



May 28, 2025

Chair Brendan P. Crighton  
Chair James Arciero  
Joint Committee on Transportation  
Massachusetts State House  
24 Beacon Street  
Boston, MA 02133

**Re: Support for H.3660 – An Act Relative to Construction Zone Speed Control Systems**

Dear Chairs Crighton and Arciero and Honorable Members of the Committee:

On behalf of the Associated General Contractors of Massachusetts (AGC MA), I write to express our strong support for H.3660, An Act Relative to Construction Zone Speed Control Systems.

This legislation represents a proactive and necessary step forward in protecting roadway construction workers and the traveling public. Excessive speed through active work zones continues to be a leading cause of injuries and fatalities, and H.3660 provides a thoughtful solution by enabling the use of automated speed enforcement in construction areas where the risk is greatest.

The bill's provisions ensure that enforcement is targeted, transparent, and fair—limiting citations to violations that exceed posted speed limits by 15 miles per hour or more, requiring clear signage in all monitored zones, and placing strict controls on the use and retention of personal data. Additionally, the prohibition on revenue-based vendor compensation underscores the bill's commitment to safety, not profit.

By reducing dangerous driving behavior in high-risk zones, H.3660 will help prevent crashes, protect lives, and support a culture of safety on Massachusetts roadways. AGC MA commends the sponsors and this Committee for your leadership in prioritizing worker safety and urges you to report the bill favorably.

Sincerely,

A handwritten signature in blue ink, appearing to read "John S. Ferrante". The signature is fluid and cursive, with the first name "John" and last name "Ferrante" clearly distinguishable.

John S. Ferrante

Chief Executive Officer

Associated General Contractors of Massachusetts (AGC MA)

[ferrante@agcmass.org](mailto:ferrante@agcmass.org)

[www.agcmass.org](http://www.agcmass.org)



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1020

June 3, 2025

Sen. Brendan P. Crighton, Senate Chair  
Joint Committee on Transportation  
24 Beacon Street, Room B-2  
Boston, MA 02133

Rep. James Arciero, House Chair  
Joint Committee on Transportation  
24 Beacon Street, Room B-2  
Boston, MA 02133

**H. 3642: An Act relative to retrofit headlights in vehicles**

Dear Chair Crighton and Chair Arciero:

On June 3rd, the Joint Committee on Transportation has held a hearing on **House Bill 3642: An Act relative to retrofit headlights in vehicles**.

Currently, Massachusetts General Law, Chapter 90, Section 7 prohibits motor vehicles from mounting or displaying flashing, rotating, or oscillating lights except as permitted under Section 7E. However, the law does not clearly address the incidental flickering or flashing caused by low-quality, poorly installed aftermarket LED headlamps on passenger vehicles. This bill would clarify existing law to include these incidental flashes, which present safety hazards including headaches, nausea, and even seizures to other drivers. In addition, the bill would restrict auto parts retailers from selling flashing, rotating, or oscillating lights, as well as low-quality LED headlamps, much like existing restrictions on window coverings that impair visibility and mufflers that generate excess noise, as addressed in Sections 9D and 7. Finally, this legislation would require the use of Pulse Width Modulation (PWM) modules to better regulate current between the vehicle battery and headlamp system. These modules, costing between \$10 and \$50, would improve safety and vehicle compliance at a reasonable cost to consumers.

As lead sponsor of this bill, I respectfully request your consideration for favorable reports.  
Thank you for your deliberation on this issue, and please do not hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Rob Consalvo". The signature is written in a cursive, flowing style.

Rob Consalvo  
State Representative  
14th Suffolk District





# Massachusetts Developmental Disabilities Council

108 Myrtle Street, Suite 202  
Quincy, Massachusetts 02171

MAURA HEALEY  
QUEZZADA  
GOVERNOR

KIM DRISCOLL  
HALL  
LIEUTENANT GOVERNOR  
DIRECTOR

RAQUEL  
CHAIRPERSON  
CRAIG C.  
EXECUTIVE

June 20, 2025

Senator Brendan Crighton, Chair  
Representative James Arciero, Chair  
Senator Paul Mark, Vice Chair  
Representative Edward Philips, Vice Chair  
Joint Committee on Transportation  
Massachusetts State House Boston, MA 02133

## ***H.3655/S.2348: An Act facilitating better interactions between police officers and persons with autism spectrum disorder***

My name is Josh Gladstone, and I am the Disability Policy Specialist at the Massachusetts Developmental Disabilities Council (MDDC), where our mission is to provide opportunities for individuals with developmental disabilities and families to enhance independence, productivity and inclusion.

This legislation is a priority to the MDDC and individuals with developmental and other disabilities throughout Massachusetts. People with intellectual and developmental disabilities (IDD) are reported to be at a higher risk of being victimized, arrested, and charged with a crime, and often police officers who serve as the first point of contact within the community, rarely have the training to know how to safely and respectfully support individuals with IDD<sup>1</sup>.

Many people with IDD have different means of communication and interacting with others. Their disability is not always visible to the observer, and there is a tendency to wander, sensory considerations, and other accommodations that these individuals require to live healthy lives within the community that police may be unaware of. This can make it difficult for such individuals to understand or follow a police officer's directions, and officers may confuse stimming, lack of eye contact, or failure to comply as a sign of danger or threat<sup>2</sup>. Without proper training or policies in place to support both people with disabilities and police in these interactions, misunderstandings occur too often which can lead to fear and injury. In the worse cases, a report from the Ruderman Foundation found that nearly half of the people in the U.S. who died during police interactions had a disability of some kind<sup>3</sup>.

This legislation is important because it supports better understanding and communication between people with I/DD and police officers. The blue envelope displayed on the car's front visor contains identification



(617) 770-7676 (Voice)  
(617) 770-1987 (Facsimile)  
[www.mass.gov/mddc](http://www.mass.gov/mddc)



## *Massachusetts Developmental Disabilities Council*

*108 Myrtle Street, Suite 202  
Quincy, Massachusetts 02171*

*MAURA HEALEY  
QUEZZADA  
GOVERNOR*

*KIM DRISCOLL  
HALL  
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DIRECTOR*

*RAQUEL  
CHAIRPERSON  
  
CRAIG C.  
EXECUTIVE*

and informative directions on the individuals needs and considerations for a safe interaction. We already know this program is impactful. According to the Arc of MA, about 12,000 envelopes have already being distributed, and this legislation can continue expanding this work.

The MDDC believes that this legislation would benefit people with developmental and other disabilities throughout Massachusetts.

Thank you for your consideration,

Josh Gladstone

### Sources:

1. [Law Enforcement Response to Persons with Intellectual and Developmental Disabilities: Identifying High-Priority Needs to Improve Law Enforcement Strategies | RAND](#)
2. [Your Rights! People with Disabilities and Law Enforcement | Disability Rights California](#)
3. [Half of People Killed by Police Have a Disability: Report](#)



*(617) 770-7676 (Voice)  
(617) 770-1987 (Facsimile)  
[www.mass.gov/mddc](http://www.mass.gov/mddc)*

From: Judy M <[REDACTED]>  
Sent: Wednesday, June 18, 2025 4:15 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Chilton, Alexander (SEN); nbent@arcmass.org; [REDACTED]  
Subject: Support for the Blue Envelope Bill, S.2348 H.3655

You don't often get email from [REDACTED]. Learn why this is important

Hello. Please accept this written testimony documenting that we are in favor of the Blue Envelope Bill S.2348 H.3655 being passed to help police officers identify drivers and passengers with autism spectrum disorder. As a parent of a teen with very high functioning autism and a recent driver's license, it is important to know that unforeseen circumstances such as a car accident, can result in high anxiety, which is likely to result in diminished communication and heightened emotions. Patience, kindness and empathy will be key in helping get through this situation, which the blue envelope can alert officers on how to best support. Considering the high number of autistic individuals of all different functioning levels, riding in and driving cars, this is the logical next step to support this population, to achieve positive outcomes.

Sincerely,  
Judy Meunier, Parent  
Kaitlyn Podolski, Teen Driver With Autism Spectrum Disorder  
[REDACTED]



May 29, 2025

The Honorable Brendan P. Crighton, Chair  
The Honorable James Arciero, Chair  
Joint Committee on Transportation  
General Court of the Commonwealth of Massachusetts  
24 Beacon Street  
Boston, Massachusetts 02133

Dear Chair Crighton and Chair Arciero:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports the following legislation to enable use of automated enforcement (AE), speed and red light safety cameras. AE is a proven technology and a vital tool to ensure roadway safety.

- Senate Bill (SB) 2344/House Bill (HB) 3754 and HB 4087: would allow municipalities to use red light safety cameras.
- SB 2344/HB 3754: would also allow municipalities to use speed safety cameras.
- HB 3660: would allow use of speed safety cameras in work zones.
- HB 3905: would allow speed safety cameras in Salem school zones.

In 2023, 343 people were killed in traffic crashes in Massachusetts.<sup>i</sup> Fatalities involving speeding increased 33 percent from 2014-2023 and speeding is a factor in one-third of the state's traffic fatalities.<sup>ii</sup> Additionally, the Bay State incurs \$7.4 billion in economic harm due to motor vehicle crashes, which is equivalent to \$1,072 per resident according to a 2019 analysis.<sup>iii</sup> When updated for inflation alone, in 2025, costs would equate to \$9.3 billion and \$1,353 respectively.<sup>iv</sup>

Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly increases the driver's risk of injury or death.<sup>v</sup> Speed increases immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.<sup>vi</sup> Further, drivers who speed have been shown to exhibit other deadly driving behaviors; more than half (52 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 22 percent of non-speeding drivers.<sup>vii</sup>

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.<sup>viii</sup> A study found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash resulted in a fatal or incapacitating injury.<sup>ix</sup> Similarly, the U.S. Department of Transportation (DOT) found that speed safety cameras reduce fatalities and injuries by 20-37 percent and are particularly effective in school and construction zones.<sup>x</sup>

Americans are more likely to be injured in a red light running related event than any other crash.<sup>xi</sup> In 2022, 1,149 people were killed and an estimated 107,000 were injured in red light running crashes in the U.S.<sup>xii</sup> In fact, 25 percent of drivers admit to running a red light in the past 30 days<sup>xiii</sup> even though 83 percent believe that doing so is “very” or “extremely” dangerous.<sup>xiv</sup> Red light cameras are a proven tool to deter this behavior. The Journal of Safety Research found that rates of fatal red light running crashes were 21 percent lower and all fatal crashes were 14 percent lower at signalized intersections in cities with camera programs.<sup>xv</sup> Conversely, cities that took down their red light safety cameras experienced a 30 percent increase in deadly red light running crashes and a 16 percent increase in fatal crashes at signalized intersections overall.<sup>xvi</sup> This “spillover” effect, wherein people modify their driving habits to avoid running red lights at intersections with and without safety cameras, amplifies the benefits of such programs overall.

Law enforcement risk their lives on roadways every day, and it is implausible for officers to be everywhere and catch every violation. AE augments traditional enforcement without requiring a traffic stop.

We urge you to advance SB 2344/HB 3754, HB 4087, HB 3660 and HB 3905. Thank you for your consideration.

Sincerely,



Peter Kurdock  
General Counsel

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- i State Traffic Safety Information for Massachusetts, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ii State Traffic Safety Information for Massachusetts, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- iii NHTSA. 2023. The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- iv CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2025, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- v Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
- vi Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available [here](#).
- vii Traffic Safety Facts 2022 Data: Speeding, NHTSA, Jul. 2024, DOT HS 813582, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582>.
- viii Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- ix Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS, August; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- x Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- xi “If You Run a Red Light You are Betting More than You Can Lose,” Federal Highway Administration, available at <https://safety.fhwa.dot.gov/intersection/signal/fhwasa11016.pdf>.
- xii Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.
- xiii 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.
- xiv 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.
- xv Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at <https://www.iihs.org/topics/bibliography/ref/2121>.
- xvi Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at <https://www.iihs.org/topics/bibliography/ref/2121>.



June 20, 2025

Chairman Brendan Crighton  
Chairman Jim Arciero  
Joint Committee on Transportation  
VIA EMAIL

Dear Chairmen Crighton and Arciero:

On behalf of AAA Northeast, I write to share our experience with automated enforcement and support for a thoughtful and measured approach to implementing such a program. There are several bills pending that would be a good first step in this type of traffic safety measure.

Speed is one of the greatest dangers on the road, both nationally and locally. According to the National Highway Traffic Safety Administration (NHTSA), in 2023, 29% of all crash fatalities were related to speeding, a number that's remained steady for the past several years. And so far this year in Massachusetts, more than 2,500 crashes were caused by speeding, resulting in more than 750 injuries and at least 14 fatalities.

According to AAA's most recent [Traffic Safety Culture Index](#), 49% of drivers reported traveling 15 mph over the speed limit on a highway at least once in the last 30 days. Culture around speeding needs to change, and research shows that automated enforcement is an effective tool to curb this dangerous habit.

An Insurance Institute for Highway Safety (IIHS) [study](#) about the effects of automated speed enforcement found that 7 ½ years after a speed camera program was implemented in Montgomery County, Maryland, there was a 62% reduction in vehicles going more than 10 mph over the speed limit at the site of a camera. The study concluded that speed cameras can reduce speeding and reduce the chances of speed-related crashes.

However, there have been examples of communities implementing camera enforcement improperly. Automated enforcement programs must be data driven and prioritize safety. Revenue generation should not be a priority and should decrease over time if the program is successful.

AAA, together with the IIHS, the Governors Highway Safety Association, and Advocates for Highway and Auto Safety created the [Automated Enforcement Checklist](#). The checklist

provides municipalities with a roadmap for implementing a successful automated enforcement program, including factors like data collection, a warning period, and a public awareness campaign to build public support for the program.

Representative Cruz and Senator Lovely's bill HB 3905 to allow speed cameras in school zones in the City of Salem, and Representative Finn's bill HB 3660 to allow speed cameras in work zones are two targeted avenues to enhance public safety and curb speeding in some of the Commonwealth's most vulnerable areas. While both bills include recommendations from the Automated Enforcement Checklist, there are several key components that should be added. We suggest a probationary period at the program's initial implementation during which only warnings are issued; we also recommend requiring regular evaluations of the traffic safety benefits by collecting crash and infraction data. These additions would help optimize the camera programs for safety.

Representative Owens and Senator Brownsberger's bills, HB 3754/SB 2344 are comprehensive legislation with a myriad of automated enforcement opportunities including red light cameras. According to the [IIHS](#), more than 1,100 people died and more than 100,000 people were injured because of a red-light running incident in 2022. And while 81% of drivers [surveyed by AAA](#) agreed it is very or extremely dangerous to drive through a red light when they could have stopped safely, 27% of those surveyed admitted doing so in the last 30 days. As with speed cameras, studies show that red light cameras can be an effective tool to reduce red light violations and crashes, but they must be implemented carefully to be successful.

We appreciate the broad scope of this bill and the inclusion of a multi-pronged automated enforcement program and encourage the sponsors to narrow the focus and include a pilot to ensure the implementation of the program is a success.

Thank you for your consideration. We look forward to working with you on this important traffic safety initiative.

Sincerely,

*Christina Hayman*

Christina Hayman  
Senior Manager, Government Affairs

Cc: Representative Manny Cruz  
Representative Michael Finn  
Representative Steve Owens  
Senator Joan Lovely  
Senator William Brownsberger

[Date of submission]

The Honorable Senator Brendan Crighton, Chair  
The Honorable Representative James Arciero, Chair  
Joint Committee on Transportation  
Massachusetts State House  
24 Beacon Street  
Boston, MA 02133

The Honorable Senator John Cronin, Chair  
The Honorable Representative Daniel Cahill, Chair  
Joint Committee on Public Safety and Homeland Security  
Massachusetts State House  
24 Beacon Street  
Boston, MA 02133

**RE: Support for H.3660: An Act relative to construction zone speed control systems and S.1784: An Act relative to construction zone speed control systems**

Dear Chairs Crighton, Arciero, Cronin, Cahill, and members of the committees:

My name is John Petracone, and I am the Operations Manager at Palmer Paving. I am writing in support of H.3660: An Act Relative to Construction Zone Speed Control Systems (referred to the Joint Committee on Transportation) and its companion bill S.1784: An Act relative to construction zone speed control systems (referred to the Joint Committee on Public Safety and Homeland Security).

Every day, our workers spend hours in active highway construction zones. As they work to rebuild and improve the Commonwealth's highway infrastructure, speeding drivers are presenting an ever-greater risk. This critical legislation seeks to authorize the use of automated speed cameras in active highway construction zones to improve safety for both our workers and motorists alike.

As you may be aware, traffic fatalities in work zones have become an increasingly serious issue in Massachusetts. This underscores the urgent need for measures to protect workers and reduce the risk of accidents in these high-risk areas. Speeding continues to be one of the leading factors contributing to these tragic incidents.

Our company and our colleagues across the country have seen frequent crashes in work zones. Sixty-four percent of highway contractors report that motor vehicles had crashed into their construction work zones during the past year, putting motorists and workers at risk, according to the results of a highway work zone study released in May of 2024 and conducted by the Associated General Contractors of America and HCSS.

Meanwhile, according to the National Highway Traffic Safety Administration's (NHTSA's) Fatality and Injury Reporting System Tool (FIRST), 4,319 people were killed in work zone crashes in the United States between 2018 and 2022 (NHTSA, 2024). The number of work zone fatalities has grown from 757 fatalities in 2018 to 891 in 2022, an 18 percent increase. In Massachusetts alone, we have seen 45 work zone fatalities since 2018 and nearly 300 serious non-fatal incapacitating injuries.

The proposed legislation would enable the use of speed cameras in construction zones, a tool that has been proven to reduce speeding and increase compliance with speed limits. Speed cameras have been successfully implemented in numerous states, including several in the Northeast.

These states have seen positive results from such systems, including a reduction in speeding violations and an overall improvement in safety for both workers and the traveling public. By adopting a similar approach here in Massachusetts, we can provide a safer environment for our construction workers and reduce the number of preventable accidents in these vulnerable areas.



For these reasons, I ask that you please report H.3660 favorably out of committee. Please let me know if you have any questions or if you would like additional information about the bill.

Thank you for your time and consideration. I look forward to your support in making Massachusetts' roadways safer for all.

Sincerely,

John Petracone

Operations Manager

Palmer Paving Corp.

25 Blanchard Street, Palmer, MA 01069



*The Commonwealth of Massachusetts*  
HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

CHAIR  
Joint Committee on Education  
STATE HOUSE, ROOM 473G  
TEL: (617) 722-2070  
Kenneth.Gordon@mahouse.gov

June 4, 2025

Hon. James Arciero  
House Chair  
Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

Hon. Brendan P. Crighton  
Senate Chair  
Joint Committee on Transportation  
State House, Room 109-C  
Boston, MA 02133

*Re: H.3675 An Act relative to the move over law*

Chairs Arciero and Crighton:

I respectfully submit this written testimony in support of H.3675 *An Act relative to the move over law*. H.3675 would increase the fines associated with failing to comply with the move-over law and clarify that a violation that results in the injury to another person results in a fine or jail time. We have all seen first-hand that many drivers do not comply with the move over law. Creating guidelines that increase the fine with every offense and clarify an additional fine or jail time is required for injuring a person could help enforce the existing law and hold drivers accountable.

In 2020, State Trooper Thomas Devlin -who was my constituent and the uncle of my former legislative aide- died from complications linked to his being hit by a vehicle while conducting a highway traffic stop in 2018. He and his family suffered needlessly because an individual drove irresponsibly near the site of a traffic stop. When I served as House Chair of the Joint Committee on Public Service, I regularly heard from first responders who were injured on duty. Laws like this, when enforced and followed, prevent many accidents that involve first responders. Additionally, Middlesex County DA Marian Ryan is behind this bill.

I respectfully ask that H.3675 receive a favorable report from the committee. Thank you for taking the time to review my testimony. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Gordon', with a stylized, cursive script.

Kenneth I. Gordon  
State Representative  
21<sup>st</sup> Middlesex District



MASSACHUSETTS  
COALITION OF POLICE  
www.masscop.org

**JOHN E. NELSON**  
First Vice President / Legislative Director

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Scott A. Hovsepian, President  
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John E. Nelson, First Vice-President  
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Robert W. Murphy, Secretary/Treasurer  
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June 3, 2025

Committee on Transportation

Chairpersons Sen. Brendan Crighton/Rep. James Arciero

24 Beacon Street

Boston, MA.02133

Dear Chairpersons Senator Crighton, Representative Arciero and other distinguished committee members,

My name is John Nelson, I am the First Vice President/Legislative Chairman for the Massachusetts Coalition of Police. The Massachusetts Coalition of Police is the largest police/dispatch union representing over 6,000 members across the state. I am submitting written testimony favorably to this committee on the following bills:

-HB.3816 Sponsored by Representative Steven George Xiarhos

An Act relative to the "Move Over Law".

-SB.2352 Sponsored by Senator Brendan Crighton

An Act relative to the Move Over Law.

-HB.3789 Sponsored by Representative Stanley

An Act relative to the Move Over Law.

-HB.3675 Sponsored by Representative Kenneth Gordon

An Act relative to the Move Over Law.

The Massachusetts Coalition of Police respectfully request that this Honorable Committee vote these bills out favorably.

Sincerely,

John Nelson, First Vice President  
Legislative Chairman for the Executive Board  
Massachusetts Coalition of Police

May 31, 2025

Chair Brendan Crighton  
Joint Committee on Transportation  
Attn. Alex Chilton  
24 Beacon St.  
Room 109-C  
Boston, MA 02133

Dear Chairperson Crighton,

My name is Doris Beauregard-Shecraallah and I am a Police Survivor, my husband was shot along with his partner Michael Schiavina on November 12, 1985 in Springfield, Ma. Michael died that night and Alain died on November 15, 1985. At the time, we had a son Eric at 2 years old and a week later after his death I found out I was pregnant with my daughter Chantal. It would be wonderful thing for my children and I to have a plate honoring their father and all of the fallen officers.

I would like to respectfully ask this honorable committee to pass bill HB3816 (Move Over Law), which protects first responders and honors those lost in the line of duty.

- 1) Increases fines for violations of the Move Over Law
- 2) Authorizes the RMV to issue Blue Star family registration plates at no cost to family members of Officers killed in the line of duty.
- 3) Establishes the Massachusetts Law enforcement Fund
- 4) Creates a statewide Blue Alert system

This is an important bill that is considerate and necessary. It adds to existing law and honors our fallen and their families. It would be wonderful to acknowledge their sacrifice with a Blue Star Plate and it increases public awareness and shows our support for our fallen.

It is important that we never forget what they have given and what they stood for.

I urge this Committee to pass HB3816.

Thank you

Doris Beauregard-Shecraallah  
Eric Beauregard  
Chantal (Beauregard) Angelica  
Peter Beauregard (Brother)



*"The Only Union for Police Officers and 911 Dispatchers"*

Scott A. Hovsepian, President  
sah@masscop.org

John E. Nelson, First Vice-President  
jen@masscop.org

Robert W. Murphy, Secretary/Treasurer  
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June 3, 2025

Chair Brendan P. Crighton  
Joint Committee on Transportation  
Attn: Alex Chilton  
24 Beacon Street, Room 109-C  
Boston, MA 02133

Dear Chairpersons Crighton and Aciero,

On behalf of the Massachusetts Coalition of Police and our nearly 6,000 members across the Commonwealth, I respectfully urge this honorable committee to issue a **FAVORABLE** report on the following bills:

- **H.3675 – An Act Relative to the Move Over Law (Rep. Gordon)**
- **H.3789 – An Act Relative to the Move Over Law (Rep. Stanley)**
- **S.2352 – An Act Relative to the Move Over Law (Sen. Crighton)**

Each year, we are reminded of the dangers faced by roadside workers, often through tragic incidents involving motorists who fail to provide proper clearance. These proposed bills seek to amend the existing Move Over Law by expanding its protections to include **"utility vehicles"**, defined as vehicles used to install, maintain, repair, operate, or restore communications, electric, or gas distribution or transmission services during emergencies.

This critical addition will ensure that utility vehicles receive the same protection currently afforded to emergency, highway maintenance, and recovery vehicles. Requiring motorists to safely move to an adjacent lane will significantly enhance roadside safety and help prevent avoidable injuries and fatalities.

This is a commonsense, life-saving improvement to existing law. We respectfully urge the committee to vote **FAVORABLY** on these measures. If you have any questions or would like to discuss further, please do not hesitate to contact me.

Sincerely,

John Nelson  
Vice President & Chairman of Legislative Affairs  
Massachusetts Coalition of Police



*"The Only Union for Police Officers and 911 Dispatchers"*

Scott A. Hovsepian, President  
sah@masscop.org

John E. Nelson, First Vice-President  
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Robert W. Murphy, Secretary/Treasurer  
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June 3, 2025

Chair Brendan P. Crighton  
Joint Committee on Transportation  
Attn: Alex Chilton  
24 Beacon Street, Room 109-C  
Boston, MA 02133

Dear Chairpersons Crighton and Aciero,

On behalf of the Massachusetts Coalition of Police and our nearly 6,000 members across the Commonwealth, I respectfully urge this honorable committee to issue a **FAVORABLE** report on the following bill:

**HB3816 *An Act Relative to the Move Over Law* – Rep. Xiarhos**

This legislation provides a long-overdue update to Massachusetts law by protecting first responders and honoring those lost in the line of duty through several critical measures:

HB3816 increases fines for violations of the Move Over Law and introduces a structured penalty system that includes education and behavior-modification programming for repeat offenders. Importantly, it ties surchargeability only to third or subsequent offenses, striking a fair balance between enforcement and education.

The bill authorizes the RMV to issue distinctive "Blue Star Family" registration plates — at no cost — to immediate family members of officers killed in the line of duty. This gesture ensures continued public recognition of their sacrifice.

HB3816 establishes the Massachusetts Law Enforcement Memorial Fund, funded through low-speed vehicle registration plate revenue, to support the annual remembrance of officers who gave their lives in service and maintenance of the Massachusetts Law Enforcement Memorial located behind the State House.

Finally, the bill creates a statewide Blue Alert system to quickly notify the public when a suspect is being sought in connection with the serious injury or killing of a law enforcement officer — a tool proven effective in other states.

This is a measured, respectful, and necessary piece of legislation. It strengthens compliance with existing law, honors our fallen, supports their families, and enhances public safety infrastructure.

We urge the Committee to release HB3816 with a **favorable report**. If you have any questions or would like to discuss further, please do not hesitate to contact me.

Sincerely,



John Nelson  
Vice President & Chairman of Legislative Affairs  
Massachusetts Coalition of Police

MCOP  
MASSACHUSETTS





# The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES  
STATE HOUSE BOSTON, MA 02133-1020

**STEVEN S. HOWITT**  
**STATE REPRESENTATIVE**  
4<sup>th</sup> Bristol District

Room 237, State House  
Tel: (617) 722-2305  
Steven.Howitt@mahouse.gov

June 3, 2025

Representative James Arciero, House Chair  
Senator Brendan P. Crighton, Senate Chair  
Joint Committee on Transportation  
24 Beacon St., Room 134  
Boston, MA 02133

Dear Chair Arciero and Chair Crighton,

I write to testify in support of House Bill 3694, *An Act relative to spare tires*, of which I am the sponsor. I respectfully request that you report this bill out favorably.

House Bill 3694 will amend the Massachusetts General Laws to prohibit vehicles operating on a space saver spare tire, otherwise commonly referred to as a “donut,” from traveling in the leftmost lane on the roadway. Please see the second page of this document for a side-by-side photo of a regular size spare tire and a space saver spare tire. As shown in the photo, on the left side of the photo is a regular size spare tire, and on the right side of the photo is a space saver spare tire. A space saver spare tire is significantly smaller than a regular size spare tire.

This legislation aims to protect both individuals operating a vehicle on a space saver spare tire and the operators of vehicles around them from the risk of encountering a high-speed crash with a vehicle operating with a space saver spare tire, which is intended for only temporary use due to the design of the tire. It is recommended that drivers do not travel more than 50 miles per hour while using a space saver spare tire, and vehicles traveling in the leftmost lane of a roadway are oftentimes traveling at least 65 to 75 miles per hour. This bill will increase safety on roadways and will protect drivers across the Commonwealth.

I thank you for your consideration of House Bill 3694 and again express my support for a favorable report.

Best regards,

A handwritten signature in blue ink that reads "Steven S. Howitt".

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Steven S. Howitt  
**State Representative**  
**4<sup>th</sup> Bristol District**



## The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES  
STATE HOUSE BOSTON, MA 02133-1020

**STEVEN S. HOWITT**  
**STATE REPRESENTATIVE**  
4<sup>th</sup> Bristol District

Room 237, State House  
Tel: (617) 722-2305  
[Steven.Howitt@mahouse.gov](mailto:Steven.Howitt@mahouse.gov)

Photo of a regular size spare tire vs. a space saver spare tire:





# The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES  
STATE HOUSE BOSTON, MA 02133-1020

**STEVEN S. HOWITT**  
**STATE REPRESENTATIVE**  
4<sup>th</sup> Bristol District

Room 237, State House  
Tel: (617) 722-2305  
Steven.Howitt@mahouse.gov

June 3, 2025

Representative James Arciero, House Chair  
Senator Brendan P. Crighton, Senate Chair  
Joint Committee on Transportation  
24 Beacon St., Room 134  
Boston, MA 02133

Dear Chair Arciero and Chair Crighton,

I write to testify in support of House Bill 3696, *An Act relative to motor vehicle negligence*, of which I am the sponsor. I respectfully request that you report this bill out favorably.

House Bill 3696 will amend the Massachusetts General Laws to prohibit motorists from operating a motor vehicle in the Commonwealth without properly removing snow and/ or ice from the vehicle before driving on the road.

This legislation aims to protect drivers on Massachusetts' roadways from being hit by either snow and/ or ice while driving. We have increasingly seen that vehicles covered with snow and ice in the winter travel on roads across the Commonwealth and motorists do not properly clean off their vehicle before driving, which leads to snow and ice coming off one vehicle and hitting surrounding cars on the road, which can cause serious harm to unsuspecting drivers.

I thank you for your consideration of House Bill 3696 and again express my support for a favorable report.

Best regards,

A handwritten signature in blue ink that reads "Steven S. Howitt".

Steven S. Howitt  
**State Representative**  
**4<sup>th</sup> Bristol District**

**Via Email**

June 3, 2025

The Honorable Brendan P. Crighton  
Senate Chair  
Jt. Comm. on Transportation  
Room 109-C  
State House  
Boston, MA 02133

The Honorable James Arciero  
House Chair  
Jt. Comm. on Transportation  
Room 134  
State House  
Boston, MA 02133

**RE: June 3, 2025 Hearing—Joint Committee on Transportation – Recorded Positions**

Dear Chairs Crighton and Arciero:

Thank you for the opportunity to follow-up with the Committee after the verbal testimony offered today on behalf of the Massachusetts Insurance Federation (“Federation”), the American Property Casualty Insurance Association (APCIA), and National Association of Mutual Insurance Companies (NAMIC) to urge the passage of important roadway safety bills that are before your committee on June 3rd. With 25 member insurance companies and four national insurance trade associations as associate members, the Federation serves as the leading voice of the property and casualty insurance industry in the Commonwealth. APCIA and NAMIC serve as national trade associations and their members are integral to the Commonwealth, as collectively we represent nearly all of the Massachusetts property-casualty insurance market.

In the table below, with data pulled from the MassDOT Crash Portal, we can see that fatalities grew substantially during and after the COVID-19 pandemic. While 2024 brought about year-over-year reductions in fatalities, it is still higher than 2019. Meanwhile the high fatalities numbers in 2022 have not previously reached such levels since 2005. It is important that we work together on a variety of bills before this committee to ensure that we are able to make our roadways less dangerous for the motoring public and pedestrians.

| Crash Severity                      | Total   | 2019    | 2020    | 2021    | 2022    | 2023    | 2024    | 2025   |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|--------|
| Fatal injury                        | 2,192   | 324     | 327     | 393     | 409     | 324     | 357     | 58     |
| Non-fatal injury                    | 184,419 | 32,945  | 24,313  | 29,507  | 30,592  | 30,909  | 30,677  | 5,476  |
| Property damage only (none injured) | 568,132 | 98,784  | 70,540  | 89,100  | 95,535  | 97,367  | 97,429  | 19,377 |
| Reported but invalid                | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0      |
| Not Reported                        | 9,936   | 5,606   | 1,549   | 1,596   | 1,140   | 45      | 0       | 0      |
| Unknown                             | 31,439  | 3,280   | 3,787   | 4,616   | 6,680   | 6,915   | 5,171   | 990    |
| All crashes                         | 796,118 | 140,939 | 100,516 | 125,212 | 134,356 | 135,560 | 133,634 | 25,901 |

Please record our position on the following bills, which are designed to limit roadway fatalities and improve the safety of the motoring public in the Commonwealth:

- **S.2352/H.3789**—An Act relative to the “Move Over Law”—**Support with Amendment**
  - H.2352 and H.3789 both extend necessary protections from the “Move Over Law” to utility and disabled vehicles.
  - “In the United States of America (U.S.) in 2023 alone, there were 45 fatalities reported among traffic incident response personnel due to “struck-by-vehicle” incidents (Emergency Responder Safety Institute, 2023). Of the 45 people killed, 18 were law enforcement, 20 were tow truck operators, and 8 were from fire/EMS. It is likely that one of the major causes of secondary crashes involving incident response personnel is motorists not moving over when approaching the incident scene.”<sup>1</sup>
  - The Trades believe any of these proposals can be strengthened by **adding the following language to the penalties for violations of the “Move Over Law”**: A first or subsequent offense shall be a surchargeable incident under said section 113B of said chapter 175 or under a motor vehicle liability policy as defined in said section 34A that is issued pursuant to said chapter 175.
  - The additional deterrence provided when we do not shield certain violations from surcharges will likely result in safer roadways.
- **H.3816**— An Act relative to the “Move Over Law”—**Support with Amendment**
  - H.3816 focuses on the enhanced penalties and establishes the Massachusetts Law Enforcement Memorial fund.
  - The Trades support this effort, however, we believe like the bill above it can be strengthened by revising Section 2(e) to read as follows: (e) A first or subsequent offense shall be a surchargeable incident under said section 113B of said chapter 175 or under a motor vehicle liability policy as defined in said section 34A that is issued pursuant to said chapter 175.
- **S.2346**—An Act Relative to issuance of citations and warning to vehicles owners without effectuating motor vehicle stops--**Support**
  - As roadway safety technologies increase it is important for law enforcement to have these tools available to deter aggressive driving behaviors.
- **H.3696/H.3812**—Acts relative to snow and ice removal from vehicles—**Support**
  - The Trades support this legislation regarding removal of snow and ice debris left on top of vehicles, especially large commercial vehicles, as it poses a significant threat to the motoring public. Large amounts of snow and ice can crash into oncoming windshields causing damage or temporary loss of clear sight of the roadway. This is one of the most preventable forms of damage and the commonwealth should take steps to urge drivers to properly clear the exterior of their vehicles prior to driving.
- **H.3754/S.2344** - An Act relative to traffic regulation using road safety cameras - **Support with Amendment**
  - The Trades support the use of new technologies to enhance roadway safety. Using cameras to monitor and enforce traffic violations is a cost-effective and easy way to discourage dangerous behaviors that put people and property at risk.
  - However, we would urge the Committee to remove Section 3(c), which prevents penalties imposed under this system from becoming part of an individual’s driving record or being considered by insurance companies when they rate and price that individual’s motor

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<sup>1</sup> <https://journalofroadsafety.org/article/122580-move-over-laws-and-incident-response-personnel-safety-in-the-usa>

vehicle insurance policy. This limitation creates inequity by treating similarly situated drivers unfairly. For example, running a red light is bad behavior whether it is witnessed by a police office or a camera. The penalties should be aligned.

- Those who engage in unsafe or irresponsible driving behavior place themselves and others at greater risk of harm and their insurance costs should reflect that level of enhanced risk, regardless of how the unsafe or irresponsible behavior is discovered.

Thank you for the opportunity to appear before the Committee today and please do not hesitate to reach out regarding the Trades' position on any of the above-referenced bills.

Regards,

**Massachusetts Insurance  
Federation**



Christopher Stark  
Executive Director  
[CStark@MassInsurance.org](mailto:CStark@MassInsurance.org)

**American Property Casualty  
Insurance Association**



Jonathan Schreiber  
AVP, State Government  
Relations, APCIA  
[Jonathan.schreiber@apci.org](mailto:Jonathan.schreiber@apci.org)

**National Association of Mutual  
Insurance Companies**



Matt Overturf  
Assistant Vice President – State  
Affairs  
[mverturf@namic.org](mailto:mverturf@namic.org)



# *The Commonwealth of Massachusetts*

**HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON, MA 02133-1054**

**JOHN J. MARSI, JR.**  
**STATE REPRESENTATIVE**  
SIXTH WORCESTER DISTRICT

STATE HOUSE ROOM 156  
TEL: (617) 722-2240  
[John.Marsi@MAHouse.gov](mailto:John.Marsi@MAHouse.gov)

June 2, 2025

Rep. James Arciero & Sen. Brendan Crighton  
Chairmen, Joint Committee on Transportation  
State House  
Boston, MA 02133

Chairs Arciero and Crighton,

Thank you for taking the time to consider H.3737 - An Act allowing MassDOT vehicles to use red lights for safety.

For the bill's hearing, I wanted to provide some background and advocacy on why this is needed and necessary.

Late last year I received a call from a Southbridge constituent, who is a supervisor at Mass Highway. He detailed how dangerous conditions can be for workers that are in the road, particularly at night. Although flashing yellow lights crash trucks are utilized, they are often not enough to prevent disaster. People ignore yellow lights because they think it is a tow truck. When it is dark at night, the lights blend in to the road. Combined with distracted driving at an all-time high, this is the recipe for tragedy.

On July 27, 2024 at 9:30 PM, MassDOT's David Souza of Stoughton was struck and killed on Rt. 24 in West Bridgewater while clearing debris in the road.

On March 28, 2025 at 12:45 AM, three construction workers were struck and killed on Rt. 91 in West Springfield by a speeding car.

These are not hypothetical situations – these are very recent examples of why MassDOT need a better way to alert drivers that they are in the road – the proposed solution is to allow a different color of flashing light on the back of the vehicles. The bill proposes to utilize red lights as those would stand out at night and drivers would immediately understand that more caution is required. An alternative would be green lights should the experts decide another choice is needed.

This is a common-sense public safety issue that could easily be addressed. Mass Highway leadership has expressed support for this as do the workers.

Please review this legislation favorably!

Let me know if you have any questions or comments.

Sincerely,

State Representative  
6<sup>th</sup> Worcester District

From: Giulia Norton <[REDACTED]>  
Sent: Sunday, June 15, 2025 2:20 PM  
To: Morrissey, Siobhan (HOU); bikeinfo@massbike.org  
Subject: H.3754 An Act Relative to Traffic Regulation Using Road Safety Cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello Rep Morrissey,  
I am writing to express my strong support for H.3754, An Act Relative to Traffic Regulation Using Road Safety Cameras. I commuted primarily by bicycle for four decades in the Boston area. I also drive frequently. I am very concerned with the apparent increase in inconsiderate driving (especially running red lights) as well as reckless driving (e.g., driving on the wrong side of the yellow line to take a left turn). Road Safety Cameras could capture such activities. They can be installed in locations that will ensure they do not affect certain communities more than others.

Giulia Norton  
[REDACTED]



From: James Lowenthal <[REDACTED]>  
Sent: Thursday, June 12, 2025 4:23 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Sabadosa, Lindsay - Rep. (HOU); bikeinfo@massbike.org  
Subject: I support H.3754 (Road Safety Cameras)

Dear Rep. Morrissey, cc Rep. Sabadosa and MassBike,

I write to urge you to support H.3754, An Act Relative to Traffic Regulation Using Road Safety Cameras. Speeding traffic in Massachusetts kills people (and other animals) far too often. Speeding is illegal and dangerous. Motor vehicle crashes are the leading cause of death for young people; many of the victims are bicyclists or pedestrians. In places that have implemented road safety cameras, speeding declines, and lives are saved.

I walk and bike almost everywhere, I'm an experienced life-long bicyclist, and still I feel and indeed I am at risk from speeding motorists every time I ride. I have many friends who have been struck by speeding cars; some have died.

Driving a motor vehicle is a privilege, not a right, and it comes with the responsibility to respect other road users. Our quality of life -- indeed our very lives -- will be enhanced and safeguarded when we regain control of our streets from scofflaw motorists. Our communities will all benefit from the option to use road safety cameras to do that.

Sincerely,

James Lowenthal

[REDACTED]  
Northampton, MA 01060



## *The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1020

**Representative Steven C. Owens**  
Twenty-Ninth Middlesex District

24 Beacon Street, Room 167  
Boston, MA 02133  
(617) 722-2230  
[steven.owens@mahouse.gov](mailto:steven.owens@mahouse.gov)

**Representative Manny Cruz**  
Seventh Essex District

24 Beacon St, Room 146  
Boston, MA 02133  
(617) 722-2011  
[manny.cruz@mahouse.gov](mailto:manny.cruz@mahouse.gov)

June 3, 2025

Representative James Arciero, Chair  
Joint Committee on Transportation  
24 Beacon Street, Room 134  
Boston, MA 02133

Senator Brendan Crighton, Chair  
Joint Committee on Transportation  
24 Beacon Street, Room 109-C  
Boston, MA 02133

RE: H3754 An Act relative to traffic regulation using road safety cameras

Chair Arciero, Chair Crighton, and Honorable Members of the Joint Committee on Transportation:

We write in support of H3754 *An Act relative to traffic regulation using road safety cameras*. This bill allows municipalities to place red light and speed cameras along any roadway within their control or along a state roadway if MassDOT provides written permission. Each year, the municipality must submit a report that lists all automated traffic regulation systems and analyzes the connection between their placement and public safety. These cameras produce back-view photographs of vehicles committing camera-enforceable violations. These violations range from \$25 to \$150 and will not be made part of the operating record of the vehicle owner.

Estimated traffic fatalities increased by 7.3% in Massachusetts in 2024, despite declining national trends. More than 360 Massachusetts residents die in a motor vehicle crash each year, including bicyclists and pedestrians. Massachusetts has over 3,500 hospital stays and 50,000 emergency department visits for nonfatal crash injuries yearly. Automated enforcement will decrease crash-related injuries and deaths. In 79 large U.S. cities, red-light cameras have reduced fatal red-light running crashes by 21%, saving nearly 1,300 lives. A 2016 Insurance Institute for Highway Safety (IIHS) study looked at data from 14 cities that removed their automated enforcement cameras and found that the fatal red-light running crash rate increased by 30%, and the rate of all fatal crashes increased by 16% at all intersections.

Automated enforcement will also reduce friction between police officers and civilians. Traffic enforcement is the leading cause of interactions between the police and the public, with about 50,000 traffic stops nationwide each year. These traffic stops are not race-neutral. In 2019, Massachusetts police departments issued 14% of traffic citations to Black drivers, even though they make up only 7% of the population. Additionally, Black drivers were criminally cited 18% of the time compared to 13% of white drivers, who were more likely to receive a warning.

Given the long history of racial profiling in traffic stops, this bill protects BIPOC communities by prohibiting frontal-view photographs. The cameras utilized within the Commonwealth will ensure that the

driver cannot be seen, thereby eliminating the possibility of further racially biased traffic enforcement. Further, the cameras will only capture images in the event of a camera-enforceable violation, thereby preventing the system from continuously surveilling drivers. To further protect drivers' privacy, the bill provides that no photograph produced by an automated traffic regulation system will be admissible or discoverable in any civil or criminal proceeding except upon a court order. Within 48 hours of the final disposition of the violation, all photographs and data collected must be destroyed.

There are currently 26 states that allow automated traffic enforcement. 206 communities within the United States utilize speed cameras, and 336 communities utilize red-light cameras. It is time that the Commonwealth joins these states, given that heavy traffic is back post-pandemic and drivers are as aggressive as ever. Anecdotally, constituents report that drivers and driving have worsened since the pandemic's beginning, and the statistics bear this out. Speeding-related injuries have steadily increased, the seat belt use rate has decreased, and impairment-related serious injuries have increased. According to the AAA Foundation for Traffic Safety's National survey from 2023, 57.3% of respondents believe it is somewhat or very unlikely that they will be pulled over for going more than 10 mph over the speed limit on a residential street. Over 48% of respondents believed it is unlikely that they will be pulled over for running a red light.

Automated enforcement programs have been met with success. Since expanding their pilot speed camera program in 2014, New York City experienced a 73% decrease in red light running and related crashes, contributing to a 94% reduction in daily violations near red-light camera installations. Between 2022 and 2024, violations during evening and weekend enforcement hours decreased by 40% in New York City. Behavior change was observed among drivers, with 74% of vehicles receiving less than two violations a year. When cameras are removed, injury accidents increase in frequency. In 2011, a study turned off red-light safety cameras and found that the camera deactivation was associated with a 23% increase in right-angle red-light running crashes. Right-angle crashes are much more likely to cause serious injury or death than rear-end collisions, with angle crashes accounting for over 40% of fatal crashes in 2023.

Public surveys consistently report that most Americans support improved road safety, including red-light cameras. A recent report indicates that the Commonwealth agrees. The 2023 Massachusetts Strategic Highway Safety Plan recommends establishing a pilot program for automated enforcement. The Commonwealth developed the plan in a multi-step process that engaged 270 stakeholders. Transportation experts, therefore, believe that automated enforcement is a path toward safer transportation within the Commonwealth.

We are eager to follow the recommendations from the Strategic Highway Safety Plan to protect the Commonwealth. To ensure that this legislation will pass, we are willing to take the recommendations of the Joint Committee on Transportation. The bill would enable enforcement of several different infractions, and we are happy to work with the committee to narrow or expand that list. Still, it is important to us that the bill continues to center equity, protect residents from unnecessary surveillance, and keep the focus on safety rather than revenue.

We are therefore respectfully urging the Joint Committee on Transportation to provide a favorable recommendation for H3754 and move it forward in the legislative process. Thank you in advance for your time and consideration. Please do not hesitate to contact our offices with questions.

Sincerely,



Steven C. Owens  
State Representative  
29th Middlesex District



Manny Cruz  
State Representative  
7th Essex District

From: Steve Waller <[REDACTED]>  
Sent: Thursday, June 12, 2025 11:53 AM  
To: Morrissey, Siobhan (HOU)  
Cc: Diggs, Kip - Rep. (HOU)  
Subject: Traffic safety

I support H. 3754 and better enforcement of road laws, which would reduce needless deaths and injuries among pedestrians and cyclists. There are so few patrol cars now. They need help.

Steve Waller  
Centerville

From: Ed Burke <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:37 PM  
To: Morrissey, Siobhan (HOU)  
Subject: S.2344, H.3754 & H.3905

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi,

I wish to voice my support for these three bills which were discussed at the recent transportation committee meeting - S.2344, H.3754 & H.3905. I am a resident of Salem with two young children with whom I walk, bike and drive around the city regularly. There is a huge road safety problem in our area with drivers speeding through school zones, breaking red lights, failing to yield at crosswalks etc. I strongly believe these bills will assist law enforcement by automating what would otherwise be a dangerous and resource intensive activity.

Thanks,  
Ed Burke

From: Aaron Greiner <[REDACTED]>  
Sent: Monday, June 2, 2025 6:57 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Testimony: Automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am writing to express my strong support for the legalization of automated speed and red-light traffic enforcement.

These systems are proven tools that enhance public safety by deterring dangerous driving behaviors like speeding and red-light running. They provide consistent enforcement and help reduce traffic-related injuries and fatalities—especially in high-risk areas such as school zones and busy intersections.

Automated enforcement also helps to alleviate the burden on law enforcement resources, allowing officers to focus on higher-priority public safety needs. When implemented with transparency and equity, these systems can be a fair and effective part of a broader traffic safety strategy.

Thank you for prioritizing policies that protect all road users. I urge you to support automated enforcement initiatives to make our streets safer for everyone.

Best,  
Aaron Greiner

[REDACTED]  
Somerville, MA 02143

From: Abigail Swaine <[REDACTED]>  
Sent: Monday, June 2, 2025 9:19 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Emily Jacobsen; David Trevvett; Tommy Vitolo  
Subject: Testimony re: Automated Traffic Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Siobhan,

I wish to submit written testimony in support of H.3754 and S.2344, to legalize the use of automated traffic enforcement in Massachusetts.

I served for 10 years on Brookline's transportation board and for 9 years chairing one of its committees. In 2019, at age 24, my son suddenly became a wheelchair user. Then came the COVID-19 pandemic. As Brookline police officers have attested, the pandemic seems to have unleashed lawless driving behavior. My son, who now can't nimbly dodge drivers who speed and blow red lights, is vulnerable. I regularly witness drivers blow red lights and gunning it in densely settled areas, ignoring pedestrians in crosswalks. Police despair of being everywhere, often enough, to catch rogue offenders. PLEASE grant us this tool to tame our streets and save ourselves from injury!

Abby Swaine

[REDACTED]

Brookline, MA 02445

From: Adamson Bryant <[REDACTED]>  
Sent: Friday, May 30, 2025 6:21 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic Enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi,

I am a Cambridge resident and am writing to express my support for the automated traffic enforcement bills in Massachusetts. I run most mornings and almost every day I see cars running red lights, endangering the safety of pedestrians and other cars. There isn't enough manpower to enforce these traffic laws, and automated systems are necessary to keep up with the daily violations.

Best,  
Adamson Bryant



From: Alan Spatrick <[REDACTED]>  
Sent: Thursday, June 12, 2025 12:14 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Traffic laws

You don't often get email from [REDACTED]. [Learn why this is important](#)

Rep. Morrissey,

Given the increasing number of dangerous and distracted drivers texting, etc. on the road these days, I urge you to support Senate bill 2344 and House bill 3754 to increase the oversight of cars behaving badly.

