

An Act to reduce traffic fatalities

SECTION 1. Requires DESE to develop a curriculum for 1st to 5th graders emphasizing safe bicycling, pedestrian, and motor vehicle practices.

SECTIONS 2-3. Requires state owned and state contracted trucks to be equipped with sideguards between their front and rear wheels to prevent cyclists and pedestrians from falling underneath the chassis if impacted. Also requires convex and crossover mirrors.

SECTION 4. Requires MassDOT to issue new guidelines for signage for bicycle, pedestrian, and other non-motorized routes.

SECTION 5-14. Prohibits usage of mobile devices, except those in hands-free mode, while operating a motor vehicle.

SECTION 15. 1) 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.

SECTION 16. 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.

SECTION 17. Lowers default speed limit on state highways and parkways in thickly settled or business districts from 30mph to 25mph.

SECTION 18-20. Requires motor vehicles to pass cyclists, pedestrians, and other vulnerable road 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.

SECTIONS 21-22. 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.

SECTION 23. 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.

SECTION 24-25. Require bicyclists to use both a rear red light and red reflector when riding at night.

SECTION 26. 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.