

HOUSE No. 1917

The Commonwealth of Massachusetts

PRESENTED BY:

Timothy R. Whelan

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act relative to motorcycle safety with malfunctioning traffic signals not detecting motorcycles.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Timothy R. Whelan</i>	<i>1st Barnstable</i>	<i>1/10/2017</i>
<i>F. Jay Barrows</i>	<i>1st Bristol</i>	<i>1/27/2017</i>
<i>William L. Crocker, Jr.</i>	<i>2nd Barnstable</i>	<i>1/23/2017</i>
<i>Julian Cyr</i>	<i>Cape and Islands</i>	<i>2/3/2017</i>
<i>David F. DeCoste</i>	<i>5th Plymouth</i>	<i>1/18/2017</i>
<i>Carolyn C. Dykema</i>	<i>8th Middlesex</i>	<i>2/3/2017</i>
<i>Paul K. Frost</i>	<i>7th Worcester</i>	<i>2/2/2017</i>
<i>Susan Williams Gifford</i>	<i>2nd Plymouth</i>	<i>1/31/2017</i>
<i>Kenneth I. Gordon</i>	<i>21st Middlesex</i>	<i>2/1/2017</i>
<i>Louis L. Kafka</i>	<i>8th Norfolk</i>	<i>1/31/2017</i>
<i>Kay Khan</i>	<i>11th Middlesex</i>	<i>2/2/2017</i>
<i>Kevin J. Kuros</i>	<i>8th Worcester</i>	<i>2/3/2017</i>
<i>James R. Miceli</i>	<i>19th Middlesex</i>	<i>1/19/2017</i>
<i>Leonard Mirra</i>	<i>2nd Essex</i>	<i>1/20/2017</i>
<i>Michael O. Moore</i>	<i>Second Worcester</i>	<i>2/3/2017</i>
<i>David K. Muradian, Jr.</i>	<i>9th Worcester</i>	<i>2/2/2017</i>
<i>Mathew Muratore</i>	<i>1st Plymouth</i>	<i>1/19/2017</i>

<i>Shaunna L. O'Connell</i>	<i>3rd Bristol</i>	<i>2/1/2017</i>
<i>Keiko M. Orrall</i>	<i>12th Bristol</i>	<i>2/3/2017</i>
<i>Elizabeth A. Poirier</i>	<i>14th Bristol</i>	<i>1/12/2017</i>
<i>Angelo J. Puppolo, Jr.</i>	<i>12th Hampden</i>	<i>1/30/2017</i>
<i>Richard J. Ross</i>	<i>Norfolk, Bristol and Middlesex</i>	<i>1/23/2017</i>
<i>Todd M. Smola</i>	<i>1st Hampden</i>	<i>1/31/2017</i>

HOUSE No. 1917

By Mr. Whelan of Brewster, a petition (accompanied by bill, House, No. 1917) of Timothy R. Whelan and others relative to procedures for motorcyclists at traffic-control signals utilizing vehicle detection devices that are operative due to the size of the motorcycle. Transportation.

The Commonwealth of Massachusetts

**In the One Hundred and Ninetieth General Court
(2017-2018)**

An Act relative to motorcycle safety with malfunctioning traffic signals not detecting motorcycles.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1: Section 8 of Chapter 89, as appearing in the 1998 Official Edition, is hereby
2 amended by adding at the end of paragraph two, the following new paragraphs:

3 (a) Whenever traffic is controlled by traffic-control signals exhibiting the words "Go,"
4 "Caution" or "Stop," or exhibiting different colored lights successively one (1) at a time, or with
5 arrows, the following colors only shall be used and the terms and lights shall indicate and apply
6 to drivers or vehicles and pedestrians as follows:

7 (1) Green alone or "Go

8 (A) Vehicular traffic facing the signal may proceed straight through or turn right or left
9 unless a sign at such place prohibits either turn. But vehicular traffic, including vehicles turning
10 right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the
11 intersection or an adjacent crosswalk at the time the signal is exhibited; and

12 (B) Pedestrians facing the signal may proceed across the roadway within any marked or
13 unmarked crosswalk;

14 (2) Yellow alone or "Caution," when shown following the green or "Go" signal;

15 (A) Vehicular traffic facing the signal is warned that the red or "Stop" signal will be
16 exhibited immediately thereafter and that vehicular traffic shall not enter or cross the intersection
17 when the red or "Stop" signal is exhibited; and

18 (B) Pedestrians facing the signal are advised that there is insufficient time to cross the
19 roadway, and any pedestrian then starting to cross shall yield the right-of-way to all vehicles;

20 (3) Red alone or "Stop"