Alan Spatrick  
Newton MA

From: Alessandra Seiter <[REDACTED]>  
Sent: Friday, May 30, 2025 10:28 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Written testimony on H.3754 and S.2344 regarding automated enforcement

You don't often get email from [REDACTED]. Learn why this is important

Dear esteemed members of the Joint Committee on Transportation,

Thank you for the opportunity to provide comment on bills H.3754 and S.2344 regarding automated enforcement. As a resident of Somerville who walks and bikes as my primary modes of transportation, and as the Chair of the Somerville Pedestrian & Transit Advisory Committee (PTAC), I wish to express my strong support for the passage of these bills and offer sincere thanks to Representatives Owens and Cruz and Senator Brownsberger for sponsoring these critical measures. I am a strong believer in automated enforcement because it is data-driven to save lives and keep our streets safe while mitigating the discriminatory effects of direct officer enforcement.

To offer a personal experience on this matter, in 2018 I was hit by a car while riding my bike from Cambridge to Allston across Soldiers Field Road. There was a painted bike lane and full signalization at the intersection, but a rideshare driver ran a red light and hit my back wheel, causing me to fall hard. The crash fractured my left shoulder and totaled my bike. I was a few weeks away from starting a new job, and at the time didn't have health insurance so I avoided getting treated for almost a month. While my shoulder luckily didn't endure lasting damage, I was in a considerable amount of pain for many days. A police officer was at the scene of the crash, but I refused to seek a penalty for the driver -- he was of Latin descent and a rideshare driver, so I worried he might be in a precarious immigration position and didn't want to subject him to potentially dire consequences. We exchanged numbers and a few days later I texted to request that he reimburse me for the damage done to my bike, but I never heard from him again. Having automated enforcement at this intersection would have ensured this driver was held accountable without putting him in a possibly catastrophic law enforcement situation -- or, better yet, it would have prevented the crash from ever happening in the first place.

Beyond my personal experience, in November 2021, PTAC expressed support for previous versions of proposed automated enforcement legislation (H.2532, H.2426, H.2494, and S. 1545). While today I'm writing in an individual capacity, it's important to note that our committee has continued to advocate for the adoption of automated enforcement in Somerville with and alongside our local partners for the past 3+ years.

Automated enforcement is data-driven to save lives and keep our streets safe.

Rigorous, scientific studies have found that automated enforcement:

- \* Reduces red-light running by 44-61% (Pub Med Central).
  - \* Reduces injurious crashes by 20% (Pub Med Central).
  - \* Reduces speeding-related crashes by up to 54% (NHTSA-FHWA).
  - \* In school zones, cut crashes by 15%, injuries by 17%, and fatalities by 55% (Federal Highway Administration).
  - \* Provides a net economic benefit of \$39,000-\$50,000 per camera site per year, paying for itself through crash-cost savings (Federal Highway Administration).
- Behind each of these statistics are countless people who are free to live joyous,

productive lives as valued members of their communities. The simple installation of cameras prevents families, friends, and neighborhoods from being forced to grieve the unnecessary deaths of loved ones.

Automated enforcement also mitigates the discriminatory effects of direct officer enforcement. Traffic stops are the most common form of contact between civilians and the police. Between 2017 and 2022, police officers killed more than 400 people during traffic stops -- these people were not armed, and were not under pursuit for a violent crime. What's worse is that these often violent enforcement efforts are likely all but frivolous: a NHTSA report of 33 state patrols found no association between traffic stops and death rates from crashes (all statistics from LivableStreets Alliance).

With all of this information in mind, the key question becomes: Why would we continue to prohibit an equitable traffic enforcement method that has been proven to save lives (automated enforcement) while encouraging an often discriminatory and ineffective enforcement method that has been proven to threaten lives (direct officer enforcement)?

Thank you for your time and consideration of this important matter.

Sincerely,  
Alessandra Seiter  
Somerville resident

From: Alex Epstein <[REDACTED]>  
Sent: Saturday, May 31, 2025 9:56 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: Uytterhoeven, Erika - Rep. (HOU); Jehlen, Patricia (SEN)  
Subject: Please pass H.3754 and S.2344 to allow road safety cameras in Massachusetts

Dear Alex Chilton and Siobhán Morrissey,

I write to you as a member of the Boston Region MPO Vision Zero Task Force, a member of the City of Somerville Traffic Board, a member of the Somerville Alliance for Safe Streets, and as a resident and parent of two young children to state my strong support for H.3754 and S.2344 and to urge the Legislature to pass these life-saving measures.

Road safety cameras to detect and ticket vehicles that speed or run red lights are a proven public safety tool already used in 24 states, DC, 6 provinces in Canada, and many countries to reduce dangerous driving behavior, prevent crashes, and save lives. Currently, Massachusetts is behind the curve, and this is costing us more tragedy every year. In 2024, 369 people were killed in traffic crashes in the Commonwealth, of which about one-third involved speeding, and about one-quarter of which involved traffic signal intersections. We know how to prevent these deaths and the pain and suffering it creates for their families, and it is time to act to allow speed and red light safety cameras on our streets.

- \* Road safety cameras are proven: in 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS)

- \* Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in all types of road settings (Toward Zero Deaths).

- \* Makes school zones MUCH safer for our children: New York City's 2,000+ school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and reduced fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration). In other words, most offenders only ever paid one ticket before they stopped speeding.

- \* Equity and safeguards: I appreciate that this bill includes robust protections to ensure the technology is used fairly, preserves privacy, and doesn't disproportionately impact vulnerable communities. It assures that the incentives will be aligned not to create revenue but to save lives. Again, please advance H.3754 and S.2344 in this session. Thank you for your leadership in preventing more lives from being needlessly lost.

With gratitude,

Alex Epstein

[REDACTED]  
Somerville, MA 02144

From: Alexandra Wilson <[REDACTED]>  
Sent: Friday, May 30, 2025 1:38 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Siobhán,

I am writing in support of the legalization of red-light cameras to enforce the following of traffic laws. I live in Inman Square in Cambridge, MA. I have seen many instances of drivers clearly choosing to run red lights, often endangering cyclists, pedestrians like myself, and other drivers. There are plenty of problem intersections in the area, including places where cyclists have been killed by motorists in the past year. Automated enforcement is a proven tool to prevent crashes and improve public safety, including saving lives. Please consider legalizing red-light cameras to protect all road users across Massachusetts.

Thank you for your consideration.

Sincerely,  
Alexandra Wilson  
[REDACTED], Cambridge

From: Alicia Powell <[REDACTED]>  
Sent: Monday, June 16, 2025 1:30 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: Massachusetts Bicycle Coalition  
Subject: RE: H.3754 and S.2344, An Act Relative to Traffic Regulation Using Road Safety Cameras.

You don't often get email from [REDACTED]. Learn why this is important

Honorable Senator Chilton and Representative Morrissey,

I write to the joint committee on transportation to comment on the H.3754 and S.2344, An Act Relative to Traffic Regulation Using Road Safety Cameras. I support traffic safety cameras because as a physician, I have seen firsthand the effects of speeding, red light running, and dangerous driving. I'll never forget the day one of my own patients was hit in the crosswalk while walking across Cambridge Street in Boston. Already a person with a disability, her life was never the same after she was hit by a person driving dangerously.

I am also a parent, pedestrian and bike rider as well, and my spouse just returned from work riding his bike. For the sake of our planet and humanity, we need a shift in mindset to prioritize pedestrians and bike riders over vehicle drivers.

Thank you for serving in our legislature, and thanks in advance for any assistance in passing these acts.

Alicia Powell, M.D.

From: Allison Kornstein <[REDACTED]>  
Sent: Friday, May 30, 2025 1:29 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

Hello,

I am writing in support of the bills H.3754 and S.2344 to legalize the use of automated traffic enforcement in Massachusetts for speeding and running red lights. Automated enforcement is a proven public safety tool used in many states and countries to reduce dangerous driving behavior, prevent crashes, and save lives.

As a resident of the city of Boston, I prefer to walk around my own neighborhood, especially walking my toddler to the local playground. To do so, I have to pass through a busy intersection (Belgrade and Walworth), which even though it has a 4-way stop with walk-signs for pedestrians, cars are constantly running the red light either to make illegal right-on-red or just speeding through the light after it has turned red. I have had multiple close encounters walking with my child in the stroller in this intersection and in others throughout Roslindale and Jamaica Plain. I have also had close calls as a driver, where other drivers are distracted by their cell phones and run a red light through an intersection.

I believe we deserve to feel safe on the roads as pedestrians and drivers, and based on the proven track record of automated enforcement, I do think it would help curb some of this dangerous behavior and force drivers to pay more attention and drive less recklessly. The technology exists, it works, and I strongly support using it to make our towns and cities safer.

Thank you for your consideration!

Allison Kornstein

[REDACTED]  
Roslindale, MA 02131

From: alroberts <[REDACTED]>  
Sent: Wednesday, June 4, 2025 10:42 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,  
I just wanted to state my support for legalizing automatic traffic enforcement.  
I have lived in the Boston area my entire life. In the past 5 years, I have noticed that drivers are increasingly ignoring red lights, driving through stop signs, and engaging in other kinds of dangerous driving. As a frequent pedestrian and biker, these drivers endanger me, not to mention everyone else and themselves!  
Please allow towns to implement automated ticketing.

Andrea Roberts

[REDACTED]

Brookline

Sent from my T-Mobile 4G LTE Device



From: Andrew Glaude <[REDACTED]>  
Sent: Saturday, May 31, 2025 9:00 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Comment for Committee on Transportation at June 3rd

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am writing today in support of bills H.3754 and S.2344 that would legalize the use of automated enforcement in Massachusetts. This technology has been widely used around the world with strong success, we here in the commonwealth lag far behind in this area. As a resident of Massachusetts, using the roads as a pedestrian, cyclist, transit-user, and driver I frequently see how dangerous the roads in Massachusetts are. Speeding, and running of red lights are a daily occurrence, frequently with deadly consequences. Speed specifically is the most dangerous contributor to deaths in traffic violence, at 20 MPH a person walking is 95% likely to survive a collision, while at 40 MPH they are only 15% likely to survive (NTSB 2017).

Please work urgently to advance these important bills to greatly improve the safety of all Massachusetts roads.

Thank You,  
Andrew Glaude  
Resident Somerville MA

From: amgrip <[REDACTED]>  
Sent: Monday, June 2, 2025 9:11 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Subject: Automated Enforcement Testimony

You don't often get email from [REDACTED]. Learn why this is important

Dear Ms Morrissey and Mr. Chilton, Thank you for organizing this hearing to learn all the benefits of automated enforcement and how the Commonwealth can greatly improve street safety by implementing speed cameras and red light cameras. There are plenty of statistics that show that automated enforcement drastically improves street safety - drivers will drive slower and be more attentive to gunning it when they see a light about to change to red. Having lived in NYC where red light cameras are the norm, I can attest after getting an automated ticket on the West Side Highway, I changed my driving style to ensure I didn't have to pay another \$50 fine. The beauty of these cameras is it is very easy to avoid fines: just obey the speed limit and stop at red lights! One ticket made me realize that it was an easy behavioral change to simply drive slightly slower and not push forward when lights are about to change. Over 90% of drivers in NYC, after getting a couple red light tickets, do not incur other penalties. This is a simple and effective way to change driver behavior to comply with the law.

Since the pandemic began, we've all seen a change in traffic patterns, and we would all agree, less civility and respect for law on the behalf of drivers. It shocks me how many times I see drivers blatantly run red lights in Boston. At this point, I will never go when a light turns green. I know I need to wait, and look and beware in case a driver is going to just ignore the red light and blast through the intersection even after the light has changed.

This affected me directly when one night, one of my neighbors was traveling home and a driver ran a red light, and slammed my neighbors car so hard, it crashed through the fence of my yard and almost hit my house. It was terrifying as I thought he had died, because the car horn just kept blaring long after the crash. It wasn't until I saw the paramedics talking to him that I knew he had survived the crash. The dread of those long minutes while that car horn sounded non-stop as I worried someone had died feet from my house are traumatic and haunting. No tickets were issued by police after that crash, even though it was clear the driver had run the red light. My neighbor had to take time off work to recover from his injuries. My fence was down for months while I waited for the insurance companies to settle the crash. And worst of all, there's nothing to prevent another driver from doing the same - crashing into our yard, killing someone, or anyone in my family who might be outside. I'm including photos from 3 different crashes, the one I mention above where my neighbor's car ended up smashing into the fence and up the hill onto the yard, another where a driver smashed into the light post which then crashed into the bus shelter on the corner, and a third where a scooter driver was badly hurt. I have a whole photo album of even more crashes, including one, where another neighbor ran down the street after she heard the crash, as her son had just left her house, and it was indeed him that had just been loaded into the ambulance to be taken to the hospital. The panic and fear on her face and in her cries were horrible to see and hear. I live on Humboldt Avenue, near 3 public schools and across from the Crispus Attucks daycare. Drivers regularly go 50 MPH or more down this street, even during school hours. A baby was killed a few blocks away, killed by a driver while held in her mother's arms as she tried to cross the street in 2016. I am begging you to finally respect the lives of the people who lives in Boston and the Commonwealth. Drivers have absolutely no reason to fear any tickets currently. Many drivers are looking at their phones as they speed down city streets! It's time to have drivers pay full attention to a dangerous task. Too many people in Boston are being killed and it is often our most vulnerable, children, elders, folks with disabilities. We must take steps to keep our streets safe and speed cameras are a common sense measure used in many other states successfully. Our community in Roxbury deserves

safe streets. And because speed cameras will not discriminate or racially profile - it is a way to keep drivers safe as well - because we can minimize police interactions that can lead to tragedies. Many thanks to the sponsors of these bills and for your time to hold these hearings. Automated enforcement is long overdue and these bills provide excellent safeguards for privacy and checks against ways to push fines disproportionately into low income communities. I support these bills and I look forward to the day when I no longer have to dread the sound of screeching brakes followed by a crash outside my home, while I hope and pray nobody was killed as I dial 911 yet again. Sincerely, Anne Anne Griepenburg [REDACTED] Roxbury, MA 02121

From: Arah Schuur <[REDACTED]>  
Sent: Wednesday, June 4, 2025 5:18 PM  
To: Morrissey, Siobhan (HOU); Crighton, Brendan (SEN); Arciero, James - Rep. (HOU)  
Cc: Uytterhoeven, Erika - Rep. (HOU); Jehlen, Patricia (SEN)  
Subject: Re: Please pass H.3754 and S.2344 to allow road safety cameras in Massachusetts

Some people who received this message don't often get email from [REDACTED]. Learn why this is important

Dear Chairs Crighton and Arciero -

I am writing to you to urge you to advance H.3754 and S.2344 in this session. As you heard in unanimously supportive testimony yesterday, we continue to have friends and family members killed on our streets by reckless drivers. We cannot wait another session to bring road safety cameras - a proven public safety tool already used in 24 states, DC, 6 provinces in Canada - to Massachusetts.

I am a Somerville resident, a pedestrian, bicycle rider, and driver. I am a founding member of Somerville Bicycle Safety and Somerville Alliance for Safe Streets (SASS.)

In the few years that I have been doing this advocacy work, nine of my neighbors have been killed or critically injured on Somerville's streets. That is heartbreaking.

Thank you for your leadership in preventing more lives from being needlessly lost. Please advance H.3754 and S.2344 and to urge the Legislature to pass these life-saving measures.

Arah Schuur

[REDACTED]  
Somerville, MA 02144

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Arah Schuur

[REDACTED]

From: Ariel White <[REDACTED]>  
Sent: Saturday, May 31, 2025 8:09 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Testimony on automated enforcement (for legislative hearing Tuesday June 2)

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I'm writing in to offer testimony on the bills being considered in this Tuesday's hearing.

In the 1970's, people in the Netherlands started a surprising-sounding campaign: "stop de kindermoord," or "stop the child murder." They were talking about traffic violence, which at the time was higher there than in the United States. Thousands of people a year died on their streets, many of them children, and residents organized to push for traffic safety measures. Today, the Netherlands has policies in place (including automated enforcement by camera!) that make it much safer to bike or walk there than in most parts of the US.

I mention this because as a parent, I would like to see Massachusetts "stop de kindermoord" too. Last week, mourners gathered in Boston at a corner where a 5-year-old girl was killed last year, to remember those lost to traffic violence. And Gracie Gancheva's family was just one of 368 families that lost someone to traffic violence on Massachusetts streets last year, a 7% increase over the previous year. It's not just our imaginations: drivers are behaving more recklessly, speeding more, texting more, running more red lights, and causing more fatal crashes. We need to give local jurisdictions tools to make our roads safer, and automated enforcement does that.

I live in Somerville, where over 80,000 people live squeezed together in a 4-square-mile strip of land. My family lives in an apartment without a backyard, so to let my 17-month-old daughter get her energy out, we walk to the nearby playground a few blocks away. The speed limit in Somerville is 20 miles per hour, but many drivers go faster than that even on our tiny neighborhood street: they like to use it as a cut-through to avoid traffic on main roads. So when my daughter, who is at the "I do it myself!" stage of child development, insists she wants to walk on her own two feet rather than be carried, my heart is in my throat. We are teaching her to always hold our hands and never run into the road, but she isn't perfect at this because she is a toddler. And even when she does hold my hand, and we look both ways and use the crosswalk to cross, we frequently find that drivers simply speed through in places where they are legally required to stop for pedestrians. Right now, grown adults with drivers' licenses are breaking rules with complete impunity, while I try to teach my toddler to behave absolutely perfectly and also to anticipate others' bad behavior, because I am terrified that otherwise she will be killed by a driver who will look up from their text conversation to tell me they never saw us.

Somerville's city government has tried to make the roads safer: they have narrowed streets, "daylighted" intersections, and added speed humps to main roads. But driver behavior keeps getting worse, and we need more tools to make sure drivers follow basic rules of the road, like speed limits and red lights. People understandably worry about having police enforce traffic laws, given the possibility for bias and escalation. And our police don't seem to want to do traffic enforcement. Fortunately, technology exists to fairly enforce the laws for everyone: automated enforcement via cameras. This approach doesn't just avoid concerns about bias; it also makes enforcement more likely to work. Having consistent, predictable enforcement---showing that you get a ticket every single time you run the red light, so it's not worth taking the chance---teaches people to follow traffic laws. My hope is that our traffic cameras will ultimately produce very little revenue,

because eventually they will teach people to stop breaking the law. Or in other words, to stop de kindermoord.

Thank you,  
Ariel White

  
Somerville MA

From: Bebe Nixon <[REDACTED]>  
Sent: Monday, June 2, 2025 7:03 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Biking Brookline  
Subject: Safer streets with automated traffic enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To whom it may concern:

My name is Bebe Nixon, I have lived in Cambridge for 25 years and Brookline for 30 years. My family and I have utilized with great enthusiasm the many ways of getting around these-wonderful communities. We bicycle, we walk, we take public transportation, we occasionally drive. Over the past 10 years, especially the past five years I have been distraught at the number of selfish aggressive dangerous driving. I have nearly been hit as a pedestrian half a dozen times by people not allowing me to cross at a crosswalk. As a cyclist, I often feel invisible in the face of monster cars driving very fast on roads that are too small. I have worked at the emergency department of a major local hospital and have seen the consequences to pedestrians, drivers and cyclists from this behavior, and to their families.

A long time member of Biking Brookline, and the Boston cyclist Union, I strongly support this measure for the safety and well-being of our community with its growing volume of citizens with mobility challenges, vision challenges, and what seems to be a growing disregard for the individual in public .

I realize that the automated cameras will not necessarily focus on those smaller intersections. But I am also aware that perception of public watchfulness, with consequences, and the existence of a solid program such as this one will extend beyond specific intersections to the general public.

Thank you.  
Bebe Nixon

[REDACTED]  
Brookline 02445

From: Branden Kornell <[REDACTED]>  
Sent: Friday, May 30, 2025 1:51 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

I'm writing in support of changing Massachusetts law to allow traffic cameras to detect and ticket vehicles that speed or run red lights. I live in Somerville, and (simply put) there's a lot of Masshole behavior, particularly by vehicles blowing through red lights or flouting the 25 MPH city speed limit.

I'm a pedestrian, runner, and cyclist, so I've had my share of near misses. I also own a car, so I know to drive very slowly through this urban environment. Unfortunately, many drivers are not so conscientious. Automated enforcement is an efficient way to crack down on traffic violations and make the streets safer.

Thank you,  
Branden Kornell  
Somerville, MA



To: the Joint Committee on Transportation hearing on Tuesday, June 3<sup>rd</sup>

Cc: Sen. Cynthia Creem, Rep. Kevin Honan

My comments on H.3754 and S.2344 to legalize the use of automated enforcement

June 2, 2025

To the committee:

I would like to bicycle more in Boston and Brookline, but my wife and I see all the cars speeding through red lights, and she doesn't want to be a widow yet.

Camera enforcement isn't perfect, but it works well in many places, and studies show that it saves lives. The arguments I hear against it seem to demand protection for the rights of motorists to break the law. Enforcing the law and saving my life is not a "cash grab."

Thank you for considering these life-saving bills.

Brian Ladd

[REDACTED]

Brookline MA 02445

From: Brian MacPherson <[REDACTED]>  
Sent: Friday, May 30, 2025 1:24 PM  
To: Morrissey, Siobhan (HOU); Decker, Marjorie - Rep. (HOU)  
Subject: In favor of automated traffic enforcement

Some people who received this message don't often get email from [REDACTED]. Learn why this is important

Hi -- I'm a Cambridge resident who is strongly in favor of Massachusetts utilizing traffic cameras for automated enforcement -- both at red lights and at stop signs. As a parent who walks around Cambridge with small children in strollers and carriers, I find the abuse of the lack of available traffic enforcement appalling -- drives fly through red lights and stop signs alike with no regard for pedestrian safety. I've also seen cars flying down Mass Ave and Harvard Street in Cambridge going 40 or 50 miles per hour, with no worry that they'll encounter a police officer. Besides, it's a terrible use of an officer's time to have them chase a speeding car and pull them over, when we could just have cameras send the ticket automatically!

From: caitlin connolly [REDACTED] >  
Sent: Monday, June 2, 2025 10:35 AM  
To: Morrissey, Siobhan (HOU)  
Subject: support for automated traffic enforcement bills H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good morning,

I am writing in support of the automated traffic enforcement bills H.3754 and S.2344. As someone who bikes, walks and drives in the greater Boston area I think it would improve safety for all if there was automated traffic enforcement. I routinely see 5-6 cars going through red lights at each intersection and reckless speeding knowing that there will be almost no chance of being stopped.

My 5 year old daughter came inches from being run down in a crosswalk in the middle of a walk light by a driver blatantly running a red light and I still wake up with nightmares imagining if she had been two steps faster. We should be enforcing the rules on the books and making sure everyone can get around safely.

Automated traffic enforcement has been proven to be effective in making the roads safer for all users, reducing crashes, injuries and fatalities. It is a fair way to enforce the rules of the road without the need for in person traffic stops that clearly there isn't the manpower available to do now.

I hope you will support these bills to improve road safety for everyone.

Best,  
Caitlin Connolly

From: Cambridge Bicycle Safety <info@cambridgebikesafety.org>  
Sent: Monday, June 2, 2025 9:20 AM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: Rogers, Dave - Rep. (HOU); Decker, Marjorie - Rep. (HOU); Connolly, Mike - Rep. (HOU); Owens, Steven - Rep. (HOU); Ryan, Dan - Rep. (HOU); Moran, Michael - Rep. (HOU); DiDomenico, Sal (SEN); Brownsberger, William (SEN); Jehlen, Patricia (SEN)  
Subject: Support for Automated Traffic Enforcement and Traffic Safety bills—H.3754 and S.2344

Subject: Support for Automated Traffic Enforcement and Traffic Safety bills—H.3754 and S.2344—to legalize the use of automated enforcement in Massachusetts.

Dear Members of the Joint Committee on Transportation and Senate Chair Brendan Crighton,

Cambridge Bicycle Safety (CBS) is an all-volunteer group of Cambridge residents interested in promoting safety for cyclists of all ages and abilities in Cambridge, Massachusetts. CBS advocates for safe cycling infrastructure, and hosts safety events, community education events, and distributes free safety materials including bicycle lights and reflective gear. We have over 10,000 people who live in Cambridge and surrounding towns including Boston, Arlington, Watertown, and Somerville. We support safety for all people who live in Cambridge or use our roads.

We write in strong support of H.3754 and S.2344, which would legalize the use of automated enforcement in Massachusetts. With the volume of vehicle traffic traveling to and through Cambridge, daily local enforcement is stretched to a breaking point with regular enforcement efforts. Significant evidence of excessive speeding on some of our most densely populated residential streets, such as Broadway, are highly concerning. City-measured speed data shows that half of motor vehicles traveling in one part of Broadway already exceed the 25 mph speed limit, and 5% are traveling in excess of 12 mph over the speed limit (> 37mph). There are also many vehicles illegally turning right on red, vehicles parking in bicycle lanes forcing riders out into traffic, vehicles running red lights, and other violations that make the streets of Cambridge unsafe for all road users.

Cameras and automated enforcement are proven traffic safety interventions endorsed by the Federal Highway Administration, and are used by many states. Automated enforcement:

- \* Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
- \* Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
- \* Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- \* Cuts speeding-related crashes by over half: Speed safety cameras, fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- \* Transforms school-zone safety: New York City’s school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).

\* Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39,000–\$50,000 per camera site per year, often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

We are reassured that the ACLU of Massachusetts supports the use of this technology to improve road safety as implemented in this bill. It is important that records not be retained for excessive periods of time and that this information is used solely to address traffic safety, and that the placement of automated enforcement is mindful to not unfairly target vulnerable communities.

We thank you for supporting the use of these important traffic safety systems.

Thank you,

Cambridge Bicycle Safety

From: Catherine Farrell <[REDACTED]>  
Sent: Friday, June 13, 2025 2:28 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: bikeinfo@massbike.org  
Subject: S.2344 and H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Representative Morrissey and Representative Chilton,

I support S. 2344 and H. 2754 because I think these bills will improve safety on our roads. So many accidents are caused by driving at excessive speeds. Drivers need to slow down. Cameras will help enforcement. Cameras can also be used in school buses to help make sure drivers do not speed near or illegally pass school buses.

Sincerely,

Catherine Farrell  
Arlington, MA

From: Catherine Holmes <[REDACTED]>  
Sent: Thursday, June 12, 2025 1:22 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: In support of S.2344 and H.3754

You don't often get email from [REDACTED]. Learn why this is important

Hello,

My name is Catherine Holmes and I live at [REDACTED] Worcester,  
MA 01603.

I am urging you to support two bills S.2344 and H.3754 that aim to improve safety on Massachusetts roads. I like to take my young kids for family walks, runs, and bike rides in our community, but we often encounter distracted and dangerous drivers who pay no attention to pedestrians or bikers. Cars do not own the roads and we all deserve access to safe mobility options, especially our children.

Please pass these common sense laws to increase safety for all.

Thank you,  
Catherine Holmes  
Worcester, MA

From: Christine Lewis <[REDACTED]>  
Sent: Friday, June 20, 2025 7:45 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Please allow speed cameras to be used in MA

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Good morning,

My name is Christine Lewis and I have lived in Andover, MA for almost 40 years. Traffic patterns have changed so much in this town that I no longer feel safe riding a bike or walking, even on sidewalks. In the past few years two people have been killed by motor vehicles on our streets. Recently someone was killed in nearby North Andover while walking on a sidewalk. Our local law enforcement cannot patrol the streets enough to control the “too fast” driving that is endemic to this area.

Interestingly, I ride a rail trail on Southern NH that has many street crossings. Perhaps because they have less traffic, or have learned to share their roads, I find NH drivers are courteous and aware, whereas the local drivers in Andover are oblivious and unconcerned. Hitting people in their wallets will go far in making our streets once again livable for those outside of motorized vehicles.

I’ve seen and heard of it happening elsewhere. Please, let’s get with the times and make this change available to communities such as ours in MA.

Christine F. Lewis  
[REDACTED]  
Andover, MA



From: Christopher Beland <[REDACTED]>  
Sent: Tuesday, June 3, 2025 5:16 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Testimony for JC on Transportation hearing on June 3

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I write in strong support of automated traffic law enforcement, paired with strong privacy protections and an equitable deployment pattern.

Police can't personally be everywhere, but bad drivers are. Automated enforcement is one of the most cost-effective safety improvements we can make, and by limiting human discretion removes some bias.

S.2344 is the best bill out of those listed on the agenda, because it covers both speed cameras and red light cameras, prevents excess revenue from being collected by the municipality, requires placement for public safety impact, requires annual calibration, and includes privacy protections. The only thing I find missing is provisions regarding yellow light time, to prevent an increase in rear-end collisions caused by drivers slamming on the brakes to avoid a fine.

Short yellows are often perceived as a sign of abuse by the municipality. Compliance with "MassDOT Traffic Signal Clearance Interval Guidance" should be checked at installation and during annual calibration, and reducing the yellow light time around when cameras are installed should be prohibited.

If allowing speed cameras is not politically feasible, I support H.3754 for red light cameras, but would advocate yellow light time provisions.

The H.4087 version is too light on privacy protections.

I support H.3660 for construction zone cameras, but for safety reasons would advocate lowering the threshold from 15 to 10 mph over the speed limit.

If allowing universal deployment is not politically feasible, H.3905 to allow Salem to place speed cameras in school zones is still an improvement, but I would urge expanding this law to include school zones all municipalities. The maximum of \$25 per ticket is too low of a penalty for endangering children.

I also support H.3812 for removal of snow and ice as a common-sense safety requirement.

Thanks for reading,

Christopher Beland  
Somerville



CITY OF SOMERVILLE, MASSACHUSETTS  
MAYOR KATJANA BALLANTYNE

June 3, 2025

The Honorable Brendan P. Crighton  
Chair, Joint Committee on Transportation  
24 Beacon Street, Room 109-C  
Boston, MA 02133

The Honorable James Arciero  
Chair, Joint Committee on Transportation  
24 Beacon Street, Room 134  
Boston, MA 02133

Dear Chair Crighton and Chair Arciero,

The City of Somerville is committed to eliminating traffic crashes that result in fatal or severe injuries. We respectfully request that the Joint Committee on Transportation favorably report out S.2344/H.3754, *An Act relative to traffic regulation using road safety cameras*.

These bills would allow municipalities to opt in to installing cameras that would issue tickets for speeding, failure to stop at a red light, making a right turn at a red light where prohibited, and blocking an intersection. Our community has worked tirelessly to redesign our streets to discourage illegal speeding and unsafe driving behavior. The City has reduced posted speed limits on local streets throughout Somerville, and we strive to create a culture of safety through education and encouragement of roadway safety for all users. Automated enforcement of the traffic violations in these bills represents a critical missing tool that will help the City eliminate fatal and severe-injury crashes, and drive Somerville towards a Vision Zero future.

Our residents and stakeholders have consistently advocated for this essential tool to improve safety in our community. This is why the City of Somerville has also once again filed H.4179, *An Act authorizing the city of Somerville to employ automated enforcement of certain traffic violations*, filed by Representative Christine Barber. The City looks forward to structuring an automated enforcement policy framework consistent with our local Surveillance Ordinance to protect privacy rights and civil liberties. Extensive national case studies provide a foundation for safe and responsible use of automated speed enforcement in Massachusetts.

Thank you for the opportunity to submit testimony in support of S.2344/H.3754 and for your consideration of this legislation.

Sincerely,

Katjana Ballantyne

Mayor

From: Dan Albert <[REDACTED]>  
Sent: Monday, June 2, 2025 1:26 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Crighton, Brendan (SEN); Armini, Jennifer - Rep. (HOU)  
Subject: Testimony in Support of "An Act relative to traffic regulation using road safety cameras"  
Bill H.3754 & S.2344

You don't often get email from [REDACTED]. Learn why this is important

Dear Members of the Joint Transportation Committee:

I urge you to move quickly to enable towns and cities in the commonwealth to adopt this lifesaving technology. Automated enforcement (e.g. speed and red light cameras) is more effective than human policing at confronting the public health hazard posed by drivers who exceed posted speed limits and ignore intersection controls. In fact, Marblehead simply does not have a large enough police force to properly protect vulnerable road users from the epidemic of red light running and speeding in our town. I know this first hand from a study of red light running at Bailey Square, a five-way, traffic light controlled intersection adjacent to one of the town's two K-3rd grade schools, Glover Elementary. Over the course of several weeks in 2023, during school dropoff and pickup hours, I recorded the number of vehicles failing to observe red light signals and improperly turning right on a red signal despite signage indicated that such a right turn was not legal. I observed violations during roughly one out of three light cycles and these occurrences routinely included multiple drivers. Our Chief of Police is well aware of the driving culture in our town and yet lacks the staff to effectively combat speeding and red light running. In fact, our police rarely issue citations when effecting motor vehicle stops, preferring instead to give warnings. In fact, no citations were issued in the two most recent fatal crashes involving vulnerable road users or in the last several serious injury crashes that I have reviewed.

This brings up the issue of fairness: I have every reason to suspect that our local police force treats out of towners and people of color differently than they do residents, who are overwhelmingly white. and drive newer vehicles. (Indeed the data exists to test this hypothesis, however, our police department has refused to help me access it in a useable format.) Speed and red light cameras, of course, are blind to race, economic status, and vehicle type.

Opponents have argued against automated enforcement, saying that it is a money grab that does not impact road safety. It is certainly possible to deploy automated enforcement in a way that prioritizes revenue collection over safety and it will be important to ensure that this does not happen in Massachusetts. But that is a straw man argument and should be rejected.

I simply do not feel safe on the streets of this Boston suburb, with its wide streets, excessive speeds, and stop signs and traffic lights that are treated as a suggestion rather than a requirement by most drivers. Please move quickly to pass this legislation and then follow up by providing robust funding and support from MassDOT to install this life saving technology widely.

Dan Albert  
he/him  
[REDACTED]

[www.danalbert.com](http://www.danalbert.com)

Now out in paperback: Are we there yet?

To:  
Alex Chilton  
Siobhán Morrissey

Dear Mr. Chilton and Ms. Morrissey,

I am writing to advocate for automated enforcement of traffic regulations in Massachusetts. I am motivated to write to you from personal experience as a vulnerable road-user. I use a bicycle to commute from my home in Newton to my workplace in Boston every weekday, and I also bicycle recreationally. I have witnessed a lot of dangerous behavior by drivers that puts cyclists and pedestrians at risk, particularly at intersections. I ride defensively and cautiously, but sometimes incidents occur that are difficult to predict.

On November 9, 2023, I was hit by a pickup truck that went through a red light at the intersection of Galen and Watertown Streets, in Watertown. I was commuting to work on my bicycle along the Charles River path, and the driver came around an MBTA bus that was slow to clear the intersection after the light changed to red, when I had nearly finished crossing the intersection with a walk signal. Here is an online copy of the [Police Report](#). The driver was cited. I was thrown down onto the road after contact with the front of the truck. Bystanders called an ambulance, and I was taken to Mt. Auburn Hospital. I was wearing a helmet, and fortunately did not experience a concussion, but I received serious lacerations to my right cheek and eyelid that required many sutures. I am fortunate, and my wife and kids are very grateful, that I was not more seriously injured. I have a permanent facial scar from the incident, however, and my bike sustained significant damage.

I believe drivers would be significantly less likely to engage in risky and illegal behavior if there were cameras at intersections that connected their actions to consequences. Please give serious consideration to the strong data indicating that automated enforcement can significantly mitigate injuries and save lives.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Neafsey", with a stylized flourish at the end.

Dan Neafsey  
[REDACTED]  
Newton, MA 02460  
[REDACTED] (cell)  
[REDACTED]

From: Dan White <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:42 AM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344 Written Testimony

You don't often get email from [REDACTED]. Learn why this is important

This message is to oppose any legislation authorizing automated traffic enforcement. Law enforcement by local jurisdictions should provide traffic control. Failure of police to perform their duty isn't valid reason to undertake an expensive and unnecessary program.

There are multiple technological reasons why cameras are not reliable. Lens dirt, license plate out of focus, another vehicle in the frame, and maintenance issues are some of the reasons why this system shouldn't be advanced.

Further, the system will need to be outsourced to a vendor. There aren't enough state employees to administer the system, and there is a current hiring freeze. This leaves the taxpayer hostage to the vendor of the system. Questions about maintenance and data collected by the cameras will face obstacles to collection by parties disputing their automated tickets.

I bet the auto insurance companies, that already charge outrageous rates in the Commonwealth, are rubbing their greasy palms together at the possibility of increased revenues from insurance policy surcharges.

Automated traffic enforcement is another burden Massachusetts drivers don't need or want.

Daniel White  
[REDACTED]  
Marshfield, MA

From: Daniel Gottesman <[REDACTED]>  
Sent: Saturday, May 31, 2025 8:00 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic Enforcement Comment

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am a resident of Boston and would like to voice my support for automated traffic enforcement. As a frequent biker, pedestrian, and transit rider, I believe the state would be a safer place with automatic traffic enforcement.

Thank you so much,  
Daniel

From: Daniel Hidalgo <[REDACTED]>  
Sent: Monday, June 2, 2025 9:29 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Written testimony in support of automated traffic enforcement (H.3754 and S.2344)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Ms. Morrissey,

I am writing to provide written testimony in support of H.3754 and S.2344, which would legalize automated traffic enforcement in Massachusetts.

As a Cambridge resident and father of three young children (ages 5, 7, and 9), I see dangerous driving behavior around red lights and speeding in our neighborhoods regularly. My kids walk to school and play in our community, and I worry about their safety when drivers run red lights or speed through residential areas.

Automated enforcement is a proven tool that reduces crashes by up to 50% at dangerous intersections. This technology would make our streets safer for families like mine and protect the most vulnerable road users - children, pedestrians, and cyclists.

Massachusetts should join the many states and countries that already use this effective public safety measure. I urge the committee to support these bills.

Thank you for your consideration.

Daniel Hidalgo  
Cambridge, MA



From: Daniel Kibler-Stearns <[REDACTED]>  
Sent: Sunday, June 1, 2025 1:29 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for H.3754 and S.2344 and automated enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am a resident of Cambridge, Massachusetts who is writing to provide support for H.3754 and S.2344 and automated traffic enforcement in Massachusetts. As a driver, pedestrian, and cyclist, I am acutely aware of how little traffic law enforcement there is in our commonwealth. Further, it is extraordinarily difficult for local (or state) police to have sole responsibility for such enforcement. Other states and jurisdictions around the world have embraced automatic enforcement for the sound reason that such enforcement is the most rational approach to addressing safety on and around roads. The continued bloat in the size of cars, the increased use of screens (both mobile and built in) in cars and trucks, and the very minimal standard enforcement evidences our dire need for automated enforcement. Further, automated mechanisms, when properly deployed, can be more just than arbitrary enforcement by individual officers.

Thank you for your attention to this and for your consideration.

Best,

Daniel Kibler-Stearns  
[REDACTED]

From: Daren Card <[REDACTED]>  
Sent: Monday, June 2, 2025 6:25 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Testimony in support of H.3754 and S.2344 and automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

Dear State Representatives,

I write to voice my strong support for H.3754 and S.2344, which legalize the use of automated traffic enforcement in Massachusetts. Since the COVID pandemic, I have noticed a very significant shift in the habits of automobile drivers, who increasingly ignore traffic signals and blatantly run through stop signs and traffic lights. I do not know the reason for this shift, but it has been noticed by many I have spoken with about it. This development, combined with longer term trends of increased speeding, double parking, and other traffic violations, makes our streets unsafe for all users and has the potential to lead to death and maiming, if it has not already.

I call on State Representatives to enact bills legalizing automated traffic enforcement for speeding and running red lights. I also hope you will consider better enforcing double parking and cars occupying the bus and bicycle lanes by outfitting buses with cameras that can help identify these common traffic violations. I am a daily bicycle commuter and also commute using MBTA and these actions would ensure far more safe and efficient movement for me and many other more vulnerable road users. Automobile drivers have a responsibility to follow traffic laws and help to ensure the safety of everyone and the State has a responsibility to enforce these laws diligently. Unfortunately, the driving habits of many have become aggressive and unsafe and to make matters worse, I almost never see cars pulled over on streets in the Boston region, leaving me to question the level of active enforcement of traffic laws. I do not wish to be injured or killed, or see someone else suffer the same fate, because of reckless driving and implore state leaders to do more to remedy these troubling patterns by enacting legislation to identify and punish those who put others at great risk. Please legalize automatic traffic enforcement technology!

Sincerely,  
Daren Card

Residential Postal Code: 02145

Please let me know if additional information is required to record my testimony

From: Daria Shlyueva <[REDACTED]>  
Sent: Friday, May 30, 2025 9:33 PM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344 support

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Siobhan Morrissey,

I am writing to express my strong support for the proposed legislation aimed at implementing automated traffic enforcement in Massachusetts. As a resident of Cambridge and Boston, I witness daily instances of dangerous driving behaviors, such as vehicles failing to stop at red lights and disregarding basic traffic rules. These actions not only jeopardize public safety but also contribute to congestion and hinder the effectiveness of our public transportation system.

The introduction of automated enforcement measures, including speed cameras and bus lane monitoring systems, represents a proactive approach to addressing these issues. Such technologies have been successfully implemented in various cities across the country, leading to reductions in traffic violations and improvements in overall road safety.

I urge you to consider the positive impact this legislation could have on our communities and to support its passage. By embracing automated traffic enforcement, we can work towards safer streets for all residents and visitors.

Thank you for your attention to this important matter.  
Daria Shlyueva, PhD

From: David Gutierrez <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:08 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated enforcement bill

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi,

I live in Brighton in Cleveland circle.

Every single day I see drivers run the red light and speed on Chestnut Hill Ave, this is an intersection with a lot of people running, walking and elders just trying to get to the reservoir.

It is infuriating, and it is just a matter of time before someone gets killed.

This bill will be very effective in changing this behavior. Police enforcement is expensive and innefective, we need something automated and impartial. This bill is going to safe lives.

Thanks,

David Gutierrez

From: David Kroop <[REDACTED]>  
Sent: Tuesday, June 3, 2025 7:01 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Please Legalize Automated Traffic Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Members of the Massachusetts State Legislature:

I am writing to ask you to legalize automated traffic enforcement in Massachusetts.

My experience is that motorist behavior has become more and more risky in recent years, with basic rules like stopping at red lights becoming viewed as optional. I am acutely aware of this when I am getting around by foot or bicycle. I can literally count the number of cars that go through a red light before traffic finally comes to a stop.

The dangers of this are obvious, both because of the potential conflict, and because motorists are speeding up to "beat the light" as they approach intersections (even though now they are going well past speeding up when they see a yellow light, and are speeding up when they see that the light has just turned red).

I believe that the only way to address this behavior is through automated enforcement. We need to change the culture to one where motorists see a yellow light as a signal to slow down, not speed up, and they see a red light as a clear signal to stop.

I hope you will support legalization of automated traffic enforcement.

--

David Kroop

[REDACTED]

Brookline, MA 02446

[REDACTED]

From: David Saakyan <[REDACTED]>  
Sent: Friday, May 30, 2025 2:48 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN); Montano, Samantha - Rep. (HOU);  
Miranda, Liz (SEN)  
Subject: Testimony for Automated Traffic Enforcement (H.3754 and S.2344)

Some people who received this message don't often get email from [REDACTED]. Learn why this is important

Dear Ms. Morrissey, Mr. Chilton, Representative Montaña, and Senator Miranda,

I hope this letter finds you well.

My name is David Saakyan, and I am a resident of Jamaica Plain, MA. I am writing to provide my testimony and share my strong support for the proposed automated traffic enforcement law currently under consideration in H.3754 and S.2344.

Having lived both on the US West Coast and in Europe, where such automated traffic enforcement is commonplace, I cannot help but notice the stark difference in the feeling of safety on our MA roads for drivers, cyclists, and pedestrians. I have observed much more unsafe driving practices and a general lack of adherence to traffic rules here in Massachusetts. Red lights and speed limits are routinely ignored without any consequences, regularly leading to property damage and severe bodily harm. Automated enforcement offers several key advantages:

1. Efficient Use of Police Resources

By handling routine violations automatically, our officers can focus on serious crimes and community policing, enhancing overall public safety.

2. Equitable Enforcement

Cameras operate impartially. In Germany, for example, modest fines combined with driver-point accruals ensure that everyone—regardless of income—has an incentive to obey the law.

3. Fewer Confrontations

Automated issuance of citations reduces the potential for tense encounters between motorists and police, fostering a more respectful and fair process.

4. Higher Coverage / Compliance

We only have so many police officers and they are already stretched thin. I don't see an alternative solution that could sufficiently address the epidemic of speeding and red-light running, if we don't pursue automated enforcement.

I urge the committee to advance the automated traffic enforcement law and hope for your support in both the House and the Senate to sign it into law. By doing so, we can take a big step forward towards creating safer roads, easing the burden on our law enforcement agencies, and promoting a fair and just approach to traffic enforcement.

Thank you for your time and attention to this matter.

Sincerely,

David Saakyan

--

David Saakyan



From: David Wean <[REDACTED]>  
Sent: Monday, June 2, 2025 10:24 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Writing in support of H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Please accept the following written testimony for the June 3 hearing on these bills:

Over the past several years, I've witnessed an increase in red light running.

\* Typically in the past, people would accelerate through a yellow light, and be in the intersection when it turned red. (The driver's manual calls for drivers, when they see a yellow light, to stop as long as it is safe to do so, so that behavior was already out of compliance.)

\* Over the past few years, I've witnessed a greater proportion of people accelerating and entering the intersection after the light has turned red. In fact, traffic engineers seem to encourage this by including an extra phase in the light cycle between the time the signal turns red for one street and the time the signal turns green for the other, which I think is sending the wrong message. But this behavior is still clearly illegal.

\* Lately I've seen drivers go through red lights long after the light has turned red, rather than just after the signal has changed, driving as though the light has no meaning at all.

\* About a week ago, I witnessed a police officer sitting in a cruiser about 50 feet before an intersection. My light was red, and when it turned green, a car in the other street ran their red light. Surprisingly, the officer activated their lights, and a block or so later, pulled the driver over. I don't know what the consequences were (citation and fine? warning?) but was gratified to see even a little enforcement.

\* On the following three days, at the same intersection, I saw red-light running each day, without police presence.

My conclusion is that for our current enforcement to be effective at dampening the habits that people have developed over the past several years, it would have to be constant, requiring many more police officers than we can afford. Automated enforcement, as provided for in these bills, would make a huge difference in the red light compliance of people who drive, including myself.

In terms of speed, the impact of automated enforcement is even clearer. There is no "3 second gap" to (misguidedly) protect people from the danger created by violators, and speeding increases danger to everyone. For example, it's been demonstrated that the probability of death or serious injury to a pedestrian increases dramatically with speed. Automated speed enforcement would result in generally lower speeds, which, in turn, would reduce the chance of death or serious injury of vulnerable road users. Not to mention the property damage and other injuries suffered by other drivers as a result of speeding.

Because of this, I urge the Legislature to pass these bills.

David Wean

[REDACTED]  
Roslindale, MA 02131



From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Tuesday, July 1, 2025 11:30 AM  
To: Hart, Kevin (HOU); Morrissey, Siobhan (HOU); Centrella, Kirsten (HOU)  
Subject: Fw: S.2344: road safety cameras to promote to traffic safety in Massachusetts.

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: DEBORAH SHEA <[REDACTED]>  
Sent: Tuesday, July 1, 2025 11:22 AM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Mark, Paul (SEN) <Paul.Mark@masenate.gov>; Arciero, James - Rep. (HOU) <James.Arciero@mahouse.gov>; Philips, Edward - Rep. (HOU) <Edward.Philips@mahouse.gov>  
Cc: Brownsberger, William (SEN) <William.Brownsberger@masenate.gov>; Gonzalez, Carlos - Rep. (HOU) <Carlos.Gonzalez@mahouse.gov>; Ramos, Orlando - Rep. (HOU) <Orlando.Ramos@mahouse.gov>; Sarno Mayor <msarno@springfieldcityhall.com>; Bill Malloy <[REDACTED]>; Beate Bolen <[REDACTED]>; Harry Seymour <[REDACTED]>  
Subject: S.2344: road safety cameras to promote to traffic safety in Massachusetts.

You don't often get email from [REDACTED]. Learn why this is important

Dear Chairs and Vice Chairs of the Joint Committee on Transportation:

I write to urge all of you to support and pass S.2344 and the related petition by Mr. Brownsberger concerning legislation promoting traffic safety through use of automated road safety camera systems.

The residents of Springfield, MA have long urged our mayor to address the issue of speeding motorists. I live in the Forest Park neighborhood and have observed cars speeding on Longhill Street and Sumner Avenue, now Route 83. These busy streets bisect a neighborhood and historic district and are lined with homes, elementary and middle schools, churches and small businesses. Red lights are often ignored by inconsiderate motorists and speed limits are posted but not enforced because the police department is understaffed. These streets are dangerous.

Over the years children have died, cars have been t-boned, and near-misses are common. Twice recently I witnessed two incidents of drivers speeding through red lights. Two weeks ago, a large truck sped through a red light on Sumner Ave at Forest Park Ave. My friend who was driving delayed a few moments before proceeding across Sumner Ave. He commented we could have been killed! Additionally, a week ago Sunday in the late afternoon at the same intersection, two motorcycles sped through a red light.

Nineteen other states allow road safety cameras to aid traffic enforcement and reduce speeding. It's time for Massachusetts to join them. Your support is critical.

Slow down speeders, stop red light runners and save lives!

A concerned resident,  
Deborah Shea  
Springfield, MA

Sent from my iPhone

On Jun 30, 2025, at 12:55?PM, Gonzalez, Carlos - Rep. (HOU)  
<Carlos.Gonzalez@mahouse.gov> wrote:

Good afternoon Deborah,

This legislation is currently before the Joint Committee on Transportation. I would encourage you to contact the Chair's, as it would need to clear that committee before it makes it to the House floor for a vote.  
<https://malegislature.gov/Committees/Detail/J27>

Additionally, I will be working with my colleagues to highlight the importance of the information you've shared.

