

An Act to reduce traffic fatalities

H.3549 **Representative Michael Moran**
Representative William Straus

S.2273 **Senator William Brownsberger**

An Act to reduce traffic fatalities would mandate much-needed safety measures on our roadways to keep people from being killed.

The bill requires state owned and contracted trucks to have sideguards and convex mirrors, defines “vulnerable road users” and defines a 3-ft passing distance at 30MPH+, standardizes crash reporting for incidents involving people walking and biking, allowed municipalities to set their own slower speeds on state-owned roads, and more.

If enacted, An Act to reduce traffic fatalities would provide protections for people biking and walking throughout the commonwealth, as well as other “vulnerable road users” such as tow-truck drivers, police officers at traffic stops, construction workers, and more.

While traffic was down this past year, speeding and fatal crashes were up and this legislation is more crucial than ever to prevent traffic fatalities.

Included in this bill:

- » Requires “safe passing distance” to be 3+ feet at 30MPH or more
- » Lowers the default speed limit on state highways and parkways in thickly settled areas from 30 mph to 25 mph
- » Requires state-contracted trucks to be equipped with safety side-guards, mirrors, and backup cameras (in House version with Rep Moran) to reduce fatalities of people walking and biking
- » Defines ‘vulnerable road users’ to include people walking and biking; roadside workers; people using wheelchairs, scooters, skateboards, roller skates, etc.
- » Develops a standardized analysis tool to be used to report crashes and incidents involving a person biking or walking

We envision a world without traffic fatalities

MassBike believes all serious crashes and deaths on our roads and pathways are preventable, and we work alongside the Vision Zero Coalition towards this goal.

MassBike memorialize bicyclists who have been killed when riding by installing ghost bikes to bring attention to the advocacy needed for safer bicycling. We will work tirelessly until the day finally comes when there is no need to install another ghost bike and An act to reduce traffic fatalities would implement important safety measures to bring us closer to that day.



Galen Mook, Executive Director, Massachusetts Bicycle Coalition
galen@massbike.org | 617.542.BIKE (2453)