MASSACHUSETTS VISION ZERO COALITION

FACT SHEET: An Act to reduce traffic fatalities

Senator William Brownsberger (SD847)
Representative Jonathan Hecht and Representative Mike Rogers (HD1653)

PURPOSE OF THIS BILL

An Act to Reduce Traffic Fatalities would ensure basic, but necessary traffic regulations to guarantee that everyone on our streets can expect to get from point A to point B safely. This bill would achieve several traffic safety goals, outlined below.

WHAT THIS LEGISLATION DOES

The bill's provisions that the MA Vision Zero Coalition believes will make the biggest difference to the safety of people walking and biking and that we support strongly are:

- Lowering the default speed limit on state highways and parkways in thickly settled areas from 30 mph to 25 mph
- Equipping state and state-contracted trucks with safety side-guards and additional mirrors to minimize blind spots and reduce fatalities of people walking and biking
- Defining ‘vulnerable road users’ to include people walking and biking; roadside workers like tow-truck drivers and State Troopers; people using wheelchairs, scooters, skateboards, roller skates, etc.
- Setting a safe passing distance of vulnerable road users of at least three feet
- Developing a standardized analysis tool to be used to report crashes and incidents involving a person biking or walking

FOCUS ON TRUCK SAFETY

- Nearly half of bicyclists and more than one-quarter of pedestrians killed by a large truck are struck first by the side of a truck (MA Strategic Highway Safety Plan).
- While large trucks comprise 4 percent of registered vehicles, large trucks are involved in 10 percent of pedestrian and bicyclist fatalities [Volpe Center].
- Following the national side guard mandate in the UK, there was a 61 percent drop in cyclist fatalities and a 20 percent drop in pedestrian fatalities in side-impact collisions with trucks (MA Strategic Highway Safety Plan).

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