Best,  
Carlos

Carlos Gonzalez  
State Representative  
10th Hampden District  
617-722-2199

House Division Leader  
MA House of Representatives  
24 Beacon Street  
Boston, MA

From: Denis Sukachev <[REDACTED]>  
Sent: Friday, May 30, 2025 2:18 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good afternoon,

I am writing to support a bill which will legalize automated traffic enforcement in Massachusetts. Although majority of the drivers obey the rules, there are also a few reckless drivers who often run the red light, ignore the speed limits and stop signs. And since local police departments do not want to take care of that, the only way to safe guard pedestrians and law-abiding drivers is to use automated cameras. Of course, all precautions need to be made to protect the privacy of people.

I would also like to see a bill allowing automated parking enforcement -- I am very tired of cars parked in bike lane or bus lanes.

Thanks,  
Dr. Denis Sukachev  
[REDACTED] Brookline, MA

From: Denise Ichinco <[REDACTED]>  
Sent: Monday, June 2, 2025 6:40 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Yes to automated enforcement

You don't often get email from [REDACTED]. Learn why this is important

Hello,

I am writing in favor of allowing cities and towns to use automated traffic enforcement.

Simply put -- driving a car is a responsibility. Failure to obey the rules puts people's lives at risk.

In my area (Somerville, MA), I routinely see cars run red lights. These are not cars that started through on a yellow, and they're not cars that are turning right after slowing down. These are cars that are going through the light after the other direction has turned green. These are cars that decided not to wait during 4-way pedestrian crossing lights (with pedestrians actively crossing!), and just drive straight through the intersection. These are cars that are not paying attention and start driving straight when the green arrow turns on, even though the light is not green to go straight.

Police enforcement is non-existent, for whatever reason. In any case, automated enforcement is better than police enforcement: it is consistent, impartial, and has 24-h coverage.

I'm not exaggerating when I say I often feel like I am taking my own life in my hands when I get behind the wheel these days. Please allow this regulation at the local level. There may be parts of MA that do not need this, but we do.

Denise Ichinco  
Somerville, MA



## **RE: TESTIMONY OPPOSING "AN ACT RELATIVE TO TRAFFIC REGULATION USING ROAD SAFETY CAMERAS" (S. 2344, H. 3754)**

Dear members of the Joint Committee on Transportation:

Digital Fourth is a member-run, all-volunteer civil liberties organization, focusing on issues relating to privacy and surveillance, founded in Cambridge in 2012. We regularly research and testify on these issues at the Legislature. We write as residents, pedestrians, bicycle users, car users and transit users, in opposition to permitting automated traffic enforcement in the Commonwealth. We recognize that more can be done to reduce the 369 traffic-related deaths last year. However, based on our expertise in camera surveillance systems, we believe that the Legislature had good reasons to prohibit cities and towns from allowing automated traffic enforcement, and that those reasons hold true today more than ever.

### **Data Sharing Concerns**

Historically, lawmakers didn't pass our traffic laws with the thought that one day, technological change would let them be universally, rigidly and digitally enforced. They didn't know then that it's possible now to search archived camera footage to form a pattern of drivers' movements in public, or that license plate reading software, if applied to that camera's footage, is now being trawled through by officers in red states, searching nationwide for women suspected of having had an abortion. We also now have a federal administration newly interested in making unrealistic deportation quotas, and therefore [using camera networks to identify, track and deport immigrants](#).

We're aware that the authors of the bill have tried to address these concerns, by prohibiting the use of camera data for purposes other than automated traffic enforcement:

(e) A city or town or a manufacturer or vendor of an automated road safety camera system may not use, disclose, sell or permit access to data collected by an automated road safety camera system except as necessary to process camera enforceable violations in accordance with this chapter.

But the truth is that **nothing you do here can bind [what police departments in other states lawfully ask a vendor for, or what DHS asks a vendor for](#)**. You can't prevent camera companies

from lawfully responding to lawful federal data requests. **The only way, therefore, to prevent out-of-state AGs or DHS from accessing such data is to not collect it in the first place.**

## Racial Profiling Concerns

Some well-meaning activists and legislators hope that automated traffic enforcement will diminish racism in police stops. It's true that racial profiling in Massachusetts traffic stops [has been extensively documented](#). But speed cameras won't necessarily reduce racial profiling, because it will still be police who buy, monitor and maintain the cameras, set the thresholds, choose where cameras are placed, and decide who gets arrested. In Washington, DC, when police shifted to automated enforcement, [racial biases persisted](#). Cameras are a diversion from, not a solution to racism, and efforts to automate out the human element merely obscure it from view.

If we're concerned about police hurting people in traffic stops, then rather than automating policing, one solution is to allow unarmed civilian parking and traffic enforcement, diverting that responsibility from police, as several jurisdictions are [currently exploring](#).

## Corruption Concerns

Cities and towns are interested in automated traffic enforcement for two reasons: To increase road safety, and to increase revenue. This bill contains a provision that reasonably limits the income that camera vendors take in (in Section 7(a)), but, by doing so, it increases the incentive for cities and towns to adopt such cameras for revenue generation purposes. In Florida, where automated cameras are permitted, the corruption this has produced has been so severe that it even led to the state having to dissolve one town's government (see "Speed trap city accused of corruption, threatened with extinction", CNN, March 9, 2014, available at <https://www.cnn.com/2014/03/09/us/hampton-florida-corruption>). So, if this bill is to pass, it should remove the financial incentives to cities and towns, by having all ticket revenues go into the state general fund.

We respectfully urge you to send this bill to study.

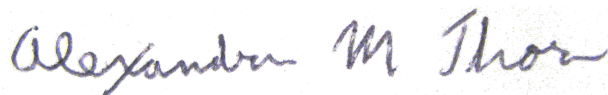
If you have questions or concerns regarding this testimony, please contact Alex Marthews, Co-Chair, Digital Fourth, at (617) 208-9002, or [digitalfourth@protonmail.com](mailto:digitalfourth@protonmail.com).

Sincerely,

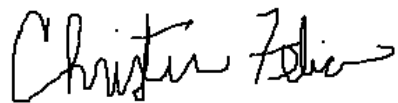


Alex Marthews, Co-Chair

Digital Fourth.



Alexandra Thorn, Digital Fourth volunteer and Somerville resident

A handwritten signature in black ink, appearing to read "Christine Felice". The script is cursive and fluid, with the first name "Christine" written in a larger, more prominent hand than the last name "Felice".

Christine Felice, Digital Fourth volunteer and Somerville resident

From: Douglas Hannah <[REDACTED]>  
Sent: Friday, May 30, 2025 2:08 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Message in support of H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Hello

I am a Cambridge resident, and I am writing to voice support for H.3754 and S.2344, which would allow the use of automated traffic enforcement in Massachusetts.

I'm a cyclist - while I own a car, my family and I use bikes for all of our daily transportation needs. My daughter, who currently rides with me on my bike, will eventually be joining us on her own bike as well. Cycling allows us a more affordable, accessible, and climate friendly lifestyle.

It's also absurdly dangerous. We are regularly endangered by drivers, most commonly making illegal turns at red lights, and/or parking in bicycle lanes. In the past year, we've skidded to a halt multiple times, and narrowly avoided one collision that left us shaking on the side of the road.

We also regularly pass ghost bikes, so we know that these near misses are actually lucky outcomes.

Automated traffic enforcement has been shown to reduce crashes at dangerous intersections. It might also generate additional revenue for the state. In my mind, that's a win-win - and at no cost to attentive, law-abiding drivers.

Thank you,  
Doug Hannah  
[REDACTED]  
Cambridge, MA



From: Sofia Warner <[REDACTED]>  
Sent: Monday, June 2, 2025 12:36 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Written testimony for H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Dear Chairpersons and Members of the Joint Committee on Transportation,  
I am writing to urge you to support the implementation and expansion of automated traffic enforcement systems across Massachusetts. Automated traffic enforcement—such as red-light cameras and speed cameras—has been shown to significantly improve road safety, reduce traffic violations, and save lives.

As a parent, physician and someone who cycles to work daily from Brookline to Boston Medical Center, I routinely see cars violating traffic rules. Five minutes ago while walking to get lunch I watched 3 cars in a row violate a red light and turn left onto Washington St in Boston. Yesterday a car ran a red light and nearly hit me walking across the street in Brookline. This is not just my subjective experience. As GBH reported on "In 2023, Massachusetts drivers accumulated nearly 1.08 million traffic violations, marking a 40% increase from 2020." As AAA has reported "Since 2010, fatal pedestrian crashes in Massachusetts have risen by 77%. In 2022, more than 7,500 pedestrians were hit and killed, the highest number since 1981... In 2021, approximately 30% of fatal crashes in Massachusetts involved speeding. AAA's study indicates that fewer drivers perceive speeding as dangerous, with only 4 in 10 drivers classified as "safe drivers.""

Massachusetts has made commendable progress in addressing traffic safety challenges, yet preventable crashes, speeding, and red-light running continue to pose serious risks to drivers, pedestrians, and cyclists alike. Automated enforcement technologies serve as an effective tool to deter dangerous driving behaviors by consistently monitoring and enforcing traffic laws, thereby creating safer streets for everyone.

Evidence from other states and municipalities demonstrates that automated traffic enforcement reduces collisions at intersections and decreases speeding-related incidents. These systems provide unbiased enforcement and reduce the need for continuous manual police presence, allowing law enforcement officers to focus on other critical public safety responsibilities.

\*

- o Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
- o Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
- o Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- o Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- o Transforms school-zone safety: New York City's school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just

19% of drivers reoffending (Federal Highway Administration).

- o Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

I respectfully urge the Committee to support legislation that expands the use of automated traffic enforcement in Massachusetts. Such measures will contribute to safer communities, fewer traffic fatalities, and a more efficient transportation system. Thank you for your dedication to improving transportation safety in our Commonwealth. I appreciate your consideration of this important issue and look forward to your support for automated traffic enforcement.

Sincerely,  
Dr. Ana Sofia Warner

From: echopie <[REDACTED]>  
Sent: Tuesday, June 3, 2025 6:59 AM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Subject: I Support Automated Enforcement in Massachusetts

You don't often get email from [REDACTED]. Learn why this is important

Dear Rep Morrissey and Senator Chilton,

I am a daily bicycle commuter and I am shocked daily at the recklessness with which people drive in this region. I experience cars exceeding speed limits, running red lights, and being needlessly and dangerously aggressive to cyclists and pedestrians - all without consequence.

Our streets have become less safe in recent years as anti-social behavior is on the rise. The state must act to ensure that cars are not used as deadly weapons without consequence. I strongly support automated enforcement for its proven effects in reducing speeding, crashes, injuries, and fatalities, as well as its ability to hold drivers accountable while reducing the issues that come along with in-person traffic stops.


Below are some citations underpinning this data-driven opinion.

- o
- o Dramatically cuts red-light running:
- o Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
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- o Lowers injury crashes at intersections:
- o Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
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- o Saves lives on a large scale:
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- o Cuts speeding-related crashes by over half:
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- o Transforms school-zone safety:
- o New York City’s school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).

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- o Pays for itself through crash-cost savings:
- o Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

Thank you for your support in this important matter.  
Sincerely,

Echo Bergquist  
  
Milton MA

From: Eli Giglietti <[REDACTED]>  
Sent: Friday, June 6, 2025 8:42 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Traffic safety - automated cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi,

I live in Coolidge Corner and walk, bike and drive through there frequently. People in all modes of transportation break the law, and it's not safe.

I write to ask you to support the bill to legislate traffic controlling measures such as cameras to ticket drivers who drive through red lights. It's an appalling action and one can be fatal. As a pedestrian who often walks in Coolidge Corner, I see dangerous driving all the time.

Thank you.

Eli Giglietti  
[REDACTED]  
Brookline MA 02446

From: Emily Jacobsen <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:52 AM  
To: Tommy Vitolo; Morrissey, Siobhan (HOU)  
Cc: David Trevvett; Abigail Swaine; David Kroop  
Subject: Testimony in support of Automated Traffic Enforcement H.3754 & S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Siobhan,

I wish to submit written testimony in support of H.3754 and S.2344, to legalize the use of automated traffic enforcement in Massachusetts.

I walk or take the bus or ride my bike to work most days. I cross several busy intersections where I constantly see cars gun through red-lights, not even on the yellow, but just because they are impatient and know they can get away with it. This could kill or maim me one day if I relax my attention for a second when crossing the street.

Please approve legislation that will allow my town to install red-light cameras.

Thank you,

E

--

Emily Jacobsen  
[REDACTED]  
Brookline MA 02445  
[REDACTED]

From: Emma Walter <[REDACTED]>  
Sent: Friday, June 13, 2025 11:22 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Support for S.?2344 and H.?3754 – Road Safety Camera Legislation

You don't often get email from [REDACTED]. Learn why this is important

Dear Senator Chilton and Representative Morrissey,  
My name is Emma and I'm a resident of Somerville and frequent vulnerable road user (as bicyclist and pedestrian). I am writing to you in support of bills S. 2344 and H. 3754. Growing up in the Boston area and since the COVID pandemic I truly have noticed a difference in the recklessness of drivers. I am constantly worried about my friends and family who bike and walk everywhere and I find myself saying "get home safely".

Last Month, my mother, father and sister (who also live in the Boston area) were in a horrific car crash on Soldiers Field Road (near the Harvard Stadium) that could have easily killed them (thankfully it did not). This crash was caused by a driver who was speeding so intensely it caused my family's car to go up on the curb and around a telephone poll. We are still feeling the repercussions of this crash.

I urge you to support these bills that will allow for speed and red light cameras to be installed in areas where speeding frequently occurs to stop these crashes from happening. I truly believe it will help save lives and make our roads safer.  
Thank you for your time and consideration.

--

Best,  
Emma

From: Enrico Grillo <[REDACTED]>  
Sent: Sunday, June 1, 2025 12:24 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Written Testimony – H.3754 & S.2344

You don't often get email from [REDACTED]. Learn why this is important

Greetings,

I am writing in support of the proposed bill "An Act relative to traffic regulation using road safety cameras" (H.3754 and S.2344). Massachusetts is long overdue for improved enforcement of motor vehicle operation. Anyone who has spent time almost anywhere in the state has witnessed frequent running of red lights (especially motorists speeding up when they see a yellow to run the first few seconds of the red signal), frequent use of right-on-red turns even when signage is present prohibiting such turns, and general excessive speeding. All of these actions greatly endanger other road users both inside and outside of cars and the rate of road fatalities in the state is unacceptable, especially when other cities, states, and countries have shown significant drops in crashes, injuries, and fatalities when implementing automated enforcement.

It is common for arguments to be made against automated enforcement that installation of cameras is a "cash grab", however automating enforcement does not issue fines for any actions that would not already receive fines if law enforcement were to issue them in person, and any driver wishing to opt-out of such a "cash grab" can do so easily by driving within the established state and local laws for motor vehicle operation – which is to say by not speeding and not running red lights.

In 2022, MassDOT data showed over 400 fatal crashes across the state, well more than one per day, and Massachusetts has been showing a recent upward trend of such crashes. We need to act now to save hundreds of lives on Massachusetts roads, and automated enforcement is a major step in the right direction that we can take now using technology well tested and proven in cities around the globe.

Thank you  
- Enrico Grillo, Easthampton, MA



From: Eric Stone <[REDACTED]>  
Sent: Monday, June 2, 2025 12:11 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Subject: Please advance automated speed- and red-light-enforcement legislation

You don't often get email from [REDACTED]. Learn why this is important

Dear Ms. Morrissey and Mr. Chilton,  
As an elected Brookline Town Meeting Member and deputy chair of the town's Shared Mobility Advisory Committee (writing on behalf of myself in this instance), I am committed to making our roads safer for everyone—drivers, pedestrians, cyclists, and transit riders alike.

I will be tied up with work during the June 3 hearing, so I'm writing to urge you to report H.3754 out favorably. Automated speed- and red-light-enforcement tools save lives. I witnessed their impact firsthand growing up near Washington, DC: crashes and pedestrian strikes dropped almost overnight, freeing police to focus on higher-priority work.

The bill's strong equity protections are reassuring: camera sites require a public hearing (§2 (b)); MassDOT must vet local plans (§11); and annual reports will track any disparities (§2 (c) & §12). Vendor “bounty” contracts are banned (§7 (a)), fines are modest and never raise insurance premiums (§3), and strict privacy rules shield driver data (§8). I believe these guardrails ensure safety gains will be shared equitably rather than burdening disproportionately vulnerable communities.

Many other states have proven these protections work. Massachusetts should follow suit. Please give this common-sense, data-driven safety measure your full support.

Thank you for your consideration.

Eric Stone  
Brookline Town Meeting Member, Pct 8  
Deputy Chair, Shared Mobility Advisory Committee

From: Eric Young <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:09 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Hearing on vehicle safety, road safety, and automated enforcement.

You don't often get email from [REDACTED]. [Learn why this is important](#)

I'm writing in support of automated traffic enforcement. As a resident of Alewife Brook Parkway and Powderhouse Boulevard in Somerville, I frequently encounter the dangers of aggressive driving as a pedestrian, cyclist, and motorist. As you might remember, that intersection was recently redesigned to address traffic safety, for pedestrians. That redesign accomplished a lot, but was unable to account for people ignoring signage. I frequently experience drivers ignoring red lights, and the signage reading no turn on red), trying to drive straight from a turning lane, or completely blocking traffic. Automated traffic enforcement could help to curb this behavior while limiting bias in law enforcement.

Just two days ago, I was nearly hit by a car while walking my 3 month old and our dog. This driver ignored their own red light while trying to turn left, and chose to make their turn after the pedestrian signal turned on and I was in the crosswalk. I have lost count of similar experiences while trying to cross to or from the greenway along Alewife Brook Parkway. A couple of weeks ago my wife had a similar experience at the intersection of Powderhouse Boulevard and North Street in Somerville.

An article by the National Coalition for Safer Roads states that the use of red light cameras greatly reduced red light violations and fatal accidents. We cannot ignore the data - Seattle experienced a 30% reduction in red light violations and a 42% reduction in accidents. Chicago experienced a similar reduction - there was a 19% reduction in fatal accidents due to red light violations.

If you truly care about our safety while we navigate the roads, you need to utilize every possible safety measure. Changing the roads is not enough to prevent aggressive driving. It is a great start, but if there is more that can be done, you have the moral obligation to do so.

From: Erin Cram <[REDACTED]>  
Sent: Friday, May 30, 2025 1:27 PM  
To: Morrissey, Siobhan (HOU)  
Subject: I am strongly in favor of automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

Dear Siobhan

As a regular driver, biker and pedestrian, I am strongly in favor of automated traffic enforcement, especially at high-traffic and complex intersections like Commonwealth and Mass Ave. In the past few years, I have seen a surge in bad traffic behavior - especially highly reckless motorbike operators (delivery guys) that weave through traffic, zip through red lights, hop up on the sidewalks, and ride the wrong direction in the bike lanes. It has really gotten ridiculous, and I don't see any enforcement. I commute daily from Somerville to Boston and would prefer to do that safely.

Thanks for supporting the bill to allow automated traffic enforcement.

--

Erin Cram  
Professor of Biology  
Northeastern University  
134 Mugar Hall  
360 Huntington Ave  
Boston, MA 02115

"For cutting off our Trade with all parts of the world".

"For imposing taxes on us without our consent:"

"For depriving us in many cases, of the benefit of Jury trial:"

"For transporting us beyond Seas to be tried for pretended offenses:"

From: Ethan Frank <[REDACTED]>  
Sent: Monday, June 2, 2025 9:45 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: 6/3/25 Transportation committee written testimony - supporting H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I often encounter cars traveling 40mph in a 25mph zone. They're loud, but more importantly, they're scary and deadly. While cameras can't replace infrastructure improvements, they can deter people from speeding - especially when siri warns of speed cameras ahead.

Sincerely,  
Ethan Frank  
[REDACTED]

ETHAN  
LAPOINTE

ADDRESS: [REDACTED] Boston MA 02130

EMAIL: [REDACTED]

**RE: Joint Committee on Transportation Hearing for Bills H.3754 and S.2344**

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Members of the Joint Committee on Transportation,

My name is Ethan Lapointe, and I am writing in favor of allowing municipalities in the Commonwealth to utilize automated traffic enforcement to create a safer transportation network for all who use it.

A safe transportation system gives people the freedom to choose how they would like to get where they want to go, which in turn improves the economic vibrance of our communities. While I am fortunate enough to be a Boston resident with many travel options afforded to me, I have witnessed that my neighborhood is rife with unmitigated negligence from roadway users. This is no longer about people seeing a speed limit as a suggestion that they can surpass by 10 MPH or a failure to yield on a left turn, but active disregard for all roadway protocols that trades the lives of others for seconds of personal convenience.

In my work on transportation capital projects, I have seen how investments in safer streets benefit communities, but these multi-multi-million dollar projects only function when people obey the rules of the street design. Running red lights through the intersection near my home, an intersection that is host to a large affordable housing development, major MBTA station, the Southwest Corridor, and that serves multiple school routes, is something I witness almost every time I engage with my commute. I have *never* witnessed enforcement of basic traffic rules at that location, and in all my travels in Eastern Massachusetts accountability appears to be the exception.

Automated enforcement is not something to be taken lightly, but in an environment of understaffed public services (police, traffic details, etc.) a lack of accountability enables these violations to continue. Moreover, automated enforcement is a fairer approach to addressing traffic infractions than relying on the discretion of individual law enforcement personnel; it is also safer for those personnel who may not need to assume the risk of a dangerous traffic stop. Reliance on personnel to manually approve automatically-flagged violations still retains an important human element that ensures judicious use of this technology.

As somebody who bears witness to the consequences of acts of transportation negligence both personally and professionally, I encourage you to support Bills H.3754 and S.2344. The people who pay the price for traffic violations should be those who conduct the infraction for their private benefit.

From: Farland Patterson <[REDACTED]>  
Sent: Tuesday, June 3, 2025 1:41 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Joint Committee on Transportation Testimony

You don't often get email from [REDACTED]. [Learn why this is important](#)

Mx. Morrissey,

My name is Farland Patterson, I live in Somerville, in Middlesex county's 34th district.

I am a bike commuter, and as such am particularly vulnerable to reckless driving. Automated traffic violation enforcement would make me safer, were my community to adopt such systems. Nevertheless, I oppose bills H.3754, S.2344 and others that advance automated traffic violation enforcement.

Despite provisions in those bills intended to limit the use of these systems to the enforcement of specific violations, and to minimize the retention and exposure of personal data, the passage of these bills would open Massachusetts residents to future violations of our civil liberties. Recent ICE kidnappings and other federally directed actions that fly in the face of both federal and state courts remind us that systems ostensibly designed to protect the people can be all too easily weaponized against our communities, regardless of popular will.

These bills would improve street safety, but would also furnish the state with tools ripe for future abuse in our increasingly unstable democracy. For this reason, I oppose H.3754, S.2344, and any similar bills.

Best,  
Farland Patterson

From: F Sedlar <[REDACTED]>  
Sent: Tuesday, June 17, 2025 2:51 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: bikeinfo@massbike.org  
Subject: Writing in Support for Bills S.2344 and H.3754 in Support of Traffic Safety Cameras.

You don't often get email from [REDACTED]. Learn why this is important

Hello,

I am writing to voice my support for bills S.2344 and H.3754 in support of traffic safety cameras.

My wife and I are residents of Medford where we live with our two young daughters. We bike year round for most of our errands, including dropping our daughters off by bike at preschool in nearby Arlington. While most of our commute is on quiet residential streets or bike paths, we must cross Route 16 (specifically at the intersection of Route 16 and Boston Ave. in Medford).

While this intersection is equipped with traffic lights and a pedestrian walk button, this crossing is the most hazardous part of our commute. On a near daily basis once the traffic lights have all switched to red and the walk signal is on, we find ourselves waiting cautiously on the corner as cars fly through this red light for a dangerously long time after the walk sign is on. We have experienced instances where we begin crossing, only to have to stop a few feet off the curb as cars blow through the red light. This is all the more precarious for us as we have kids on our bike.

This intersection is a heavily trafficked crossing for walkers, runners and bikers in Medford. Having the ability to reduce red light running with traffic safety cameras would make this area a much safer area for the entire community.

Thank you,

Frank and Tallen Sedlar  
[REDACTED]  
Medford, MA 02155

From: Frank Wang <[REDACTED]>  
Sent: Thursday, June 12, 2025 12:48 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support Traffic Safety Cameras

You don't often get email from [REDACTED]. Learn why this is important

I support S.2344 and H.3754 about Traffic Safety Cameras.

Best,

Frank Wang



From: Janie Katz-Christy <jkatzchristy@gogreenstreets.org>  
Sent: Thursday, June 12, 2025 12:20 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Support Traffic Safety Camera bills H.3754 and S.2344

You don't often get email from jkatzchristy@gogreenstreets.org. Learn why this is important

Dear members of the Joint Committee on Transportation,

As Founder and Executive Director of an organization that works with employers, schools, and municipalities in their promotion of healthy and sustainable transportation, and as a cyclist and pedestrian myself, I am writing to ask you to please allow municipalities to use speed and red-light cameras.

I have three children in their twenties who grew up and now live in Cambridge. They, and their partners and friends, all get around greater Boston on foot, scooters, bicycles, buses, and other car-free modes. I fear every day for the safety of our ever growing numbers of similar non-car drivers.

Personally, I have seen how motor vehicle users have become more brazen in recent years by not following traffic laws, from ignoring speed limits to making illegal u-turns and going through red lights. Such unchecked behavior leads to extremely hazardous conditions. I believe that these cameras, in combination with fair enforcement and infrastructure to encourage slower speeds, will help curb this culture of hazardous speeding and red-light running by increasingly huge cars and trucks.

Please take this important action to prevent preventable tragedies from happening to them or other vulnerable road and sidewalk users in Massachusetts by passing bills H.3754 and S.2344.

With gratitude,  
Janie Katz-Christy  
Cambridge, MA

Janie Katz-Christy, Director (she, her, hers)  
Green Streets Initiative  
617-299-1872 (o) 617-645-9678 (m)  
Easiest way to book a meeting: Calendly  
Follow us on Facebook, Twitter, Instagram and LinkedIn

From: Greg Kushmerek <[REDACTED]>  
Sent: Friday, May 30, 2025 3:56 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

Hello,

My name is Greg Kushmerek, a resident of Jamaica Plain ([REDACTED] JP). I have been a cycle commuter for decades, with commutes as far as Natick and Waltham, with my current commute taking me from Boston to Cambridge. I'm also a motor vehicle owner, having driven since the mid-80s.

In general, Massachusetts drivers are far too laissez-faire with red lights and stop signs for my comfort. I know that's a charge thrown at cyclists and on the whole drivers are better at honoring stop signs and red lights than cyclists are, but a big difference is that when cars blow through lights, they're likely to be at high speed in something of immensely higher mass. My personal experience is that people are worse in the suburbs than in the city at honoring stop signs and red lights (parking...now that's a different issue). I've been sent to the hospital a few times quite literally because people have decided not to honor traffic laws.

There's an impunity that people develop when they aren't held to account, and that impunity leads to an outright hostility when they are held to account. Unfortunately, I've witnessed these same types of people turn to timidity as they've had to face the consequences of their actions, having caused motor vehicle accidents and personal injury -- I speak not only of what has happened to me as I have witnessed bad drivers cause accidents by not obeying traffic laws and I have stuck around to give statements to the police.

I firmly believe that automated traffic enforcement can lead to an overall improvement in driving behavior and respect for traffic laws. If people know they are more likely to get nabbed for an infraction, I believe they're less likely to act up in general as people generally like to avoid tickets and higher insurance fees. In my current commute I regularly witness people have close calls with cyclists and pedestrians and people simply take too many unnecessary risks.

The technology for catching people in the act of disrespecting traffic laws and not upholding their responsibility to the community is well established. If you own a motor vehicle you are responsible for that vehicle, even if you loan it to someone else to use. Many police hate dealing with traffic issues and are not going to continuously monitor specific hotspots. Automated enforcement can fix that. I believe this is a common-sense measure that can improve public safety and save lives.

Sincerely,

Greg Kushmerek

From: Harry Bullivant <[REDACTED]>  
Sent: Saturday, May 31, 2025 3:00 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Supporting Automated Enforcement H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

To whom it may concern :

I write in support of legalizing automated enforcement. I regularly encounter speeding and running red lights across our area in Cambridge. Cultural change is hard and in-person enforcement is a poor use of police resources.

I know some have concerns that such measures can become a revenue source. Using the revenue to reinvest in transport is eminently possible and these tools are widely accepted elsewhere.

Thanks, Harry

([REDACTED] Cambridge)

Harry Bullivant | [REDACTED] | [linkd.in/harry-bullivant](https://www.linkedin.com/in/harry-bullivant)

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Tuesday, July 1, 2025 12:11 PM  
To: Morrissey, Siobhan (HOU); Hart, Kevin (HOU); Centrella, Kirsten (HOU)  
Subject: Fw: S.2344: road safety cameras to promote to traffic safety in Massachusetts.

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: Harry Seymour <[REDACTED]>  
Sent: Tuesday, July 1, 2025 12:01 PM  
To: Deb Shea <[REDACTED]>  
Cc: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Mark, Paul (SEN) <Paul.Mark@masenate.gov>; Arciero, James - Rep. (HOU) <James.Arciero@mahouse.gov>; Philips, Edward - Rep. (HOU) <Edward.Philips@mahouse.gov>; Brownsberger, William (SEN) <William.Brownsberger@masenate.gov>; Gonzalez, Carlos - Rep. (HOU) <Carlos.Gonzalez@mahouse.gov>; Ramos, Orlando - Rep. (HOU) <Orlando.Ramos@mahouse.gov>; Mayor Sarno <msarno@springfieldcityhall.com>; Bill Malloy <[REDACTED]>; Beate Bolen <[REDACTED]>  
Subject: Re: S.2344: road safety cameras to promote to traffic safety in Massachusetts.

[Some people who received this message don't often get email from [REDACTED].  
Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

My name is Harry Seymour. I write to you in support of Deb Shea's communication below. I live on a side street off Sumner avenue and I find it very difficult to safely enter the traffic because motorists are driving like they are still on Interstate 91 and ignoring traffic lights. I believe we need to put safety first. I urge you to vote to pass "S.2344 and the related petition by Mr. Brownsberger concerning legislation promoting traffic safety through use of automated road safety camera systems."

Sincerely,  
Harry Seymour  
[REDACTED]  
Springfield, MA 01108  
[REDACTED]

> On Jul 1, 2025, at 11:22?AM, DEBORAH SHEA <[REDACTED]> wrote:  
>  
> Dear Chairs and Vice Chairs of the Joint Committee on Transportation:  
>  
> I write to urge all of you to support and pass S.2344 and the related petition by Mr. Brownsberger concerning legislation promoting traffic safety through use of automated road safety camera systems.  
>  
> The residents of Springfield, MA have long urged our mayor to address the issue of speeding motorists. I live in the Forest Park neighborhood and have observed cars speeding on Longhill Street and Sumner Avenue, now Route 83. These busy streets bisect a neighborhood and historic district and are lined with homes, elementary and middle schools, churches and small businesses. Red lights are often ignored by inconsiderate motorists and speed limits are posted but not

enforced because the police department is understaffed. These streets are dangerous.

>

> Over the years children have died, cars have been t-boned, and near-misses are common. Twice recently I witnessed two incidents of drivers speeding through red lights. Two weeks ago, a large truck sped through a red light on Sumner Ave at Forest Park Ave. My friend who was driving delayed a few moments before proceeding across Sumner Ave. He commented we could have been killed! Additionally, a week ago Sunday in the late afternoon at the same intersection, two motorcycles sped through a red light.

> Nineteen other states allow road safety cameras to aid traffic enforcement and reduce speeding. It's time for Massachusetts to join them. Your support is critical.

>

> Slow down speeders, stop red light runners and save lives!

>

> A concerned resident,

> Deborah Shea

> Springfield, MA

>

>

> Sent from my iPhone

>

>> On Jun 30, 2025, at 12:55?PM, Gonzalez, Carlos - Rep. (HOU) <Carlos.Gonzalez@mahouse.gov> wrote:

>>

>> Good afternoon Deborah,

>>

>> This legislation is currently before the Joint Committee on Transportation. I would encourage you to contact the Chair's, as it would need to clear that committee before it makes it to the House floor for a vote. <https://malegislature.gov/Committees/Detail/J27>

>>

>> Additionally, I will be working with my colleagues to highlight the importance of the information you've shared.

>>

>> Best,

>> Carlos

>>

>> Carlos Gonzalez

>> State Representative

>> 10th Hampden District

>> 617-722-2199

>> House Division Leader

>> MA House of Representatives

>> 24 Beacon Street

>> Boston, MA

From: Heidi Brewster <[REDACTED]>  
Sent: Friday, May 30, 2025 11:59 AM  
To: Morrissey, Siobhan (HOU)  
Cc: rideforyourlifeboston@gmail.com  
Subject: URGENT: Speak Out for Safer Streets – Support Automated Enforcement in Massachusetts

Hello Siobhan,

My name is Heidi Brewster, and I have lived in the South End for 20 years; about 10 years ago, I started bike-commuting to work in Kendall Square, Cambridge. I tired of being on the bus or driving and not knowing if I would be home in 15 or 45 minutes. Luckily, it only takes about 15 mins to get to work riding a bike, no matter the weather or traffic. I consider being able to ride my bike a blessing. It connects me with the citizens of Boston, nature, and I get a little bit of exercise. Not to mention, no parking issues or committing greenhouse gases to our planet.

People often ask me, "do you feel safe riding your bike on Mass Ave?", my reply, "not always". As a cyclist, I see drivers fully engaged with their phones, applying make-up, picking their noses (more often than you think), in general, anything else, besides focusing on driving. Connected to this behavior, they also blaze through blatantly red lights, whether intentional or not.

My daily rides take me by George Clemmer's ghost bike at Huntington Ave & Mass Ave and Anita Kurmann's ghost bike at Beacon and Mass Ave., I hold them close to my heart, never forgetting it could be me next.

I drive a car in the city, as well, and consider it a privilege, wielding a 3000 lb. vehicle. Maybe it's because I am older, and have seen what careless speed can do to the human body, that I drive with care, paying full attention and begin the slowing down process when the yellow light warns of impending red. Also, taking care not to assume when the light turns green (whether I am driving or cycling), that I can dart into the intersection, always giving a cautious look left and right, before proceeding.

I strongly support Automated Enforcement in Massachusetts. The city does not have or chooses not to back our police department in supporting traffic enforcement; citizens see other citizens getting away with running red lights and speeding with impunity, so they do it too. There is no consequence for breaking the law for them, only wrecked lives of those who were unlucky enough to be caught up in an irresponsible driver's actions.

Regards,  
Heidi Brewster  
[REDACTED]

PS: we need bike traffic enforcement as well, 98% of cyclists run the red lights too, but let's take care of cars drivers first.

Begin forwarded message:

From: Ride For Your Life Boston <rideforyourlifeboston@gmail.com>

Subject: URGENT: Speak Out for Safer Streets – Support Automated Enforcement in Massachusetts  
Date: May 29, 2025 at 5:36 PM  
To: Ride For Your Life Boston <rideforyourlifeboston@gmail.com>

Dear Ride for Your Life Participants,  
Thank you for standing with us last November on the World Day of Remembrance for Road Traffic Victims. Your presence honored the lives lost and underscored our collective demand for safer streets. Please mark your calendars to join us again on Sunday, November 16, 2025, as we continue this crucial movement for change.

We're now asking for your voice again—this time in the State House. On Tuesday, June 3rd at 11:00 AM, the Joint Committee on Transportation will hold a public hearing on automated enforcement, one of our two key legislative priorities. The bills—H.3754 and S.2344—would legalize the use of automated enforcement in Massachusetts. These critical measures are sponsored by Representatives Owens and Cruz and Senator Brownsberger.

Image Caption: Representatives Cruz and Owens at the Ride For Your Life Boston Rally on November 17, 2024. Photo Credit: Grace Schlek.

What is Automated Enforcement?

Automated enforcement uses cameras to detect and ticket vehicles that speed or run red lights. It is a proven public safety tool used in many states and countries to reduce dangerous driving behavior, prevent crashes, and save lives. Currently, Massachusetts law does not allow its use—even though evidence shows that automated enforcement reduces crashes by up to 50% at dangerous intersections and along high-speed corridors.

We need your help to show legislators that public support for this life-saving measure remains strong. Please consider submitting written testimony or speaking at the hearing—either in person or virtually.

Suggested Testimony Talking Points

If you're unsure what to say, here are some ideas to guide your testimony:

- \* Personal experience: Share how traffic violence has affected you or someone you love. Human stories are powerful and help legislators understand the human cost of inaction.
- \* Support for safer streets: Describe how dangerous driving (e.g., speeding, red-light running) affects your community, particularly children, seniors, or those biking and walking.
- \* Accountability and deterrence: Explain how automated enforcement holds drivers accountable while reducing the need for in-person traffic stops.
- \* Equity and safeguards: Acknowledge that this bill includes protections to ensure the technology is used fairly and doesn't disproportionately impact vulnerable communities.
- \* Automated enforcement is proven: Reference data—such as studies showing reductions in speeding, crashes, injuries, and fatalities—when cameras are deployed with equity and transparency. See examples below.
  - o Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
  - o Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury

crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).

- o Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- o Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- o Transforms school-zone safety: New York City’s school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).
- o Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

## How to Submit Testimony

### In-Person Testimony

A sign-in sheet will be made available outside the hearing room (State House Room B-2) approximately 30 minutes before the start of the hearing. You may also email Alex Chilton at ([alexander.chilton@masenate.gov](mailto:alexander.chilton@masenate.gov)) to indicate that you plan to testify in person.

### Virtual Testimony

You may sign up with the following form: [Virtual Testimony Form](#). The deadline for signing up for virtual testimony is one hour before the start of the hearing (Tuesday, June 3rd at 10 AM).

### Written Testimony

You may submit testimony via email attachment to Alex Chilton and Siobhán Morrissey at ([Siobhan.Morrissey@mahouse.gov](mailto:Siobhan.Morrissey@mahouse.gov)) or you may physically mail testimony to the Senate Chair.

Let’s continue what we started together. Your voice can help make Massachusetts a leader in road safety and prevent more lives from being needlessly lost.

With gratitude,

Ride for Your Life Boston Team



From: Itamar Turner-Trauring <[REDACTED]>  
Sent: Tuesday, June 3, 2025 8:13 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Testimony in support of automated traffic enforcement (H.3754 and S.2344)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear committee members,

Speeding cars kill; running red lights is also extremely dangerous. Given the ACLU has supported these bills, I hope you will pass these bills and help reduce fatalities and injuries in the Commonwealth.

With thanks,

--

Itamar Turner-Trauring, Cambridge resident

From: Jake Tomlinson <[REDACTED]>  
Sent: Friday, May 30, 2025 1:55 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic enforcement support

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am writing to voice my support to pass a law allowing for automatic traffic enforcement in Massachusetts. Every single day I commute into Cambridge, I see drivers breaking the law by speeding and running red lights, and there is no punishment whatsoever. The police simply do not enforce these laws. We need automated enforcement so drivers slow down and don't run reds as much. I would love it if you could pass my thoughts along to the committee!

Also, think of the money the state could use with these tickets! Could fund something great with all our terrible Mass drivers.

Thank you!

Jake Tomlinson

Hello Siobhan Morrissey,

I'm writing to you today to express my support for automated traffic enforcement in Massachusetts. I am the father of two children and I often see people operating vehicles in illegal and unsafe ways that endangers my children and myself. I believe automated traffic enforcement could help prevent this type of behavior if Massachusetts allows it.

Thank you,

James Lloyd

(He, Him)



Cambridge, MA 02138

From: Jane Hirschi <[REDACTED]>  
Sent: Saturday, May 31, 2025 9:08 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Owens, Steven - Rep. (HOU)  
Subject: H.3754 and S.2344

Ms. Morrissey,

I am writing in support of bills H.3754 and S.2344, legalizing the use of automated enforcement in Massachusetts. I travel primarily by foot in Cambridge, where I live, and in Boston where I work. I can attest to the danger posed to pedestrians (and bicyclists and other drivers) by cars running red lights at the intersections I frequent. I have witnessed more near misses than I can easily share, and experienced almost being hit myself a number of times. And I am supremely cautious! I live across from an elementary/middle school and see young people crossing these same intersections every day.

I believe the number of people driving through red lights has increased significantly in the past four years (since the pandemic). With no accountability for breaking these traffic laws, it seems these scofflaws have no incentive to stop. I am hoping and praying that the MA legislature will legalize automated enforcement, and soon.

Sincerely,

Jane Hirschi

[REDACTED]

Cambridge, MA

From: Jeff <[REDACTED]>  
Sent: Friday, June 13, 2025 10:03 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support for S.2344 and H.3754, An Act Relative to Traffic Regulation Using Road Safety Cameras.

You don't often get email from [REDACTED]. Learn why this is important

I'm writing to urge you to support the bills enabling cities and towns to use cameras as part of speed limit enforcement and for identifying people who fail to stop at red lights. I'm not sure of the cause it but it seems to me that people are ignoring traffic rules more and more these days. I routinely see people running red lights (not just the car which misjudged the yellow but multiple cars entering the intersection after the light has turned red and in some cases where the other light has already turned green). Stop signs, while not a part of this legislation, have become yield signs at best with some folks not even slowing down. For those of us not in a car this is making it even more unsafe as we can longer expect that people will see us. In my experience people who are not stopping are not thinking about passing through an intersection safely, they are focused on getting through the intersection. I think using cameras to enforce red light violations will go a long way towards making intersections safer. With regards to speed cameras, we were recently in Washington DC which has a 25 MPH city wide speed limit (except where otherwise posted) and uses cameras to enforce the speed limit. As a result the traffic moves at 25 MPH for the most part. Most drivers know, at least if they have been driving in DC for a while, that if they drive faster they will get a ticket. This works well to condition people to drive 25MPH and once they get used to that, it becomes normal.

Thank you for your time,

Jeffrey Orlin  
[REDACTED] Newton MA 02458

From: J B <[REDACTED]>  
Sent: Monday, June 2, 2025 10:03 AM  
To: Morrissey, Siobhan (HOU)  
Cc: clerk@cambridgema.gov; Cambridge Bicycle Safety  
Subject: testimony in favor of automated traffic enforcement for speeding and running red lights.

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi Siobhan Morrissey,

I am in favor of having automated traffic enforcement at redlights (and crosswalks if possible). I've been in cities where this is the norm and the drivers are much more careful of stopping at redlights. MA is the least safe for pedestrians and bicyclists I've been simply because of the lack of consequences for drivers. I've been hit multiple times by careless drivers and even threatened and intimidated by them purposely trying to hit me while on my bike. Police have stated that they "don't pursue hit and runs", they "don't investigate assault unless they witness it personally", and "don't ticket drivers for running red lights" (even though I have seen them ticketing bikes who only feel safe going during a walk sign because of how aggressive drivers are).

To eliminate bias against bicyclists and pedestrians and decrease deaths and injuries of people, we desperately need automated traffic enforcement via ticketing cameras at redlights. I see multiple drivers speed through red lights over the speed limit. I've almost been hit by several cars per day as a pedestrian. This has happened in front of police as well and they do nothing about it. I want my tax dollars to go to making it safer to live in a city where you don't even need a car. Many people cannot afford cars and we deserve to feel safe. Other drivers also deserve to feel safe. Since drivers consistently don't care about how many people they hit or harm or scare, we need consequences. Automated enforcement is a proven unbiased way to enforce traffic. Drivers just knowing they are there would drive better. Since hurting people doesn't sway them, their own wallets should. This is a health crisis and affects people's lives.

I was hit by someone on my bike and still have hip pain to this day. I had proof and they were never charged because of the flawed court system but with cameras at all red lights, this could be a possibility to charge dangerous people and have less corrupt court systems, settle medical bills, etc. I was even fired because I asked to sit down at work to teach and was denied because of priority of residents choosing their space. MA denies people justice all the time and this is such a simple way to correct a lot of that. It's cost effective (less expensive than police who don't ticket anyway), more people would have to pay a ticket with proof, and it has been proven to increase safety for all. We want people (pedestrians, bicyclists) to feel safer and not have to worry about 5 drivers running redlights at every stop. Most people I know have been hit or almost hit by someone running a redlight. I have video of someone doing this and the passenger getting out and attacking me when I got my phone out to get their license plate. I took this to the police who said they cannot do anything. People shouldn't be worried about how to self defend against a car being used as a weapon everyday. That is crazy. This IS a health crisis and we demand cameras that will ticket drivers and can be used as evidence for attempted murder and other dangerous crimes drivers commit against people. It shouldn't be up to citizens to enforce rules since MA police refuse to enforce traffic laws or give consequences. Automated enforcement does far more work without the bias and is effective. We need dangerous drivers off the road.

Thank You,

Jennifer

From: Jerry Zhou <[REDACTED]>  
Sent: Thursday, June 12, 2025 11:48 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support of S.2344 and H.3754: Automated Enforcement

You don't often get email from [REDACTED]. Learn why this is important

Dear Alex and Siobhan,

My name is Jerry Zhou, and I'm an undergraduate student at Boston University. I either bike, walk, or take transit on Comm Ave every single day, like most other of the tens of thousands of BU students.

My lived experience on Comm Ave has shown me that traffic laws do not apply to drivers on Comm Ave. The worst issues are speeding, red-light running and vehicles illegally occupying the bike lane. For me, and the many other pedestrians on Comm Ave, it is a regular occurrence where pedestrians get the green walk sign, but have to abruptly stop due to vehicles speeding to "make the yellow". I personally have not been hit, but I and so many of my friends have had close calls crossing Comm Ave due to drivers both speeding and running red lights. Police reports show that cars hit pedestrians at least once every couple of months. This is unacceptable.

I think that one of the main reasons why drivers continue to behave so dangerously in such a high pedestrian and bike traffic area is because there is no enforcement of traffic laws. In the three years that I have lived in Boston, I have only once seen a police officer pull over a driver.

For students like me, automated enforcement will save lives. It will make my campus a safer place, and it will allow me to cross Comm Ave with confidence that I will not be struck by a speeding, red-light running driver.

I hope the state legislature will take the lived experience of students like me into account when deciding whether or not to approve this legislation.

Sincerely,  
Jerry

--

Jerry Zhou (he/him)  
Co-President  
Boston University Urbanism Club  
[REDACTED]



From: Joel T. Patterson <[REDACTED]>  
Sent: Saturday, May 31, 2025 5:29 PM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,  
I want to add my voice to advocate for traffic enforcement cameras at dangerous intersections. Every workday I have to walk across Mass Ave in Cambridge, and I see cars break laws along that street and nearby streets, like Cedar Street and Rindge Ave. Cars run right through stop signs where pedestrians often cross.  
Given how many people text and drive or scroll and drive with their smart phones, we need to provide a financial incentive to deter bad driving: automated ticketing. If drivers don't like tickets, they should slow down and stop when the signs say so.

Joel Patterson  
[REDACTED]  
Cambridge, MA 02140

From: [REDACTED]  
Sent: Saturday, May 31, 2025 1:54 PM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344 to legalize the use of automated enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

I write to you urging for passage of H.3754 and S.2344 to legalize the use of automated enforcement in Massachusetts. This is crucial for significantly increasing the safety of our streets.

Thank you,  
John

John L. Bowman  
[REDACTED]  
Brookline, MA 02446  
[REDACTED]

From: Jonathan Cohen <[REDACTED]>  
Sent: Friday, May 30, 2025 2:18 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for automated traffic enforcement bills H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Hi Siobhan,

I'd like to provide written testimony in support of the bills under consideration for automated traffic enforcement.

I write as a constituent ([REDACTED], Cambridge, MA 02114) to urge support for the proposed Automated Road Safety Enforcement Act (Chapter 90K), which empowers municipalities to deploy automated camera systems to enforce red-light and speed violations. This legislation will:

1. Enhance public safety
  - o Reduce crash rates at intersections and high-speed corridors through consistent, objective enforcement.
  - o Leverage data-driven site selection and annual reporting requirements to target the most dangerous locations.
2. Promote equity and transparency
  - o Require public hearings, equity analysis and approved implementation plans by MassDOT.
  - o Mandate clear warning periods, calibrated equipment, unbiased fine structures (\$25–\$150), and destruction of personal data within 48 hours post-adjudication.
3. Protect privacy and civil liberties
  - o Prohibit frontal-view images and public disclosure of photographs or identifying data under Chapter 4, §7(26)(w).
  - o Limit camera use to four specified violations, with appeal rights and independent calibration audits.
4. Sustain transportation funding
  - o Dedicate net revenues to the Massachusetts Transportation Trust Fund, ensuring reinvestment in road and transit improvements.
  - o Prevent vendor profit incentives by prohibiting compensation tied to citation counts.

By adopting this measure, Massachusetts will join leading jurisdictions nationwide that have seen up to 30 percent reductions in red-light–related collisions and significant declines in speed-related fatalities. The built-in reporting, calibration, and oversight provisions safeguard accountability and public trust.

In summary, I am advocating for a YES vote to deliver safer streets, fair enforcement, and data-backed policy. Thank you for protecting our communities and investing in equitable, evidence-based traffic safety.

Sincerely,  
Jonathan Cohen

From: Jonathan Haber <[REDACTED]>  
Sent: Friday, May 30, 2025 1:28 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi there,

I live in Cambridge and have been nearly hit by cars running red lights, making illegal turns on red, and speeding. I've experienced this while walking, biking, and driving. We are in desperate need of automated traffic enforcement. There is strong evidence that it will save lives. Please provide your support.

Thanks,  
Jonathan Haber

From: Jonathan Klein <[REDACTED]>  
Sent: Monday, June 2, 2025 3:32 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

To the Joint Committee on Transportation:

I am writing as a driver and pedestrian to strongly encourage you to legalize automatic enforcement for simple traffic violations including speeding and red-light infractions. This is a proven tool which can dramatically improve public safety, especially for pedestrians and bicyclists. Please take this important step to make our Commonwealth safer.

