

SENATE No. 2570

The Commonwealth of Massachusetts

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

SENATE, Thursday, June 21, 2018

The committee on Ways and Means to whom was referred the Senate Bill to reduce traffic fatalities (Senate, No. 2362),-- reports, recommending that the same ought to pass with an amendment substituting a new draft with the same title (Senate, No. 2570).

For the committee,
Karen E. Spilka

The Commonwealth of Massachusetts

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

An Act to reduce traffic fatalities.

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 11B of chapter 85 of the General Laws, as appearing in the 2016
2 Official Edition, is hereby amended by striking out, in lines 71 and 72, the words “either a lamp
3 emitting a red light, or” and inserting in place thereof the following words:- a lamp emitting a red
4 light and.

5 SECTION 2. Section 2 of chapter 89 of the General Laws, as so appearing, is hereby
6 amended by striking out the second sentence and inserting in place thereof the following
7 sentence:- If it is not possible to overtake a vulnerable user, as defined in section 1 of chapter 90,
8 or other vehicle at a safe distance in the same lane, the overtaking vehicle shall use all or part of
9 an adjacent lane, crossing the centerline if necessary, when it is safe to do so.

10 SECTION 3. Section 1 of chapter 90 of the General Laws, as so appearing, is hereby
11 amended by inserting after the definition of “Bus or motor bus” the following 2 definitions:-

12 “Convex mirrors”, door-mounted, wide-angle mirrors that enable an operator to see
13 objects along the left and right sides of a motor vehicle, trailer, semi-trailer or semi-trailer unit.

14 “Cross-over mirrors”, mirrors mounted on a hood or fender that enable the operator to see
15 objects in the area immediately in front of a conventional cab hood.

16 SECTION 4. Said section 1 of said chapter 90, as so appearing, is hereby further
17 amended by inserting after the definition of “Killed in action” the following definition:-

18 “Lateral protective device”, an apparatus installed on a motor vehicle, trailer, semi-trailer
19 or semi-trailer unit between the front and rear wheels to help prevent injuries to a vulnerable
20 user, particularly from falling underneath the vehicle.

21 SECTION 5. Said section 1 of said chapter 90, as so appearing, is hereby further
22 amended by inserting after the definition of “Transporter” the following definition:-

23 “Vulnerable user”, (i) a pedestrian, including a person actually engaged in work upon a
24 way or upon utility facilities along a way or engaged in the provision of emergency services
25 within the way; or (ii) a person operating a bicycle, handcycle, tricycle, skateboard, roller skates,
26 in-line skates, non-motorized scooter, wheelchair, electric personal assistive mobility device,
27 horse, horse-drawn carriage, motorized bicycle, motorized scooter or farm tractor or similar
28 vehicle designed primarily for farm use.

29 SECTION 6. Section 7 of said chapter 90, as so appearing, is hereby amended by
30 inserting after the third paragraph the following paragraph:-

31 A class 3 or above motor vehicle, trailer, semi-trailer or semi-trailer unit, as classified by
32 the Federal Highway Administration, with a gross vehicle weight rating of more than 10,000
33 pounds, shall be equipped with a lateral protective device, convex mirrors and cross-over mirrors
34 if it is purchased or leased by the commonwealth. This paragraph shall not apply to an

35 ambulance, fire apparatus, low-speed vehicle or agricultural tractor. The registrar shall adopt
36 standards, consistent with the United States Department of Transportation's Volpe side guard
37 standard DOT-VNTSC-OSTR-16-05, and specifications for the size, design and mounting of
38 lateral protective devices, convex mirrors and cross-over mirrors. The registrar may provide
39 alternative means of compliance with the convex mirror and cross-over mirror requirement,
40 including use of cameras and sensors. A contractor's failure to comply with this paragraph may
41 be grounds for termination of the contract and may be punished by a fine of not more than \$500
42 for the first offense and by a fine of not more than \$1,000 for a second or subsequent offense.

43 SECTION 7. The fourth paragraph of said section 7 of said chapter 90, as appearing in
44 section 6, is hereby amended by inserting after the word "commonwealth", in the first sentence,
45 the following words:- or operated under a contract with the commonwealth.

46 SECTION 8. Section 14 of said chapter 90, as so appearing, is hereby amended by
47 striking out the second sentence and inserting in place thereof the following sentence:-

48 In passing a vulnerable user the operator of a motor vehicle shall pass at a safe distance
49 of not less than 3 feet when the motor vehicle is traveling at 30 miles per hour or less, with 1
50 additional foot of clearance for every 10 miles per hour that the vehicle is traveling above 30
51 miles per hour.

52 SECTION 9. Section 17 of said chapter 90, as so appearing, is hereby amended by
53 striking out, in line 14, the words "or (4)" and inserting in place thereof the following words:-

54 (4) on a state highway or parkway inside a thickly settled or business district within a city
55 or town that has accepted section 17C at a rate of speed exceeding 25 miles per hour for a
56 distance of one-eighth of a mile, or (5)".

57 SECTION 10. Not later than 1 year after the effective date of this act, the executive office
58 of public safety and security, in consultation with the department of public health and the
59 department of transportation, shall develop a standardized analysis tool to report crashes and
60 incidents involving a motor vehicle and a vulnerable user, as defined in section 1 of chapter 90 of
61 the General Laws. In developing the standardized analysis tool, the executive office of public
62 safety and security shall consider best practices in reporting crashes and incidents involving
63 vulnerable users, including the Federal Highway Administration’s Pedestrian and Bicycle Crash
64 Analysis Tool system.

65 The standardized analysis tool shall be used by a municipal, county or state law
66 enforcement official or emergency medical services provider who responds to a crash or incident
67 involving a motor vehicle and a vulnerable user. The corresponding report for each crash or
68 incident shall be transmitted to the executive office of public safety and security. The executive
69 office of public safety and security shall maintain a publicly accessible database of the
70 standardized analysis tool reports; provided, however, that no personally identifying information
71 shall be published in that database.

72 SECTION 11. Section 6 shall take effect on January 1, 2019.

73 SECTION 12. Section 7 shall take effect on January 1, 2022.