21 (A) Vehicular traffic facing the signal shall stop before entering the crosswalk on the near
22 side of the intersection or, if none, then before entering the intersection and shall remain standing
23 until green or "Go" is shown alone. A right turn on a red signal shall be permitted at all
24 intersections within the state; provided, that the prospective turning car shall come to a full and
25 complete stop before turning and that the turning car shall yield the right-of-way to pedestrians
26 and cross traffic traveling in accordance with their traffic signal; provided, further, such turn will
27 not endanger other traffic lawfully using the intersection. A right turn on red shall be permitted at
28 all intersections, except those that are clearly marked by a "No Turns On Red" sign, which may
29 be erected by the responsible municipal or county governments at intersections which they
30 decide require no right turns on red in the interest of traffic safety;

31 (B) No pedestrian facing such signal shall enter the roadway unless entry can be made
32 safely and without interfering with any vehicular traffic; and

33 (C) A left turn on a red or stop signal shall be permitted at all intersections within the
34 state where a one-way street intersects with another one-way street moving in the same direction
35 into which the left turn would be made from the original one-way street. Before making such a
36 turn, the prospective turning car shall come to a full and complete stop and shall yield the right-
37 of-way to pedestrians and cross traffic traveling in accordance with the traffic signal so as not to
38 endanger traffic lawfully using the intersection. A left turn on red shall be permitted at any
39 applicable intersection except those clearly marked by a "No Turn on Red" sign, which may be
40 erected by the responsible municipal or county governments at intersections that these
41 governments decide require no left turns on red in the interest of traffic safety;

42 (4) Red with green arrow:

43 (A) Vehicular traffic facing this signal may cautiously enter the intersection only to make
44 the movement indicated by the arrow, but shall yield the right-of-way to pedestrians lawfully
45 within a crosswalk and to other traffic lawfully using the intersection; and

46 (B) No pedestrian facing the signal shall enter the roadway unless entry can be made
47 safely and without interfering with any vehicular traffic;

48 (5) In the event an official traffic-control signal is erected and maintained at a place other
49 than an intersection, the provisions of this section shall be applicable except as to those
50 provisions which by their nature can have no application. Any stop required shall be made at a
51 sign or marking on the pavement indicating where the stop shall be made, but in the absence of
52 any sign or marking the stop shall be made at the signal;

53 (6) The operator of any streetcar shall obey the signals in subdivisions (a)(1)-(5) as
54 applicable to vehicles;

55 (7) All electric highway, street and road vehicular traffic-control signals in Massachusetts
56 shall have a uniform arrangement of the colored lenses in the various signal faces of the signals,
57 as follows: In each signal face, all red lenses in vertical signals shall be located above all yellow
58 and green lenses, and in horizontal signals, to the left of all yellow and green lenses. Yellow
59 lenses shall be located between any red lens or lenses and all other lenses; and

60 (8) Whenever in this state three-light traffic-control signals are used displaying
61 successively green, yellow, and red lights for the direction of motorists and pedestrians, the
62 minimum time exposure of the yellow light shall be three (3) seconds. Any state agency or any
63 political subdivision of the state that installs, owns, operates, or maintains any such traffic-
64 control signal light shall set or cause to be set the timing-control device for the signal light in
65 compliance with this subdivision (a)(8). No state agency or any political subdivision of the state
66 that installs, owns, operates, or maintains a traffic-control signal light in an intersection that
67 employs a surveillance camera for the enforcement or monitoring of traffic violations shall
68 reduce the time exposure of the yellow light at the intersection with the intended purpose of
69 increasing the number of traffic violations.

70 (a) Notwithstanding any law to the contrary, the driver of a motorcycle approaching an
71 intersection that is controlled by a traffic-control signal utilizing a vehicle detection device that is
72 inoperative due to the size of the motorcycle shall come to a full and complete stop at the
73 intersection and, after exercising due care as provided by law, may proceed with due caution
74 when it is safe to do so.

75 (b) The driver of any vehicle approaching an intersection that is controlled by a traffic-
76 control signal that is inoperative because of mechanical failure or accident shall come to a full

77 and complete stop at the intersection, and may proceed with due caution when it is safe to do so;
78 provided, that if two (2) or more vehicles enter such an intersection from different directions at
79 approximately the same time, after having come to full and complete stops, the driver of the
80 vehicle on the left shall yield the right-of-way to the vehicle on the right. A traffic-control signal
81 shall not be considered inoperative if the signal is operating in flashing mode. If a signal is
82 operating in flashing mode, it shall require obedience by vehicular traffic pursuant to Chapter 85,
83 Section 2.