I understand that there some have raised civil rights issues, but I think these are a smokescreen for people that just don't want to obey the law. This is a life or death issue, and we owe it to ourselves, our elderly parents, and our children to slow down the very dangerous motorized vehicles that rule our streets to lawful speeds.

Respectfully,

Jonathan Klein

[REDACTED]  
Brookline, MA 02446  
Town Meeting Member, P17

From: [REDACTED]  
Sent: Thursday, June 12, 2025 12:44 PM  
Cc: Massachusetts Bicycle Coalition; Morrissey, Siobhan (HOU)  
Subject: Fwd: SE .No. 3754

You don't often get email from [REDACTED]. Learn why this is important

Sent from my iPhone

Begin forwarded message:  
From: [REDACTED]  
Date: June 12, 2025 at 12:29:26?PM EDT  
To: alexander.chilton@masenate.gov  
Cc: [REDACTED]  
Subject: SE .No. 3754

### Concerns

1. Increased Traffic Accidents: The rise in speeding and dangerous driving puts cyclists at a higher risk of accidents, leading to injuries and fatalities.
2. Distracted Driving: Drivers preoccupied with their phones or other distractions may not notice cyclists, particularly in busy urban environments.
3. Impairment Issues: Concerns about driving under the influence of substances, including marijuana and alcohol, can exacerbate the dangers for cyclists on the road.
4. Infrastructure Limitations: Many cities lack adequate bike lanes or safe crossings, forcing cyclists to share lanes with motor vehicles, increasing collision risks.
5. Public Awareness: There may be a lack of awareness among drivers regarding the rights and vulnerabilities of cyclists.

### Best Practices for Cyclist Safety

1. Advocacy for Automated Enforcement: Support the use of speed and red-light cameras to deter dangerous driving behaviors. This can create a safer environment for all road users, including cyclists.
2. Enhanced Infrastructure: Encourage municipalities to invest in dedicated bike lanes, improved signage, and better lighting to protect cyclists.
3. Education Campaigns: Implement initiatives to educate both drivers and cyclists about road safety, including the importance of sharing the road and understanding traffic laws.
4. Regular Maintenance: Ensure that bike lanes and cycling paths are

regularly maintained and free from debris or hazards that could cause accidents.

5. Community Engagement: Involve local communities in discussions about road safety and solicit feedback on how to improve conditions for cyclists.

6. Data Collection and Analysis: Support efforts to gather data on traffic patterns and accidents involving cyclists to identify high-risk areas and improve safety measures.

## Conclusion

By addressing these concerns and implementing best practices, municipalities can create a safer commuting environment for cyclists. Advocacy for legislative measures, such as automated enforcement tools, paired with community engagement and infrastructure improvements, can significantly enhance road safety and reduce the risks associated with reckless driving behaviors.

Please Let's just start and keep to best practices for our communities and foster growth and safety supporting communities

Sent from my iPhone

Best regards thank you much appreciate your attention ,

Jonathan Lashua



From: Joshua Decosta <[REDACTED]>  
Sent: Tuesday, June 3, 2025 12:41 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello, I am writing to show support for red light camera legislation. I believe we need this for slowing down traffic and reducing the running of red lights.

Joshua Decosta  
[REDACTED]



From: JP Shipley <[REDACTED]>  
Sent: Wednesday, June 4, 2025 10:37 AM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am writing in favor of allowing cities and towns to enforce stop sign and traffic light violations using automated cameras. I am a resident of Cambridge, and in my neighborhood I see drivers routinely blow through stop signs at busy intersections in the interest of saving a second off of their trip time.

From: Julia Sharpe <[REDACTED]>  
Sent: Tuesday, June 3, 2025 10:30 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: rideforyourlife@gmail.com  
Subject: Please Support H.3754 and S.2344 to legalize the use of automated enforcement

You don't often get email from [REDACTED]. Learn why this is important

Hello!

I'm writing to support the passage of H.3754 and S.2344 to legalize the use of automated enforcement in Massachusetts. I live in Cambridge with my husband and twin ten year olds, and we bike as our primary mode of transportation. As my kids transition to biking around the city on their own, I would feel significantly less anxious if I knew that automated enforcement was helping keep our streets safer by lowering speeds and reducing the running of red lights:

\* Automated enforcement is proven: Reference data—such as studies showing reductions in speeding, crashes, injuries, and fatalities—when cameras are deployed with equity and transparency. See examples below.

\*

- o Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
- o Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
- o Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- o Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- o Transforms school-zone safety: New York City's school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).
- o Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

Please help ensure that my kids don't become part of a statistic around deaths that could have been prevented through legislation like this. I urge you to pass these laws as soon as possible.

Best,  
Julia Sharpe  
[REDACTED], Cambridge, MA 02139

From: Kaitlin Robinson <[REDACTED]>  
Sent: Tuesday, June 3, 2025 6:01 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Please Support Automated Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,  
Our roads have become far too dangerous. A large percentage of drivers routinely runs red lights, and speeding is out of control. On top of this, vehicles are larger than ever, and people are in an arms race to get the largest, safest-for-themselves vehicle, which is of course more dangerous to everyone else. Politicians at the federal level have failed to enact adequate safety measures and enforcement at the local level is simply not happening anywhere near the scale of the problem. Automated enforcement is a commonsense measure that will help to make our streets safer for everyone. Getting a driver's license requires passing a test and operating a vehicle entails great responsibility. People should be held accountable for operating irresponsibly on public ways and automated enforcement is a tool that will allow that.

Thank you,  
Kaitlin Robinson  
Medford, MA

From: Kalli Catcott <[REDACTED]>  
Sent: Friday, May 30, 2025 9:12 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Written Testimony for H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Hello-  
I am writing to support the bills H.3754 and S.2344 (Automated Traffic Enforcement). I have previously been wary of increasing cameras in our communities, but there are now so many private cameras around that the expectation of privacy is different than before. Additionally, as a bike-commuter, I have seen how the quality of car driving has decrease post-pandemic. I have witnessed, multiple times, cars coming to a complete stop at a red light, and then continuing through without waiting for the green. Lastly, my son is now old enough to start walking to school by himself, but the number of cars running red lights is terrifying to me. Automated red light enforcement has been successfully used in other states and now is the time for Massachusetts to move ahead with this. Please move this legislation forward. Our city and state will be safer for it.  
Thanks-  
Kalli

--

Kalli Catcott | she/hers  
[REDACTED]

From: K Molloy <[REDACTED]>  
Sent: Tuesday, June 3, 2025 10:49 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: Jehlen, Patricia (SEN); Uytterhoeven, Erika - Rep. (HOU)  
Subject: My support for bills H.3754 and S.2344

Some people who received this message don't often get email from [REDACTED]. Learn why this is important

Greetings Alex Chilton and Siobhán Morrissey,

As a car-free pedestrian and lifelong resident of metro Boston, as well as a member of the Somerville Alliance for Safe Streets (SASS), I write you today to state my support for H.3754 and S.2344 and to urge the Legislature to pass these bills.

Automated enforcement cameras to detect and ticket drivers in vehicles that speed or run red lights are a public safety measure already in use in many states in the US, not to mention countries around the world. This kind of enforcement reduces unsafe driving behavior, thereby reducing crashes and deaths on the road.

As a pedestrian I feel increasingly unsafe when I cross streets in my community (Somerville) where there is no traffic enforcement. Drivers frequently ignore rules of the road and aggressively -- or in a distracted state -- speed, run red lights, or make unsafe right turns on red lights. I've been very nearly hit by a vehicle many times in my own neighborhood!

Please advance bills H.3754 and S.2344 in this session to allow Massachusetts to start addressing needless injuries and fatalities on our streets.

Best regards,

Karen Molloy  
[REDACTED]  
Somerville, MA 02143

=====  
[REDACTED]

From: Katherine Moon <[REDACTED]>  
Sent: Monday, June 2, 2025 7:07 PM  
To: Morrissey, Siobhan (HOU)  
Subject: I support automated traffic enforcement in Cambridge (H.3754 and S.2344)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi,  
I am a Massachusetts resident ([REDACTED] Cambridge, MA 02141) and am writing to support the implementation of automated traffic enforcement in Massachusetts, as described in the Senate and House bills (H.3754 [Representatives Owens and Cruz] and S.2344 [Senator Brownsberger]). I strongly believe that this tool, with equitable placement, will be able to reduce dangerous driving behaviors and ultimately reduce injury and death.

Thank you,  
Kat Moon

--

Katherine Moon  
[REDACTED]

Testimony in Kathy Mumma

In support of H. 3754 and S.2344

Thank you, Chairpersons and members of the committee, for the opportunity to submit testimony in support of this important bill.

My name is Kathy Mumma, and I am a parent of three kids who have all attended Roberts Elementary School in Medford. Like at least one other person providing testimony today, I write today as both mom and as someone who has seen firsthand - on an entirely different occasion - how close our city comes to tragedy on a regular basis as a result of reckless and unchecked driver behavior.

In October 2024, I was leading a walking school bus from Fulton Heights to our local elementary school, a walk of less than a mile. To reach the school from our neighborhood, one must cross Fellsway West/Route 28 - there is no other way to reach the elementary school. On the 9th of October, our walking bus waited on the sidewalk at the crosswalk at the bottom of Fells Avenue. A car stopped in the first lane to let us cross. As we began to step into the roadway, the car in the next lane saw my fluorescent vest and our large banners announcing the "bus" and also stopped to let us cross. The car behind that one, however, was traveling too fast and at too close a distance to stop in time, instead hitting the car in front of them, pushing them into the crosswalk, and jumping the median. Thankfully, I have lived here long enough to assume that drivers will speed past school children to avoid having to wait a few seconds at a crosswalk and had only stepped a foot or two into the roadway; therefore, neither I nor any walking bus passengers were struck by the colliding vehicles. But someone newer to the area - or someone with greater faith in humanity - might not have waited, and tragedy would surely have befallen.

Even without being struck oneself, these near-misses are traumatic. It has been nearly eight months since our near-miss, but my 11 year old still brings it up and tells me how afraid she is of speeding cars, as recently as this weekend. And the behavior isn't isolated: In addition to being a mom, I am a runner, and I see the same behavior by drivers at crosswalks across the city (Highland Avenue - another state-managed road in Medford - is almost as bad as the Fellsway). The reality is, our police cannot be everywhere at once, and people tend to resume their reckless driving the minute the police are out of sight; as such, the speeding continues with what seems to be little to no consequence. We need help. And our kids deserve better.

Speed and red-light cameras work. They cut crashes, reduce fatal accidents, and improve safety in school zones, protecting our most vulnerable lives. And automated enforcement reduces the need for more police, while still driving the behaviors we want to see from



drivers. Please do not wait for tragedy to befall. Please support this bill and take this minimal action to protect those who are also on the road who aren't inside of - and protected by - multi-ton steel shells.

Sincerely,

Kathy Mumma

[REDACTED]

Medford, MA

From: Kate Koles <[REDACTED]>  
Sent: Monday, June 2, 2025 7:24 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated traffic enforcement bills H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Good evening,

I would like to express my support for the automated traffic enforcement bills H.3754 and S.2344. I used to live in another state where automated traffic enforcement was practiced, and I first-hand experienced the incentive structure and what a massive difference it makes. Here I don't feel the potential threat of a ticket (which was issued even at 3 AM on totally empty streets), and I often wonder should I just go across the red light when there is absolutely no one around or wait for the green light.

I wait my turn, mostly because my 6 year old kid was almost ran over in bright daylight on a fully traffic lighted 6 lane intersection on Boylston street, where we were carefully walking across during the walk sign. The person did not feel like waiting for their green and could not see the walk through traffic (though he did have red light). It was by a hair that I still have my kid alive.

If people knew that there are consequences of running a red light, there might be fewer deaths to be paid for teaching us one by one that perhaps traffic lights are there to keep us safe, and all we have to do is to use their help. But the incentives in life are many, and not being late for work, or getting to a hospital etc. are drowning out our saner priorities. Traffic light enforcement would help us tilt this balance.

I hope you will support these bills, and thank you for the work you do for all of us!

With best wishes,  
Kati Koles

From: katie weber hogan <[REDACTED]>  
Sent: Tuesday, June 3, 2025 7:56 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: bills—H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi -

My name is Katie Hogan. I live at [REDACTED] in Medford. I understand that there is a hearing today to push for the legalization of automated enforcement in Massachusetts.

For 8 years I walked my two young boys from our home, across the Fellsway to their elementary school each morning. Over those years we saw near crashes almost daily. As drivers would stop for my family in the crosswalk the cars behind them would screech to a halt. The speed at which drivers have become accustomed to along the Fellsway makes it nearly impossible for cars to stop in time for walkers. We would rarely see law enforcement on our morning walking commute and for that reason I think automated enforcement is an excellent and life-saving option!

Thank you!  
Katie Hogan

From: Gemini <[REDACTED]>  
Sent: Thursday, June 12, 2025 2:24 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: Massachusetts Bicycle Coalition  
Subject: support S.2344 and H.3754

You don't often get email from [REDACTED]. Learn why this is important

I have lived in Boston for over 20 years. Riding my bike in the city is beyond a hazard. I take chances every time I ride my bike from my home in Dorchester to other areas. I got rid of my car during the pandemic (barely used it). So biking is a main way for me to get around as the T isn't always reliable or is running shuttle buses. I am tired of vehicles running red lights or nearly side swiping me. I think they have no regard for cyclists or even pedestrians for that matter. Seeing drivers not only speeding constantly but driving recklessly needs to stop. Something needs to be done about the safety of people in the communities. People need to stop dying & being injured due to nefarious drivers. Please support S.2344 and H.3754!

Thanks.

~Kristine

--

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Help save a pet with every search! ?? Make Cheerie your search engine now!

**COMMITTEE ON TRANSPORTATION**

June 3, 2025

**In Support of HOUSE BILL 3754 and SENATE BILL 2344**

**"Automated Enforcement Act"**

Submitted by

***Laura Beretsky***

***Somerville, MA 02144***

Dear Chairmen Brendan P. Crighton the Joint Committee on Transportation:

I am writing to urge you to support the Automated Enforcement Act (HB 3724 and SB 2344), sponsored by Representatives Owens and Cruz, and Senator Brownsberger. The bill would legalize the use of automated enforcement in Massachusetts.

I live in Somerville, the most densely populated city in New England, where I get around by a combination of driving, biking, and walking. I raised my two (now) teenaged children here. During their childhoods, I was very careful to teach them street-crossing smarts, as they navigated intersections and crosswalks. My daughter is short in stature, and I was always afraid that drivers blinded by the sun on the congested nearby thoroughfare wouldn't see her in the crosswalk on her way to school. She was never hit but there were multiple nerve-wracking stop and starts.

When I bike on the streets, I feel quite nervous about traffic, as many drivers run lights or speed up as they approach them. If drivers knew Automated Enforcement was in place, I think they would be more likely to follow the rules and slow down when approaching intersections with a yellow traffic light.

[Studies show](#) red-light cameras reduce violations by 44–61%. Speed safety cameras have [also been shown](#) to reduce crashes by up to 54%.

I believe this regulation will make the streets safer for drivers, pedestrians and bicyclists. While installing cameras will require resources, [economic analysis](#) estimates a net benefit of \$39 000–\$50 000 per camera site per year. The Automated Enforcement Act will go a long way toward holding dangerous drivers accountable for their careless road behavior and creating safer streets for everyone. Please support HB 3754 and SB2344.

Sincerely,

Laura Beretsky

From: Lee White <[REDACTED]>  
Sent: Monday, June 2, 2025 9:56 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello Senator,

I am writing to you to in support of the bills to legalize automated traffic enforcement. As a resident in Somerville, I can recall at least a dozen times I have almost been hit by a car running a red light around here. Red lights aren't even a suggestion to some of these drivers, they blow right through them because they know nobody is going to do anything about it. I've watched SPD completely ignore a car run the red light on Bow St in Union Sq. Having automated enforcement would mean guaranteed penalties if caught, not a flip of a coin on if the police will pull them over. Knowing they can be ticketed regardless will hopefully slow these cars down and protect the community from the danger these drivers pose.

I want to reiterate: cars running red lights is a non stop issue here. I've watched them almost hit children, have to slam on their breaks because they didn't notice an elderly man crossing the street while they were revving through the intersection. I do not feel safe crossing the streets in my neighborhood. I urge you to push for this bill to pass.

Sincerely,  
Lee White

From: Len Wholey <[REDACTED]>  
Sent: Saturday, June 14, 2025 8:23 AM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: MassBike  
Subject: In support of S.2344 and H.3754

You don't often get email from [REDACTED]. Learn why this is important

Dear Joint Committee on Transportation:

I am writing in strong support of traffic safety cameras. There are over 1000 crashes per year in my town of Brookline with many of the crashes resulting in injury. Traffic safety cameras will reduce the number of crashes in Brookline. Please help prevent needless suffering and anguish.

Sincerely,  
Len

Len Wholey



Brookline, MA 02446  
Brookline Town Meeting Member, Precinct 11  
Member of Brookline Transportation Board

From: Lindsey Kenyon <[REDACTED]>  
Sent: Monday, June 2, 2025 7:31 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In favor of automated traffic enforcement using road safety cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am writing in favor of allowing cities and towns to use automated traffic enforcement. Simply put -- driving a car is a responsibility. Failure to obey the rules puts people's lives at risk.

In my area (Cambridge, MA), I routinely see cars run red lights. These are not cars that started through on a yellow, and they're not cars that are turning right after slowing down. These are cars that are going through the light after the other direction has turned green. These are cars that decided not to wait during 4-way pedestrian crossing lights (with pedestrians actively crossing!), and just drive straight through the intersection. These are cars that are not paying attention and start driving straight when the green arrow turns on, even though the light is not green to go straight.

Police enforcement is non-existent, for whatever reason. In any case, automated enforcement is better than police enforcement: it is consistent, impartial, and has 24-h coverage. It also will provide the much-needed consequences to enforce and improve road safety in such a dense urban setting.

I'm not exaggerating when I say I often feel like I am taking my own life in my hands when I get behind the wheel these days, as well as when I decide to use my bike. Please, PLEASE allow this regulation at the local level. There may be parts of MA that do not need this, but we do.

Lindsey Kenyon



From: study <studyfortjackson@seekingsafety.org>  
Sent: Friday, June 13, 2025 9:51 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: please support S.2344 and H.3754! help save cyclists lives

You don't often get email from studyfortjackson@seekingsafety.org. Learn why this is important  
it is crucial to pass these-- please help!

Sincerely,  
Lisa Najavits  
resident and cyclist, Newton, MA

From: Maha Aslam <maha@livablestreets.info>  
Sent: Monday, June 2, 2025 9:21 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Testimony to Support H.3754 & S.2344

You don't often get email from maha@livablestreets.info. Learn why this is important

Dear Joint Committee on Transportation,

LivableStreets Alliance would like to be on record for supporting H.3754 and S.2344 to legalize the use of automated enforcement in Massachusetts. Evidence shows that automated enforcement reduces crashes by up to 50% at dangerous intersections and along high-speed corridors. LivableStreets represents vulnerable road users, such as people walking, biking, kids, elders, and people with disabilities. These vulnerable road users are disproportionately injured and killed by drivers running red lights and speeding.

We would appreciate passing these bills favorably.

Best,  
Maha Aslam  
Senior Program Manager  
LivableStreets Alliance

--  
Maha Aslam (she/her) | Senior Project Manager, Transit + Streets  
LivableStreets Alliance  
maha@livablestreets.info  
w. 617.621.1746 c. 347 282 9736  
www.livablestreets.info  
@StreetsBoston | Facebook.com/LivableStreets

=====

The LivableStreets office closes at 1pm every Friday.

From: Lucia Dolan <[REDACTED]>  
Sent: Monday, June 2, 2025 12:51 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Please support—H.3754 and S.2344—to legalize the use of automated enforcement in Massachusetts

You don't often get email from [REDACTED]. Learn why this is important

Dear Members of the Joint Committee on Transportation,

Please support bills H.3754 and S.2344 to legalize the use of automated enforcement in Massachusetts. These critical measures are sponsored by Representatives Owens and Cruz and Senator Brownsberger.

I have relatives in the United Kingdom where automated enforcement has been in place for years. Over there, traffic deaths and injuries are decreasing; in Massachusetts, they continue to increase.

The research on automated traffic enforcement is clear - it is a life saving measure not a profit mill.

In my family, I've seen traffic crash victim's lives destroyed with endless operations and climbing medical debt. Please support the use of automated traffic enforcement in Massachusetts,

--

Lucia Dolan  
[REDACTED] cell

From: Máire Quigley <[REDACTED]>  
Sent: Friday, May 30, 2025 3:50 PM  
To: Morrissey, Siobhan (HOU)  
Subject: I support automated enforcement of traffic light laws

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Siobhán

I am proud to call Massachusetts home for the past 19 years.

I highly support automated traffic light enforcement to make our streets safer for everyone.

Thank you, Máire



SMART GROWTH AND REGIONAL COLLABORATION

July 28, 2025

The Honorable Brendan Crighton  
Chair, Joint Committee on Transportation  
State House, Room 109-C  
Boston, MA 02133

The Honorable James Arciero  
Chair, Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

Re: H.3754/S.2344 *An Act relative to traffic regulation using road safety cameras*- Support

Dear Chair Crighton, Chair Arciero, and members of the Committee:

On behalf of the Metropolitan Area Planning Council, thank you for the opportunity to offer testimony regarding H.3754/S.2344 *An Act relative to traffic regulation using road safety cameras*, filed by Representative Owens and Cruz and Senator Brownsberger. We urge your committee to report these bills favorably.

MAPC is the regional planning agency for Greater Boston, serving the people who live and work in the 101 cities and towns of the metropolitan region. MAPC works to build a more equitable, sustainable, collaborative, and climate resilient future for the people who live and work in Greater Boston. A safe, accessible, and affordable transportation system is integral to this mission.

We work daily with cities and towns across the region to address critical transportation challenges including pedestrian safety, transit system planning, roadway infrastructure, and more. We encourage the Legislature to authorize cities and towns to install automated road safety camera systems to promoting traffic safety. Many other states have permitted the use of automated road safety camera systems, namely to enforce speed limits and deter red light running. This improves road safety for drivers and pedestrians.

More than half the states in the U.S. allow some version of automatic camera traffic enforcement.<sup>1</sup> This looks different from state to state; some allow red light camera enforcement, speed enforcement, stop sign enforcement, school zone speed enforcement, or a combination of these different types of traffic regulation enforcement. This technology is not new in the United States, speed cameras were first used in 1987 and red light cameras began being utilized in 1992.<sup>2</sup>

The cameras operate by activating and capturing license plate information when a violation is made and a citation is sent to the registered owner. These cameras can be placed in targeted locations where there are known to be dangerous driving behaviors. Though cameras will not result in the end of all traffic violations, they have been found to reduce the instances of dangerous

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<sup>1</sup> <https://www.iihs.org/research-areas/red-light-running/safety-camera-laws>

<sup>2</sup> [https://www.ghsa.org/sites/default/files/2024-12/AE\\_newera\\_12-5-23\\_0.pdf](https://www.ghsa.org/sites/default/files/2024-12/AE_newera_12-5-23_0.pdf)



SMART GROWTH AND REGIONAL COLLABORATION

driving. For example, the Insurance Institute for Highway Safety conducted a study comparing large cities with red-light safety cameras to those without. The study found that in places with the cameras, there were 21% fewer fatal red light running crashes and there was a 14% reduction in *all* types of fatal crashes at signalized intersections.<sup>3</sup> A 2007 study across different U.S. and international jurisdictions found that there was a 20-25% reduction in crash injuries where there were conspicuous, fixed speed cameras introduced. Further, covert or mobile enforcement speed enforcement cameras were found to result in crash reductions over a larger area.<sup>4</sup>

Traffic enforcement in Massachusetts is currently carried out by police departments. They do not have the ability to monitor all hot spot locations, nor do they have the capacity to monitor traffic at all hours. Authorizing automatic traffic enforcement can provide around the clock traffic monitoring and reduce hot spot violations. Further, reducing the need for police to conduct traffic stops can reduce racial bias in traffic stops.

We are grateful to the Legislature for the recent authorization of automatic bus lane and bus stop enforcement utilizing bus mounted cameras and bus stop cameras. This will allow our public transit system to run more efficiently, reliably, and safely and will support our residents who rely on buses to get to work, school, medical appointments, and more.

We urge you to consider automatic camera enforcement not as a means to raise revenue, but as a means to uniformly enforce road safety. The ideal outcome of this bill would be zero citations issued due to diminished violations, but consistent and continued enforcement will be needed to achieve this. Making use of camera enforcement technology in Massachusetts will help improve public and traffic safety by promoting good driving behavior and will help ensure our roadways remain safe for all users.

Thank you for your consideration of this letter. If you have any questions, please reach out to Georgia Barlow, MAPC Senior Government Affairs Specialist, at [gbarlow@mapc.org](mailto:gbarlow@mapc.org).

Sincerely,

Leah Robins

Director of Government Affairs

---

<sup>3</sup> [https://www.ghsa.org/sites/default/files/2024-12/AE\\_newera\\_12-5-23\\_0.pdf](https://www.ghsa.org/sites/default/files/2024-12/AE_newera_12-5-23_0.pdf)

<sup>4</sup> <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/speed-safety-camera-enforcement>

From: Mark Boswell <[REDACTED]>  
Sent: Thursday, June 12, 2025 11:35 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support for S.2344 and H.3754

You don't often get email from [REDACTED]. Learn why this is important

Dear Legislators,

As a long-time resident of Cambridge, Massachusetts, I urge you to vote for the use of cameras as an element of traffic law enforcement. Every day we all witness outrageous behaviors of automobile drivers in the form of wreckless speeding, distracted driving, failing to stop at red lights, blocking bus stops and bus lanes, blocking bike lanes, and unfortunately causing crashes that result in serious bodily harm or worse.

Cameras can be a helpful aid in keeping our streets safe and civil. They are already used elsewhere in the US and Europe.

Please vote in support of this bill. It is long overdue.

Respectfully,  
Mark Boswell  
[REDACTED]  
Cambridge, MA

From: Mark VanMiddlesworth <[REDACTED]>  
Sent: Sunday, June 1, 2025 2:48 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Legalize automated traffic enforcement!

You don't often get email from [REDACTED]. [Learn why this is important](#)

As a Cambridge resident, it's shocking how many people run red lights, both slowly at rush hour and worryingly fast at night. Let communities decide whether automated traffic enforcement is right for them. Support H.3754 and S.2344!

Mark VanMiddlesworth  
[REDACTED], Cambridge



From: Mary Beth Ellis <[REDACTED]>  
Sent: Tuesday, June 3, 2025 11:29 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Written Testimony in support of bills—H.3754 and S.2346

You don't often get email from [REDACTED]. Learn why this is important

My name is Mary Beth Ellis. I live in Andover, Massachusetts. I wanted to speak in favor of automated enforcement to detect and ticket vehicles that speed or run red lights. It is a proven public safety tool used in many states and countries and it will save lives.

Like too many in our state, I watched only steps away in May 2023 as my 5 year old daughter Sidney was hit and killed in a crosswalk in our town. We had a walk sign. I trusted the system and believed if we followed the rules we would not die.

What happened next is a horror movie I will never forget. The truck ran over Sidney's skull. I watched only steps away. I have no medical training but I knew immediately she was dead. I ran to hug her limp body in the road and stayed until the paramedics pried me away from my girl.

Sidney was the most beautiful soul. She had a radiant smile, wild curly hair, bright blue eyes and energy and love for life that was infectious. A mom is supposed to teach her daughter but Sidney was my teacher. She taught me to look around and see love and beauty everywhere

In Sidney's memory, we created a nonprofit—the Sidney Mae Olson Rainbow Fund—to fight for safer street design, push for safer vehicles, and encourage more active lives for children.

Our organization has helped to implement changes at the intersection where Sidney was killed and pushed for town wide 25 mph for Andover. But we need automated enforcement

I walk or ride my son to school every day through two intersections in our town. Every day I see driver after driver running red lights and speeding through our residential streets. I stopped one morning and over only 5 minutes watched 15 cars run a red light at the intersection where Sidney was killed. It is only a matter of time before someone else dies at this intersection and sadly I don't think our town is unique in Massachusetts.

Sidney's death was entirely preventable and this bill will be a big step in stopping needless deaths.

Every day we wait to get this law passed more families will feel the pain of losing a child or mother or father or grandparent. I would give anything to have one more hug and cuddle from my daughter Sidney but I can't get that. Please support automated enforcement so one else has to suffer this loss of a precious loved one.

From: Jim Machado <jmachado@masspolice.com>  
Sent: Tuesday, June 3, 2025 10:19 AM  
To: Morrissey, Siobhan (HOU)  
Subject: FW:

You don't often get email from [jmachado@masspolice.com](mailto:jmachado@masspolice.com). Learn why this is important

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Jim Machado <jmachado@masspolice.com>  
Date: 6/3/25 10:14 AM (GMT-05:00)  
To: Siobhan.Morrissey@masshouse.gov, alexander.chilton@masenate.gov  
Subject:

Dear Chairs Crighton, Arciero and members of the committee

On behalf of the 18000 member Massachusetts Police Association , I wish to be recorded in favor of H3816 An Act relative to the move over law

The legislation would provide special license plates to families of fallen police officers. This would allow families to proudly display a tribute to their fallen heroes.

We ask a favorable recommendation from the committee and are available to answer any questions.

Sincerely ,  
Jim Machado  
Executive Director  
508 208-6001  
[jmachado@masspolice.com](mailto:jmachado@masspolice.com)

Sent from my Verizon, Samsung Galaxy smartphone

From: Matti Klock <[REDACTED]>  
Sent: Tuesday, June 3, 2025 10:14 AM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: Mark Romanowsky  
Subject: Please support automated enforcement!

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello--

As cyclists and pedestrians, we have been wishing for automatic enforcement for years, and are excited it's now on the table.

Next to our house is an intersection (Harvard & Verndale) where cars routinely run the red light. At this point, it's happened so often that we're not surprised some drivers have started to think it's OK to do!

Automatic enforcement can be consistent enforcement, which is necessary to reset the behavior at an intersection like this one. The police don't have staffing to monitor it all the time, and they're an expensive human resource that can be used on less tedious tasks.

Traffic enforcement is a perfect area to automate so the humans can do things that require human attention.

Harvard & Verndale is just one intersection on a busy road; multiplied over the entire state, the benefits of this bill could be tremendous. In other locales, such as NYC, the benefits of automatic enforcement have been tremendous.

Thank you for accepting our comment.

Matti Klock and Mark Romanowsky

[REDACTED]

Brookline, MA 02446

From: Matthew Lau <[REDACTED]>  
Sent: Friday, May 30, 2025 3:21 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In Support of Automated Traffic Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am a lifelong resident of MA and recently saw that MA is considering legislation for automated traffic enforcement - red light cameras and speeding cameras. I am writing in support of these measures, as they will improve road safety and make commuting less stressful. Every time I drive (Boston, Cambridge, Quincy), I see countless people running red lights and making driving for me much more dangerous. Even when walking, I have to be careful before walking during the pedestrian signal. I believe these enforcements should be legalized and implemented as soon as possible.

Thank you,  
Matt



**MEDFORD, MASSACHUSETTS  
MAYOR BREANNA LUNGO-KOEHN**

June 2, 2025

**Via Electronic Delivery**

Senator Brendan P. Crighton, Chair  
Joint Committee on Transportation  
24 Beacon St. Room 109-C  
Boston, MA 02133

Representative James Arciero, Chair  
Joint Committee on Transportation  
24 Beacon St. Room 134  
Boston, MA 02133

**Re: Automated Speed Enforcement Bills H.3754 and S.2344**

Dear Committee Chairs Crighton and Arciero,

The City of Medford supports bills, H.3754 and S.2344, sponsored by Representatives Owens and Cruz as well as by Senator Brownsberger. The City of Medford supports the use of automated speed enforcement. The use of such a law and devices would help with deterring excessive speeds in our community.

Although we continue to change the physical character of roads—the number of roads, miles, and intersections we are trying to improve exceeds our limited resources to change outcomes in a timely manner. The combination of physical road improvements with improved enforcement techniques will enable cities and towns to achieve their vision zero goals to make the roads safer for all users by reducing crashes and crash severity.

The City greatly appreciates all of the support the State and its agencies have given to the cities and towns to improve speed management. We are also aware of the recent updates to policy and design that the State's traffic and safety teams/divisions have been making to work toward target speeds. We make this request, while knowing that it may take some time for the policy and design changes to filter down to projects/physical changes that achieve the target speeds/goals on the City and State roads. These bills will be one more tool in our toolbox to allow us to achieve our vision zero type goals. We look forward to working with the State to continue to improve safety for all (whether through law, regulation, policy, enforcement, or projects).

Sincerely,

A handwritten signature in blue ink, appearing to read "Breanna Lungo-Koehn".

Mayor Breanna Lungo-Koehn

Brendan P. Crighton, Chair, Joint Committee on Transportation, State Senate  
James Arciero, Chair, Joint Committee on Transportation, State House of Representatives  
Automated Speed Enforcement Bills H.3754 and S.2344  
June 2, 2025

cc:

Adam Hurtubise, City Clerk  
Zac Bears, City Council President  
Todd Blake, Director of Traffic & Transportation  
Chief Buckley, Chief of Police and Traffic Commission Chair  
Sergeant Lawrence Rogers, MPD Traffic Division  
Sergeant Jordan Cannava, MPD Traffic Division  
State Senator, Pat Jehlen,  
State Representative, Christine Barber,  
State Representative, Paul Donato,  
State Representative, Sean Garballey

From: Melissa Berlin <[REDACTED]>  
Sent: Saturday, June 14, 2025 2:48 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Voicing my support for S.2344 and H.3754

Dear Senator Chilton and Representative Morrissey,

I am writing to express my strong support for bills S.2344 and H.3754, "An Act Relative to Traffic Regulation Using Road Safety Cameras."

As a Cambridge resident who does not own a car and relies on walking and biking for all my transportation, I regularly witness dangerous speeding and red-light running that puts pedestrians and cyclists at serious risk. Automated enforcement would help make our streets safer for vulnerable road users.

Please support these bills to give municipalities the tools they need to protect all road users.

Thank you,  
Melissa Berlin  
[REDACTED]

Cambridge, MA 02138

From: Meredith Brown <[REDACTED]>  
Sent: Monday, June 2, 2025 9:43 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Written testimony in support of H.3754 and S.2344 (automated enforcement)

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am writing in favor of allowing cities and towns to use automated traffic enforcement. I am a pedestrian and parent of small children in Somerville MA, which has a high volume of cut-through traffic. Police enforcement is scarce, particularly in the last 5 years, and it's unfortunately not an exaggeration to say I see cars flagrantly violating traffic laws every day. This includes cars running solidly red lights, cars driving the wrong way down one-way streets, cars speeding up through pedestrian crosswalks in school zones, cars doing a left on red, cars driving past school buses unloading children, cars running over traffic calming infrastructure, and so on. Drivers' unsafe and unlawful behavior left unchecked makes me feel increasingly threatened when I am out walking my children to school or to activities. Any move towards automatically and consistently deployed consequences for traffic law violations will help to course correct the impunity of these bad actors.

Please allow communities like ours to make the common sense and data driven move to adopt automated traffic enforcement.

Sincerely

Meredith Brown

[REDACTED], Somerville MA



From: Toffel, Michael <[REDACTED]>  
Sent: Monday, June 2, 2025 12:21 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Traffic safety: red light cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

As a daily biker, I am writing to support red light cameras and automated ticketing of those who violate red lights. This is well known to reduce dangerous driving habits -and will hold drivers accountable without risking engagement with traffic police. I encourage state legislators to allow this to enable a safer tomorrow for our children, seniors, or those biking and walking.

Thank you,  
Michael Toffel

[REDACTED]  
Brookline MA 02446

From: Monte Allen <[REDACTED]>  
Sent: Friday, May 30, 2025 5:09 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Supporting the legalization and use of automated enforcement cameras to detect and ticket vehicles that speed or run red lights.

You don't often get email from [REDACTED]. Learn why this is important

I am writing in support of two bills, H.3754 and S.2344, that are aimed at legalizing the use of automated enforcement cameras to detect and ticket vehicles that speed or run red lights. The frequency of these violations has increased so much that it has become a frequent topic of conversation. It really is outrageous how often people, deluding themselves that they are getting through on a yellow light, blatantly run red lights at intersections. The fact that it has become so commonplace has had the effect of normalizing this behavior. To live together in a society, we have to be able to count on each other to abide by the laws that keep us safe. Since people are cheating on running red lights, and since this makes us all less safe, there has to be a punishing consequence. Automated enforcement cameras are the answer. Sad, BUT TRUE.

Monte Allen  
[REDACTED]  
Somerville, MA 02144  
[REDACTED]

From: Nancy Porter <[REDACTED]>  
Sent: Friday, May 30, 2025 3:53 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Please support automated traffic enforcement. I wish that it included both bicyclists as well as motorists but tackling drivers who run red lights will be a good start.

Nancy Porter

[REDACTED]

Cambridge, MA 02138

From: Nancy Roe <[REDACTED]>  
Sent: Friday, May 30, 2025 7:40 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated enforcement.

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good evening,

I'm writing to urge you to vote to allow automated enforcement of traffic violations. It's a matter of safety on our roads.

Thank you,

Nancy Roe  
[REDACTED] Brookline, MA 02445

From: Nate Sharpe <[REDACTED]>  
Sent: Friday, May 30, 2025 4:04 AM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Cc: rideforyourlife@gmail.com  
Subject: Please Support H.3754 and S.2344 to legalize the use of automated enforcement

You don't often get email from [REDACTED]. Learn why this is important

Hello!

I'm writing to support the passage of H.3754 and S.2344 to legalize the use of automated enforcement in Massachusetts. I live in Cambridge with my wife and twin ten year olds, and we bike as our primary mode of transportation. As my kids start to bike on their own further and further afield, I would feel significantly less anxious if I knew that automated enforcement was helping keep our streets safer by lowering speeds and reducing the running of red lights:

\* Automated enforcement is proven: Reference data—such as studies showing reductions in speeding, crashes, injuries, and fatalities—when cameras are deployed with equity and transparency. See examples below.

\*

- o Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
- o Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
- o Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- o Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- o Transforms school-zone safety: New York City's school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).
- o Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

Please help ensure that my kids aren't part of a statistic around deaths that could have been prevented through legislation like this, and pass these laws as soon as possible.

Best,

Nate Sharpe



Cambridge, MA 02139



June 13, 2025

The Honorable Brendan Crighton  
Senate Chair  
Joint Committee on Transportation  
State House, Room 109-C  
Boston, MA 02133

The Honorable James Arciero  
House Chair  
Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

**Re: Testimony in Support of SB 2344 / HB 3754 - An Act Relative to Traffic Regulation Using Road Safety Cameras**

Dear Chairs Crighton and Arciero:

On behalf of the National Safety Council, I submit this written testimony in support of SB 2344 and HB 3754, both of which were heard as part of the committee hearing on June 3, 2025.

NSC is America's leading nonprofit safety advocate and has been for over 110 years. As a mission-based organization, we work to eliminate the leading causes of preventable death and injury, focusing our efforts on the workplace and roadway. We create a culture of safety to keep people safer in the workplace and beyond so they can live their fullest lives. Our more than 13,000 member companies represent employees at nearly 41,000 U.S. worksites, including 250 members in Massachusetts.

In 2023, speeding killed 11,775 people, representing 29 percent of all traffic fatalities nationwide.<sup>1</sup> Automated speed safety camera programs have proven to be an effective countermeasure for speeding-related safety issues.<sup>2</sup> The Federal Highway Administration published the *Speed Safety Camera Program Planning and Operations Guide* in 2023 to help state and local transportation agencies "plan, deploy, and operate SSC [Speed Safety Camera] programs to improve safety and maintain program reliability and accountability."<sup>3</sup> These systems have yielded measurable results across many states and localities. Studies found that speed safety cameras reduced speeds over 10 mph by 70 percent in Maryland, 88 percent in Arizona, and 82 percent in the District of Columbia.<sup>4</sup> Additionally, Maryland's program showed a 19 percent reduction in the likelihood of a fatal or serious injury resulting from a crash.<sup>5</sup>

SB 2344 and HB 3754 are crucial legislation that aim to enhance roadway safety in Massachusetts by authorizing the use of automated traffic enforcement systems, including red-light and speed cameras. Both bills emphasize the importance of adopting best practices, such as strategic camera placement, data security, and transparent citation processes, to ensure the systems are effective and fair. Eliminating roadway fatalities requires bold, near-term actions. By leveraging tools like automated traffic enforcement systems, we can reduce crashes and save lives. These technologies have already

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<sup>1</sup> <https://www.nhtsa.gov/risky-driving/speeding>

<sup>2</sup> <https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>

<sup>3</sup> <https://ops.fhwa.dot.gov/publications/fhwahop24063/fhwahop24063.pdf>

<sup>4</sup> <https://www.iihs.org/topics/speed#speed-cameras>

<sup>5</sup> Ibid



proven their value in other states, and Massachusetts should adopt similar measures to help protect its residents.

Thank you for your attention to this critical issue. If you have any questions or if NSC can be of further assistance, please contact Meeran Ahn, Government Affairs Manager, at [Meeran.Ahn@nsc.org](mailto:Meeran.Ahn@nsc.org).

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive, flowing style.

Lorraine Martin  
President and CEO

cc: Joint Committee on Transportation members



From: Neal Lakdawala <[REDACTED]>  
Sent: Wednesday, June 4, 2025 8:53 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi there,

I am a resident of Brookline and have been run and bike commuting for the past 20 years in and around Boston. I have been nearly hit on many occasions by motorists taking illegal red turns through traffic lights, motorists speeding and motorists running red lights. I am the parent of twin daughters and feel terrible that they cannot ride bikes in their neighborhood, but do not permit this given the recklessness of many drivers. Traffic police are largely absent and I would strongly urge you to support automated enforcement (H.3754/S.2344).

Kind regards,

Neal Lakdawala

From: Niko Kotsatos <[REDACTED]>  
Sent: Tuesday, June 3, 2025 11:25 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Red Light Cameras please

You don't often get email from [REDACTED]. Learn why this is important

I am support allowing cities and towns to use automated traffic enforcement. Simply put -- driving a car is a responsibility. Failure to obey the rules puts people's lives at risk.

In my area (Cambridge, MA), I routinely see cars run red lights. These are not cars that started through on a yellow, and they're not cars that are turning right after slowing down. These are cars that decided not to wait during 4-way pedestrian crossing lights (with my five year old actively crossing!) and just drive straight through the intersection at high speed. These are cars turning right without stopping at a no turn on red, and failing to look both ways for pedestrians.

Police cannot be everywhere at once, and are spread too thin to actively enforce this at every traffic light. In any case, automated enforcement is better than police enforcement: it is consistent, impartial, and has 24-h coverage.

I'm not exaggerating when I say I often feel like I am taking my own life in my hands when I get behind the wheel or even walk down the street these days. Please allow this regulation at the local level. There may be parts of MA that do not need this, but we do.

--

Nicholas (Niko) Kotsatos  
Cambridge \ Mass.  
mobile \ [REDACTED]  
contact \ [REDACTED]

From: Nichols Crawford Taylor <[REDACTED]>  
Sent: Friday, May 30, 2025 2:20 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Supporting H.3754 and S.2344

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi,

I'm a Boston resident who primarily commutes by walking and through the MBTA. I'd like provide testimony of the value of automated enforcement. Though I haven't been hit yet, I've experienced many close calls. These near death experiences, where big personal trucks run red lights or blow through stop signs or pedestrian crosswalks, are far too common, and go totally unpunished most of the time. My life, and my safety as someone who isn't contributing to traffic, is more valuable than that. I would feel far safer in Boston if I were able to cross streets without fearing for my life, or jumping out of the way of drivers who couldn't bear to wait 30 seconds.

Please pass these bills, for the sake of reducing dangerous traffic, and saving lives.

Best,  
Nichols

From: Nina Cohen <[REDACTED]>  
Sent: Friday, June 6, 2025 8:33 PM  
To: Chilton, Alexander (SEN)  
Cc: Morrissey, Siobhan (HOU); info@walkmass.org  
Subject: H. 3754 and S.2344, Act Relative to Traffic Regulation Using Road Safety Cameras

You don't often get email from [REDACTED]. Learn why this is important

Dear Senator Chilton and Rep. Morrissey,

I strongly support the use of automatic enforcement tools on Massachusetts roads for the goal of improving traffic safety for all users. Pedestrians, cyclists and others are being injured and killed in numbers. For whatever reason, safety on the roads cannot be left to drivers who take risks while behind the wheel.

I work in the hospitality field, as a tour guide at the House of the 7 Gables in Salem, MA. Salem is a pedestrian community with exceptionally heavy vehicle traffic at most times of year. It is also an environmental justice community, where many of my neighbors have no access to vehicles and must use taxis, or walk, to where they need to go.

I myself ride a bike to work, which means I am witness to the daily dance of walkers on Salem streets. This morning like many mornings I witnessed a left-turning drive plow into a crosswalk that was in use by a pedestrian. A screaming reproof was the result, but a ticket from an automatic enforcement mechanism would have gotten the message through. Should have delivered the message: income from such traffic enforcement measures subsidizes pedestrian infrastructure.

Please listen to the advocates on this, and vote to enable automatic enforcement on Massachusetts roads.

Thank you,

Nina Cohen  
[REDACTED]  
Salem MA 01970

From: nina garfinkle <[REDACTED]> on behalf of Nina Garfinkle  
<[REDACTED]>  
Sent: Friday, May 30, 2025 5:24 PM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344 Please legalize Automated Enforcement

You don't often get email from [REDACTED]. Learn why this is important

I am in support of automated traffic enforcement for speeding and running red lights. I hope you will do everything you can to legalize this. It will save lives, and make the roads a much more pleasant place to walk, bike and even drive.

Thank you,  
- Nina

---

Nina Garfinkle | Garfinkle Design | [www.ninagarfinkle.com](http://www.ninagarfinkle.com)  
[REDACTED], Boston MA 02116

T: [REDACTED] | M: [REDACTED] | [REDACTED]

From: Owen Ratkevicius <[REDACTED]>  
Sent: Tuesday, June 3, 2025 9:55 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Support For Red Light Cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello Senator,

I am writing to you to in support of the bills to legalize automated traffic enforcement. As a resident in Somerville, I can recall at least a dozen times I have almost been hit by a car running a red light around here. Red lights are often not even a suggestion to some of these drivers, they will blow right through them because they know enforcement has slowed tod a crawl. I've watched SPD completely ignore a car run the red light on Highland Ave and Lowell St. Having automated enforcement would mean guaranteed penalties if caught, not a flip of a coin on if the police will pull them over. Knowing they can be ticketed regardless will hopefully slow these cars down and protect the community from the danger these drivers pose.

I want to reiterate: cars running red lights is a non-stop issue here. I've watched them almost hit children, have to slam on their breaks because they didn't notice an elderly man crossing the street while they were revving through the intersection just trying to walk to Market Basket. I do not feel safe crossing the streets in my neighborhood. I urge you to push for this bill to pass.

From: patriciaaconnors <[REDACTED]>  
Sent: Saturday, June 14, 2025 1:18 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support of S. 2344 and H. 3754

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mr. Chilton and Ms. Morrissey:

As an avid cyclist, I write to express my strong support of automated enforcement and traffic safety cameras.

We need to improve the safety of MA roads by permitting the use of these automated enforcement tools for red light running detection and speed enforcement. These measures undoubtedly will save lives of and reduce injuries to vulnerable road users such as cyclists, pedestrians and persons with disabilities.

Thank you for your attention to this important matter.

Sincerely,

Patricia A. Connors

[REDACTED]  
West Roxbury, MA. 02132

Ph: [REDACTED]

Sent from my iPhone

From: Perry Paolantonio <[REDACTED]>  
Sent: Tuesday, June 3, 2025 8:50 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Red light cameras

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi,

I just saw this hearing is happening today, and I hope it's not too late. I have been living in Boston, and driving in the city, for more than 30 years. I am 100% in favor of red light cameras to be installed throughout the city and state.

I live in Jamaica Plain near the corner of Green St and Amory St, and every day at that intersection and many others on my way to work in Newton, I count between 1 and 6 cars that run red lights. It's so bad we won't let our 10 year old walk to school (only 1 mile away) because it would involve several crossings and we simply cannot trust that boston drivers will pay enough attention. Just this morning I was rear-ended at that very light by someone who wasn't watching where they were going.

If the police aren't going to do their job and enforce traffic laws (driving the wrong way down one-way streets, driving on the wrong side of the road, running red lights, blocking intersections - all things I've witnessed with police around who simply ignore it), then we need to automate it to scare drivings into paying attention.

Thanks,

-perry  
Jamaica Plain



From: Rachel Evans <[REDACTED]>  
Sent: Monday, June 2, 2025 2:07 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Support for H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

To the honorable members of the Joint Committee on Transportation,

As a pedestrian, bicyclist, car driver, and public transit user, I write to you in support of safer streets for all. Specifically, I urge your support for H.3754 and S.2344, to legalize the use of speed and red-light safety cameras in Massachusetts.

I am also a parent, a resident of Somerville, and worker in the City of Boston. Frankly, I am shocked at the flagrant disregard for traffic laws and the lack of traffic enforcement in Massachusetts. Every time I use a pedestrian cross-walk, I put my life into your hands as cars fly through red lights. When I ride my bike through a green light at a traffic intersection, I am risking life and limb, as cars fail to yield. My children are at your mercy every day.

Please allow the use of speed and red-light safety cameras in Massachusetts.

Thank you,  
Rachel Evans  
[REDACTED]  
Somerville, MA

From: Rachel Pittmann [REDACTED] >  
Sent: Monday, June 16, 2025 5:25 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Bills H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

I'm writing to share that I do NOT support bills—H.3754 and S.2344 that would legalize the use of automated speed and red light enforcement in Massachusetts.

