed by a green light three to seven seconds later). 2) Allows bicyclists to treat a red light signal as a stop sign if there is no road at the signal onto which they can turn right. 3) Allows bicyclists to proceed through a red light signal if it proves unresponsive after two minutes.
- Clarifies that a bicyclist may pass to the right of a motor vehicle to whenever a motor vehicle is being operated in a travel lane; currently, the statute reads that a bicyclist may only pass to the right when a motor vehicle is moving in a travel lane.
- Lowers default speed limit on state highways and parkways in thickly settled or business districts from 30mph to 25mph.
- Requires motor vehicles to pass cyclists, pedestrians, and other vulnerable road users at a distance of at least three feet when traveling at 30mph or less, with an additional foot of clearance for every 10 mph above 30mph. Allows motor vehicles to cross a double yellow line into an adjacent travel lane, when it is safe to do so, if needed to achieve a safe passing distance.
- Allow cities and towns to operate limited automatic road safety camera systems. Violations issued through such systems are limited to speeding, red light violations and right turn violations. The maximum fee is \$50. The owner of the vehicle is responsible for the violation, not necessarily the operator. The violations do not go on a driver's record and are not surchargeable offenses. Such systems shall only capture photographs and other evidence when a violation occurs. All photographs and recorded evidence captured through such a system shall be destroyed within 48 hours of its final disposition and shall not be shared for any other purpose.

- Requires EOPSS, in consultation with DPH and MassDOT, to develop a standardized reporting tool be used by a first responder called to the scene of a pedestrian or cyclist crash or incident.
- Require bicyclists to use both a rear red light and red reflector when riding at night.
- Establishes that a motor vehicle must yield to a bicyclist at an intersection of a bicycle path and a road, so long as the crossing is marked in accordance with MassDOT standards.

**Co-sponsors (as of 1/31)**

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