Legislation Summary:

An Act to reduce traffic fatalities

Initial bill number: S1905/H2877  (Bill numbers will change as legislation proceeds.)


This bill offers several provisions to improve safety for pedestrians, bicyclists and drivers. Among them are:

- add side guards and truck safety measures (convex and crossover mirrors) to state owned and state-contracted vehicles
- improved bicycle crash reporting
- make the default speed limit 25 mph where it is currently 30 mph
- allow municipalities to install limited traffic safety camera
- create a statewide bicycling and pedestrian safety curriculum for elementary students
- prohibit using mobile devices while operating a motor vehicle
- require that bicyclists use a rear red light and red reflector at night
- require motor vehicles to keep a distance of three feet when passing cyclists, pedestrians (and other vulnerable road users) at 30mph or less (and one foot more for every increase of 10 mph)
- allow bicyclists to treat a red light like a stop sign if there is no road to the right
- require the state to issue new guidelines for signage for non-motorized routes
- specify that bicyclists may pass to the right of motor vehicles in travel lanes even when the vehicles are not moving
- require that motor vehicles yield to bicyclists at intersections of roads and bike paths where crossings are marked
- require that the state develop a standardized reporting tool for first responders to a pedestrian or bicyclist crash.

League position: The bill is consistent with the LWVMA transportation position to increase viable alternatives to reducing vehicle miles traveled, particularly as that is a means of minimizing harmful effects on the environment, and to ensure that the alternative means of transportation are safe. The League supports active transportation, which in turn supports the League’s positions on preventive health, energy conservation, and efforts to reduce vehicle miles traveled.