Thank you,  
Rachel Pittmann  
[REDACTED]  
Medford, MA 02155

From: Randy Stern <[REDACTED]>  
Sent: Thursday, May 29, 2025 6:16 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Ride For Your Life Boston; Rep. Mike Connolly  
Subject: Please Support Automated Enforcement in Massachusetts - H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

To: Siobhan Morrissey, Alex Chilton, Hon. Brendan Crighton

I am a resident of Cambridge, MA and a volunteer with Cambridge Bicycle Safety. I urge the Joint Committee on Transportation to vote favorably to advance H.3754 and S.2344, An Act relative to traffic regulation using road safety cameras.

As a close observer of the benefits of street safety infrastructure, and cyclist and driver behavior, I am certain that automated speeding and red light cameras would vastly improve pedestrian and cyclist safety in the Boston area.

\* We desperately need safer streets: In Cambridge alone, 3 cyclists were killed in just the last year. Automated enforcement would help lower speeds to closer to the speed limit, reducing the likelihood of serious injury or death in the event of a collision.

\* Efficiency: Automated enforcement is a proven way to hold bad drivers accountable - there are simply not enough police to begin to do this job widely.

\* Equity: This bill includes protections to ensure the technology is used fairly and doesn't disproportionately impact vulnerable communities.

\* Automated enforcement is proven: Many studies show reductions in speeding, crashes, injuries, and fatalities—when cameras are deployed with equity and transparency. See examples below.

- o Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).

- o Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).

- o Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).

- o Cuts speeding-related crashes by over half: Speed safety cameras—fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).

- o Transforms school-zone safety: New York City's school-zone cameras

slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).

- o Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39 000–\$50 000 per camera site per year—often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

Thank you for supporting public safety.

Randall Stern



Cambridge, MA 02139

From: Richard Freierman <[REDACTED]>  
Sent: Friday, May 30, 2025 2:05 PM  
To: Morrissey, Siobhan (HOU); Chilton, Alexander (SEN)  
Subject: In support of H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am writing to urge the passage of H.3754 and S.2344. Speeding and red light violations have become rampant in our community, and I believe automated enforcement can have a real impact on driving behavior.

I offer as an example the intersection of Vassal Lane and Fresh Pond Parkway in Cambridge. The pedestrian activated traffic light at the crossing from Fresh Pond Reservation is critical for safe crossing of the Parkway. The traffic signal is adjacent to a community garden and the entrance to the highly used path around the reservation, a key outdoor resource for the community. It's also less than one block to the soon to reopen Tobin School. Besides the obvious problem of speeding on this roadway, it's common for at least one car--often more--to ignore the red light. Anyone crossing there before seeing that all vehicles have stopped does so at their peril.

This is only one example of the unfortunately common practice red light violations. Speeding is just as great a concern on Cambridge streets. Please vote to allow the use of this important enforcement tool.

Thank you.

Richard Freierman  
[REDACTED], Cambridge, MA

From: Brookline 4 Ever Group <[REDACTED]>  
Sent: Wednesday, June 4, 2025 7:29 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Siobhan,

We have all felt and seen the results of how motoridy don't obey the law and drive recklessly & aggressively. I have seen great results in Paris, France when traveling there last month. Speaking to uber drivers and the general public, they all tell me because of the camera's at every intersection and even on their highways everyone respects the law. Over in Paris an individual can receive a \$160 speeding ticket in the mail and it is also charged to the person behind the wheel of the car. So it is not treated as a parking violation as our new bus lane enforcement program.

Cameras are the solution and if anyone tells you we are violating their privacy, there are public & private cameras everywhere besides cell phones.

Richard M Murphy

TMM16

From: Rick Smyers <[REDACTED]>  
Sent: Thursday, June 12, 2025 12:44 PM  
To: Morrissey, Siobhan (HOU)  
Cc: MassBike Coalition  
Subject: Please support H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Representative Morrissey -

I urge you to support H.3754 to enable towns to use red-light cameras. As a cyclist, I know that on any given day I could be maimed or killed by a driver running a red light. It is literally a matter of life and death for me. Giving towns this tool has the potential to make the roads a little safer for everyone.

Sincerely,

Rick Smyers

[REDACTED]

Marblehead MA

From: Olans, Rita D.,N.P. <[REDACTED]>  
Sent: Friday, May 30, 2025 5:40 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support automated traffic enforcement for speeding and running red lights

You don't often get email from [REDACTED]. Learn why this is important

To whom it may concern,

As a pediatric nurse practitioner hospitalist who worked at Spaulding Hospital, Charlestown, and a resident of Cambridge, I ask you to support automated traffic enforcement. I experienced as a healthcare provider firsthand children and their families who were the victims of reckless, speeding drivers. One child in particular was walking his bicycle, in the crosswalk, with a greenlight in his favor. He was discharged from Spaulding with lifelong disability as a result of someone running a redlight and striking this child in a crosswalk.

At a time when this technology is available, I wonder why we would even need this question to be asked - to use this technology, we could save limps and lives.

Please support legislation that would employ automated enforcement cameras to detect and ticket vehicles that speed or run red lights. It is a proven public safety tool and is used in many states and countries to reduce dangerous driving behavior, prevent crashes, and save lives. It is even more critical at this time as we experience more congested roadways and more frustrated drivers.

Thank you for considering this important legislation.

Rita Olans

---

Rita Olans, DNP, CPNP-PC, SNP, FNAP, FAAN  
(she, her...)  
Associate Professor Emerita  
School of Nursing  
Building 34

MGH Institute of Health Professions  
Charlestown Navy Yard  
36 1st Avenue, Boston, MA 02129  
T 617-448-7437  
Zoom Link:<https://mghihp.zoom.us/j/5600267395>  
[mghihp.edu](https://mghihp.edu)

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you understand and accept this risk and wish to continue to communicate over unencrypted e-mail.

From: RJ La Mura <[REDACTED]>  
Sent: Monday, June 2, 2025 8:42 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Opinion on Bills H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Siobhan,

I recently became aware that there is a vote on bills regarding red light and speeding cameras occurring in the House shortly, and would like to say, I would love for any kind of enforcement to occur, even if it is automated. I regularly see multiple cars running red lights daily. It doesn't matter if I am driving, biking, or walking, I am constantly on the lookout for people running reds. On my street there is a roundabout that people regularly go the wrong way through and treat as a left turn, ignoring the no left sign, and I have almost been hit on my bike about 10 times in the past year, and in my car another 5 times. I have reported this multiple times to the police and there is still no enforcement.

Normally I work in Boston, but when I do have to travel to Providence for work I have to drive through their speed and red light camera areas. Seeing Rhode Island drivers be the absolute worst drivers in the world on the highway, and then turn into the most attentive drivers in the safety areas has convinced me that speed and red light cameras actually work.

--

RJ La Mura  
[REDACTED]

From: Robert Kearns <[REDACTED]>  
Sent: Thursday, May 8, 2025 8:00 AM  
To: Morrissey, Siobhan (HOU)  
Cc: Vitolo, Tommy - Rep. (HOU); Ayers, Bruce - Rep. (HOU); Keenan, John (SEN)  
Subject: Testimony support of support of H4029 An Act relative to banning the use of tinted license plate covers

Dear Chairs Arciero and Crighton and Members of the Committee,

I am writing in strong support of H4029 An Act relative to banning the use of tinted license plate covers.

As a Massachusetts taxpayer and everyday driver, I see vehicles with obscured license plates multiple times a day while driving around. Whether it's tinted covers, or plastic shields, these covers make it nearly impossible to read the plates—both for fellow drivers and for the systems our Commonwealth relies on. To illustrate the scope of the problem, I've been documenting what I see and compiled a Google Photos album of license plate covers encountered across the state.

Photo Album:  
<https://photos.app.goo.gl/wCzF3jDhdX3Vq63Q6>

It's frustrating to know that while I pay my tolls and parking fees as required, others are using these covers to avoid doing the same. It's not just unfair—it's costly. It shifts the burden onto compliant drivers and undermines the systems we all depend on.

License plate readers are critical for toll collection on the Mass Pike, the Tobin Bridge, and the Sumner, Callahan, and Ted Williams tunnels. They're also used by the MBTA and UMass to collect parking fees, and by law enforcement to monitor traffic and investigate crimes. Obscured license plates compromise all of these functions.

Furthermore, in emergencies, accidents, or criminal incidents, first responders and witnesses need to be able to identify vehicles quickly and accurately. Plate covers directly obstruct this and can pose a serious risk to public safety.

For the sake of fairness, accountability, and public safety, I urge you to give H4029 a favorable report. This legislation is a reasonable and necessary step to ensure our systems work as intended—and that everyone plays by the same rules.

Thank you for your attention to this important issue.

Best,  
Robert Kearns  
Quincy, MA

Best,  
Robert

[REDACTED]

Sent from my mobile device

Mobile phone: [REDACTED]

Email: [REDACTED]

From: Ron Beland <[REDACTED]>  
Sent: Monday, June 2, 2025 9:22 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated traffic enforcement bill

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello S Morrissey

Please do not vote for automated camera traffic enforcement for automobile speed and traffic lights. Living in a society with ubiquitous surveillance is not consistent with a good life. Will the camera be able to reliably distinguish who is driving/violating? Cars do not commit crimes, people do.

I am an urban bicyclist commuter and as such appreciate the situational aspect of dealing with roads and traffic. Rigid automated algorithms can not effectively distinguish the best behavior.

Ron Beland

[REDACTED], Roslindale, MA 02131

From: Rosa Ruiz <[REDACTED]>  
Sent: Monday, June 2, 2025 1:29 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In support of automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am writing to express my support of bills H.3754 and S.2344, to legalize automated traffic enforcement in Massachusetts. As a pedestrian, I usually wait a couple of seconds to cross after the walk signal goes on because I know there is a good chance someone will come flying through the intersection to run a red light. It's pretty scary, especially at night. Furthermore, this is anecdotal, but I see people complaining pretty often about speed humps in local Facebook groups. When asked what would be a better way to regulate speed, red light cameras usually come up as the answer, so I feel there is popular support for them (at least, more so than speed humps). I also like that cameras don't have biases like humans do. I strongly believe that automated traffic enforcement will lead to calmer, safer intersections.

Thank you,  
Rosa Ruiz  
Somerville, MA

From: Ryan Fawcett <[REDACTED]>  
Sent: Monday, June 2, 2025 8:38 PM  
To: Morrissey, Siobhan (HOU)  
Subject: H.3754 and S.2344 Written Opinion

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am currently a resident of Quincy but I have spent most of my life living in the Pioneer Valley. As someone who has lived at both ends of the urban gradient in the state, I am strongly in favor of allowing municipalities to use automated traffic enforcement.

Our streets feel less and less safe every day as drivers push boundaries on what traffic violations they can get away with. I see multiple people run red lights daily, often cutting off pedestrians or other crossing traffic. Just this weekend in Quincy I saw a vehicle get t-boned by a driver rushing to get through a red light when taking a left hand turn.

These issues are no better on the other, less dense, side of the state. Traffic in Springfield, East Longmeadow, Agawam, Wilbraham, etc. is becoming increasingly hostile to other motorists, pedestrians, and cyclists.

People will continue to die and property will continue to get damaged until we step up traffic enforcement and automation is the way to do this while letting law enforcement focus on other tasks.

Best,

Ryan Fawcett  
[REDACTED], Quincy MA

--  
Ryan Fawcett  
ISA Certified Arborist- NE-7242A

From: Ryan Moynihan <[REDACTED]>  
Sent: Wednesday, June 25, 2025 12:36 PM  
To: Morrissey, Siobhan (HOU)  
Subject: speed cameras to issue tickets

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Siobhan,  
I'm Ryan from Andover, MA. For everyone's safety, I'm asking your support to pass a law that would allow Massachusetts towns and cities to use red light and speed cameras to issue tickets.

Thank you,  
Ryan Moynihan



June 3rd, 2025

Senator Brendan Crighton  
Chair, Joint Committee on Transportation  
Statehouse, Room 109-C  
Boston, MA 02133

Representative James Arciero  
Chair,, Joint Committee on Transportation  
Statehouse, Room 134  
Boston, MA 02133

**Re: Support for [H.3754](#) and [S.2344](#), *An Act Relative to Traffic Regulation Using Road Safety Cameras*.**

Dear Senator Crighton, Representative Arciero Straus and members of the Joint Committee on Transportation,

Members of this panel respectfully request that the committee report out favorably on H.3754 and S.2344, An Act Relative to Traffic Regulation Using Road Safety Cameras. Below is our written testimony, which we presented in person at the hearing on June 3rd.

**Stats/data and review of admin + agency work:**

Thank you chairs Crighton and Arciero. My name is Brendan Kearney, and I'm the executive director of WalkMassachusetts, a statewide pedestrian advocacy organization working to make walking safer and easier in Massachusetts, to encourage better health, a cleaner environment, and more vibrant communities, originally established in 1990 as WalkBoston. I'm here alongside colleagues with the MA Vision Zero Coalition, who will speak to different aspects in support of H.3754 & S.2344.

I want to give some context into some of the problems these safety camera bills are working to help solve. WalkMassachusetts releases a report each spring looking at fatal crashes from the year before.

- In 2024, there were 369 reported total traffic deaths in Massachusetts. At least 78 pedestrians lost their lives as a result of traffic crashes, accounting for just over 21% of the total.
- Of the 351 cities and towns in Massachusetts, 53 had at least one pedestrian crash death in 2024.
- 66.7% fatal pedestrian crashes took place in environmental justice census block groups.

Environmental justice (EJ) is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment. This skewed spatial distribution of fatal pedestrian crashes in Massachusetts demonstrates that EJ communities face disproportionate harm in large part because of historic and present-day

injustices in transportation planning, so we need to do more to protect the people that are just trying to get around or cross the street in their town.

We're grateful the legislature passed "An Act Creating a Next Generation Roadmap for MA Climate Policy" in 2021, which includes a specific definition of "environmental justice population" to ensure Massachusetts holds to this commitment no matter what is happening at the national level.

Each year we've released this report, we believe that on the state and local level, there is a need for more action to slow drivers down so people trying to cross the street can do so safely. Drivers can more easily see and yield to people in crosswalks when driving slower.

We were very glad that MassDOT Highway Administrator Gulliver testified earlier. MassDOT believes the need to slow people down to reasonable speeds as well - they now have an [entire page of their website dedicated to Speed Management](#). In addition, the [MassDOT Strategic Highway Safety Plan](#) includes as one of six initiatives an effort to **Accelerate Research and Adoption of Technology**: *"The Commonwealth is eager to support research and the use of technologies to reduce roadway deaths and serious injuries. As part of this work, Massachusetts will identify barriers to adoption, as well as the statutory and regulatory changes needed."* They specifically mention cameras for red light running, speed zones, and work zones. They cite that "Automated speed enforcement can reduce fatal and serious injury crashes by 11% to 44% and reduce the proportion of speeding drivers by 14% to 65%."

The governor's budget bill also included safety cameras, so we hope this committee will move the safety camera bills in front of you along favorably. Thank you.

## **Policy:**

Transportation for Massachusetts has long supported bills that improve roadway safety and improve the efficiency of our system to reduce traffic congestion and fatalities for residents of Massachusetts. Automated enforcement using camera technology isn't a new concept for safety improvements and is currently being used in 25 other states. Open road tolling on the Tobin bridge, Mass Pike, Sumner and Ted Williams tunnels collect tolls from vehicles using camera technology. There are currently 25 other states that use camera enforcement for speeding, red light cameras, or things like block the box or construction work zone violations. Massachusetts is currently setting regulations for bus lane and school bus stop arm camera enforcement as a result of bills passed by the legislature last session.

As a result we can look to other states and municipalities to see the outcomes of these programs. First, these programs are about changing behavior to increase safety, not generate additional revenue. In New York, NYC has been using fixed cameras for their speed camera program since 2014 and reported a reduction of 73 percent in speeding violations since launch of the program until 2021. Research by the National Highway Traffic Safety Administration

(NHTSA) indicates that Automated Speed Enforcement Systems on average can reduce speeding by 20 to 25 percent and crashes by 30 to 40 percent.

Secondly, many people who have received a fine do not become repeat offenders. In Washington DC, 70% of drivers who received a speed camera citation have not received a second one. Bus lane infractions in New York City have a recidivism rate of 12% for repeat offenders. This technology works to improve traffic safety but also as a deterrent for repeat offenders.

Finally, the bill sponsors and advocates have worked through a number of issues of camera enforcement when it comes to privacy, data protection, and social and racial equity. This bill specifically prohibits photographs of the driver, passenger, and contents of the vehicle. It also prohibits photographs of the front of the vehicle and requires the destruction of the evidence within 48 hours after the disposition of the violation. The photographic evidence is also not a public record and only available to law enforcement with a court order. Finally, each participating municipality must submit a plan for the camera placement for review by MassDOT and shall be analysed through a social and racial equity screen. The bills also require municipalities to submit annual reports with social and racial equity data to the Legislature and MassDOT for review.

### **Personal loss:**

My name is Emily Stein, I'm the Executive Director of Safe Roads Alliance, a nonprofit focused on educating drivers about safer, more responsible driving. On behalf of Safe Roads and the newly formed chapter of Families for Safe Streets in Massachusetts, I am testifying in support of **H. 3754, and S.2344, both Acts relative to traffic regulation using road safety cameras. We are also supportive of H.3660, An act relative to construction zone speed control systems (with the caveat that Section 3 (a)(1) be amended to say "exceed the posted speed limit by five miles per hour or more" - NOT fifteen mph.**

For the past decade, I have been working with families in MA and across the US who have lost a family member or a friend to traffic violence. That's what these crashes are- they are violent, sudden, and nearly all preventable. I am familiar with this pain because my own father was killed by a distracted driver in 2011. Speeding is one of the highest contributing factors to crashes that result in fatalities and serious injuries, and anyone here can tell you that people are speeding because they're getting away with it - in Massachusetts you hardly see anyone being pulled over for a speeding ticket anymore.

In my small city of Medford, in a span of 1 month, we lost 2 gentlemen in their 70s who were simply walking across a street. Dan Dill was out with his puppy. Arthur Webber was walking to the bank in Medford Square. Both were in a crosswalk, and both would be alive today if the drivers who struck them were not speeding.

While we are praising and continuing to push for infrastructure upgrades and road diets on our state and local roads, we still need enforcement. I hear from people across the state that they want enforcement, that they are scared to let their kids play in the street or bike to school because of out of control, speeding drivers. I have spent the last few years in elementary schools teaching kids about ways to speak up if they don't feel safe as a passenger in a car. . . . too many of them talk about how the person driving them, usually a family member, is speeding and they admit to feeling scared.

Allowing municipalities to opt-in to a safety camera option that meets their needs will not only make their roads safer, but it will take the pressure off the police departments, who report across the board that their department is understaffed and their traffic division is shrinking.

With safety cameras, this is our chance to change driver behavior in a way that is unbiased, not linked to police department staffing or funding, and has proven to make our roads safer.

Brendan and Pete have shared some of the encouraging stats that safety cameras have made possible in other states - reduction of speeding violations, recidivism, and property damage. **We need to also consider the number of lives this technology has saved.** In Philadelphia, speed cameras installed along 1 boulevard have saved approximately 1 life per month. In France, fatalities decreased by 51%. No one should have to die on our roads. . . .

### **Local control and state concern:**

We hear at MassBike every day about Bicyclist concerns, and the personal vulnerability we feel in the face of the very real dangers on our roads. As I am sure you do too, considering many on the committee have bills related to specific issues of traffic safety and enforcement. At MassBike, we hear from bike and pedestrian safety committees from the Berkshires to the Cape, every single one would say that speeding is one of the main concerns, leads to the most deadly crashes.

And I'm sure you hear about. A double fatal crash in Haverhill in the early morning on Monday. A helicopter called to the scene of a multi-vehicle crash in Belchertown later that same day. A high school senior lost, due to a crash in East Falmouth on May 17. Three other seniors were killed, while driving in Florida with Massachusetts drivers' licenses, during their spring break.

We know these dangers in our every day lives. Biking here I went past the site of a fatal crash on Memorial Drive along the Charles River pathway, where John Corcoran, a 62 year old father and husband and co worker and friend to so many, was killed by a driver who lost control of his speeding SUV and drove up on the sidewalk, hitting John and killing him on his evening bike ride home.

These are tragedies, and they are preventable.

At John's crash site on Memorial Drive, even with a lowered speed limit and redesigned curbs, new paint and narrowed lanes, traffic is still going 15 mph over the speed limit and driver's are still running the red light. And we know why they do, and nothing is preventing them. People speed because we allow it. People run red lights because we allow it.

We have to stop the culture of immunity of traffic violence, the sense of impunity people have about unsafe driving.

And as this danger is in every community, we appreciate how this bill would improve safety on roads all across the commonwealth, by allowing municipal control and giving local communities the ability to effect changes to the behavior of drivers on our road.

On your docket today is a bill specific to Salem.

Just next door in Peabody peabody school bus pilot, we solved that through legislation, this is also with speeding and red lights and we need local impact

Importantly, this isn't a mandate, it's an allowance. This would grant the power to- but not require – cities and towns to act, to do what they can to protect their residents. Especially as traffic gets worse, and so much traffic is from outside traffic coming through communities and residential roads. We have heard from all corners that allowing safety camera enforcement for speeding and running lights is key.

So we ask you to please work to report this bill out favorably, to help it along through the process to codify this ability for communities. We need to provide the space for effective enforcement.

Thank you for the consideration,

Brendan Kearney, WalkMassachusetts, Pete Wilson, T4MA,  
Emily Stein, Safe Roads Alliance and Galen Mook, MassBike



From: [REDACTED]  
Sent: Tuesday, June 3, 2025 9:16 AM  
To: Morrissey, Siobhan (HOU)  
Subject: H3754 public comment support

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,  
I would like to send in public comment in support of bill H3754. Since the pandemic in 2020, I have noticed a large increase in the number of drivers speeding, running red lights (often 3-4 cars at a time), and blocking intersections. The numbers are more than what our local police department can hope to enforce. This has made travel, whether I walk, drive, or bike more dangerous. I support this bill to allow automated enforcement of traffic laws. I do not believe they are a burden on the drivers: one can avoid a fine by following the rules of the road as we were taught in drivers Ed , the same as if an officer was physically there.  
I urge the general court to pass this bill into law and restore safety and order to the streets of the Commonwealth.  
Best,  
Sam Ghilardi  
Watertown, MA

Sent from my iPhone

From: Sara Oaklander <[REDACTED]>  
Sent: Friday, May 30, 2025 1:44 PM  
To: Morrissey, Siobhan (HOU)  
Subject: automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am writing in support of the bills before the legislature's Joint Committee on Transportation - H.3754 and S.2344 - that would legalize the use of automated traffic enforcement in Massachusetts. Greater enforcement of laws against speeding and running red lights is sorely needed throughout the Commonwealth, no doubt, and I can attest to the need here in Somerville where I live and in Cambridge where I often drive and ride my bike. The frequency with which people are running red lights these days is breathtaking and raises serious safety concerns.

Thank you.

Sara Oaklander  
[REDACTED]  
Somerville, MA 02144  
[REDACTED]

## H.3754/S.2344 Written Testimony

Thank you for bringing this incredibly important legislation.

My name is Sarah, and I live in Boston. I am a non-driver, and I walk and take transit for all my travel needs. I would love to see automated enforcement in Massachusetts. As a pedestrian, I have had cars run red lights, park in crosswalks and on sidewalks, and drive much faster than the speed limit, and all these behaviors have directly endangered me and other road users. These issues would be ameliorated, at least in part, by automated enforcement that holds drivers accountable for unsafe and illegal behaviors.

Boston and many areas of the commonwealth are taking steps to create safer, more equitable streets by adding speed bumps, lowering the speed limit, daylighting intersections, and much more. Automated enforcement is an excellent and necessary compliment to these measures. It recognizes that changes to the built environment should be paired with enforcement to ensure that all road users, but especially vulnerable road users, are kept safe.

Automated enforcement has been shown to effectively slow drivers, decrease crashes, and improve safety. For example, New York City has seen amazing results from the camera enforcement programs.

These bills present an amazing opportunity for Massachusetts to embrace safer streets and move towards a more equitable transportation future.



From: Sarah Block <[REDACTED]>  
Sent: Monday, June 2, 2025 9:42 AM  
To: Morrissey, Siobhan (HOU)  
Cc: Decker, Marjorie - Rep. (HOU); Telingator, Ryan (HOU); Jehlen, Patricia (SEN); council@cambridgema.gov; Crighton, Brendan (SEN)  
Subject: Support for Automated Traffic Enforcement and Traffic Safety bills—H.3754 and S.2344—to legalize the use of automated enforcement in Massachusetts.

Dear Members of the Joint Committee on Transportation and Senate Chair Brendan Crighton,

I am writing in strong support of H.3754 and S.2344, which would legalize the use of automated enforcement in Massachusetts for the June 3 hearing of the Joint Committee on Transportation. With the volume of vehicle traffic traveling to and through Cambridge daily local enforcement is stretched to a breaking point with regular enforcement efforts. In my neighborhood cars run red lights and speed along residential streets with impunity. For example, there is a no left turn sign a block from my house on the corner of Walker and Linnaean Streets to lower the volume of cars traveling up Raymond Street. On a recent walk audit with neighbors with the Cambridge department of transportation, we all witnessed a steady stream of vehicles ignoring the no left turn sign to go up Raymond Street. Along Mass Ave in Cambridge, I often have to wait 15-20 seconds after a light turns red while several vehicles race through the red light to make the turn before I can enter the crosswalk. Cambridge police do not have the capacity to keep up with enforcement with the volume of red light running, speeding, or illegal turns for the no right on red lights. All of these things make it hard to walk through the city and it's especially hard for my neighbors who are a bit older and require canes or walkers to get around. I feel like automated enforcement is a proven safety measure that will dissuade people driving from rushing to the next intersection.

Cameras and automated enforcement are proven traffic safety interventions endorsed by the Federal Highway Administration, and are used by many states. Automated enforcement:

- \* Dramatically cuts red-light running: Rigorous evaluations show red-light cameras reduce violations by 44–61%, meaning drivers run signals up to two-thirds less often once cameras are in place (PMC).
- \* Lowers injury crashes at intersections: Meta-analysis of 38 studies found red-light cameras bring a 20% drop in total injury crashes and a 24–29% drop in right-angle (T-bone) crashes—the very crashes most likely to cause severe harm (PMC).
- \* Saves lives on a large scale: In 79 major U.S. cities, camera programs averted nearly 1,300 fatalities through 2014; when cities shut off cameras, fatal red-light running crashes spiked by 30% (IIHS Crash Testing).
- \* Cuts speeding-related crashes by over half: Speed safety cameras, fixed, mobile, or point-to-point—have been shown to reduce crashes by up to 54% in diverse settings (Toward Zero Deaths).
- \* Transforms school-zone safety: New York City's school-zone cameras slowed drivers by 63%, cut crashes by 15%, injuries by 17%, and fatalities by 55%. Over time, violations dropped 60%, with just 19% of drivers reoffending (Federal Highway Administration).
- \* Pays for itself through crash-cost savings: Economic analysis estimates a net benefit of \$39,000–\$50,000 per camera site per year, often exceeding program costs and freeing up general revenues for other safety projects (Federal Highway Administration).

Last year, I met with Kade Crawford, Director of the Technology for Liberty Program at the ACLU of Massachusetts and MIT Media Lab Director's Fellow, from the the ACLU to ask about this bill and they reassured me that the ACLU of Massachusetts supports the use of this

technology to improve road safety as implemented in this bill. It is important that records not be retained for excessive periods of time and that this information is used solely to address traffic safety, and that the placement of automated enforcement is mindful to not unfairly target vulnerable communities.

I want to thank you for supporting the use of these important traffic safety systems.

Thank you,

Sarah Block

[REDACTED]

Cambridge, MA 02138

--

Sarah Block (she/her)

[REDACTED]

From: Sarah K <[REDACTED]>  
Sent: Friday, June 13, 2025 11:39 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU); bikeinfo@massbike.org  
Subject: Support for S.2344 and H.3754

You don't often get email from [REDACTED]. Learn why this is important

Good afternoon,

I am a Massachusetts resident and a practicing Emergency Medicine physician, writing in support of these bills which will close critical gaps in our current traffic enforcement.

In 2018, I was living in Cambridge and working long hours as a resident physician at Boston Medical Center. One morning, I was cycling to work in the Mass Ave bike lane, until the point (outside Dunkins) where the entrance to this lane was blocked by a parked vehicle. I then cycled into a vehicle traffic lane, which had no traffic and as allowed by law. A vehicle came up behind me, began honking, driving within 2 feet of me, forcing me to change lanes to prevent being hit. He then continued honking, shouting epithets, and then intentionally hit me with his vehicle from my right side, pushing me to fall into the oncoming traffic lane.

This was a hit and run, with the driver speeding through at least 2 red lights away from scene and few witnesses during the early morning hours. I immediately contacted Boston Police who arrived 30 minutes later, and later informed me that they did not have the resources to perform an investigation. While on scene, I counted no less than 4 cameras within site of the incident, though all operated by unclear private entities.

As I continued to commute and work, it struck me that this driver had experienced no consequences and was still driving through the streets of Boston despite intentionally assaulting me with a deadly weapon. I have continued to see many patients, as young as infants, seriously and fatally injured by vehicles and their drivers, often with no investigation or consequences.

For context, the fatality risk of a pedestrian or cyclist struck at 20mph is the same as someone who is stabbed or shot. That risk increases with vehicle size, and increases exponentially with speed. We are lucky to have not experience large multiple casualty incidents from intentional vehicular assault.

In Massachusetts, we have done excellent work on gun control, which has saved many lives compared to other states. However, we have significant work to do in vehicle safety, with a culture of complacency and without the resources to effectively enforce existing laws. Massachusetts drivers are not just a joke, but are an immediate and ongoing threat to the lives and safety of our people. I strongly urge you to utilize all appropriate tools to promote accountability and safety throughout the Commonwealth, and I would be happy to discuss at more length if this would be helpful to your deliberations.

Sincerely,  
Sarah Kleinschmidt, MD  
Amherst, MA  
Regional Chief of Emergency Medicine, Baystate Noble Hospital, Westfield, MA

From: Scott Dugas <[REDACTED]>  
Sent: Saturday, May 31, 2025 7:15 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

I am emailing today in support of legalizing automated enforcement in Massachusetts.

H.3754 and S.2344 seem like good approaches to improve the safety of our streets.

I bike and walk around Cambridge and Somerville, and adding giving cities additional tools to stop drivers from speeding and running red lights seems essential. I've joked with numerous people that in our area the drivers will go through if they saw the light be green, and when a light turns green for me, I'll always check to make sure no-one is about to run it, because it happens a lot. And I'm fairly confident that cameras are cheaper and more objective than cops. It is valuable to ensure that the decision making process for where to put cameras is not overwhelmingly targeting some communities (i.e. minority neighborhoods).

Best,  
Scott Dugas



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

Senator PATRICIA D. JEHLLEN  
2<sup>ND</sup> MIDDLESEX DISTRICT  
MEDFORD, SOMERVILLE, CAMBRIDGE AND  
WINCHESTER

-----  
STATE HOUSE ROOM 424  
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[PATRICIA.JEHLLEN@MASENATE.GOV](mailto:PATRICIA.JEHLLEN@MASENATE.GOV)  
[WWW.MASENATE.GOV](http://WWW.MASENATE.GOV)

CHAIR  
JOINT COMMITTEE ON AGING AND  
INDEPENDENCE

-----  
VICE CHAIR  
JOINT COMMITTEE ON EDUCATION  
AND  
JOINT COMMITTEE ON REVENUE

-----  
LABOR AND WORKFORCE DEVELOPMENT  
CANNABIS POLICY  
JUDICIARY

Representative James Arciero, House Chair  
24 Beacon St. Room 134  
Boston, MA 02133

Senator Brendan P. Crighton, Senate Chair  
24 Beacon St. Room 109-C  
Boston, MA 02133

Joint Committee on Transportation

June 3, 2025

**RE: H.3754/S.2344, *An Act relative to traffic regulation using road safety cameras***

Dear Honorable Chairs,

I am writing today in support of H.3754/S.2344, *An Act relative to traffic regulation using road safety cameras*. Improving road safety is a critical issue, and automated enforcement is a proven method to do so.

In my district, we have seen many reports of cyclists and others being struck and even killed by drivers. It's impossible to have police monitor every dangerous intersection. And state police tell us it's too dangerous for them to follow and stop speeding cars on state roads, where many such incidents occur.

Automated enforcement is a social and criminal justice minded solution that can protect vulnerable minorities. Minimizing interactions with the police will help reduce over-policing of

minority communities and reduce the likelihood of pretextual stops. If the automated enforcement is done equitably and not in targeted minority communities, it can be a benefit for everyone, and this legislation takes those steps to achieve that equity.

I strongly urge the committee to report these bills out favorably.

Thank you for your consideration,

A handwritten signature in blue ink, appearing to read "Pat Jehlen", written in a cursive style.

Senator Pat Jehlen

From: Sergio Coronado <[REDACTED]>  
Sent: Friday, May 30, 2025 3:22 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for Red Light Cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good Afternoon Siobhan,

I'd like to formally write in my support for automated cameras at red lights. As of right now driving in Massachusetts has become a dangerous gamble and I don't even say that jokingly. It seems that since the pandemic, drivers have taken traffic laws as suggestions at best. Running red lights is common in Cambridge, yellow lights might as well be green and red lights might as well be yellow. Traffic Enforcement seems nonexistent so at the very least I'm hoping that a fine due to a camera capturing running red lights does something to mitigate the issue. Things have gotten out of control. I strongly urge the committee and Mass legislators to act.

Respectfully, Sergio  
Veteran, Cambridge Resident

From: Seth Federspiel <[REDACTED]>  
Sent: Saturday, May 31, 2025 10:11 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for Automated Enforcement (H.3754 and S.2344)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am writing in support of H.3754 and S.2344 to enable automated enforcement of traffic signals in Massachusetts. Particularly since the pandemic, as I drive, walk, and bike around town I see a constant stream of cars blowing through red lights and ignoring "no right on red" rules. This makes our intersections so dangerous; as a parent of two young children I constantly live in fear of them being run down while crossing the street even with a protected pedestrian signal.

Please work to advance bills like H.3754 and S.2344 to allow for automated enforcement of signals in Massachusetts. I've lived in other states where this is legal and the difference in violations is marked. Given that we have this technology, there is simply no reason not to adopt it and the life-saving impact it will have in the Commonwealth.

Thank you very much,

Seth Federspiel  
[REDACTED], Arlington, MA 02476



From: Seth Pate <[REDACTED]>  
Sent: Friday, May 30, 2025 1:28 PM  
To: Morrissey, Siobhan (HOU)  
Subject: In Favor of Automated Enforcement: H.3754 and S.2344

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,

I'm a cyclist and am very much in favor of automated enforcement for traffic laws.

Thank you,

Seth Pate

[REDACTED]  
Somerville, MA 02143

From: Steve & Sarah Bice <[REDACTED]>  
Sent: Monday, June 2, 2025 1:02 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Yes on Automated Traffic Enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

We Support and encourage Boston & Massachusetts to employ Automatic Traffic enforcement to help reduce the dangerous road conditions due to Speeding and Running Red lights.

this is a terrible problem in our area and to many people are killed, injured, and just plain scared.

Please support this new legislation.

Steve & Sarah Bice  
Brookline, MA

From: Susan Lindholm <[REDACTED]>  
Sent: Friday, June 20, 2025 11:00 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Traffic Cams

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I do not support these and I also don't think you should make a decision based on a targeted email writing campaign. No one is providing your email to write to to oppose this so you are not getting a true sense of what the people of MA want.

Susan Lindholm  
[REDACTED]  
Andover  
Sent from my iPhone

From: Susann L Wilkinson <[REDACTED]>  
Sent: Wednesday, June 4, 2025 3:19 PM  
To: Alexander.Chilton@masenate.gov  
Subject: Support for H3753/S2344

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

>  
>  
> Members of the Joint Committee on Transportation--  
>  
>  
> I write in strong support of H3754 and S2344, regarding the establishment of automated enforcement.  
>  
> Automated enforcement, in use in 25 states, uses cameras to detect and ticket vehicles that speed or run red lights. It is proven to reduce dangerous driving, prevent crashes, and save lives. Until now, Massachusetts has not allowed its use—despite evidence that automated enforcement reduces crashes by up to 50% at dangerous intersections and along high speed corridors.

> The committee held hearings on June 3 which I watched. It is gratifying how many organisations and individuals provided positive, enthusiastic testimony. It is especially important that members of law enforcement are approving, as is MASS DOT Commissioner Guliver.

> As a resident of Somerville and a member of the Somerville Alliance for Safe Streets, I support automated enforcement for its ability to:

- > —Protect vulnerable road users, including pedestrians, bicyclists, children, and especially elders.
- > —Improve responsible driving by holding drivers accountable
- > —Reduce need for in-person traffic stops
- > —Lower crashes at intersections
- > —Lower speed -related crashes by 50%

>  
> Thanks to the committee for your work on these bills and for taking leadership to make Massachusetts a safer place to walk, bike, drive, and live. May the full House and Senate pass these important bills.  
>  
> Sincerely,  
>  
>  
> Susann Wilkinson  
> Somerville, MA 02144  
>  
>

From: Susanne Schindler <[REDACTED]>  
Sent: Friday, May 30, 2025 3:58 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated traffic enforcement / Bills H.3754 and S.2344

You don't often get email from [REDACTED]. Learn why this is important

Dear Siobhan Morrissey,

I'm writing in strong support of the passage of H.3754 and S.2344.

As a resident of Cambridge, I mainly walk and bike, drive only on weekends.

I have witnessed the crass disregard of traffic rules, behaviour that seems to have gotten worse and worse because it goes unchecked.

Cars continue driving when a light is clearly already red. Not yellow, red.

Cars take right turns when split signals clearly say otherwise.

Speeding is a particular problem on downward grades and wide roads: it seems to just invite stepping down on the pedal.

Places where I have seen this repeatedly: the intersection of Broadway and Lee Streets in Cambridge, a seemingly random place; coming from the Harvard Bridge into Cambridge; the intersection of Cambridge and Prospect Streets in Cambridge.

I urge the House and Senate to approve these two bills. They are long overdue. They will slow things down in critical places, as evidence from other US cities and abroad shows. Automated traffic enforcement avoids challenges of policing such as racial profiling. It simply measures who runs red lights and who drives too fast. We owe it to our children above all.

All best,  
Susanne Schindler

—

Susanne Schindler Kilian  
[REDACTED]  
Cambridge, MA 02139  
[REDACTED]

From: Taufiq Dhanani <[REDACTED]>  
Sent: Tuesday, June 3, 2025 7:46 AM  
To: Morrissey, Siobhan (HOU); Brownsberger, William (SEN); Owens, Steven - Rep. (HOU); Cruz, Manny - Rep. (HOU)  
Subject: Fwd: Urgent Support for H.3754 and S.2344 – We Need Automated Traffic Enforcement in Boston

Some people who received this message don't often get email from [REDACTED]. Learn why this is important

Hello Senators and Representatives, I wanted to forward and email with my testimony and support for bills H.3754 and S.2344 in light of today's hearing. Thank you very much for the work that you all do and I'm crossing my fingers for these bills becoming law!

With my sincerest gratitude,

Taufiq Dhanani

(forwarded email below)

----- Forwarded message -----

From: Taufiq Dhanani <tdhanani3@gmail.com>  
Date: Tue, Jun 3, 2025 at 7:39?AM  
Subject: Urgent Support for H.3754 and S.2344 – We Need Automated Traffic Enforcement in Boston  
To: Hunt, Daniel - Rep. (HOU) <Daniel.Hunt@mahouse.gov>, Collins, Nick (SEN) <Nick.Collins@masenate.gov>

Hi Senator Collins and Representative Hunt,

I hope you're both well. I'm reaching out as a constituent living at the intersection of Victoria Street and Dorchester Avenue — and also as someone who proudly supports you during elections — to share my strong and urgent support for bills H.3754 and S.2344. Every single day, I witness drivers running red lights at our intersection. It's become a regular and dangerous occurrence. Tragically, I've personally seen three accidents here where pedestrians were hit. BPD has been incredibly responsive with occasionally stationing officers at this intersection, which does help — but only while they're present. As soon as they're gone, the violations start again. This issue has taken on a new level of urgency for my family. My wife is currently pregnant, and her doctors have recommended she walk after meals — but it genuinely feels unsafe to do so in our own neighborhood. We should be looking forward to welcoming our child, not fearing the simple act of crossing the street. These bills would make a real difference. They'd bring consistent enforcement, deter reckless driving, and dramatically improve quality of life for families like mine. The thoughtful design — including privacy protections and a warning period — makes this the right kind of legislation for our community. Please do everything you can to help move these bills forward quickly. Boston families are depending on you!

Thank you for your continued leadership,  
Taufiq Dhanani

[REDACTED] Boston, MA 02125

From: Taylor Reher <[REDACTED]>  
Sent: Monday, June 2, 2025 9:57 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic Enforcement - Yes!!

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

Im one of your constituents and want to express my support for automated traffic enforcement. The majority of drivers operate at speeds above the limit and commit many unsafe violations regarding red lights and pedestrian and cyclist safety.

It is clear that human traffic enforcement, either can not, or will not solve this problem. Automated systems are cheap and an added revenue source for the state.

I say this as a person highly suspicious of surveillance, but we need more cameras/systems to hold violators accountable. We all have a right to privacy, but driving is a privilege and it is clear we need to change something to reduce road fatalities. They can also help with criminal investigations and live pursuits.

Regardless of what you believe: Drivers have become accustomed to breaking the law and operating unlawfully without consequence. Again, driving is a privilege not a right. These are 2 ton machines that kill more than 40,000 Americans yearly.

Taylor Reher

From: Ted Moore <[REDACTED]>  
Sent: Friday, May 30, 2025 1:28 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for Automated Traffic Enforcement bills H.3754 and S.2344

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello, I am writing in support for the bills in the subject line. As a bike commuter in Boston, I see dangerous and illegal driving on a daily basis. The potential for harm is high, and I have very rarely seen anyone caught for their bad driving. These bills will help identify the worst drivers and apply corrective action. These bills are effective at reducing crashes in other municipalities and we owe it to our residents to do better here.

Thank you, and I hope these bills pass soon!  
-Ted Moore  
Cambridge, MA



From: Terry Cowman <[REDACTED]>  
Sent: Thursday, June 12, 2025 2:50 PM  
To: Morrissey, Siobhan (HOU); Massachusetts Bicycle Coalition  
Subject: H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Representative Morrissey,

Please support this bill in the interest of making our roads safer for all users.

Terry Cowman  
Manchester, MA

From: Thomas Collet <[REDACTED]>  
Sent: Friday, May 30, 2025 1:39 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Supporting bills—H.3754 and S.2344—to legalize the use of automated enforcement in Massachusetts.

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Siobhan,

I am a regular voter in 02140 and am emailing in support of bills—H.3754 and S.2344—to legalize the use of automated enforcement in Massachusetts. As a regular bike commuter, for me this is a matter of life or death and my main voting issue. I will vote against anyone at the state and local levels who does not support bike and traffic safety to the hilt regardless of their other policy positions.

BR,

Thomas

From: Thomas Hanno <[REDACTED]>  
Sent: Tuesday, June 3, 2025 5:45 AM  
To: Morrissey, Siobhan (HOU)  
Subject: I support camera enforcement

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi, I heard that I can send a statement of support for the camera enforcement bills to you. I see many people run red lights all over the city, even when the intersecting road has switched to green or the crossing light has come on. An automated ticket from a red light camera would make a huge difference for safety on our streets. Please move the bill forward!

Thank you,  
Thomas

From: Tim Russell <[REDACTED]>  
Sent: Thursday, June 12, 2025 12:37 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org  
Subject: Support for Safer Streets – Please Pass S.2344 and H.3754

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Senator Chilton and Representative Morrissey,

I'm writing to express my strong support for S.2344 and H.3754, An Act Relative to Traffic Regulation Using Road Safety Cameras. Every day across Massachusetts, we see the impacts of reckless driving—speeding, red-light running, and unsafe streets are putting lives at risk. These bills offer a thoughtful, evidence-based way to give municipalities the tools they need to protect their communities.

Automated enforcement, implemented with appropriate safeguards, is a proven strategy to reduce crashes and save lives. I urge you to move these bills forward and help make our streets safer for everyone—especially pedestrians, cyclists, and young riders.

Thank you for your leadership and commitment to road safety.

Sincerely,  
Tim Russell  
Cambridge, MA

From: tracie burns <[REDACTED]>  
Sent: Monday, June 2, 2025 9:21 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Please legalize automated traffic enforcement

You don't often get email from [REDACTED]. Learn why this is important

I am a long time resident of Brookline and before that I lived in New York City. When I moved to Brookline in 2008, it was very noticeable that the car culture here did not respect traffic lights like drivers did in NYC. With so many pedestrians in New York, running a red light means you could kill a pedestrian or cyclist. I make the joke - which isn't funny at all - that Boston drivers hit the gas when the light turns yellow. If my town, and all of Massachusetts, could install automated enforcement, it would force driving culture to change for the better. Cars would obey traffic signals or pay the price - not of killing someone, but of a ticket. It's a fair trade off. And the old rationale for not installing such safety features was privacy. But I think we can all agree none of us have privacy anymore. So that argument can no longer apply.

Please pass this important legislation before Massachusetts has another traffic fatality that could have easily been prevented.

Regards,  
Tracie Burns  
[REDACTED]  
Brookline, MA 02446

From: Tramy Lao <[REDACTED]>  
Sent: Monday, June 2, 2025 5:38 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Dangerous Intersection- Automated Enforcement needed

You don't often get email from [REDACTED]. Learn why this is important

Hello,

My name is Tramy Lao and I live on North Street in Newtonville. I am 4 houses from a high traffic, dangerous intersection that has had so many accidents in the past 12 months that I could not count with my two hands.

The intersection of Albemarle and Crafts! The people driving on Craft street both ways are driving dangerously fast! This is an area with a lot of foot traffic as it abuts the Albemarle fields, a middle school, and the community pool!

We've seen cars flipped over, cars in cheesecake brook, kids almost run over (despite blinking lights for the crosswalks), and the fence on the bridge has been replaced at least 3 times in the past year!

I, myself, have had to push my child out of the way of a car making a right turn onto Crafts St. They did not stop at the STOP sign as we were crossing the street.

Where North St intersects with Craft St is about 200 feet from this intersection. People are generally driving too fast to avoid the red light. This area could use some sort of automatic enforcement to discourage people from driving too fast. Considering the number of accidents in the area, I am surprised there are not more enforcements in the area.

Please do something before someone seriously gets injured.

-Tramy (concerned neighbor)

From: Trevor Zou <[REDACTED]>  
Sent: Monday, June 2, 2025 9:45 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for Legalizing Red-Light Cameras for Safer Streets

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Ms. Morrissey,

I hope this note finds you well. I'm writing to express my support for legalizing the use of automated red-light traffic cameras in Massachusetts.

As someone who regularly bikes and walks in our community, I see firsthand how dangerous it can be when drivers run red lights. These cameras would make intersections safer not just for drivers, but especially for vulnerable road users like pedestrians and cyclists.

Automated enforcement can help create a culture of accountability and make the streets a little safer for everyone. I appreciate your efforts to support measures that protect our community, and I hope you'll consider backing this important step forward.

Thank you for your time and dedication.

Best,

Trevor

From: Ty Wilson <[REDACTED]>  
Sent: Friday, May 30, 2025 2:23 PM  
To: Morrissey, Siobhan (HOU)  
Subject: Support for automated traffic enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

I'm reaching out to express my strong support for bills H.3754 and S.2344 to legalize the use of automated traffic enforcement in Massachusetts. There are crashes at intersections all across the state every day. People are injured and lives are lost every year in these crashes. Children, like my daughter, are especially at risk. Every year that we fail to ticket dangerous drivers speeding running red lights we're causing unnecessary deaths. Automated enforcement is a proven policy tool - it's time to use it!

Best,  
Ty Wilson  
Cambridge, MA



Testimony of Vanessa Plant in support of legislation enabling automated traffic enforcement  
The bills—H.3754 and S.2344—would legalize the use of automated enforcement in Massachusetts.  
These critical measures are sponsored by Representatives Owens and Cruz and Senator Brownsberger.

Thank you, Chairpersons and members of the committee, for the opportunity to submit testimony in support of this critical bill.

My name is Vanessa Plant, and I'm a parent of two young children who attend Roberts Elementary School in Medford. I'm writing today not just as a mother, but as someone who witnessed firsthand how close we came to a tragedy that no family should ever have to endure.

This past Wednesday morning, during our school's weekly Walking Wednesday event, I was standing at the corner with a group of children and caregivers waiting to cross the street. About five cars had stopped at the crosswalk to let us through when, suddenly, a car speeding down Fellsway West slammed into the last stopped vehicle. That car was then pushed into the next, and the next—causing a four-car crash.

We had been just seconds away from stepping into the crosswalk. If we had moved a moment earlier, up to ten elementary school children would have been in the direct path of that crash.

This is not the first time I've witnessed reckless speeding on this road. I walk my kids to school regularly, and drivers routinely fail to stop for pedestrians—even at a marked crosswalk in front of a school. But this crash was by far the most terrifying. It laid bare how little stands between a "close call" and a tragedy.

We need better infrastructure—yes, a traffic light or stronger physical interventions—but we also need immediate, proven tools that can hold drivers accountable. Automated enforcement is one of those tools.

We know that speed and red-light cameras work. Studies have shown they can cut crashes by up to 54%, reduce fatal red-light crashes by nearly a third, and dramatically improve safety in school zones—slowing drivers, reducing injuries, and saving lives. Automated enforcement also reduces the need for in-person police stops, and this bill includes important safeguards to ensure cameras are used fairly and equitably—so that safety doesn't come at the expense of justice.

Please, let's not wait for a child to be hurt—or worse—for action to be taken. I urge you to support this bill and give our communities, especially those walking and biking near schools, the protection they deserve.

Thank you for your time and your commitment to safer streets.

Sincerely,  
Vanessa Plant  
Medford, MA

From: Vincent Baudoin <[REDACTED]>  
Sent: Friday, June 13, 2025 4:52 PM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Cc: bikeinfo@massbike.org; Garballey, Sean - Rep. (HOU); Friedman, Cindy (SEN)  
Subject: Support traffic safety cameras - S.2344 and H.3754

Good afternoon,

Please accept my written testimony in support of traffic safety cameras  
(H.3754 and S.2344, An Act Relative to Traffic Regulation Using Road Safety Cameras).

I live in Arlington and work in Boston, traveling through Cambridge and Somerville on the way. On a daily basis, I witness drivers knowingly running red lights. In particular, drivers appear to consider the first 2-3 seconds of a red light as "fair game". Many of them speed up to get through the intersection, at a time when the pedestrian walk signal is already illuminated. They know that there is no enforcement of red lights. This is disrespectful to other road users and incredibly dangerous to pedestrians. I have witnessed many near misses, including mothers pushing strollers, young children on bicycles, and more. I consider myself lucky not to have witnessed a harmful or fatal crash--yet.

Enabling traffic cameras is not about punishing drivers or raising revenue. It is about establishing a cultural expectation. In other parts of the country and the world, drivers treat red lights with more respect. We can change the culture here. Thank you for your attention and your support of this matter.

Best,

Vincent Baudoin

Arlington, Massachusetts

From: Vivian Girard <[REDACTED]>  
Sent: Friday, June 13, 2025 11:43 AM  
To: Chilton, Alexander (SEN); Morrissey, Siobhan (HOU)  
Subject: Please help pass S.2344 and H.3754: already!

You don't often get email from [REDACTED]. Learn why this is important

Good morning Ms. Morrissey and Mr. Chilton,

I am a Boston -Dorchester- resident. I mostly bike and walk to get to the places I need to go to. On a daily basis, the speed at which so many people are driving their increasingly tall and heavy vehicles is the thing I am most afraid of for myself and everyone around me. And with good reasons. Motor vehicles kill 9 times as many people/year in MA (369 in 2024), as say, home fires (40 in 2024) even though people spend far more time at home than in their vehicle.

In my residential neighborhood, most parents don't feel safe letting their kids walk to the nearby park or go anywhere on their own due to the risk of getting run over. These kids end up spending way too much time indoors. It is very sad.

The vast majority of the time, this speeding is totally pointless as it only means that the driver will arrive a few seconds sooner at the next red light or traffic backup where they will have to wait longer in frustration. There are no excuses for it.

Moreover, this bill will reward safe drivers (safer roads, lower insurance etc) and only penalize reckless drivers. It is a no-brainer. Thank you.

Vivian Girard  
[REDACTED]  
Dorchester, MA 02122

From: William Moose <[REDACTED]>  
Sent: Saturday, May 31, 2025 4:12 PM  
To: Morrissey, Siobhan (HOU)  
Cc: Andrea Patiño  
Subject: Support for automated enforcement for speeding and red light running (H.3754 and S.2344)

You don't often get email from [REDACTED]. Learn why this is important

Hello,

My wife and I are residents of [REDACTED], Jamaica Plain, MA 02130 and we would like to voice our full support for bills H.3754 and S.2344.

It is time that Massachusetts joined the many states and District of Columbia that have already approved the use of automated traffic enforcement for speeding and running of red lights.

It is time to change the dangerous behavior in Massachusetts where many drivers treat yellow lights as an invitation to speed through intersections.

Automated enforcement is a proven safety tool that will prevent injuries, save lives, and reduce the frequency and severity of crashes which exacerbate traffic congestion. These bills should not be controversial--they are merely enforcing the law--and they include robust protections for civil liberties.

I hope that legislators will move quickly to approve these bills.

Sincerely,  
William Moose & Andrea Patiño Contreras

From: William Ryan <[REDACTED]>  
Sent: Tuesday, June 3, 2025 11:55 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Red Light Cameras

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Representatives Owens and Cruz and Senator Brownsberger,

I am writing to express my support of red light cameras and increased traffic law enforcement. Allowing cities to utilize these tools frees up police personnel for other enforcement issues such as illegal parking, generates revenue for public works, and most importantly, increases the safety for all commuters and pedestrians.

Having lived in the Back Bay, North Cambridge, and now Brighton, I repeatedly see drivers run straight through red lights, take a right on red without slowing, and generally disregard standard moving violations. As such, I would be in full support of automated red light cameras implemented in our cities.

This winter, I was even hit by a vehicle while running in a crosswalk after the vehicle failed to slow down as it turned into the intersection.

Thank you for your time and consideration as we all work to make our streets safer for all our residents.

Sincerely,  
William Ryan

From: Yick Bun Chan <[REDACTED]>  
Sent: Monday, June 2, 2025 9:27 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated Traffic Enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Senate Chair,

As a parent with small kids, I strongly support the proposed Automated Traffic Enforcement. We live on a busy street near Coolidge Corner in Brookline. We have encountered numerous near-miss incidents. For example, there was a car running through a red light on Harvard Street and turning left, that nearly hit a pedestrian in front of us. We have seen it multiple times now in the same junction, so we pay extra caution when we cross this intersection. In addition, we encounter many incidents where cars speed through a crosswalk in the school zone, ignoring a yield sign. In one incident, a speeding car nearly hit us when we tried to cross the road to school. The driver ignored any school zone sign and had no intention to slow or stop the car. It is very frustrating, especially with an increased number of Uber cars and Amazon delivery trucks. A law is meaningless if you do not have a way to enforce it. We strongly agree that Automated Traffic Enforcement is a step in the right direction.

From: Zachary Dwinell <[REDACTED]>  
Sent: Tuesday, June 3, 2025 10:38 AM  
To: Morrissey, Siobhan (HOU)  
Subject: Automated camera based enforcement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Not a fan! There exist intersections in mass with sensor based green timings that do not work consistently. If undetected by the light, you can sit at these red lights—forever. There also exist lights without sensor based greens that run on inexplicable timings and run as flashing yellow after dusk. If we are allowed the discretion to cross the road at these intersections, why don't we have the discretion to cross them when there aren't cars coming otherwise? The lights could easily tell there isn't cross traffic to let people waiting for nothing through, but they run on arbitrary timings, which is a contributor to promoting the behavior camera based enforcement would be penalizing. What if our intersections had safer designs, like no corner cuts, daylighted intersections, rotaries. What if our police actually enforced traffic laws on cars and not just bikes (shout out to the hilariously ineffectual Cambridge and Somerville Police departments.)

And don't even get me started on no Idaho stop for bicycles. Unreal problem solving.

Thanks big bro, I love my dystopian future.

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Thursday, June 12, 2025 2:07 PM  
To: Centrella, Kirsten (HOU); Morrissey, Siobhan (HOU); Hart, Kevin (HOU)  
Subject: Fw: House Bill 3763

FYI

Anita Tonakarn-Nguyen  
Staff Director  
Office of State Representative James Arciero  
House Chair, Joint Committee on Transportation  
Anita.Tonakarn-Nguyen@mahouse.gov  
(617) 722-2400

From: Graziano, Brian J. (DOT) <Brian.Graziano@dot.state.ma.us>  
Sent: Thursday, June 12, 2025 12:48:20 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from [brian.graziano@dot.state.ma.us](mailto:brian.graziano@dot.state.ma.us). Learn why this is important

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and an employee of MassDOT, I would like to express my firm support for House Bill 3763. This bill aims to amend Section 7E of Chapter 90 of the Massachusetts General Laws, allowing the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

In my role at MassDOT, I regularly visit construction sites on Massachusetts roadways, often in challenging roadside conditions where visibility and safety are of utmost importance. If you possess a personal experience, please include it here.

House Bill 3763 is a pragmatic public safety initiative that aligns MassDOT with other public safety and emergency response organizations. Permitting designated MassDOT vehicles to employ blue lights under regulated conditions to improve worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management activities. These lights function not only as a warning to approaching drivers but also as an essential tool for preventing collisions and safeguarding the lives of MassDOT workers and others who operate on our public roadways.

Members of MOSES routinely address traffic accidents, debris hazards, weather events, and infrastructure failures, frequently operating during nighttime or in low-visibility conditions. Under the existing regulations, our agency does not have access to blue lights in circumstances where visibility is essential to avert injury or fatality. This legislation aims to address that oversight.



I strongly encourage the Committee to report H. 3763 favorably and to facilitate its prompt passage into law. Your ongoing dedication to improving workplace safety and empowering public agencies to safeguard both workers and residents is commendable.

I appreciate your attention to this significant legislation.

Kind regards,  
Brian Graziano

Brian J. Graziano  
Assistant Facilities Engineer  
District 5 Facilities Warehouse  
1000 County St  
Taunton, Ma 02780  
Cell Phone (774) 292-2028  
Main Office 857-368-5000  
Brian.Graziano@dot.state.ma.us

“Neurodiversity is the future of innovation and progress.”

“As a boy, I wasn’t very bright. I didn’t even know the time of day I was in school. I think I had dyslexia or some learning disability. I certainly didn’t fit in anywhere. The years passed, and a feeling of failure was always with me until, by accident, I came across this career, and look at what has happened! Of course, I don’t regret anything because, in the long run, look what I’ve accomplished.” – Sir Anthony Hopkins, Oscar-Winning Actor

Tell me and I forget. Teach me and I remember. Involve me and I learn.~Benjamin Franklin~

“Complaining about a problem without posing a solution is called whining.” – Teddy Roosevelt

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Wednesday, June 18, 2025 12:40 PM  
To: Centrella, Kirsten (HOU); Hart, Kevin (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: House Bill 3763

FYI

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: Leandres, David L. (DOT) <David.L.Leandres@dot.state.ma.us>  
Sent: Wednesday, June 18, 2025 8:24 AM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from david.l.leandres@dot.state.ma.us. Learn why this is important

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

During my work at MassDOT, I frequently report to active accident sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. I currently work for the Accident Recovery Program in District 5. We get called to access damage of State property. Many times, we are out on the road after the cleanup has occurred, and the first responders have left the area. Our ARP team are there by ourselves with no protection from the vehicles driving by on the highway. Adding the blue lights to our trucks will help with driver awareness.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.

Thank you for your consideration on this important legislation.

Respectfully,

David Leandres

David Leandres  
General Construction Inspector 1  
District 5 Taunton, MA 02780  
C= 857-268-1874  
E= David.L.Leandres@DOT.state.ma.us

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Tuesday, June 17, 2025 3:42 PM  
To: Centrella, Kirsten (HOU); Hart, Kevin (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: House Bill 3763

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: Todesco, David (DOT) <David.Todesco@dot.state.ma.us>  
Sent: Tuesday, June 17, 2025 1:23 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from david.todesco@dot.state.ma.us. Learn why this is important

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. My team and I are responding to accident scenes after the fact to determine the damages to state property. We do not have assistance on site with us most of the time and need to be as safe as possible. The usage of yellow strobes does not get the attention of the motorist as it is being used by every utility/tow that is on the roadway. We have numerous times where we have motorists driving 70+ mph only feet away from our vehicles because they will not move over for yellow lights. Too many of our staff has been involved in situations where their lives are on the line (or sadly have been lost) due to the expected risks that we take. Please help our staff in passing this bill. It is easy to say that “Safety is the first priority”, but passing this bill will be acting on this.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under

current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.  
Thank you for your consideration on this important legislation.

Respectfully,  
David Todesco

David Todesco  
District Traffic Maintenance Engineer  
1000 County Street  
Taunton, MA 02780

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Tuesday, June 17, 2025 3:42 PM  
To: Centrella, Kirsten (HOU); Hart, Kevin (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: House Bill 3763

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: daCosta, Gary S. (DOT) <Gary.daCosta@dot.state.ma.us>  
Sent: Tuesday, June 17, 2025 1:31 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from gary.dacosta@dot.state.ma.us. Learn why this is important

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

I frequently report to motor vehicle crash sites as part of my Accident Recovery duties on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount and at times coming across a crash scene prior to other emergency vehicles. I have had multiple near crash misses while in a work zones.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight. I urge the Committee to report H. 3763 favorably and to support its swift passage into law

Thank you for your consideration on this important legislation.

Respectfully,

Gary S.DaCosta  
District Accident Recovery Engineer  
1000 County Street  
Taunton, MA 02780

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. (If you have a personal experience, insert it here.)

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively. Thank you for your consideration on this important legislation.

Respectfully,

James C White

MassDOT

District 2 Assistant Construct Engineer



From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Monday, June 16, 2025 9:52 AM  
To: Centrella, Kirsten (HOU); Hart, Kevin (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: Strong Support for House Bill 3763 – An Act Relative to the Use of Blue Lights by MassDOT

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: Gomes, Jeffrey R. (DOT) <Jeffrey.R.Gomes@dot.state.ma.us>  
Sent: Thursday, June 12, 2025 1:11 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: Re: Strong Support for House Bill 3763 – An Act Relative to the Use of Blue Lights by MassDOT

You don't often get email from jeffrey.r.gomes@dot.state.ma.us. Learn why this is important

Dear Honorable Members of the Joint Committee on Transportation,

On behalf of the Massachusetts Organization of State Engineers and Scientists (MOSES), I am writing to voice our strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing, rotating, or oscillating blue lights on designated vehicles.

MOSES represents over 4,200 public employees who provide critical engineering, scientific, and technical services to the Commonwealth. 1600 of our members work within MassDOT or in close partnership with the agency in the field — often in hazardous roadside environments where visibility and safety are paramount.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances will enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of workers and the public alike.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, these personnel lack access to blue light permits, even in situations where their visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. MOSES appreciates your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.

Thank you for your consideration on this important issue and for your tireless ongoing work to

finalize the FY26 budget.

Jeffrey R. Gomes, MCPPO, IMSA II|Assistant District Traffic Engineer (O&M)|  
MassDOT|Highway Division|District 3  
Mailing Address: 499 Plantation Parkway|Worcester, MA 01604|cell.(774)270-4960  
Jeffrey.R.Gomes@state.ma.us|www.mass.gov/massdot

John A. Carchedi



Pittsfield, MA 01201

**RE: House Bill 3763**

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount.

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.  
Thank you for your consideration on this important legislation.

Respectfully,

A handwritten signature in black ink that reads "John A. Carchedi".

John A. Carchedi

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Friday, June 13, 2025 9:21 AM  
To: Morrissey, Siobhan (HOU); Centrella, Kirsten (HOU); Hart, Kevin (HOU)  
Subject: Fw: House Bill 3763

Anita Tonakarn-Nguyen  
Staff Director  
Office of State Representative James Arciero  
House Chair, Joint Committee on Transportation  
Anita.Tonakarn-Nguyen@mahouse.gov  
(617) 722-2400

From: Lenares, Jonathan (DOT) <Jonathan.P.Lenares@dot.state.ma.us>  
Sent: Friday, June 13, 2025 7:38:29 AM  
To: Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from jonathan.p.lenares@dot.state.ma.us. Learn why this is important

Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. As a Bridge Inspector, I routinely go out and do night inspections of bridges on I-90 & I-91.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways. MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.  
Thank you for your consideration on this important legislation.  
Respectfully,  
Jonathan Lenares

## TESTIMONY

Chairman Crichton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. I have worked on active projects on the Interstate such as I-90 from Sturbridge to Weston, I-395, Rte. 20, Rte. 146, I-84, I-290 in District 3 repairing our bridge decks to keep the motoring public and our infrastructure from deteriorating due to many seasonal factors that the state faces in New England.

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively. Thank you for your consideration on this important legislation.

Respectfully,

Kit Leong  
Moses Member

## SAMPLE TESTIMONY

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. (If you have a personal experience, insert it here.)

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively. Thank you for your consideration on this important legislation.

Respectfully,

Marc Berlinger

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Friday, June 13, 2025 9:00 AM  
To: Hart, Kevin (HOU); Centrella, Kirsten (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: House Bill 3763

Anita Tonakarn-Nguyen  
Staff Director  
Office of State Representative James Arciero  
House Chair, Joint Committee on Transportation  
Anita.Tonakarn-Nguyen@mahouse.gov  
(617) 722-2400

From: Mhango, Masuzyo S. (DOT) <masuzyo.s.mhango@dot.state.ma.us>  
Sent: Thursday, June 12, 2025 5:30:22 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: House Bill 3763

You don't often get email from masuzyo.s.mhango@dot.state.ma.us. Learn why this is important

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

During my work at MassDOT, I used to frequently report to highway bridges on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. I have personally seen many State Troopers simply turn on their blue flashing lights and immediately traffic slows down (no sirens are used). The flashing lights currently equipped by the DOT are only enough to perhaps cause a motorist to change to a better situated lane not slow down. They are too similar to the typical vehicle warning signals installed in most vehicles. During bridge inspection we request police officers to aid in traffic management specifically for the blue lights they have equipped on the police vehicles as well as setting up traffic cones. Many construction projects do the same for night work. The blue lights are a mental trigger in most motorist to slow down. It is a simple way to grab a motorist's attention and indicate that they should slow down.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.

Thank you for your consideration on this important legislation.

Respectfully,

Masuzyo Mhango

Masuzyo Mhango

Massachusetts Department of Transportation

HQ Highway Division | In-House Bridge Design Team

10 Park Plaza | Suite 7110 | Boston, MA 02116

Mobile: 978 349 8799





June 6, 2025

The Honorable Brendan P. Crighton, Senate Chair  
The Honorable James Arciero, House Chair  
Joint Committee on Transportation  
State House  
Boston, MA 02133

Re: House Bill 3763 – An Act Relative to the Use of Blue Lights by MassDOT Vehicles

Dear Chair Arciero, Chair Crighton, and through you to the members of the Committee:

I am writing to you today on behalf of the hard working people of NAGE to voice our strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing, rotating, or oscillating blue lights on designated vehicles.

NAGE represents thousands of public employees who serve the Commonwealth each day, many of whom provide critical transportation services to the community. From motor equipment operators, hazardous laborers, and skilled trades workers, our members are on the front lines. They are often working in potentially dangerous roadside environments where visibility and safety are synonymous.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances will enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations.

Studies show that blue lights have a real impact on slowing traffic and provide a warning to approaching drivers which can serve to prevent collisions, whereby protecting the lives of workers and the public alike. NAGE members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures - often during nighttime or low-visibility conditions.

Under current law, these personnel lack access to blue light permits, even in situations where their visibility is crucial in preventing injury or death. This legislation offers a common-sense approach to enhancing public safety and protecting the lives of our members. I urge the Committee to report H.3763 favorably, and to support its swift passage into law.

Thank you for your consideration on this important issue and for your continued efforts to improve and strengthen public safety for all who work on and utilize our state transportation systems and infrastructure. If you have any questions, feel free to contact NAGE's legislative director Jim Redmond at (617) 669-3267.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel J. Redmond".

## SAMPLE TESTIMONY

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount. (If you have a personal experience, insert it here.)

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively. Thank you for your consideration on this important legislation.

Respectfully,

Sean Stockman

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Wednesday, June 18, 2025 6:21 PM  
To: Hart, Kevin (HOU); Centrella, Kirsten (HOU); Morrissey, Siobhan (HOU)  
Subject: Fw: House Bill 3763 - An Act improving safety measures for highway maintenance personnel

Anita Tonakarn-Nguyen  
anita.tonakarn-nguyen@mahouse.gov  
617.722.2400

From: Steve T. <[REDACTED]>  
Sent: Wednesday, June 18, 2025 3:30 PM  
To: Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>  
Subject: RE: House Bill 3763 - An Act improving safety measures for highway maintenance personnel

You don't often get email from [REDACTED]. Learn why this is important

To: The Honorable Brendan Crighton, Senator  
To: The Honorable James Arciero, Representative  
(Via E-Mail)

RE: House Bill 3763: An Act improving safety measures for highway maintenance personnel  
Chairman Crighton, Chairman Arciero and members of the Joint Committee on Transportation:

As an employee of the Massachusetts Department of Transportation (MassDOT), and as a member of the Massachusetts Organization of State Engineers and Scientists (MOSES), I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize MassDOT to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated MassDOT vehicles. In carrying out my work responsibilities for MassDOT, I often need to report to construction sites and other field locations along various Massachusetts freeways and roadways. These sites and locations are normally situated in roadside environments that expose workers to potentially hazardous conditions such as close proximity to high-speed traffic. As such, maximizing worker visibility is a paramount consideration in ensuring proper safety for both workers and the general public using our roadways.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies within Massachusetts. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances will enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights will serve as an additional warning to approaching drivers and will also be a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members and other MassDOT workers frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or in low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

Therefore, I respectfully urge the Committee to report H. 3763 favorably and to support its swift

passage into law. I appreciate your continued commitment to enhancing worker and workplace safety and enabling MassDOT and other public agencies to protect both workers and the general public effectively.

Thank you for your consideration regarding this important legislation.

Respectfully,

Stephen Timmins



Wakefield, MA 01880-3103



Employees of Toll Roads, Bridges and Tunnels

The State of Massachusetts

Teamsters Local Union No. 127

Affiliated with the International Brotherhood of Teamsters

199 Main Street • Suite 201

Milford, Massachusetts 01757

Telephone  
508-473-0510

Fax  
508-473-0357

[www.teamsters127.org](http://www.teamsters127.org)

George E. McGilloway  
Secretary Treasurer/  
Principal Executive Office

June, 11, 2025

Dear Mr. Crighton and committee chair  
members PLEASE see attached letters  
from my members real life experiences  
Thank you for your consideration on  
this BILL.

George E. McGilloway

Dear Mr. Crighton and committee chair members.

Please see attached letters from my members real life experiences.

Thank you for your consideration on this bill.

George E. McGilloway

## Blue Lights

From: Howard, Scott (DOT) (scott.howard@dot.state.ma.us)

To: david.hutcheson@dot.state.ma.us

Cc: teamsters127@verizon.net

Date: Tuesday, June 10, 2025 at 05:28 PM EDT

To Whom It May Concern:

This email is regarding the proposed amendment H3763 to Section 7E of Chapter 90 of the General Laws to incorporate MassDOT to use blue lights.

I am currently a Highway Maintenance Supervisor that runs District 5 Area C. There have been many losses of employees within MassDOT that could have been avoidable if we had blue lights. There are a number of times that MassDOT arrives on the scene before anyone else. MassDOT gets a number of calls for deer, debris on the highway, fatal accidents, guard rail hits etc. with no ability to protect ourselves because we do not have blue lights. MassDOT employees are always put into dangerous situations every day. It would make sense that MassDOT vehicles have blue lights.

I have been an employee for 16-years and every day I put my life in danger performing my job. Over my past 16-years, there have been numerous close calls when responding to road calls, not including traffic setups where there was someone not paying attention because there were no blue lights. Blue lights will not correct all situations, but I feel it would at least protect me as a MassDOT worker when I am performing my job duties. Why can we put up signs that say wrong way, do not enter but we cannot protect our MassDOT workers by giving them blue lights.

Thank you for your time and consideration

Scott Howard  
Highway Maintenance Supervisor  
District 5 Area C

Fw: letter regarding blue lights

From: Hutcheson, David J. (DOT) (david.hutcheson@dot.state.ma.us)

To: teamsters127@verizon.net

Date: Wednesday, June 11, 2025 at 07:36 AM EDT

*David Hutcheson*

*Highway Maintenance Forman IV*

*Mass DOT Highway Division - District 5*

*Cell: 617-895-7453*

---

**From:** Garcia, Benjamin A. (DOT) <Benjamin.A.Garcia@dot.state.ma.us>

**Sent:** Wednesday, June 4, 2025 2:06 PM

**To:** McGilloway, George (Teamsters) <teamsters127@verizon.net>

**Cc:** Hutcheson, David J. (DOT) <David.Hutcheson@dot.state.ma.us>; Berkowitz, Thomas F. (DOT) <Thomas.F.Berkowitz@dot.state.ma.us>

**Subject:** letter regarding blue lights

To whom it may concern,

This email is in regard to a proposed amendment H.3763 to section 7E of chapter 90 of the general laws to incorporate MassDOT to use blue lights. Currently I am a Highway Maintenance Forman stationed in the Bridgewater depot. The loss of Dave Sousa was a tremendous

loss to the gentleman here in area B and also the Agency in a whole, according to the Federal Highway Administration 821 work zone fatalities are due to a vehicle accident. Out of those 821 deaths 32% of those accident were related to speed and 23% of them

were do to rear-end collisions. When we have deaths and statistics like this we need to try and be a part of the solution as an Agency and put political Rederic aside. The last few years being part of MassDOT myself I have had many close calls from being in

the breakdown lane and hearing a vehicle ride the rumble strips and all most colliding with my state vehicle. An incident that personally happened to me was on Route 195E at the 24 Interchange we were doing a setup with cones to close off half the ramp section.

We were about halfway up the ramp when a vehicle entered into the work zone and almost hit the back of my vehicle before pulling off. On the same work zone setup, I had my driver side mirror clipped due to a driver picking up speed after the state trooper

was no long insight. These two incidences occurred the same day same area due to either a distracted driver or a speeding driver. I will give you another instance we were in a moving operation 140N highspeed lane in the city of New Bedford. We had a left lane

work zone setup, and a car came around in the highspeed side and hit our TMA (Truck Mounted Attenuator) the gentleman admitted he was not paying attention. Moral of my story is that having blue lights attached to our trucks is not a fix all solution, but it

is a step in a direction to gain the attention of the public so we can keep the most valuable part of our Agency safe and that's the workers.

Sincerely,

Benjamin Garcia



Fw: Highway Worker testimony

From: Hutcheson, David J. (DOT) (david.hutcheson@dot.state.ma.us)

To: teamsters127@verizon.net

Date: Wednesday, June 11, 2025 at 07:34 AM EDT

*David Hutcheson*

*Highway Maintenance Forman IV*

*Mass DOT Highway Division - District 5*

*Cell: 617-895-7453*

---

**From:** Hutcheson, David J. (DOT)

**Sent:** Thursday, June 5, 2025 6:00 PM

**To:** TOM BLACK <thbjr1@verizon.net>

**Subject:** Re: Highway Worker testimony



Sent from my iPhone

On Jun 5, 2025, at 5:56 PM, TOM BLACK <thbjr1@verizon.net> wrote:

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern

I have worked for MassDot for over 30 years. I started as a Toll collector on the Turnpike and transferred to maintenance worker in the late 90's .I have worked in two different districts and seven depots I have worked on RT 90,RT 128, RT 95,RT 3, and RT24 and multiple secondary routes. I was asked to tell you about some dangerous experience I have had. In reality, I can't because it happens so much I usually forget about them. What you think is a dangerous situation on the highway is just another day of work for me.What I can do is tell you what I did today, today I did potholes on Rt 53 and Rt 3A in Duxbury and Kingston. There was me and two other guys with two trucks with plenty of yellow lights on them.I was doing everything correctly and I still had at least 4 close calls cars do not slow down for us they actually speed up to get around us I had one car when we just filled a hole almost hit me because they didn't want to get patch on their car.

Some other things are when I am working on Rt 3 in the median or in a set up and smell brakes then 2 seconds later a 18 wheeler goes by you and you

realize he put the brakes on because of you or you hear a car on the rumble strips. There are many other experiences I could list with more traffic everyday. Something needs to be done to protect us and our families. Thank you for your time

Tom Black

HMF IV

Duxbury

Fw: Letter Regarding Blue Lights 3763 section 7E of chapter 90

From: Hutcheson, David J. (DOT) (david.hutcheson@dot.state.ma.us)

To: teamsters127@verizon.net

Date: Wednesday, June 11, 2025 at 07:33 AM EDT

*David Hutcheson*

*Highway Maintenance Forman IV*

*Mass DOT Highway Division - District 5*

*Cell: 617-895-7453*

---

**From:** Campinha Jr, Guy S. (DOT) <guy.s.campinhajr@dot.state.ma.us>

**Sent:** Thursday, June 5, 2025 2:15 PM

**To:** Hutcheson, David J. (DOT) <David.Hutcheson@dot.state.ma.us>

**Subject:** Letter Regarding Blue Lights 3763 section 7E of chapter 90

Hello. My name is Guy Campinha and I have been with DOT Highway Maintenance for over two years now. In those two years I have had three close encounters that could have ended badly if not for quick reactions and just dumb luck.

The first incident happened on a night call of a dead animal in the break down lane of Rte 25 east bound. After putting on my yellow lights and exiting the vehicle with my reflective hi-vis vest and helmet and flashlight I moved to the front of vehicle to remove a dead off of the breakdown lane. While dragging the animal a car traveling at high speeds almost clipped my vehicle and struck me. I jumped over the guard rail and as doing so the vehicle ran over the deer again, then proceeded to just continue at a high rate of speed like nothing happened.

The second incident happened on an overtime detail on Rte 28 Marston Mills. Even though having three trucks all with lights on in the middle of the day impatient cars still managed to almost hit me and co-workers as they refused to slow down or proceed with caution.

My last and third incident happened with a tractor trailer knocking over my cones and sign I was putting out warning traffic of mowing operations ahead. The sign flew off the ground and hit me and then almost went into oncoming traffic. All of this while my yellow lights were flashing and on the side of the hwy.

I highly support the blue lights on our vehicles for my safety and my brothers safety. We all are fathers, mothers, brothers, sons and deserve to be safe as can be while at work. Every year more vehicles are driving our roadways which increases the chances of injuries and god forbid deaths. We all deserve to be protected and I can emphasize that enough. Thank you for your time on this important matter.

Get [Outlook for iOS](#)

## Blue Lights

From: Howard, Scott (DOT) (scott.howard@dot.state.ma.us)

To: david.hutcheson@dot.state.ma.us

Cc: teamsters127@verizon.net

Date: Tuesday, June 10, 2025 at 05:28 PM EDT

To Whom It May Concern:

This email is regarding the proposed amendment H3763 to Section 7E of Chapter 90 of the General Laws to incorporate MassDOT to use blue lights.

I am currently a Highway Maintenance Supervisor that runs District 5 Area C. There have been many losses of employees within MassDOT that could have been avoidable if we had blue lights. There are a number of times that MassDOT arrives on the scene before anyone else. MassDOT gets a number of calls for deer, debris on the highway, fatal accidents, guard rail hits etc. with no ability to protect ourselves because we do not have blue lights. MassDOT employees are always put into dangerous situations every day. It would make sense that MassDOT vehicles have blue lights.

I have been an employee for 16-years and every day I put my life in danger performing my job. Over my past 16-years, there have been numerous close calls when responding to road calls, not including traffic setups where there was someone not paying attention because there were no blue lights. Blue lights will not correct all situations, but I feel it would at least protect me as a MassDOT worker when I am performing my job duties. Why can we put up signs that say wrong way, do not enter but we cannot protect our MassDOT workers by giving them blue lights.

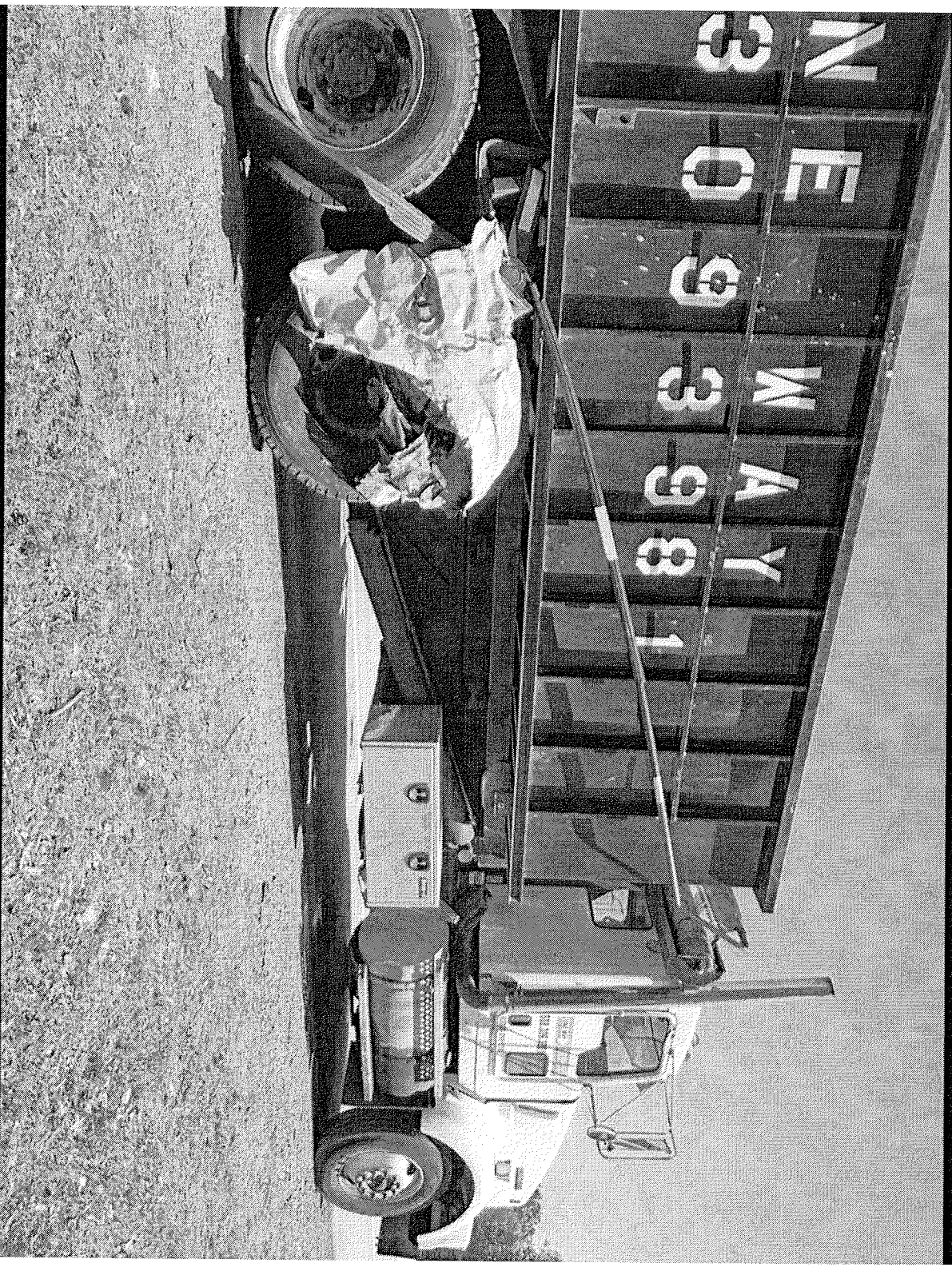
Thank you for your time and consideration

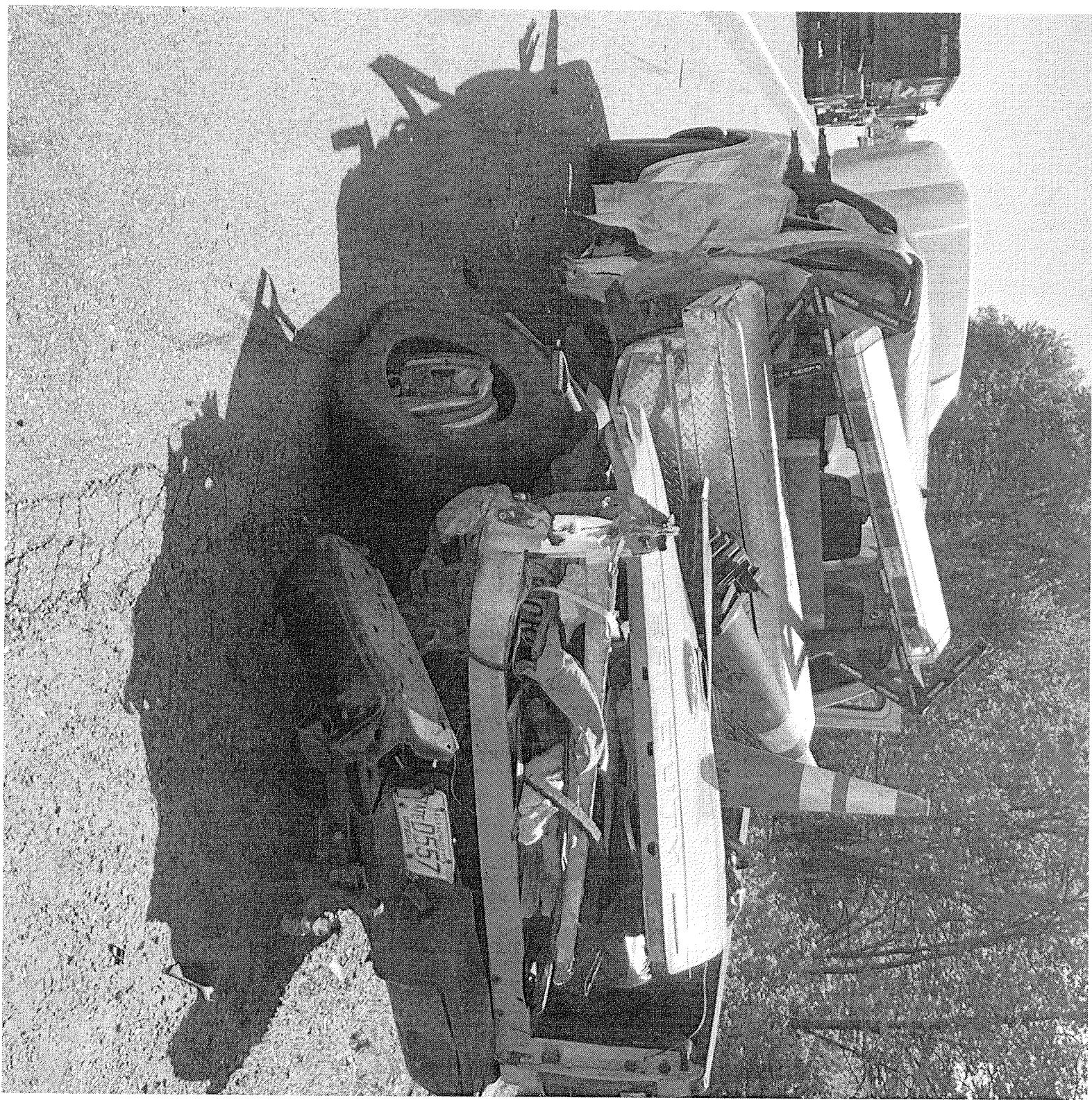
Scott Howard  
Highway Maintenance Supervisor  
District 5 Area C



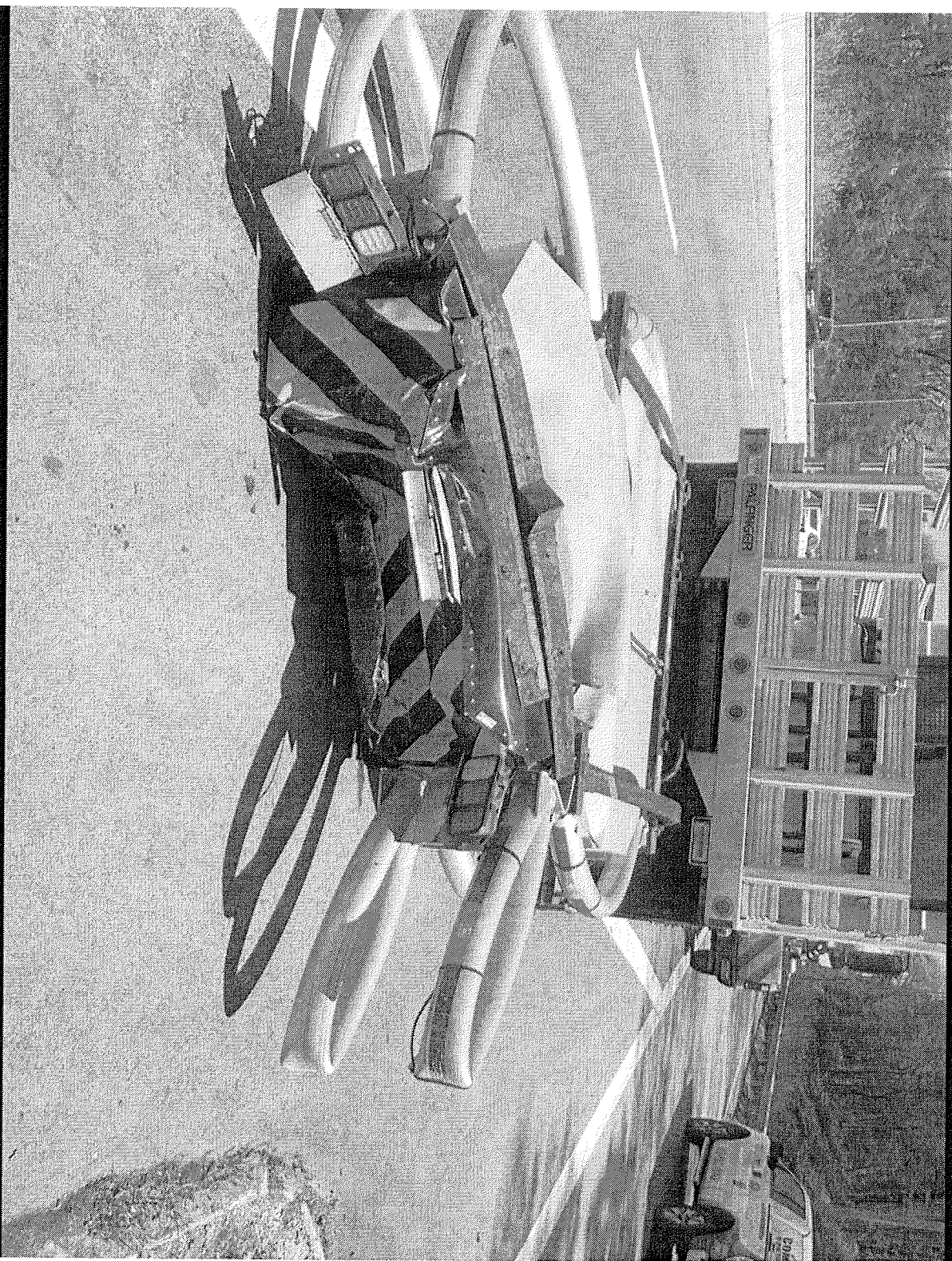
*Galaxy Z Fold4*















## Employees of Toll Roads, Bridges and Tunnels

The State of Massachusetts

Teamsters Local Union No. 127

Affiliated with the International Brotherhood of Teamsters

199 Main Street • Suite 201

Milford, Massachusetts 01757

Telephone  
508-473-0510

Fax  
508-473-0357

[www.teamsters127.org](http://www.teamsters127.org)

George E. McGilloway  
Secretary Treasurer/  
Principal Executive Office

June 6, 2025

The Honorable Brendan P. Crighton, Chair  
Joint Committee on Transportation  
State House Room 413

The Honorable James Arciero, Chair  
Joint Committee on Transportation  
State House Room 146

The Honorable Senator Paul Mark, Vice Chair  
Joint Committee on Transportation  
State House Room 413

The Honorable Edward Philips, Vice Chair  
Joint Committee on Transportation  
State House Room 134

Re: Expression of Support for House Bill 3763 – An Act Improving Safety  
Measures for Highway Maintenance Personnel

Dear Honorable Members of the Joint Committee on Transportation:

On behalf of Local 127 of the International Brotherhood of Teamsters and as the Chair of the Coalition of MassDOT Unions for the bargaining unit containing Highway Maintenance Workers, I write to voice in the strongest terms the support of the Teamsters and the entire Coalition for House Bill 3763, which would permit the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registry of Motor Vehicles for the use blue lights on designated vehicles.

It was less than a year ago that the Teamsters lost one of our own when Highway Maintenance Worker David Sousa was fatally struck while removing debris from Route 24 in order to protect the traveling public on that high-speed thoroughfare. And as Highway Administrator Gulliver Testified to you earlier this week, Brother Sousa is not alone, as there have been several other fatalities and literally hundreds of crashes in MassDOT work zones over the past twelve months.

MassDOT and the Unions that represent the Department's employees are in a constant struggle to bring stronger safety measures to bear in order to protect our members so that our families don't have to worry whether we will be coming home at the end of our shifts. David Sousa was a husband, father, brother, son, and uncle and was a pillar of his home community of Stoughton. We in the Teamsters and in the Coalition urge you to honor his memory and to ensure that his death was not in vain by taking this opportunity to pass this Bill to make the roadways – our workplaces – as safe as we can make them.

*We will only accept deliveries from UNION carriers! All other deliveries will be refused!*

From: Tonakarn-Nguyen, Anita (HOU)  
Sent: Thursday, June 12, 2025 2:06 PM  
To: Morrissey, Siobhan (HOU); Hart, Kevin (HOU); Centrella, Kirsten (HOU)  
Subject: Fw: Wilfred A Morin House Bill 3763 Support Testimony

FYI

Anita Tonakarn-Nguyen  
Staff Director  
Office of State Representative James Arciero  
House Chair, Joint Committee on Transportation  
Anita.Tonakarn-Nguyen@mahouse.gov  
(617) 722-2400

From: Morin, Wilfred A. (DOT) <Wilfred.Morin@dot.state.ma.us>  
Sent: Thursday, June 12, 2025 2:01:50 PM  
To: Arciero, James (HOU) <james.arciero@state.ma.us>; Arciero, James - Rep. (HOU) <james.arciero@mahouse.gov>; Crighton, Brendan (HOU) <brendan.crighton2@state.ma.us>; Crighton, Brendan (SEN) <brendan.crighton@masenate.gov>  
Subject: Wilfred A Morin House Bill 3763 Support Testimony

You don't often get email from wilfred.morin@dot.state.ma.us. Learn why this is important

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the Massachusetts Organization of State Engineers and Scientists (MOSES) and employee of MassDOT, I wish to voice my strong support for House Bill 3763, which seeks to amend Section 7E of Chapter 90 of the Massachusetts General Laws to authorize the Massachusetts Department of Transportation (MassDOT) to apply for permits from the Registrar of Motor Vehicles for the use of flashing blue lights on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways — often in hazardous roadside environments where visibility and safety are paramount.

House Bill 3763 is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.

Thank you for your consideration on this important legislation.

Respectfully,

Wilfred Morin, P.E.

MassDOT District 2 Ancillary Structure Engineer

MOSES Steward

## TESTIMONY

Chairman Crighton, Chairman Arciero and members of the Committee,

As a member of the **Massachusetts Organization of State Engineers and Scientists (MOSES)** and employee of MassDOT, I wish to voice my strong support for **House Bill 3763**, which seeks to amend **Section 7E of Chapter 90** of the Massachusetts General Laws to authorize the **Massachusetts Department of Transportation (MassDOT)** to apply for permits from the **Registrar of Motor Vehicles** for the use of flashing **blue lights** on designated vehicles.

During my work at MassDOT, I frequently report to construction sites on Massachusetts roadways and Highways— often in hazardous roadside environments where visibility and safety are paramount. (I am Working Night Shifts On I-90 for last 3 Years.)

**House Bill 3763** is a common-sense public safety measure that brings MassDOT into parity with other public safety and emergency response agencies. Allowing specific MassDOT vehicles to utilize blue lights under controlled, permitted circumstances to enhance worker safety during roadside emergencies, incident response, infrastructure repair, and traffic management operations. These lights serve not only as a warning to approaching drivers but as a vital tool for preventing collisions and protecting the lives of MassDOT workers and others who work on our public roadways.

MOSES members frequently respond to traffic accidents, debris hazards, weather events, and infrastructure failures — often during nighttime or low-visibility conditions. Under current law, our agency lacks access to blue lights, in situations where visibility is crucial in preventing injury or death. This legislation would correct that oversight.

I urge the Committee to report H. 3763 favorably and to support its swift passage into law. I appreciate your continued commitment to enhancing workplace safety and enabling public agencies to protect both workers and residents effectively.  
Thank you for your consideration on this important legislation.

Respectfully,

Zahid Pervaiz

MassDOT

District-1



*The Commonwealth of Massachusetts*  
HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

LINDSAY N. SABADOSA  
STATE REPRESENTATIVE  
1st Hampshire District

Vice Chair  
Joint Committee on Municipalities and  
Regional Government

Joint Committee on Health Care Financing  
Joint Committee on Transportation  
House Committee on Ways and Means

State House, Room 160  
Northampton Office, 76 Gothic Street  
(617) 722-2304 | 413-270-1166  
Lindsay.Sabadosa@mahouse.gov

July 18, 2025

Chair Brendan P. Crighton  
24 Beacon St., Rm 109-C  
Boston, MA 02133

Chair James Arciero  
24 Beacon St., Rm 134  
Boston, MA 02133

**Re: Testimony in Support of H.3778**

Dear Chair Crighton, Chair Arciero, and Honorable Members of the Joint Committee,

I'm writing today in strong support of **H.3778, *An Act relative to improved headlight safety***. This bill was introduced in response to concerns raised by constituents about the increasing danger posed by excessively bright and misaligned vehicle headlights, which can temporarily blind oncoming drivers and endanger pedestrians and cyclists. The issue has worsened in recent years as auto manufacturers have shifted toward taller vehicles with higher-mounted headlights and replaced halogen bulbs with high-intensity LED lights, which are significantly more disruptive to human vision.

Fortunately, a solution exists. Adaptive-beam headlight technology, which has been widely adopted in Europe for over a decade, automatically adjusts the focus and angle of a vehicle's headlights to reduce glare and improve visibility for all road users. While outdated federal regulations had long prohibited the use of such systems in the United States, the National Highway Traffic Safety Administration (NHTSA) authorized them in 2022 following the passage of the Bipartisan Infrastructure Law.

H.3778 represents a proactive step for Massachusetts by requiring that all new vehicles sold in the Commonwealth be equipped with adaptive-beam headlights starting in 2026. This policy would not only improve road safety for everyone, but also position Massachusetts as a national leader in adopting sensible, life-saving automotive technologies.

Alternatively, if the Committee is not yet ready to move in the direction of adaptive-beam headlights, I would like to suggest prohibiting the sale of aftermarket headlights that add excessive brightness without increasing safety. The lack of regulation of these headlights has been a contributing factor to the issue of excessive brightness and banning the sale of these headlights, or restricting the brightness of aftermarket headlights, could offer a great deal of relief to drivers.

Thank you to the Committee for considering this legislation, for your strong partnership, and for your dedication to this work.

Respectfully,

A handwritten signature in black ink, appearing to read "Lindsay N. Sabadosa". The signature is fluid and cursive, with a long horizontal stroke at the end.

Lindsay N. Sabadosa  
State Representative, 1st Hampshire District



**ADAM J. SCANLON**  
**STATE REPRESENTATIVE**  
14th BRISTOL DISTRICT  
  
STATE HOUSE, ROOM 127  
TEL. (617) 722-2680  
Adam.Scanlon@MAhouse.gov

## *The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

VICE-CHAIR  
House Committee on  
Post Audit and Oversight

Committees:  
Joint Committee on  
Economic Development  
and Emerging Technologies  
Joint Committee on  
Emergency Preparedness  
and Management  
House Committee on  
Federal Funding, Policy  
and Accountability

May 27<sup>th</sup>, 2025

The Honorable Brendan P. Crighton, Senate Chair  
Joint Committee on Transportation  
24 Beacon Street, Room 109-C  
Boston, MA 02133

The Honorable James Arciero, House Chair  
Joint Committee on Transportation  
24 Beacon Street, Room 134  
Boston, MA 02133

### ***H.3781 An Act clarifying the vehicle transfer and registration laws***

Dear Senate Chair Crighton and House Chair Arciero,

I write to you as the lead sponsor of **H.3781**, An Act clarifying the vehicle transfer and registration laws, which has been referred to the Joint Committee on Transportation for review. I respectfully request a favorable report of this legislation to make a small but helpful change to our vehicle transfer and registration laws in order to make compliance simpler for our residents.

This legislation was reported favorably last session as H.3422 by the Committee and then ordered to a third reading. It would clarify and make simpler the timeline of requirements for our residents to transfer registration of vehicles and to apply for certificate of title, making the timelines for both these tasks consistent with each other.

Specifically, this legislation would amend Section 2 of Chapter 90 to extend the grace period for registration transfers to 10 business days from the seven calendar days allowed under current law. The grace period is the length of time the state gives an individual to transfer their valid registration from an old vehicle to a new vehicle, provided that the old vehicle is no longer in their possession, that the two vehicles are of the same type, that the plates associated with the registration are attached to the new vehicle, and that the individual carries the transfer documents

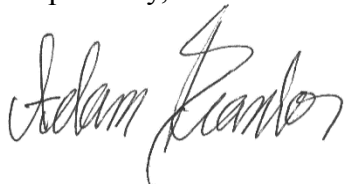
in the new vehicle and is at least 18 years of age. Under this legislation, these conditions of the grace period would be unchanged from current law.

This legislation would also amend Section 4 of Chapter 90D to clarify the language regarding the length of time one has to apply for the certificate of title upon newly acquiring a vehicle. Under this legislation, Section 4 would prescribe that application for title must be made by “close of business of the tenth business day following the” acquisition of the vehicle, instead of “within ten days” as the law currently reads. This makes the law clearer regarding the difference between calendar days and business days, and gives residents more time to comply by not counting non-business days.

In summary, **H.3781** would make consistent the requirements for transferring registration to a new vehicle and applying for the certificate of title, giving people up to 10 business days for both tasks and expressing the time frame for each requirement in identical language. This would simplify and make more clear to our residents their legal responsibilities with regard to vehicle acquisition, lessening the burden on residents who are just trying to uphold their responsibilities and do the right thing.

Again, I respectfully request a favorable report for **H.3781**. Thank you for your time and consideration, and please do not hesitate to contact my office should you like to discuss this legislation any further.

Respectfully,

A handwritten signature in black ink, appearing to read "Adam Scanlon". The signature is fluid and cursive, with a large initial "A" and a stylized "S".

Adam J. Scanlon  
State Representative  
14th Bristol District





## *The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

### **REP. THOMAS M. STANLEY**

9TH MIDDLESEX DISTRICT  
WALTHAM  
ROOM 167, STATE HOUSE  
TEL. (617) 722-2810

Chair – Joint Committee on Aging and  
Independence

**E-Mail: [Thomas.Stanley@mahouse.gov](mailto:Thomas.Stanley@mahouse.gov)**

June 4, 2025

The Honorable James Arciero, Chair  
Joint Committee Transportation  
Massachusetts House of Representatives  
State House Room 134  
Boston, MA 02133

The Honorable Brendan P. Crighton, Chair  
Joint Committee on Transportation  
Massachusetts Senate  
State House Room 109-C  
Boston, MA 02133

### **RE: H.3789 – An Act relative to the Move Over Law**

Dear Honorable Chairs:

Hope this note finds you well. I write today in support of **House Bill 3789 - *An Act relative to the Move Over Law***.

This legislation seeks to amend the Commonwealth's Move Over Law ([MGL Chapter 89 § 7C](#)) by adding utility vehicles to the list of vehicles motorists are required to lane change when stationary on a roadway.

According to AAA, an average of 24 utility workers are struck and killed while working on the roadside each year – which works out to one worker every other week. The siting of utility infrastructure is frequently located along – or below – major roadways or near transportation hubs, often putting these workers directly in the path of motorists. Moreover, these dedicated workers respond to emergencies across the state, 24-hours a day, 365 days a year, even during periods of hazardous weather conditions to restore power, further putting themselves in harm's way.

I strongly believe that utility workers should be offered protection under the Mover Over Law to ensure their safety and that of our motorists. This issue has become especially important for me since December 2023 when Waltham Police Officer Paul Tracey and National Grid employee Roderick Jackson were struck by a motorist and tragically killed in the line of duty while directing traffic during utility construction.

The Government Accountability Office's [2024 Report](#) on Public Awareness for Move Over Laws noted that over 40 states cover utility vehicles, including all other New England states. I would respectfully request for the Committee to take favorable action on H.3789 so that the Commonwealth becomes the next state to include this important protect for our critical utility workers.

As always, thanks for your time and consideration. Please do not hesitate to contact my office if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas M. Stanley". The signature is fluid and cursive, with a large, sweeping loop at the end.

Thomas M. Stanley



June 20, 2025

Chairman Brendan Crighton  
Chairman Jim Arciero  
Joint Committee on Transportation  
VIA EMAIL

Dear Chairmen Crighton and Arciero:

I write in support of HB 3789/SB 2352, An Act relative to the Move Over Law, sponsored by Representative Thomas Stanley and Senator Brendan Crighton. These bills expand the current Slow Down Move Over law to include utility and disabled vehicles.

The Slow Down Move Over law took effect in the Commonwealth in 2009, and versions of it exist in all 50 states. In recent years, 20 states – including our neighbors in Connecticut, New York and Rhode Island – have expanded their Slow Down Move Over law to include disabled vehicles, recognizing the danger that drivers stranded at the roadside can face from passing traffic. Extending these safety protections to a vehicle that is parked or stopped along a roadway will increase safety for all.

Since 2019, 23 individuals were killed while outside a disabled vehicle in Massachusetts. With alarming levels of speeding, distracted driving and impaired driving on our roads, requiring drivers to exercise caution when approaching a utility or disabled vehicle will improve safety at the roadside and will save lives.

As you know, AAA works tirelessly to educate the public about the importance of protecting individuals on the roadside. We look forward to continuing our partnership with the Commonwealth in educating the public about the importance of the Slow Down Move Over Law and welcome the prospect of expanding educational opportunities.

On behalf of AAA Northeast and our 2.4 million members in Massachusetts, I respectfully request that that you report HB 3789/SB 2352 favorably out of committee.

Sincerely,

*Christina Hayman*

Christina Hayman  
Senior Manager, Government Affairs



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## MASSACHUSETTS AFL-CIO

PRESIDENT  
Chrissy Lynch

SECRETARY/TREASURER  
Kevin Brousseau

EXECUTIVE VICE PRESIDENTS  
Francis X. Callahan, Jr. | Jay Colbert  
Michael Vartabedian | Colleen Glynn

---

June 2, 2025

Chair Arciero, Chair Crighton, and members of the Joint Committee on Transportation,

Thank you for the opportunity to provide written testimony in support of ***H.3789 & S.2352, An Act relative to the Move Over Law.***

Massachusetts' Move Over Law, implemented in 2009, requires drivers to take specific actions when approaching stationary emergency, maintenance, or recovery vehicles with flashing lights on highways. By asking drivers to slow down, move with caution, and change lanes when possible, this law was designed to enhance the safety of emergency responders, highway maintenance workers, and recovery personnel, as well as other motorists.

The law, however, currently excludes a group of workers who regularly perform maintenance in close proximity to busy highways: utility workers. Similar to highway maintenance workers, utility workers often need to park on or near highways to complete their work. H.3789 & S.2352 would expand the list of vehicles that trigger the Move Over Law to include "utility vehicles" so that the safety of these workers is similarly protected.

The legislation also increases penalties for violations of the Move Over Law. Currently, offenses can come with a fine of up to \$100 and additional legal consequences, such as points on one's driving record or higher insurance premiums. Given the serious safety concerns with non-compliance, this bill creates a schedule to increase fines for repeat offenses.

Finally, this legislation further strengthens our Move Over Law by requiring educational programming for both repeat offenders and new drivers. By prioritizing the safety of first responders, emergency personnel, and maintenance and utility workers – as well as other motorists – we can reduce highway accidents and prevent avoidable injuries and fatalities.

Thank you for your continued public service. If you have any questions, please do not hesitate to reach out to our Legislative Director, Lindsay Kenney ([lkenney@massaflcio.org](mailto:lkenney@massaflcio.org)). We look forward to partnering with you this session to strengthen supports for the workers who run our transportation systems and improve services for workers who rely on those systems.

Sincerely,

A handwritten signature in black ink, appearing to read "Chrissy Lynch". The signature is fluid and cursive, with the first name "Chrissy" being more prominent than the last name "Lynch".

Chrissy Lynch  
President

June 3, 2025

The Honorable James Arciero, House Chair  
The Honorable Brendan Crighton, Senate Chair  
Joint Committee on Transportation  
State House, Boston, MA 02133

Chair Arciero, Chair Crighton and members of the Committee,

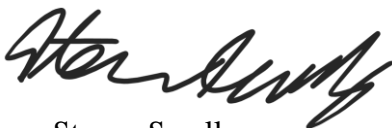
On behalf of National Grid, I write in support of *H. 3789/S. 2352* “An Act relative to the Move Over Law.” This legislation seeks to amend the Commonwealth’s Move Over Law by adding utility vehicles to the list of vehicles motorists are required to lane change when stationary on a roadway.

According to AAA, an average of 24 utility workers are struck and killed while working on the roadside each year which equates to almost one worker every other week. The siting of utility infrastructure is frequently located along or below major roadways or near transportation hubs, often putting our workers directly in the path of motorists. Our crews respond to emergencies across the state, 24-hours a day, 365 days a year, during periods of hazardous weather conditions to restore power, further putting themselves in harm’s way.

National Grid strongly believe that utility workers should be offered protection under the Mover Over Law to ensure their safety to perform their job responsibilities. We hope this common sense update to the Move Over Law will help to avoid unnecessary accidents similar to the December 2023 tragedy where Waltham Police Officer Paul Tracey and National Grid employee Roderick Jackson were struck by a motorist and tragically killed in the line of duty while directing traffic during utility construction.

I strongly urge the Committee to report *H. 3789/S. 2352* with a favorable release. Should the Committee have any questions, National Grid is happy to provide additional comment.

Best,

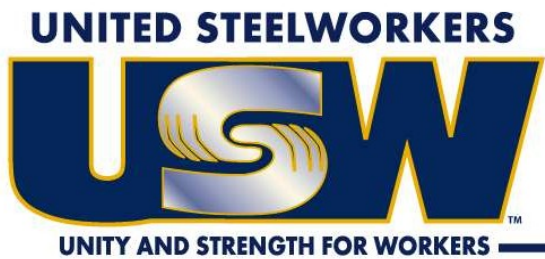


Steven Smalley

Government Affairs Manager

[Nationalgrid](https://www.nationalgrid.com)

781-910-6865



June 16, 2025

Senator Brendan Crighton  
Chair, Senate Committee on Transportation  
24 Beacon St. Room 109-C  
Boston, MA, 02133

Representative James Arciero  
Chair, House Committee on Transportation  
24 Beacon St. Room 134  
Boston, MA, 02133

Dear Chairs Crighton and Arciero,

On behalf of the United Steelworkers, we write in strong **support S.2352 and H.3789 An Act Relative to the Move Over Law**, recently heard by your committee.

United Steelworkers are proud to represent thousands of members in the natural gas industry that helps keep many Massachusetts residents safe and warm. These workers are responsible for the ongoing maintenance of our natural gas infrastructure, fixing dangerous gas leaks and performing critical repair work. They respond to emergencies and routinely protect the residents of the Commonwealth from dangerous conditions. This work often puts them in harm's way.

Recently, a member of the United Steelworkers, Roderick Jackson of Cambridge, was working on Totten Pond Road in Waltham when a pickup truck plowed into the worksite, striking Brother Jackson, Waltham Police Officer Paul Tracey, and two other members. Brother Jackson and Officer Tracey lost their lives as a result of the injuries they sustained. Far too many workers have died on our highways and in cities and towns across the Commonwealth. Tragic events like this emphasize the dangers workers in this important industry face on a daily basis.

The bill before your committee would make a practical change in order to best protect our members while they do their job on our behalf. The legislation would amend the "Move Over Law" to include "utility vehicles." Utility Vehicles are defined as "vehicles used to install, maintain, repair, operate or restore communications service, electric or gas distribution or

transmission service in an emergency.” This amendment would require drivers to exercise the extra cautions as required by “Move Over Law.” This would greatly improve safe working conditions for our members by helping to ensure that motorists keep a safe distance from our worksites.

We strongly urge you to support S. 2352 and H3789 *An Act Relative to the Move Over Law* which would better protect our members and help foster a more secure workplace for all in the Commonwealth.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Buonopane', written in a cursive style.

John Buonopane  
President, NEGWA





# *The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON, MA 02133-1054

**THOMAS P. WALSH**  
STATE REPRESENTATIVE  
12<sup>TH</sup> ESSEX DISTRICT

CHAIRMAN  
House Committee on  
Bills in the Third Reading

STATE HOUSE, ROOM 20  
TEL: (617) 722-2410  
Thomas.Walsh@MAhouse.gov

June 3, 2025

Representative James Arciero  
Chair, Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

Senator Brendan P. Crighton  
Chair, Joint Committee on Transportation  
State House, Room 109-C  
Boston, MA 02133

Dear Chair Arciero, Chair Crighton, and Honorable Members of the Committee:

I write in support of House Bill 3812, *An Act relative to roadway safety*, and respectfully request that the Committee release the legislation with a favorable recommendation.

Every winter season, an all-too-familiar sight is that of a vehicle hurtling down the road with just enough snow cleared for the driver to peer out their windshield. This practice presents a danger not only to the vehicles traveling behind the snow-covered car but also to the driver of the snowy vehicle, as when they stop, the snow from their roof may dislodge and obstruct their view, imperiling anything in front of them.

This legislation, modeled after Pennsylvania's snow removal law, will enhance motorist safety by requiring drivers to make a reasonable effort to remove snow and ice from their vehicles following a storm, or face a fine of between \$50 and \$200. Although excess snow and ice on a motor vehicle can be termed an 'unsecured load', we can provide clarity to our law enforcement officers and the public by explicitly citing snow and ice. According to Land Line Magazine, a trucking industry publication, three other New England states have laws on their books explicitly forbidding driving with snow atop a vehicle.

Thank you for your thoughtful consideration of this legislation. If I can be of any additional assistance, please do not hesitate to contact me.

Sincerely,

Thomas P. Walsh  
State Representative

From: KBP <[REDACTED]>  
Sent: Wednesday, June 11, 2025 5:01 PM  
To: Morrissey, Siobhan (HOU)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Siobhan,

Please know that I support House Bill 3816, to strengthen Massachusetts' Move Over Law and finally give our first responders the protection they deserve.

What House Bill 3816 Will Do:

- Increase fines to \$250 for a first offense, \$500 for a second, and \$1,000 for a third or subsequent offense
- Make third or subsequent offenses surchargeable for insurance purposes
- Require repeat offenders to complete a driver education program
- Ensure first and second offenses are not surchargeable, to maintain fairness
- Direct revenue from fines to support the Blue Star License Plate Program and establish a Law Enforcement Memorial Fund

This legislation matters to me, my family, and my community. My daughter Noelle is a Malden Police Officer (8 years). My son Justin is a Malden Firefighter (8 years).

TY :)

Sincerely,  
Kim Bowie Sterrett RN  
4th generation Maldonian  
homeowner (21 years)  
[REDACTED]  
Malden MA 02148

From: [REDACTED]  
Sent: Wednesday, June 11, 2025 9:00 AM  
To: Morrissey, Siobhan (HOU)  
Subject: House Bill 3816

You don't often get email from [REDACTED]. Learn why this is important

Good Morning,

I am writing to express my support for House Bill 3816. My son is a Massachusetts State Trooper, my son is a firefighter and husband a Deputy Sheriff with Plymouth County. It's time Massachusetts did a much better job of backing the blue and first responders. Frankly, Massachusetts needs to do a lot better job in general, it's becoming an embarrassment to live here in this Commonwealth.

Sincerely,

Kristin Harrington



FRANK G. FREDERICKSON  
DIRECTOR OF GOVERNMENTAL AFFAIRS  
P.O. Box 765 BARNSTABLE, MA 02630  
DIRECT CELL: 508-294-2403 EMAIL: FRANKF@MASSFOP.ORG

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June 3, 2025

Joint Committee on Transportation  
Attn: Al Degirolamo  
24 Beacon St Room 109C  
Boston, MA 02133

**RE: Support of H3816 An Act Relative to the Move Over Law**

Chair Craighton, Chair Arciero and Honorable Members of the Committee:

Please accept this as written testimony in support of H3816 which will provide a Massachusetts and United States flag to the families of fallen police officers and firefighters, funding for the maintenance of the State House Law Enforcement Memorial and a "Blue Star Plate" for the families of fallen officers. It also proposes a Blue Alert system and increased fines for the Move Over Law. There is currently an organized campaign consisting of survivor families and 22 organizations working together for the passage of this bill. Information on this campaign titled "Acts of Gratitude for the Families of Fallen Officers" is below.

**Acts of Gratitude for Families of Fallen Officers**



When an officer is killed in the line of duty, the ripple effect is far reaching and has impacts to a community, a police department and mostly to a family. As time goes on the impact fades for most. However, it never lightens up for the parents, spouses, and children of the fallen officers. They forever live with the loss of knowing that their loved one gave their life protecting all people in the commonwealth. They do not want their sacrifice to be forgotten.

To show the Commonwealth's gratitude and recognize a family's tremendous loss, the following bills have been filed in both the Massachusetts House of Representatives and Senate over multiple legislative sessions that show gratitude for Fallen Officer's Families. The bills accomplish the following:

- Creates a "Blue Star" plate for families of fallen officers.
- Establishes consistent funding for the Massachusetts Law Enforcement Memorial at the State House.
- Provides a United States and State flag to the families for fallen officers and firefighters.

There are several bills on the subject matter that have the same goal. It is understood that they will have to be reconciled and we are willing to assist in any way. The filed bills are below:

**An Act establishing the Blue Star Family license plate.**

**HB3811** Rep. Thomas Walsh (Same as SD248) **SB2449** Sen. Bruce Tarr (Same as HD1772)

**An Act relative to the "Move Over Law" (Contains Blue Star Plate Language)**

**HB3816** – Rep. Steven Xiarhos, Rep. Giannino **SB1719** – Sen. Paul Mark

Allows only the parents, spouses, siblings, and children to be issued a "Blue Star" license plate.

**An Act establishing the Massachusetts Law Enforcement Memorial Fund**

**HB2728** - Rep. Thomas Walsh (D) **SB1934** - Sen. Nicholas P. Collins (D)

Provides permanent funding to maintain the State House Law Enforcement Memorial .

**An Act providing the next of kin of a police officer or firefighter killed in the line of duty with the flags of the Commonwealth and the United States**

**HBB2993** - Rep. Thomas Walsh (D) **SB1910** - Sen. Bruce E. Tarr (R)

The organizations supporting this effort are:

- Brotherhood for the Fallen
- Boston Police Detective Benevolent Society
- Boston Police Patrolmen's Association
- Boston Police Superiors Federation
- Citizens Behind the Badge - Craig Floyd
- International Brotherhood of Police Officers
- Law Enforcement Policy Group
- Massachusetts Association for Professional Law Enforcement
- Massachusetts Chiefs of Police
- Massachusetts Coalition of Police
- Massachusetts Fraternal Order of Police
- Massachusetts Latino Police Association
- Massachusetts Major City Police Chiefs Association
- Massachusetts Police Association
- Massachusetts Sheriffs Association
- New England Concerns of Police Survivors
- New England Police Benevolent Association
- 100 Club of Massachusetts
- State Police Association of Massachusetts
- Violent Injured Police Officer Organization

These legislative initiatives will be little financial burden to the state and would have a positive and lasting impact on the families of fallen officers and police officers across the state. We have identified 204 law enforcement officers who have died in the line of duty since 1960. We have been in contact with many of the fallen officers' families and will be reaching out to many more. Every region of the state has been impacted by the loss of an officer. It is estimated there could be as many as 500 parents, siblings and children fallen officers across the state who deserve the passage of these bills of honor. Their heartfelt sadness is evident, and they want to do whatever it is to get these bills passed.

*This quote from Mimi Chesna ,the mother of murdered Weymouth Sgt. Michael Chesna regarding these bills sums up their feelings. “**I have given the biggest gift to the commonwealth. These bills should not be difficult to pass.**”*

Respectfully.

Frank G. Frederickson  
Director of Governmental Affairs  
Massachusetts Fraternal Order of Police



# *The Commonwealth of Massachusetts*

House of Representatives  
State House, Boston, 02133-1054

**Jessica A. Giannino**  
**STATE REPRESENTATIVE**  
REPRESENTING THE PEOPLE OF THE  
16<sup>TH</sup> SUFFOLK DISTRICT  
REVERE • SAUGUS

June 3, 2025

The Honorable James Arciero, Chair  
The Honorable Brendan P. Crighton, Chair  
Joint Committee on Transportation  
Massachusetts State House  
Boston, Massachusetts 02133

Dear Chairs Arciero and Crighton,

As a proud cosponsor of **House Bill 3816, *An Act relative to the "Move Over Law"***, filed by Representative Xiarhos, I respectfully urge the Committee to issue a favorable report on this important legislation.

H3816 represents a thoughtful and much-needed update to existing law to better protect first responders and honor those who have made the ultimate sacrifice in the line of duty. The bill strengthens enforcement of the *Move Over Law* by increasing fines and implementing a tiered penalty structure that incorporates education and behavior-modification programming for repeat offenders. Importantly, it limits surcharge ability to the third or subsequent offense, a fair and balanced approach that emphasizes both accountability and the opportunity for education.

Additionally, the bill provides for the issuance of no-cost "Blue Star Family" license plates to immediate family members of officers killed in the line of duty. This important provision ensures enduring public recognition of their loss and sacrifice.

The legislation also establishes the Massachusetts Law Enforcement Memorial Fund, supported by revenue from low-speed vehicle registration plates. This fund will help preserve the Massachusetts Law Enforcement Memorial and support the annual ceremony honoring our fallen officers.

Finally, H3816 creates a statewide Blue Alert system, ensuring timely public alerts when a suspect is being sought in connection with the serious injury or death of a law enforcement officer — a proven tool that enhances public safety and officer protection.

This is a balanced and necessary proposal that supports our law enforcement community while enhancing public safety for all. I respectfully urge the Committee to report H3816 favorably. Please do not hesitate to contact my office if I can provide additional information or support.

Sincerely,

**Jessica Ann Giannino**

From: Xiarhos, Steven - Rep. (HOU)  
Sent: Sunday, June 1, 2025 6:49 AM  
To: Morrissey, Siobhan (HOU)  
Cc: Daniels, Stuart (HOU); Giannino, Jessica - Rep. (HOU)  
Subject: House Bill 3816, An Act relative to the "Move Over Law."

Dear Chairs Crighton and Arciero, and Honorable Members of the Committee,

I respectfully submit this written testimony in strong support of House Bill 3816, An Act relative to the "Move Over Law." I am unable to appear in person today due to the funeral of a 94-year-old Gold Star Mother and personal friend on Cape Cod. I thank you for the opportunity to share these remarks in writing.

This bill is about honor, safety, and remembrance. It is about protecting those who protect us—and ensuring that those who gave their lives in the line of duty are never forgotten.

**Bipartisan Leadership for a Unified Cause**

I am proud to have filed this legislation alongside my friend, classmate, and colleague Representative Jessica Giannino of Revere, a dedicated public servant and proud member of the Democratic Party. Together, we are demonstrating that supporting law enforcement officers and their families transcends political divisions.

House Bill 3816 enjoys widespread bipartisan support from legislators across the Commonwealth and has earned the enthusiastic endorsement of nearly every major law enforcement organization in Massachusetts, including:

- \* Massachusetts Fraternal Order of Police
- \* Massachusetts Coalition of Police
- \* Boston Police Superior Officers Federation
- \* New England Police Benevolent Association
- \* Massachusetts Police Association
- \* State Police Association of Massachusetts (SPAM)
- \* And many local and regional law enforcement groups

**Personal Loss, Shared Grief, Lasting Commitment**

This bill is deeply personal to me—not only as a Gold Star Father who lost my son, U.S. Marine Corporal Nicholas Xiarhos, in combat, but also as a retired Deputy Chief of Police who spent more than four decades in uniform. I have stood at too many funerals. I have seen firsthand the devastation left behind when a law enforcement officer doesn't come home. The grief is lifelong. The burden, unshakable. And the need to honor their memory is sacred.

This bill is dedicated to heroes I have known personally, including:

- \* Officer Michael Aselton, Barnstable Police Department – A beloved officer and Cape Cod native whose loss shook the Barnstable community.
- \* Officer Brad Erickson, Yarmouth Police Department – A good man, a trusted officer, and a friend taken too soon.
- \* Trooper James Mataliano, Massachusetts State Police – A strong, honorable trooper whose legacy endures.
- \* Sgt. Ron Tarentino, Auburn Police Department – A devoted husband and father who was ambushed in the line of duty.
- \* Trooper Tamar Bucci, Massachusetts State Police – Killed while selflessly assisting a disabled driver; a radiant presence now deeply

missed.

- \* Sgt. Sean Gannon, Yarmouth Police Department – His K9 partner survived, but Sean did not. He was a pillar in our Cape Cod law enforcement family.

- \* Sgt. Michael Chesna, Weymouth Police Department – Another father and husband lost while protecting his community.

All of these heroes—and many more like them—now have their names etched in stone on the Massachusetts Law Enforcement Memorial, which stands just a few hundred feet from this very State House. It is a solemn, permanent reminder of the price paid to keep us safe.

What HB3816 Does

House Bill 3816 provides a multi-faceted approach to honoring the fallen and protecting the living:

1. Blue Star Family License Plates

Creates a “Blue Star Family” license plate or emblem, similar to the Gold Star military plate, for family members of police officers killed in the line of duty. It’s a visible, dignified way to recognize their sacrifice—available free of charge to qualifying family members.

2. Strengthens the “Move Over Law”

Too many officers have been seriously injured or killed by drivers who fail to slow down or move over at crash scenes or traffic stops. HB3816:

- \* Increases fines to \$250 for the first offense, \$500 for the second, and \$1,000 for third or subsequent offenses

- \* Adds mandatory driver education programs for repeat offenders

- \* Makes third or subsequent offenses surchargeable for insurance purposes

- \* Ensures first and second offenses are not surchargeable, to keep enforcement firm but fair

- \* Directs fine revenues to support the Blue Star plate program and establish a law enforcement memorial fund

3. Creates the Massachusetts Law Enforcement Memorial Fund

Establishes a dedicated fund to sustain, preserve, and enhance the state’s official law enforcement memorial—ensuring the fallen are honored today and for generations to come.

4. Implements a Statewide “Blue Alert” System

Like Amber Alerts, the Blue Alert system would notify the public when a suspect is at large after seriously injuring or killing a law enforcement officer—helping catch dangerous offenders quickly and protect officers and communities.

Why It Matters

We ask our law enforcement officers to confront danger every day. The least we can do is protect them when we can, remember them when we must, and support their families always.

We must ensure that when a trooper pulls over on the side of the highway, or an officer responds to a crash at night, drivers are held accountable if they disregard their safety.

We must ensure that the families of the fallen know their sacrifice is recognized, respected, and remembered by the Commonwealth they served.

And we must do it together—Democrats and Republicans, urban and rural communities, from every corner of Massachusetts.

Closing

I humbly urge this committee to give House Bill 3816 a favorable report.

This bill honors the fallen, supports their families, strengthens roadway safety, and ensures that the heroes whose names are carved in stone on the



Law Enforcement Memorial are also etched in the living memory of this Commonwealth.  
On behalf of the fallen officers and their families—and on behalf of all those still serving in silence and danger—I thank you for your consideration.

Respectfully,  
Steven G. Xiarhos  
Massachusetts State Representative  
5th Barnstable District  
Former Deputy Chief of Police  
Gold Star Father  
Massachusetts State House  
Room 542  
617.722.2488  
????????????????



## **State Police Association of Massachusetts**

REPRESENTING SERGEANTS AND TROOPERS  
OF THE MASSACHUSETTS STATE POLICE  
11 BEACON STREET • SUITE 700 • 7<sup>TH</sup> FLOOR • BOSTON, MASSACHUSETTS 02108  
TEL: 617-523-0130 • FAX: 617-523-0138  
EMAIL: [trooper388@msptrooper.org](mailto:trooper388@msptrooper.org)

**BRIAN WILLIAMS**  
PRESIDENT  
**LUKE BONIN**  
VICE PRESIDENT  
**BRENDAN MURPHY**  
TREASURER  
**MATTHEW KANE**  
SECRETARY

### **State Police Association of Massachusetts**

#### **Statement Supporting H3816 and Others Updating the "Move Over Law"**

**June 3, 2025**

The State Police Association of Massachusetts, consisting of over two thousand troopers and sergeants as well as their families asks the Joint Committee on Transportation to act swiftly and favorably on House 3816, relative to the "Move Over Law".

This legislation weaves together several matters before this committee today – all of which, sadly, have a common theme: They involve the death of police officers. The Association asked Representative Xiarios to incorporate them all into one bill to demonstrate our solidarity with the other organizations here today working on the Blue Star Family plate, Law Enforcement Memorial plate, and the Blue Alert system.

We wish that none of these organizations had to file these bills, and frankly, wish our Vice-President Luke Bonin and Treasurer Brendan Murphy weren't here today to ask this committee to update the Move Over law so that motorists who violate it recognize the seriousness of the infraction.

In the last two years, our Association has attended two ceremonies dedicated to Troopers who were killed by distracted drivers.

It is nearly impossible to count the number of first responders who have been injured or worse by a vehicle operator who is paying more attention to something other than the road in front of them. Simply wishing for change won't prevent these tragedies. We must act.

According to the NHTSA, despite all 50 states having some version of a "Move Over" law one-third of Americans are not aware of these laws. Despite this, a recent MassINC poll shows that more than 77% of MA voters support criminal penalties for drivers who injure an emergency responder by failing to move over and slow down.

In the time it takes them to read one text message, a motorist operating a vehicle at 55 mph travels a distance in excess of one football field. In the blink of an eye, lives are uprooted, lost and altered forever. Unnecessarily.

It costs nothing to make traffic stops safer. The Association respectfully asks the Committee to take a look at the packet of pictures attached to this statement and act quickly and pass a stricter move-over law. For our members and for all first responders, it is literally a matter of life and death.

### ***Additional Details Supporting Updates to The "Move Over Law"***

- It was first enacted in Massachusetts in 2009.
- It requires motorists approaching a stopped emergency or maintenance vehicle with flashing lights to move to the next adjacent lane where possible and at least slow down if it is safe to do so.
- Failure to comply could result in a fine of up to \$100.
- It's an important law, but it is not enough of a deterrent to prevent tragedies like those that took the lives of Troopers Devlin and Bucci, and injured so many others.
- Amends GL 89:7C relative to a lane change upon approaching a stationary emergency response vehicle, highway maintenance vehicle or recovery vehicle to make the following amendments:
- Changes the existing \$100 fine for a violation, and imposes a progressive scheme with \$250 for a first offense, \$500 for a second offense, and by a fine of \$1,000 for a third or subsequent offense;
- Adds provisions that any violation that results in bodily injury may be punishable by a fine of \$2500 or up to one year in a jail or house of correction;
- Establishes that in addition to any fines, an operator who commits a second or third offense is to be required to complete a program selected by the RMV that encourages a change in driver behavior and attitude about the "Move Over Law," to be paid by the violator;
- Establishes that a first or second offense under this section is to not be a surchargeable incident, but that a third or subsequent offense is.

Dear Chair Arciero, Chair Crighton, and members of the committee,

The Salem Public School Committee writes to express our support for H3905, an Act authorizing the city of Salem to employ automated enforcement of speed limit violations in designated school zones within the city of Salem.

Salem is 8 square miles, within which Salem Public Schools operates 8 school buildings. We are a heavily trafficked, urban district that last year welcomed 1.4 million tourists in September and October alone. We need consistent, uniform, and automatic enforcement of speeding violations in school zones to protect the safety of Salem children.

Between Sept. 4, 2024 and Dec. 30, 2024, the City of Salem and Salem Public Schools partnered with Bus Patrol to use stop-arm cameras to track vehicles illegally passing stopped school buses during the pick-up and drop-off of students throughout the City. During that period, cameras recorded 3,371 suspected violations throughout the City, many of which were in school zones. We have ample evidence that we need to do more to protect the safety of all Salem residents, especially those who are most vulnerable to harm.

We urge the committee to report H3905 out favorably and to advance it to the full House and Senate.

Respectfully,

The Salem School Committee

Dominick Pangallo, Chair  
Rep. Manny Cruz, Vice Chair  
Amanda Campbell, Member  
Beth Anne Cornell, Member  
AJ Hoffman, Member  
Veronica Miranda, Member



## CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo  
Mayor

Office of the Mayor

May 27, 2025

Joint Committee on Transportation  
Massachusetts State House  
Boston, MA

Dear Chair Arciero, Chair Crighton, and members of the committee,

I am writing to express my strongest possible **support for H3905**, An Act authorizing the city of Salem to employ automated enforcement of speed limit violations in designated school zones within the city of Salem.

This home rule petition was submitted by the City to the legislature in 2019 and 2021 by my predecessor, former Mayor Kim Driscoll, and then again in 2023, and now most recently in 2025, by myself. In all four cases it was advanced with a unanimous vote of approval from the Salem City Council.

I am proud that Salem has been one of the leading communities to demonstrate the efficacy and usefulness of automated enforcement of school bus passing violations. H3905 will continue that innovative approach to traffic safety by allowing for video camera speed detection in school zones. In Salem we have invested in tactical measures to make our school zones safer. However, the need for consistent, uniform, and automatic enforcement of speeding violations in these locations is critical for the safety of Salem children.

In 2019 the Salem Police Department studied vehicle speeds in two school zones – Bates Elementary School and Collins Middle School. The speed limit in a school zone is 20 MPH when school is in session. At the Bates School, the data collectors were deployed twice – they found that 37% of cars that drove through the zone in April during school arrival and dismissal times were traveling over 30 MPH and in June 71% were. At Collins, data collection took place in June only and found that 43% of vehicles that traversed the school zone during arrival and dismissal times exceeded 30 MPH.

A vehicle traveling at 20 MPH would be able to stop in time to avoid hitting a child crossing the street three car-lengths in front. A vehicle traveling at 30 MPH would be unable to do so, with a 20% chance that the resulting crash would kill the child and a much higher probability that it would at least result in brain damage and/or traumatic organ damage.

Enforcement is a consistently effective form of deterrence and having a video detection system in place will almost certainly reduce speeding in these high-risk areas, which are so often filled with our most vulnerable pedestrians and bicyclists: our kids. For the safety of Salem's children, I urge the committee to report H3905 out favorably and advance it to the full House and Senate as soon as possible.

I welcome the opportunity to answer any questions or provide additional information that the committee might require.

Respectfully,

A handwritten signature in blue ink that reads "Dominick Pangallo". The signature is written in a cursive, flowing style.

Dominick Pangallo  
Mayor  
City of Salem

CC: State Representative Manny Cruz  
State Senator Joan Lovely  
Salem School Committee members  
Salem City Council



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

SENATOR JOAN B. LOVELY  
ASSISTANT MAJORITY LEADER  
*Second Essex District*

STATE HOUSE, ROOM 413D  
BOSTON, MA 02133-1053  
TEL. (617) 722-1410  
JOAN.LOVELY@MASENATE.GOV  
WWW.MASENATE.GOV

*Chair*  
JOINT COMMITTEE ON RULES  
SENATE COMMITTEE ON RULES  
*Vice Chair*  
JOINT COMMITTEE ON EMERGENCY  
PREPAREDNESS AND MANAGEMENT  
JOINT COMMITTEE ON  
AGRICULTURE AND FISHERIES  
JOINT COMMITTEE ON  
AGING AND INDEPENDENCE  
JOINT COMMITTEE ON COMMUNITY  
DEVELOPMENT AND SMALL BUSINESSES  
SENATE COMMITTEE ON  
GLOBAL WARMING AND CLIMATE CHANGE

Senator Brendan P. Crighton, Chair  
Joint Committee on Transportation  
State House, Room 109-C  
Boston, MA 02133

June 3, 2025

Representative James Arciero  
Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

**Re: House No. 3905, An Act authorizing the city of Salem to employ automated enforcement of speed limit violations in designated school zones within the city of Salem**

Dear Chair Crighton and Chair Arciero,

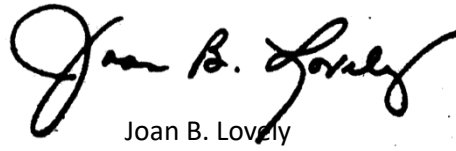
I write in support of H.3905, *An Act authorizing the city of Salem to employ automated enforcement of speed limit violations in designated school zones within the city of Salem*, of which I am a joint petitioner with Representative Manny Cruz.

The city of Salem is dedicated to maintaining the safety of schoolchildren and ensuring traffic violations are enforced in designated school zones whenever the need arises. Between September 4 and December 30, 2024, Salem Public Schools collaborated with Bus Patrol to monitor drivers who failed to stop for school buses during student pick-up and drop-off times. Using stop-arm cameras installed on buses, the program identified approximately 3,371 potential violations citywide, with a significant number occurring near schools. These results highlight a pressing need to enhance traffic safety measures, especially to better protect our most vulnerable community members.

This bill would add to school bus stop-arm cameras effort by installing an automated road safety camera system in school zones to enable the enforcement of fines without requiring a consistent police presence to maximize safety on the roads around schools. The petition has strong support in Salem and would alleviate many safety concerns of our schoolchildren.

For these reasons, I reiterate my support of H.3905 and request the Committee's favorable consideration of this bill.

Sincerely,

A handwritten signature in black ink, reading "Joan B. Lovely". The signature is fluid and cursive, with the first name "Joan" being the most prominent part.

Joan B. Lovely



## *The Officer Harold L. Vitale Memorial Fund, Inc.*

May 30, 2025

Rep. Thomas Walsh  
Sen. Bruce Tarr  
Rep. Steven Xiarhos  
Sen. Paul Mark  
Sen. Nicholas Collins

**Re: Commenting and Support for the Following Proposed Legislation**  
**HD 1771 and HD 1771 - An Act establishing the Blue Star Family license plate.**  
**- Rep. Walsh and Sen. Tarr**  
**HD 3929 - An Act relative to the "Move Over Law" (an act which also Contains Blue Star Plate Language) - Rep. Steven Xiarhos - Sen. Paul Mark**  
**HD 1768 - An Act establishing the Massachusetts Law Enforcement Memorial Fund - Rep. Walsh (D) - Sen. Nicholas P. Collins (D)**  
**HD 1772 - An Act providing the next of kin of a police officer or firefighter killed in the line of duty with the flags of the Commonwealth and the United State - Rep. Walsh (D) - Sen. Tarr (R)**

Honorable Representatives and Senators:

Our family writes to you for a second time in support of the House and Senate Bills referenced above. On Oct. 31, 2024 we previously wrote to you (copy enclosed) in support of House bill 3473 and Senate bill 2296.

Since that writing much has happened in further support of the Blue Star Plate proposal along with some additional and equally important legislation. We are excited about the momentum all of the bills have received and will not rest until we experience the successful passage of this legislation.

In our October 2024 letter (copy attached) we provided details about our Officer, the late Saugus PD, Officer Harold L. Vitale, EOW June 18, 1985. He was dragged to his death attempting to make an arrest for a suspect with outstanding warrants for egregious motor vehicle acts against police.

We pointed out that as part of our journey to heal, we have devoted over 30 years supporting many of the families experiencing line of duty deaths (LODD) through our own Officer Harold Vitale Memorial Fund. We have witnessed the fruits of our labors where many of the other families who write in support of this legislation were inspired what we refer to as our own "Acts of Remembrance" and have moved

The Officer Harold L. Vitale Memorial Fund, Inc.  
c/o Conifer Hill Advisors, LLC  
99 Conifer Hill Dr. Suite 202, Danvers, MA 01923  
[www.vitalememorialfund.org](http://www.vitalememorialfund.org)  
Ph 978.651.1200  
A tax exempt 501 C (3) organization

## *The Officer Harold L. Vitale Memorial Fund, Inc.*

on to create their own charities to remember their loved ones and help others. In the memories of our late officers, we have all gone on to do good things for others and to never forget our officers.

We are humbled and proud to have provided financial support to LODD families, their children as well as critical support to local and national Law Enforcement Memorial organizations that support victims of LODDs. Further, you should not be surprised to learn most if not all of the letter writers asking for support of these Acts of Gratitude have become dear friends of each other.

We became a "Blue Star Family" 40 years ago. we have been busy remembering his life over 4 decades. In 3 weeks we will award 5 scholarships on the anniversary of his death, June 18, 1985. Those scholarships now total over 180 and over \$180,000. The awards are made annually at the Officer Vitale Park in Saugus. Officer Vitale Park represents one of our most cherished and TANGIBLE memories of Harold. Like most surviving families, the INTANGIBLE memories or, these Acts of Remembrance we refer to are often the only memories we have.

The rhetorical question survivors ask themselves is what was his/her life worth? As a police officer they were sworn to protect and serve, including in that oath was notion that they may be asked to pay the ultimate price, and they did! In our family's case we have answered this question of what was Harold's life worth, what did he mean to us. Since his final act, we took our own action, took our own oath and have placed the "price of remembrance" on his life, and our pledge to NEVER FORGET.

For years we wear our memories of Harold daily, with insignias, symbols and badges on our vehicles and clothing. We are fortunate to have the Officer Vitale Memorial Park that bears a tangible statue named "Artorius."

At a recent discussion with members of our leadership group behind our appeal for passage of this act I was asked again, what would what would a Blue Star Plate and the passage of the Acts of Gratitude legislation mean to me?

My response was simple. I said "the day i receive my Blue Star Plate in my hands, I'll probably hold it to my chest. It will feel like I'm holding a TANGIBLE piece of my brother in my arms again and every time I see the plate on my car, I'll be reminded of him, and keep my pledge to never forget and always remember him. And if someone were to ask me "where I got that plate", I will proudly state that I paid the ultimate price for it and it's not one you would really want to have.

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## *The Officer Harold L. Vitale Memorial Fund, Inc.*

Not much different than a POW or a Purple Heart survivor, when I see one I make it a habit to thank him or her for their service. They smile proudly, appreciative that someone remembered, someone cared. When I get to tell Harold's story again because someone asked, I can respond for him and be proud that someone cares.

The passage of these bills of Acts of Gratitude allow family members of LODDs to live an Act of Remembrance every day. We would all be very grateful for your act of passing this legislation.

Thank you for your time, consideration and for your leadership taking on these incredibly important initiatives and the public recognition that our first responders and their families deserve.

Respectfully, signed on next page,

Harold's Siblings, Les Vitale, Richard Vitale, Robert Vitale, William Vitale, Jr.,  
His wife, Eileen Vitale, and Harold's children, JacLyn Rodham Hayes, Michelle  
Rodham Boninsenga, Paul Rodham

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***The Officer Harold L. Vitale Memorial Fund, Inc.***

Signatures,

**Siblings**

Les Vitale

*Les Vitale*

Richard Vitale

*Richard Vitale*

Robert Vitale

*Robert Vitale*

William Vitale Jr.

*William Vitale*

**Spouse**

Eileen Vitale

*Eileen Vitale*

**Children**

JacLyn Rodham Hayes

*JacLyn Hayes*

Michelle Rodham Boninsenga

*Michelle Boninsenga*

Paul Rodham

*Paul Rodham*

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June 4, 2025

Hon. Brendan P. Crighton, Senate Chair  
Hon. James Arciero, House Chair  
Joint Committee on Transportation  
State House, Room 134  
Boston, MA 02133

**RE: Headlight Safety Legislation – Oppose SB 2418**

Dear Chairs and Members of the Committee:

On behalf of the Alliance for Automotive Innovation<sup>1</sup> (Auto Innovators) thank you for the opportunity to provide written testimony on Senate Bill 2418, well-intended but misguided legislation relating to the use of advanced headlight technologies. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the automakers responsible for producing nearly 96 percent of cars and light trucks sold in the U.S. each year, as well as major Tier 1 suppliers and other automotive technology companies.

Adaptive Driving Beams (ADB) are advanced headlight technologies that can actually shape the light emitted from headlights, rather than simply reflecting light across a broad swath of the roadway as automobiles have done for the past 100 years. By individually controlling thousands of separate LED contained within the larger headlight structure, ADB can reduce light projected toward oncoming vehicles while still maintaining full light across the rest of the roadway. Or in the case of following another vehicle, the lighting can be given a sharp edge that terminates below the rearview mirror of that car, while still maintaining bright light across the rest of the roadway and to the sides to help see pedestrians, bicyclists, or animals. Or on highways, if there is not a car directly in front, additional light can be directed overhead and to the right to illuminate signage.

Everyone agrees, ADB will make roadways safer for drivers, passengers, and other roadway users. The problem is not with ADB technologies. The problem is with government regulations.

Here is the problem: After years of pressure from automakers and the safety community, the National Highway Traffic Safety Administration (NHTSA) released regulations in 2022 to allow ADB technologies in the U.S. Regrettably, instead of aligning with standards utilized in Europe and Asia – which would allow automakers to immediately start to deploy these lifesaving technologies here – NHTSA opted to craft more stringent testing requirements that excluded advanced headlights already safely deployed around the world. This new U.S.-specific standard, while aimed at improving safety, presents significant engineering and compliance challenges for automakers, effectively requiring the development of new headlight systems from scratch – delaying the use on US roadways.

---

<sup>1</sup> **About Alliance for Automotive Innovation**

*From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. Active in Washington, D.C. and all 50 states, the association is committed to a cleaner, safer and smarter personal transportation future.*

[www.autosinnovate.org](http://www.autosinnovate.org)



Despite these challenges, this legislation would seek to mandate all vehicles sold in the Commonwealth to be equipped with ADB technologies. Essentially, SB 2418 would prohibit the sale of every one of our members cars currently for sale in Massachusetts. Needless to say, this is not in anyone's best interests – not automakers, not dealers, and certainly not consumers.

Auto Innovators and other advocates continue to petition NHTSA for reconsideration of the ADB rule as released, but at this time it remains in force, thereby disqualifying existing ADB systems.

Beyond these challenges with the regulation of ADB technologies, it also must be stated that it is inappropriate for any individual state to set vehicle design, performance, or construction standards. That is a responsibility delegated exclusively to NHTSA. We live in a country of interconnected highways, where travel between states is unregulated and frequent. There must be one nationwide standard, regardless of where a vehicle is sold. It is simply infeasible for global automakers to manufacture and deliver automobiles on a state-specific basis. So, even if the current challenges with the NHTSA ADB rule were resolved, we would still oppose SB 2418 as drafted, as it seeks to mandate what NHTSA provided as permissive.

We urge the Committee to recognize that, while the intent of SB 2418 is laudable, the current timing and structure of the bill would create unintended consequences that impact vehicle affordability and consumer access, and federal uniformity. We remain committed to working with NHTSA to bring advanced lighting technologies to U.S. roads in a way that is safe, efficient, and equitable. For these reasons, we respectfully ask for no further action on the proposed bill.

Thank you in advance for your consideration of our views. If I can answer any questions or provide any further information, please do not hesitate to contact me at [wweikel@autosinnovate.org](mailto:wweikel@autosinnovate.org).

Regards,



Wayne Weikel  
Vice President, State Affairs

cc: Members, Joint Committee on Transportation



SENATOR PAUL W. MARK  
Berkshire, Hampden, Franklin  
and Hampshire District

The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

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May 29, 2025

Chair Brendan P. Crighton  
Joint Committee on Transportation  
Massachusetts State House  
24 Beacon Street  
Room 109-C  
Boston, MA, 02133

Chair James Arciero  
Joint Committee on Transportation  
Massachusetts State House  
24 Beacon Street  
Room 134  
Boston, MA, 02133

Dear Chair Crighton, Chair Arciero, and Honorable Members of the Committee on Transportation,

I write in support of **S.2418: *An Act relative to improved headlight safety.***

This legislation proposes an amendment to Section 7 of Chapter 90 of the General Laws which advocates for the inclusion of adaptive beam technology in all new automobiles sold in the Commonwealth after January 1, 2026. This amendment is aligned with the Federal Motor Vehicle Safety Standard No. 108 as established by the U.S. Department of Transportation's National Highway Traffic Safety Administration.

The introduction of adaptive beam headlight technology has the potential to bring about numerous benefits for both drivers and pedestrians. It represents a significant improvement over traditional headlights by dynamically adjusting the direction and intensity of the light beams to match driving conditions. This not only improves the driver's visibility but also reduces glare for oncoming vehicles, ultimately leading to safer roads and fewer accidents.



**SENATOR PAUL W. MARK**  
*Berkshire, Hampden, Franklin  
and Hampshire District*

*The Commonwealth of Massachusetts*  
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This proposed legislation will align Massachusetts with the national safety standards. By adopting these national standards, it will significantly enhance the consistency and uniformity of vehicle regulations throughout the country. This initiative demonstrates our state's commitment to upholding the highest safety standards and reliability in the vehicles on our roads.

I urge the committee to give S.2418 a favorable report to ensure the safety of our citizens and position Massachusetts at the forefront of automotive safety. Thank you for your consideration and please be in touch as necessary.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul W. Mark".

**Senator Paul W. Mark**  
Berkshire, Hampden, Franklin and Hampshire District



June 17, 2025

The Honorable Brendan P. Crighton  
Chair, Joint Committee on Transportation  
State House Room 413

The Honorable James Arciero  
Chair, Joint Committee on Transportation  
State House Room 413

Chairman Crighton, Chairman Arciero, and members of the Joint Committee on Transportation,

My name is Zachary Medeiros and I am Civil Engineer II in the Massachusetts Department of Transportation (MassDOT) Traffic & Safety section and a member of the Massachusetts Organization of State Engineers and Scientists (MOSES). As someone who is passionate about improving the safety of all users of our streets and highways, I am writing to provide testimony and commentary on the various bills on the agenda at the Joint Committee's hearing on Tuesday, June 3, 2025. The views expressed in this document are my own and do not in all cases align with the views of MassDOT or MOSES. As an ethical matter, I must clarify I am not a registered Professional Engineer.

I joined MassDOT in March 2021 as a Civil Engineer I, and for that first year until I was promoted to a different position I spent most of my time on the highways of southeastern Massachusetts in a yellow MassDOT pickup truck. My two main responsibilities were to assess guardrail damage resulting from crashes and then to coordinate and oversee the repair of that damage. Our guardrail contractors are dedicated, hard-working people who might bounce around to as many as five or more damage locations in a single workday, at each location setting up a work zone, making the repair, and breaking down the work zone. They put their lives in considerable danger, working within feet of traffic moving at high speeds. In that year, I witnessed two crashes in guardrail work zones, and thankfully they were minor, but I have heard grievous stories of workers getting hurt in work zone crashes, including a single crash earlier this year that claimed the lives of three guardrail workers.

The Joint Committee's hearing this month considered several bills that aim to effect lower operating speeds in vulnerable areas and improve compliance with the Move Over Law. I have read through all the bills on the agenda and have comments on most of them, but I would like to summarize my main points in this cover letter.

**Bill H.3763** seeks to allow for flashing, rotating, or oscillating blue lights to be displayed on MassDOT vehicles and MassDOT contractor vehicles. I have mixed feelings about this bill; I do

not completely support it nor do I completely object to it. I think this may have safety advantages but may also have safety disadvantages. I think it would be beneficial if the bill were more restrictive as to the type of highway work vehicle allowed to have flashing blue lights. My comments on this bill propose some additional restrictions that would maintain the safety advantages while mitigating some of the safety disadvantages.

**Bills H.3660 and S.1784** seek to allow MassDOT to operate automated speed enforcement systems in work zones. I generally support this bill, provided such systems must be operated under the direction of MassDOT and that the citation threshold be 15 mph over the posted speed limit. While I do not generally support all automated speed enforcement, I think it is reasonable to have automated speed enforcement in work zones. Work zones typically contain unexpected road conditions and vulnerable workers near high-speed traffic, so I think this extreme case is a reasonable application for an extreme measure like automated speed enforcement.

While I support H.3660, I have several comments on ways I think the bill can be improved (inconsistencies, editorial errors, comments on specific provisions).

Additionally, I have comments on the existing Section 17D of Chapter 90 of the Massachusetts General Laws, which was created through recent legislation. I think there are some unclarities in Section 17D and Section 17, which I think would be good to clean up before automated work zone speed limit enforcement is rolled out.

**Bills H.3754 and S.2344** seek to allow cities and towns to operate automated speed enforcement, red light enforcement, and intersection-blocking enforcement systems. I wholly do not support this bill. While I think there are safety merits to certain types of automated enforcement, I think this bill is much too premature and misguided. I have provided several comments about what I think an automated traffic enforcement bill ought to include.

I object to **Bills H.3905 and H.4087**, which also seek to enable automated traffic enforcement but are much weaker and more premature than the similar aforementioned bills.

I thank the Committee for all the work you do to help make our highways a safer place for all users, and I greatly appreciate your consideration of my comments.

Cordially,

Zachary Medeiros  
166 Lauren Dr  
Seekonk, MA 02771

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## Bill H.3642 – An Act relative to retrofit headlights in vehicles

I support the intent of this bill.

## Bill H.3660 and S.1784 – An Act relative to construction zone speed control systems

I submit the following comments on Bills H.3660 and S.1784, *An Act relative to construction zone speed control systems*. As far as I can tell, these bills are substantially equivalent, but I have only read, and my comments are based on, H.3660.

### Summary and general comments

In general, I am in support of using automated enforcement of speed limits as a tool to improve safety in highway work zones, provided the automated enforcement is operated under the direction of MassDOT and the citation threshold is 15 mph above the posted speed limit. While I support the general intent of Bill H.3660, I have several substantive and editorial comments on the language in Bill H.3660.

In my opinion, Bill H.3660 is generally well-structured and well-thought-out, and provides a sufficient framework for automated enforcement to be used with the goal of improving safety for vulnerable users in a highway work zone. I think Bill H.3660, unlike other bills under consideration that would enable automated traffic enforcement, provides sufficient protections against automated enforcement being abused as a “money-grab”.

I would like for this bill to be clearer regarding whether a construction zone speed control system can only be used to enforce a speed limit posted pursuant to Ch. 90 Sec. 17D, or if it can also be used to enforce a speed limit posted pursuant to Ch. 90 Sec. 18 within an active construction zone.

### In-depth comments on Bill H.3660

Each comment is marked SUBSTANTIVE or EDITORIAL.

Before I comment on Bill H.3660, I must first make comments about the existing Ch. 90 Sec. 17D, which are relevant to my comments on Bill H.3660.

While it is not within the scope of H.3660, I would recommend in the future making clarifying changes to MGL Ch. 90 Sec. 17D.

1. SUBSTANTIVE: Currently, Section 17D fails to establish any kind of “violation”. The way I read it, operation of a motor vehicle at a speed in excess of a speed limit

established under section 17D would be a violation of section 17, not section 17D, since it is section 17 that states “No person operating a motor vehicle on any way shall run it at a rate of speed greater than is reasonable and proper...”, and section 17D only defines a scenario in which an operator may be found to be operating at a speed that is greater than is reasonable and proper. The change I propose is to insert the following sentence after the second sentence of paragraph (b)(1) of section 17D: “*The operation of a motor vehicle at a speed in excess of a speed limit established under this section shall be a violation of section 17.*” Note this same structure currently exists regarding section 17C.

2. SUBSTANTIVE: Because the operation of a motor vehicle in excess of a speed limit established under section 17D is a violation of section 17, the third sentence of paragraph (b)(1) of section 17D is meaningless. There is no such thing as “A violation of this section”, because a violation of section 17D is undefined. The phrase “...for such a violation in that area if the area were not designated an active construction zone” also does not make sense because a speed limit established under section 17D would only be in an active construction zone. The change I propose is to delete the third sentence of paragraph (b)(1) of section 17D. Section 17 already contains the intended provision that speeding fines be doubled in construction zones.
3. SUBSTANTIVE: I am dissatisfied with the definition of “active construction zone”. It is unclear to me whether the physical presence of workers or active work vehicles is necessary for an area on a public highway to meet the definition of “active construction zone”. The phrase “is performed” is vague: construction, repair, maintenance, or survey work is performed everywhere at some time or another. Maybe changing “is performed” to “*is being performed*” could be a small improvement to clarify that the work is currently taking place.
4. EDITORIAL: The word “vehicle” is missing in the second sentence of paragraph (b)(1) of section 17D. Revise to read “...that the speed of the motor *vehicle* was greater than is...”.
5. EDITORIAL: Is the wording “construction zone or construction area” as used in section 17 intended to have the same meaning as or a different meaning from “active construction zone” as defined in section 17D?

#### Comments on Bill H.3660

1. EDITORIAL: Definition of “Construction Zone Speed Control System”: For accuracy of language, recommend revising language to read “...*that monitors and detects motor vehicle speeds relative to a posted speed limit in an active construction zone, as defined in section 17D...*”
2. EDITORIAL: Ch. 90 Sec. 17E (a)(1): Recommend revising the second sentence to read: “*Any system shall be limited to monitoring and detecting speed violations that exceed by fifteen miles per hour or more a speed limit posted under section 17D of this chapter.*”

The purpose of this revision is for clarification. See above commentary about revising section 17D. There is no such thing as a “violation of section 17D”; rather, operating in excess of a speed limit posted in accordance with section 17D would be a violation of section 17.

3. SUBSTANTIVE: Ch. 90 Sec. 17E (a)(1): Considering the above (Comment #2) clarification to the same paragraph, I question why is it limited to a speed limit posted in accordance with section 17D? What if the department wants to use automated enforcement in an active construction zone where the speed limit has not been reduced from the existing speed limit posted under section 18? As an alternative to what I suggested in my Comment #2, I would support revising the second sentence of paragraph (a)(1) to read: *“Any system shall be limited to monitoring and detecting speed violations that exceed by fifteen miles per hour or more a speed limit posted under section 17D of this chapter or section 18 of this chapter.”*
4. SUBSTANTIVE: Ch. 90 Sec. 17E (a)(1): See above commentary about section 17D. Because of the unclarity of the definition of “active construction zone”, it is unclear whether the physical presence of workers or active work vehicles on the public highway is a condition required in order for the use of a construction zone speed control system to be permitted. Regardless of whether the definition in section 17D of “active construction zone” carries this meaning, I think it should be explicitly stated in this new section 17E whether construction zone speed control systems can only be used when workers or active work vehicles are present.
5. SUBSTANTIVE: Ch. 90 Sec. 17E (a)(2): What is the purpose of this Paragraph? Does it have any effect? What does “shall give due consideration” mean? Why “high traffic volumes”? I would think locations with low traffic volumes are those with the highest incidence of unreasonably high operating speeds and where automated enforcement could be most beneficial. What is a “location with high traffic volumes” anyway? Some “locations with high traffic volumes” have very low traffic volumes during the nighttime hours.
6. EDITORIAL: Ch. 90 Sec. 17E (b): Use the word “sign”, “signs”, or “signing” instead of “signage”.
7. EDITORIAL: Ch. 90 Sec. 17E (c)(2): The words “, including, but not limited to, equipment,” do not make sense within this sentence and seem unnecessary to the sentence.
8. SUBSTANTIVE: Ch. 90 Sec. 17E (d): When shall this public awareness campaign be conducted? Only for a certain amount of time after this bill is passed? On a recurring basis? In perpetuity? In connection with every planned deployment? What would the public awareness campaign consist of? I am not sure whether this paragraph is needed. I am confident the news media and the department would sufficiently alert the public to this new law without this paragraph being included in the law. If something like this is to be included in the law, consider if it would fit better in section 17J.

9. EDITORIAL: Ch. 90 Sec. 17F (a): What is the “posted speed limit”? Established in accordance with Ch. 90 Sec. 17D? Or Ch. 90 Sec. 18? Or both? Following from Comments #2 and #3, I recommend revising this paragraph to read: *“No person operating a motor vehicle shall exceed a speed limit posted in accordance with section 17D [or section 18] by fifteen miles per hour or more, as detected by a construction zone speed control system, within an active construction zone where a construction zone speed control system is operational.”*
10. EDITORIAL: Ch. 90 Sec. 17F (b): See comments regarding section 17D. Section 17D does not establish a fine. I think what this paragraph intends is to require a fine double that which would have been assessed if the speeding violation had occurred outside of a construction zone, which is a stipulation of section 17. I think the simplest solution here is to revise it to read *“...as established in section 17 of this chapter.”*
11. SUBSTANTIVE: Ch. 90 Sec. 17F (b): Notwithstanding Comment #10 on this same paragraph, it is noted that neither section 17 nor section 17D actually establishes a fine. They both stipulate that speeding fines are doubled in work zones, but they do not establish the fine amount. By my interpretation of the latest Table of Citable Motor Vehicle Offenses issued by the District Court Department of the Trial Court and Registry of Motor Vehicles, the assessment for speeding in a construction zone (violation of Ch. 90 Sec. 17) by fifteen miles per hour is \$255 (\$200 plus \$50 surcharge and \$5 surcharge), and the assessment increases as the operator’s speed increases. My question, then, is this: will a violation of section 17F carry the same fine as a violation of section 17 in a construction zone? I think it would be good to clarify the language on how the fine for a violation of section 17F is to be assessed, such as by providing a maximum fine amount.
12. EDITORIAL: Ch. 90 Sec. 17F (b): In the second sentence, delete the word “camera” as it is not part of the defined term “construction zone speed control system”.
13. SUBSTANTIVE: Ch. 90 Sec. 17F (b) second sentence: Should we specify what kind of “citation from a law enforcement officer” is “received”? Perhaps specify, a citation for a violation of Section 17 or Section 18 of this Chapter? Also, recommend clarifying when we are talking about a violation of section 17F. A suggested rewrite of the second sentence of paragraph (b) could read: *“The owner of a motor vehicle identified by a construction zone speed control system to have violated this section shall be liable for any such fine imposed unless the operator of the motor vehicle received a citation from a law enforcement officer for a violation of section 17 or section 18 at the time of the violation of this section.”*
14. EDITORIAL: Ch. 90 Sec. 17F (b): Use the defined term “operator” instead of “driver”.
15. SUBSTANTIVE: Ch. 90 Sec. 17F (c): This paragraph is logically inconsistent with the foregoing paragraphs. What does “the violation” mean? How can “the violation [be] detected...by a police officer on scene who issues a written citation” when paragraph (a) of this section states the violation is specifically tied to the speed having been detected by the construction zone speed control system? If a police officer issues a citation to the



same operator for speeding, then that citation would be for a violation of section 17 or section 18, but not a violation of this section. Paragraph (b) states if the driver of the motor vehicle receives a citation from a law enforcement officer, then they are not liable for a violation of this section. It seems to me this paragraph should be reduced to “*Fines imposed in accordance with this section shall be paid to the department.*”

16. EDITORIAL: Ch. 90 Sec. 17G (a)(1): This paragraph needs some work. I am not sure what it is trying to say.
17. EDITORIAL: Ch. 90 Sec. 17G (a)(2): For clarity, revise to “*A construction zone speed control system shall record the rear of a vehicle being operated in violation of section 17F with: (i) at least...*”.
18. EDITORIAL: Ch. 90 Sec. 17G (b)(1): There is no such thing as “a violation of this section”. The violation would be of section 17F. Revise both instances to read “*...a violation of section 17F...*”.
19. EDITORIAL: Ch. 90 Sec. 17G (b)(2): First sentence, revise to clarify: “*...that do not identify a violation of section 17F shall be...*”. Second sentence, revise to clarify: “*All recorded...that identify a violation of section 17F shall be...enforcement or defense of the violation of section 17F, unless...*”.
20. EDITORIAL: Ch. 90 Sec. 17H (a)(1): See above commentary about the meaning of section 17D. Is it intended to read “allegedly committing a violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
21. EDITORIAL: Ch. 90 Sec. 17H (a)(1): Revise to use the defined term: “*...that confirms the construction zone speed control system to be operating...*”.
22. EDITORIAL: Ch. 90 Sec. 17H (a)(2): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
23. EDITORIAL: Ch. 90 Sec. 17H (a)(1) and (a)(2): The former paragraph uses the term “inspection” while the latter paragraph uses the term “calibration check”, seemingly in reference to the same action. Recommend using the same word to refer to the same thing.
24. SUBSTANTIVE: Ch. 90 Sec. 17H (a)(2): I think it would be nice if the notice of violation also included the measured speed of the vehicle alleged to have been used in committing the violation of section 17F.
25. EDITORIAL: Ch. 90 Sec. 17H (a)(3): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
26. EDITORIAL: Ch. 90 Sec. 17H (a)(3): Regarding the phrase “the address of the owner that is in the records of the department”: Is the address in the records of the department

(i.e., the division of highways) or the registry of motor vehicles? It might not matter, but consider if “department” should be changed.

27. EDITORIAL: Ch. 90 Sec. 17H (a)(4): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
28. EDITORIAL: Ch. 90 Sec. 17H (a)(5): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
29. EDITORIAL: Ch. 90 Sec. 17H (a)(7): Consider if it would be clearer to rephrase this sentence to begin “*Upon the determination of a violation of section 17F, it shall be...*”.
30. EDITORIAL: Ch. 90 Sec. 17H (b)(1): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
31. EDITORIAL: Ch. 90 Sec. 17H (b)(2): The word “control” is missing; revise to use the defined term: “*...and the construction zone speed control system passed, the testing specified by the manufacturer of the construction zone speed control system...*”.
32. EDITORIAL: Ch. 90 Sec. 17H (b)(2): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
33. EDITORIAL: Ch. 90 Sec. 17H (b)(3): See above commentary about the meaning of section 17D. Is it intended to read “alleged violation of section 17D”, or is the violation detected by the construction zone speed control system a “*violation of section 17F*” instead?
34. EDITORIAL: Ch. 90 Sec. 17H (c): What is “adopted under this section”? I am confused by this phrasing.
35. SUBSTANTIVE: Ch. 90 Sec. 17H (d): Recall that section 17F provided that the owner of a motor vehicle is not liable to pay the fine for a violation of section 17F if the driver of the same received a citation from a law enforcement officer. Does this need to be reinforced anywhere in section 17H?
36. EDITORIAL: Ch. 90 Sec. 17H (e): Use the defined term; revise to: “*...identified by a construction zone speed control system as...*”.
37. EDITORIAL: Ch. 90 Sec. 17H (e): See above commentary about the meaning of section 17D. Is it intended to read “allegedly violating section 17D”, or is the violation detected by the construction zone speed control system “*violating section 17F*” instead?

38. EDITORIAL: Ch. 90 Sec. 17H (f): A vehicle cannot be “operated in violation of this section” (section 17H). The violations being referred to in section 17H are violations of section 17F.
39. SUBSTANTIVE: Ch. 90 Sec. 17H (f): What is the meaning of the word “written” in the phrase “upon written receipt of the citation”?
40. SUBSTANTIVE: Ch. 90 Sec. 17H (f): What is the “registration plate number of the operator”? If Owner “Adam” who owns vehicle “Alpha” allowed Operator “Bob” to operate vehicle Alpha, and Bob violates section 17F while operating Alpha, and Adam receives that violation notice, then does item (2) of this paragraph (f) require Adam to provide the registration plate number of Bob’s own vehicle “Bravo”? Why is vehicle “Bravo” being dragged into this; it does not seem relevant? What if Bob does not own a vehicle?
41. SUBSTANTIVE: Ch. 90 Sec. 17H (i): What does “each particular active construction zone” mean? I could see the department deploying a construction zone speed control system at multiple locations per day for a few hours at each location, or at a single location continuously for a year. Because of the variability in space and time of the potential use of these systems, it could get cumbersome to provide the information requested in this paragraph. I guess it depends on this paragraph’s intent. Do you really care about the breakdown into (A), (B), and (C) of citations issued on each and every deployment, or are you interested in the yearly total breakdown? I feel like a yearly total for this breakdown would be sufficient. With that said, I (as a member of the public) would be very interested to see a list of each and every deployment over a year, with the following information provided for each deployment: location, dates and hours of deployment, type of work zone (e.g., lane closure, shift, narrow lanes), existing speed limit (per section 18), reduced speed limit (per section 17D, if there be any), and number of citations issued on that deployment.
42. EDITORIAL: Ch. 90 Sec. 17J: It seems this is just one paragraph. It should be labeled paragraph (a), not (j).

## Bill H.3675 – An Act relative to the move over law (increasing fines for violation)

I question whether it is appropriate to assess such hefty fines for a violation that is so arbitrary to define. How much of a reduction of speed is necessary to achieve “a reasonable and safe speed for road conditions”? In any given situation, you can poll 10 different drivers and they could give 10 different answers. And every situation is different. I think it would be cumbersome to define. Also, how is it determined when it is “practicable” to make a lane change? What if a driver does not feel it was practicable, but a law enforcement officer feels differently? How would it get hashed out in court? This is also difficult to define. Since enforcement of the existing law in

section 7C depends on an arbitrary determination, I feel it is inappropriate to assess such hefty fines as are proposed in this Bill.

Now, if a crash were to occur as a result of an operator violating section 7C, then in that case I would support a heftier assessment. It seems bill H.3816 is headed in this direction.

I would fully support a public awareness campaign to increase awareness of the Move Over Law. Why is it that the proposed paragraph (f) to be inserted into section 7C of chapter 89 does not mention the Move Over Law in the list of what “the campaign shall include”?

## Bill H.3694 – An Act relative to spare tires

What is the purpose of this Bill? It seems unnecessary to me. I do not imagine most drivers will be thinking about or remembering this law in the unusual event they must use their spare tire.

What if the way is a two-way road, and the “lane nearest to the left side of the way” is a lane in the opposing direction and such operation would already be a marked lanes violation? What if the “lane nearest to the left side of the way” is a left-turn lane and the driver desires to make a legal left turn?

A “vehicle” cannot be prohibited from “driving”. Rather, the existing language in section 4B of chapter 89 creates requirements of the “driver of a vehicle”, not the vehicle itself.

## Bill H.3696 – An Act relative to motor vehicle negligence (requiring vehicles hauling snow or ice to secure the load from falling out)

I have no problem with the intent of this bill, but wouldn't it be simpler to just insert after the word “rubbish” the words “, snow, ice,”?

## Bill H.3737 – An Act allowing MassDOT vehicles to use red lights for safety

I do not support this Bill. There are two bills on the Committee's agenda: this one to enable MassDOT vehicles to use flashing red lights and H.3763 to enable MassDOT vehicles to use flashing blue lights. I could support one bill or the other bill alone, but not both together. My personal preference would be to allow blue lights instead of red lights. Please see my comments on H.3763, most of which would apply equally to this bill.

Regarding H.3737 specifically:

The third paragraph of section 7E requires the head of the fire department to make an application to the registrar for a permit to use such flashing red lights on a vehicle. Does a fire department head need to submit applications on behalf of MassDOT and MassDOT contractors? If so, then which fire department's head?

## Bill H.3754 – An Act relative to traffic regulation using road safety cameras

### Summary and general comments on automated traffic enforcement

Proponents of automated traffic enforcement say “it improves safety”. Opponents of automated traffic enforcement say “it is a money-grab”. The reality is that both can be true, and the degree to which each is true is dependent upon the legislation controlling automated traffic enforcement.

It is unquestionable that automated traffic enforcement in nearly all cases can effect a change in driver behavior. This change in driver behavior usually should result in an improvement in safety at a location or no change to safety at a location. In some instances, the change in driver behavior can result in less safe conditions.

The following are indications that a specific application of automated traffic enforcement might be more of a money-grab than a safety measure:

1. The regulations being enforced are unreasonable, such as:
  - a. Unrealistically low posted speed limits
  - b. A No Turn on Red sign at a location where it is not really needed
  - c. A school zone speed limit being in effect when there are not any children walking around
2. Signs and other traffic control devices are not applied and installed in conformance with the Manual on Uniform Traffic Control Devices, such as:
  - a. Speed Limit signs are too small, not printed properly, or are posted somewhere inconspicuous
  - b. The No Turn on Red sign is not posted in the proper location
  - c. Required signs are missing in a school zone (a SCHOOL SPEED LIMIT 20 sign is not the only sign required)
  - d. The yellow time on a traffic control signal is too short
  - e. Signs advising of the automated enforcement are designed improperly
3. The automated enforcement assesses fines for first offenses, often catching out-of-town operators by surprise when they are driving through for the first time and did not realize they were committing a violation because of the above two items.

These first two items have something in common: they are the result of traffic engineering decisions. Oftentimes with automated traffic enforcement legislation, too much of the decision-

making is left to politicians who are not experts in traffic engineering. In my comments on this bill, I propose several adjustments that would require the Commonwealth's top traffic engineering body, MassDOT, to advise and consent to the use of automated traffic enforcement on all ways, regardless of jurisdiction.

I recommend the Committee read about the State of Iowa's automated traffic enforcement program, which, while not perfect, I think resolves many of these issues so that automated traffic enforcement is solely used as a safety device, not as a money-grab.

1. <https://iowadot.gov/modes-travel/roads-highways/highway-safety-features/automated-traffic-enforcement>
2. <https://www.legis.iowa.gov/legislation/BillBook?ga=90&ba=HF%202681>

I think when automated traffic enforcement is treated as an engineering tool rather than a political tool, it can really make a difference in reducing the number of crashes, injuries, and deaths. When handled with care, automated traffic enforcement, I hope, can effect a change in driving culture not just at the camera locations but throughout the community.

## Comments on Bill H.3754

1. SUBSTANTIVE: Definition of "Automated road safety camera system": I recommend choosing a different term that does not include the word "system". As I read this bill, I am getting confused about whether the term "system" is being used to refer to one single camera at one location or all of the cameras throughout a city or town combined.
2. SUBSTANTIVE: Definition of "Camera enforceable violation": Regarding item (i): I am not finding anything in section 9 of chapter 89 pertaining to the requirement of an operator to stop at a steady red indication in a traffic control signal. As far as I can tell, this requirement is not covered in MGL. The requirement is created elsewhere.
3. SUBSTANTIVE: Definition of "Camera enforceable violation": Regarding item (iii): I do not agree with "camera enforceable violation" including any violation of section 17. Some of the speed limits prescribed in section 17 (50, 40, 30 depending on divided or undivided and thickly settled or business district, 25 if section 17C is adopted) are not signed and are not possible to sign within the constraints of the Manual on Uniform Traffic Control Devices. I believe if speed limits are to be enforced automatically, they should be speed limits determined through an engineering study specific to the location (i.e., established pursuant to section 18 of chapter 90). The only speed limit in section 17 that I would agree with using automated enforcement for would be the speed limit of 20 mph in a designated school zone, since that speed limit can be signed.
4. SUBSTANTIVE: Definition of "Camera enforceable violation": Regarding item (iii): See comments on H.3660. There is no such thing as a violation of section 17D. Exceeding a speed limit established pursuant to section 17D is, in my interpretation, a violation of section 17. In any case, Bill H.3660 covers automated enforcement of speed limits in an

active construction zone, so I would disagree with also including such enforcement in this Bill, as it would create a conflict.

5. SUBSTANTIVE: Definition of “Camera enforceable violation”: Regarding item (iv): I disagree with using automated enforcement in relation to the violation of blocking an intersection. That paragraph in section 9 of chapter 89 is very poorly written. Until it is improved, I do not support enforcing it. In many cases, when an operator blocks an intersection, it is unintentional and unexpected (e.g., they do not realize they are going to get stuck in the intersection until after they have already entered and are trapped). There are too many different ways that a vehicle can be considered to be “blocking an intersection”, and until these ways are enumerated, the law is too vague to enforce, and it would be unfair and potentially abusive to try to enforce the law automatically. On a separate note, since the “automated road safety camera system” is ostensibly intended primarily for safety, I do not see the critical safety impact of “blocking the intersection”. “Blocking the intersection” is inconvenient and annoying and impacts operations and mobility, but does not contribute to humans getting hurt or killed (except perhaps in the case of an ambulance being blocked, in which case I would recognize an argument for using automated enforcement at the egress from a fire station or ingress to an emergency room).
6. SUBSTANTIVE: Ch. 90K Sec. 2 (a): To prevent misuse and abuse of automated road safety camera systems by cities and towns, and to promote the use of such systems in a manner that results in the best safety outcome, I recommend requiring that a local authority be prohibited from using an automated road safety camera system unless they have obtained a permit from MassDOT, and that such permit shall only be issued based on MassDOT’s determination that a system is *appropriate* and *necessary* and *the least restrictive means* to address the *critical traffic safety issues* at a location. See Iowa’s H.F.2681, passed in 2024, which I believe is a good model for a law governing the use of automated traffic enforcement.
7. SUBSTANTIVE: Ch. 90K Sec. 2 (a): I do not approve of automated enforcement being used on ways under the control of the Department of Conservation and Recreation. There is currently no mechanism in place to ensure that speed limits posted on DCR parkways are determined properly (DCR is not included in chapter 90 section 18). In general, DCR makes so many mistakes in designing, installing, operating, and applying traffic control devices that I think it is unjust to use automated enforcement to enforce traffic regulations established by DCR.
8. SUBSTANTIVE: Ch. 90K Sec. 2 (b): While I do not disagree with requiring the approval of the city or town’s elected officials and a public hearing with regards to the locations of an automated road safety camera system, I think it is of paramount importance this kind of decision not be limited to being a political decision, but that engineers (i.e., MassDOT) also have a determinative say in the matter. If a device is intended to control traffic with

the intent of improving safety, then that is an engineering decision that should be made by the top traffic engineering body in the Commonwealth.

9. SUBSTANTIVE: Ch. 90K Sec. 2 (c): I am not sure what item (ii) is referring to.
10. EDITORIAL: Ch. 90K Sec. 2 (c): Item (iii): There can be an “amount” of fines, but not a “number” of fines. Is this meant to read “*the number of citations issued...*”, perhaps also to read “*including the number of citations for which a warning was issued and the number of citations for which a fine was assessed, and the total amount of fines assessed*”?
11. SUBSTANTIVE: Ch. 90K Sec. 3 (a) and Sec. 4 (b): To ensure fairness, to give honest people a chance to change their behavior without incurring a fine, to keep to the purpose of these cameras being for safety, and to prevent abuse, I recommend the following restrictions be placed on issuing citations and assessing fines for camera enforceable violations detected by a camera, and that these criteria be consistent across all cities and towns:
  - a. No fine shall be assessed for a violation detected by a camera during the first 60 days during which the camera is in operation; only written warnings shall be allowed during the first 60 days. (In other words... a 60-day warning period for each camera beginning when that camera is installed, rather than only having a 60-day warning period for the inaugural cameras of a city’s automated enforcement program.)
  - b. Notwithstanding item (a), at each camera location, each motor vehicle owner whose vehicle is detected by the camera allegedly being used to commit the violation in a first offense at that location shall be issued a warning and shall not be assessed a fine for the first offense at that location. (In other words...everyone gets a warning on their first violation at a camera location, no matter when it happens. An owner gets a warning for the first violation at each location, not just the first violation among all locations in the city. Some people who drive by the camera location are driving by for the first time, even after the 60-day warning period; they deserve a chance to adjust.)
  - c. Except as provided in item (a), at each camera location, each motor vehicle owner whose vehicle is detected by the camera allegedly being used to commit the violation in a first offense shall not be issued a citation for a second offense at the same location until at least 30 days have passed since the date when the first offense was allegedly committed. (This allows time for the owner to receive the citation for the first offense and adjust their behavior.)
12. SUBSTANTIVE: Ch. 90K Sec. 3 (e)(1): In addition to this, I think video (not just still photographs) of the alleged violation should be accessible online, and instructions of how to access that video should be included in the notice of violation. This would help operators learn what they did wrong so they know not to do it again in the future.



13. SUBSTANTIVE: Ch. 90K Sec. 3 (f): I would also like to add the following exemptions from liability for inadequate engineered controls relating to the violation:
- a. The Speed Limit sign or No Turn on Red sign was missing or defective.
  - b. In the case of a school zone speed limit, the flashing beacon indication with the Speed Limit 20 sign was not operating at the time.
  - c. In the case of a school zone speed limit, the school was not in session that day, or the alleged violation took place outside of the designated times of day when the school zone speed limit is to be in effect.
  - d. The traffic control signal was malfunctioning (e.g., the red arrow for the left turn never turned green after waiting 2 or more cycles).
14. SUBSTANTIVE: Ch. 90K Sec. 5: I think some of these are unreasonably strict. I also think they are written vaguely. I recommend the following rewrites to make the law more exact in language and more forgiving:
- a. Item (i), for steady red light violations other than violations of chapter 89 section 8: rewrite to read *“making a movement at an intersection controlled by a traffic control signal during a time when the same movement was prohibited by a steady red signal indication displayed to the vehicle, unless the vehicle began to cross the marked stop line two or more seconds after the beginning of the interval during which the steady red signal indication was displayed and the vehicle had completely crossed the marked stop line before the conclusion of the same interval during which the steady red signal indication was displayed;”*
  - b. Item (ii), for violations of chapter 90 section 18: rewrite to read: *“exceeding a speed limit posted pursuant to chapter 90 section 18, unless the vehicle exceeded the speed limit by not less than 8 miles per hour;”*. I feel that a 5-mph threshold is too strict, but a 10-mph threshold is too generous, regardless of what the speed limit is.
  - c. Add an item for violations of chapter 90 section 17 in a school zone: write to read *“exceeding a speed limit in a school zone posted pursuant to chapter 90 section 17 and chapter 85 section 2, unless the vehicle exceeded the speed limit by not less than 8 miles per hour on a day when the school was in session and during the hours when school pupils are normally traveling to or from the school grounds as pedestrians or bicyclists, not earlier than 1 hour prior to the school start time or later than 1 hour after the school dismissal time;”*
  - d. There is no item (iii) in this paragraph as currently written.
  - e. Item (iv), for violations of no-turn-on-red promulgated in accordance with chapter 89 section 8: rewrite to read *“making a right turn (or left turn from a one-way street to a one-way street) at an intersection controlled by a traffic control signal during a time when that movement was prohibited by the display of a steady red signal indication in combination with a No Turn on Red sign displayed to the vehicle, unless the vehicle began to cross the marked stop line two or more*

*seconds after the beginning of the interval during which the steady red signal indication was displayed and the vehicle had completely crossed the marked stop line before the conclusion of the same interval during which the steady red signal indication was displayed;”*

- f. Item (v), for blocking the intersection: As I commented earlier, I recommend deleting this entirely as a camera enforceable violation. It is much too vague of a law, has little to do with safety, and “violations” are too often accidental and unavoidable.
- 15. SUBSTANTIVE: Ch. 90K Sec. 6 (a): I think it is very important that the words “...*in accordance with the standards of the department*” be added to the end of this sentence. We need MassDOT to develop a standard method of signing each type of automated enforcement. We don’t want to end up like Rhode Island, with signing that is grossly out of conformance with the MUTCD.
  - 16. Ch. 90K Sec. 9: I am interpreting this to mean that the only revenue a city or town may take from fines assessed is that which helps pay for the camera system, and that any revenues beyond that go to the state. I support this; I think it is a good way to prevent this from being abused as a “money-grab”.
  - 17. SUBSTANTIVE: Ch. 90K Sec. 11: I think much more needs to be specified about how MassDOT is to be involved. See Iowa’s law from 2024 (referenced in earlier comment). I think Iowa’s law serves as a very good model.
  - 18. SUBSTANTIVE: Ch. 90K Sec. 11: It is not within MassDOT’s purview to assess social and racial equity impacts. MassDOT exists to design the safest transportation system for all people, regardless of social, racial, or economic status. There are engineering criteria (see Iowa’s law) that should be included.
  - 19. SUBSTANTIVE: Ch. 90K Sec. 12: Again, please do not require the engineers at MassDOT to perform sociological analyses, as it is not within their expertise or their purview to make such an assessment.
  - 20. SUBSTANTIVE: Ch. 90K Sec. 13: I agree, but I think some of it should be directly written into this law. See Iowa’s law as a model.
  - 21. SUBSTANTIVE: Section 3: I do not feel 90 days is enough time for MassDOT to promulgate regulations.
  - 22. General: I believe the following engineering requirements pertaining to camera enforceable violations should be built into this law, and that an automated road safety camera system shall not be permitted to be used to enforce a traffic law unless the relevant engineering requirements have been met.
    - a. Red light violations (other than right turn on red): The traffic control signal design and operations plan (including phasing, phase sequencing, and phase timing) shall be reviewed by MassDOT for conformance with engineering best practices. The traffic control signal construction and programming shall be inspected by

MassDOT to confirm it is in conformance with the plan. (This would, among many things, ensure that adequate yellow time is provided.)

- b. Right turn on red: An engineering study shall have been completed at the intersection within the last ten years or since the last time construction improvements were made at the intersection, whichever is more recent. The engineering study shall determine that a condition exists that warrants the prohibition of right turns on red (or left turns from a one-way street to a one-way street) in accordance with MassDOT's standards. MassDOT shall review the engineering study and the prohibition of turns on red shall be subject to the approval of MassDOT. If approved, MassDOT shall review and approve the signing necessary to inform operators of the prohibition.
  - c. Speed limit (chapter 90 section 18): An engineering study shall have been completed on the roadway within the last ten years or since the last time construction improvements were made on the roadway, whichever is more recent. The engineering study shall determine the appropriate speed limit to post on the roadway. MassDOT shall review the engineering study for conformance with engineering best practices. If the speed limit determined by the engineering study conflicts with the existing special speed regulation on the roadway or if there is no existing special speed regulation, then a new or amended special speed regulation shall be promulgated pursuant to chapter 90 section 18 based on the recent engineering study. MassDOT shall review and approve the signing necessary to inform operators of the speed limit on the approach to the camera enforcement zone.
  - d. School zone speed limit: An engineering study shall have been completed on the roadway within the last ten years or since the last time construction improvements were made on the roadway or since the last time construction was performed on the school grounds, whichever is most recent. The engineering study shall determine the need for a reduced school zone speed limit of 20 mph in accordance with chapter 90 section 17. The engineering study shall determine the times when school pupils are normally expected to be present as pedestrians or bicyclists within the street right-of-way to travel to or from the school grounds. MassDOT shall review the engineering study for conformance with the department's standards. The establishment of the school zone speed limit and the times when the school zone speed limit shall be in effect shall be subject to the review and approval of MassDOT. MassDOT shall review and approve the signing necessary to inform operators of the school zone and of the speed limit on the approach to the camera enforcement zone.
23. GENERAL: I recommend that it be required that every alleged violation detected by the camera system shall be reviewed and verified by a law enforcement officer prior to the citation being issued. This would ensure the application of human discretion.

## Bill H.3763 – An Act improving safety measures for highway maintenance personnel (allowing flashing blue lights on MassDOT and contractor vehicles)

I have mixed feelings about this bill. While I think there may be some safety benefit from highway work vehicles using flashing blue lights, there may also be some negative consequences. I question whether the benefits of this bill would outweigh those consequences.

I agree increasing the number of flashing blue lights in a work zone will improve driver compliance with the “move over or slow down” principle, improving comfort for highway workers, if not also improving safety.

The intent of having blue lights on highway work vehicles is to deliberately deceive drivers into believing police are present, eliciting an immediate subconscious response to slow down and move over. This is not entirely a bad thing, but I think blue lights on highway work vehicles could also cause confusion and distract drivers as they try to figure out “is that actually a police car?”. Some MassDOT and contractor work vehicles are simple pickup trucks, vans, or SUVs that could very easily be mistaken for an actual police vehicle if blue lights are used.

I also sympathize with the testimony by the Massachusetts State Police representative about maintaining the “blue lights mean police” understanding. If a crash or other emergency were to happen in my work zone, I would not want someone coming up to me or any of the highway workers looking for a police officer.

I also am worried about the potential for both purposeful and accidental/unintentional abuse and misuse of blue lights on highway vehicles. Blue lights on an emergency vehicle can induce civilian drivers to make erratic and unexpected movements. Police officers are trained on how to operate a vehicle with blue lights; will highway workers receive the same training? Will highway work vehicles be equipped to prevent carjacking the same way police vehicles (I hope...) are?

Why should MassDOT take such a risk when other options are available to increase the use of lights for work zone conspicuity? For example, they can always upgrade or increase the number of flashing amber lights. I also think it would be a good idea to experiment with green lights, as was suggested by the MSP representative’s testimony. Since flashing green lights currently have no popularly understood meaning, there is not as much risk of confusing drivers.

It is also noted that blue lights do not completely eliminate crashes. We hear all the time about police officers who get struck when they are out on traffic stops with their blue lights activated.

So, I have discussed my own conflicting viewpoints on this bill. I think a compromise would be to allow blue lights on highway work vehicles, but to write more restrictions into the law. I would support the use of blue lights on highway work vehicles if it was limited only to trucks

that bear a truck mounted attenuator (sometimes called “TMA trucks” or “crash trucks”). TMA trucks are typically (i.e., according to MassDOT work zone standards) the first work vehicle seen by motorists as they travel through a short-term work zone setup on a freeway, and often the most prominently visible vehicle in the work zone, making them the perfect candidate for blue lights. Also, TMA trucks, which are very distinctive vehicles, are unmistakably *not* police vehicles.

If the restriction to TMA trucks is not agreed to, then as an alternative I would like to see the following common-sense restrictions be written into the law:

1. The use of blue lights shall be restricted to vehicles that are (i) clearly marked as vehicles owned or used by MassDOT or (ii) clearly and obviously a highway work vehicle that would not reasonably be mistaken for a police vehicle.
2. The display of blue lights on a highway work vehicle shall be limited such that they are not visible from the perspective of looking at the front of the vehicle.
3. The highway work vehicle shall be equipped such that the blue lights are automatically disabled when the highway work vehicle is moving at a speed of 5 mph or greater.
4. The highway work vehicle shall be equipped with flashing amber lights, and flashing blue lights shall comprise not more than half of the total number of flashing lights being operated on a highway work vehicle at any time. The highway work vehicle shall be equipped so that the flashing amber lights may be operated while the flashing blue lights are not operated.

Other than these points, on a practical matter, I want to ask what “head of the police department” is going to be responsible for making application to the registrar to allow a highway work vehicle to use blue lights? Which police department? Per chapter 90 section 7E, if a permit from the registrar is required by this section for the display of blue lights, then it is the “head of the police department” who is responsible to make that application. Does the head of some police department in Massachusetts need to make an application on behalf of MassDOT? What if that head of the police department objects to highway work vehicles displaying blue lights, either for safety reasons or because he or she knows the purpose of the blue lights is to reduce MassDOT’s contractors’ reliance upon paid police details?

Another practical matter is, what if the highway work vehicle is a contractor vehicle that is registered in another state? Can the registrar issue a permit for an out-of-state vehicle to display blue lights in Massachusetts?

## Bill H.3765 – An Act relative to obstructed views while driving (police cannot pull over for object hanging from rearview mirror)

I support this bill. I would find it unreasonable for a police officer to pull over my grandmother for hanging a rosary bead from the rearview mirror.

## Bill H.3778 – An Act relative to improved headlight safety

I did not research too carefully into this bill, but I recognize we have a big problem with motor vehicle lights, including overly intense headlights, flickering headlights, flashing brake lights, rapidly flashing directional indicator signals, and sequentially flashing directional indicator signals, which all pose a safety problem in my opinion. I support movements to bring greater uniformity to the display of headlights, brake lights, and directional indicators on motor vehicles.

## Bill H.3789 – An Act relative to the Move Over Law (adding “utility vehicle” and “disabled vehicle”)

I agree with adding “utility vehicle” to the Move Over Law.

I do not agree with adding “disabled vehicle” to the Move Over Law. If the “disabled vehicle” is “abandoned”, then there is no reason to move over. If the “disabled vehicle” is “rendered inoperable by mechanical failure”, in most cases an approaching operator has no way of knowing; there are many other reasons a vehicle might be stopped on the side of the road with their hazard warning lights on.

I think the intended meaning of “flashing lights” in subsection (b) is those warning lights that one might see on an emergency vehicle, highway maintenance vehicle, utility vehicle, or tow truck other than standard hazard warning lights. Most “disabled vehicles” do not have such flashing lights. I think those “flashing lights” are an essential component in creating a reasonable expectation that approaching operators move over.

While I think it is a good idea to move over for any vehicle pulled over with its hazard warning lights on, I do not think it is a good idea to compel an operator to do so as part of the Move Over Law.

EDITORIAL, notwithstanding the above: Section 2 and Section 3 of this bill provide for insertions that would mess up the affected sentences in terms of the use of commas and the word

“or”. These should be revised so the sentence structure will be maintained with proper syntax and punctuation.

## Bill H.3812 – An Act relative to roadway safety (requiring operators to clear snow and ice off their vehicle after a storm)

This bill has many editorial errors in it and should be revised.

Other than that, I have no problem with this bill, though it makes me question, don't we already have a law requiring operators to clear their vehicles of snow and ice?

## Bill H.3816 – An Act relative to the “Move Over Law” (increase fines for Move Over Law, establish law enforcement memorial license plates, establish blue alert system)

Section 1 of the bill: No comment.

Section 2 of the bill:

1. EDITORIAL: I think it means to read “striking out subsection (c)”, not “striking out subsection 2(c)”.
2. EDITORIAL: The use of “may” is vague. Usually, the sentence format goes “Violation of this section shall be punished by a fine not to exceed \$XXX.”
3. SUBSTANTIVE Subsection (c): See my comments on bill H.3675. I think the fines proposed here are much too hefty for a violation that is so arbitrary to determine. However, I do agree with having the fine be higher if the violation results in a crash (note I prefer “crash” over “injury to another person”; if the crash does not result in injury, then that is just a matter of luck).
4. EDITORIAL: Revise to “And further, by adding the following *subsections*”.
5. SUBSTANTIVE Subsection (d): I am fine with this. What if the operator does not complete the required program?
6. SUBSTANTIVE Subsection (e): I am fine with this.
7. EDITORIAL Subsection (f): This is a subsection being inserted into section 7C of chapter 89. The phrases “associated with section 1 of this act” and “associated with section 3 of this act” are understood within the context of this bill, but would not make sense in section 7C of chapter 89.

No comments on the remaining sections in this bill.

## Bill H.3905 – An Act authorizing the city of Salem to employ automated enforcement of speed limit violations in designated school zones within the city of Salem

I completely object to this bill. This bill has several points of unclarity and several holes. It has many more problems than H.3754. Please see my comments on H.3754 about how a law enabling automated traffic enforcement ought to be written.

If automated traffic enforcement is to be permitted in the Commonwealth, then one law should be enacted that applies to the whole Commonwealth. I think it is ridiculous to have one law allowing specifically the city of Salem to use automated enforcement. This bill seems designed to entrap unsuspecting visitors to the city.

This bill's definition of "designated school zone" is far removed from MassDOT's standards for a designated school zone. I think the intent here is to limit the use of automated enforcement to streets abutting such facilities as are described in the definition of "designated school zone", not necessarily that the street be designated a "school zone" in the sense of chapter 85 section 2. If that's the case, then I think it would be better to just have a paragraph reading "the use of automated enforcement shall be limited to...".

Where is the language proposed in this bill proposed to be inserted?

## Bill H.4087 – An Act relative to traffic safety at intersections (enabling automated enforcement)

I object to this bill. This bill is extremely weak. Bill H.3754 would accomplish the same goal as this bill. See my comments on bill H.3754 regarding how a law enabling automated traffic enforcement ought to be written.

## Bill S.2344 – An Act relative to traffic regulation using road safety cameras (similar to H.3754)

This bill seems substantially equivalent to bill H.3754. Please see my comments on bill H.3754.



## Bill S.2346 – An Act relative to issuance of citations and warnings to motor vehicle owners without effectuating motor vehicle stops

I feel very uncomfortable about this bill. This fundamentally changes the relationship between the police and the public. Society has been becoming more and more anxious over the years, and that is due in part to an ever-decreasing amount of human interaction. What we absolutely do not need right now is to add to that anxiety with the threat that some overly zealous law enforcement officer can capriciously choose the most minor traffic offenses and send fines to many honest civilians.

I really do not feel traffic enforcement (or a lack thereof) has become such a problem that such a drastic move as is proposed in this bill is warranted. It is not good for society if good, honest drivers start getting fines in the mail alleging “we caught you three weeks ago failing to use your turn signal to switch lanes” or “operating at a speed of 33 mph in a 30-mph zone” or “operating with an inspection sticker that was expired that you have since renewed”.

I feel this bill will result in law enforcement agencies breaking off into two groups: (1) those who conduct enforcement in this manner so as to gain revenue and (2) those who do not think it is worthwhile to conduct enforcement in this manner and would rather spend their time conducting traffic stops the old way.

It is of great value for law enforcement officers to conduct traffic stops:

1. Traffic stops allow suspected offenders to be immediately informed of their error and allow the opportunity for immediate correction.
2. Traffic stops enable law enforcement officers to identify OUI offenses, which are the most dangerous traffic violation, as well as several other traffic-related and non-traffic-related offenses that cannot be enforced without effectuating a traffic stop.
3. When an operator is stopped by a law enforcement officer, it serves as a visual reminder to everyone else to obey traffic laws lest they suffer the same fate.
4. When law enforcement officers are compelled to make traffic stops, they are less likely to bother good, honest drivers for minor, petty offenses.

Automated traffic enforcement, discussed in several other bills, would similarly remove the human element from enforcement, but the difference is that the public knows *where* the automated traffic enforcement is taking place and *what* the automated traffic enforcement is enforcing.

Bill S.2352 – An Act relative to the Move Over Law  
(similar but not exactly like H.3789)

Please see my comments on H.3789.

Bill S.2380 – An Act improving safety measures for  
highway maintenance personnel (exact same as H.3763)

Please see my comments on H.3763.

Bill S.2418 – An Act relative to improved headlight safety  
(exact same as H.3778)

Please see my comments on H.3778.